



# CITY OF LOS ANGELES **GRANADA HILLS-KNOLLWOOD COMMUNITY PLAN**

## **Final Environmental Impact Report**

SCH No. 2008021061  
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CPC No. CPC-2006-5568-CPU

*Volume IV: Granada Hills-Knollwood Final EIR Appendices H to M*

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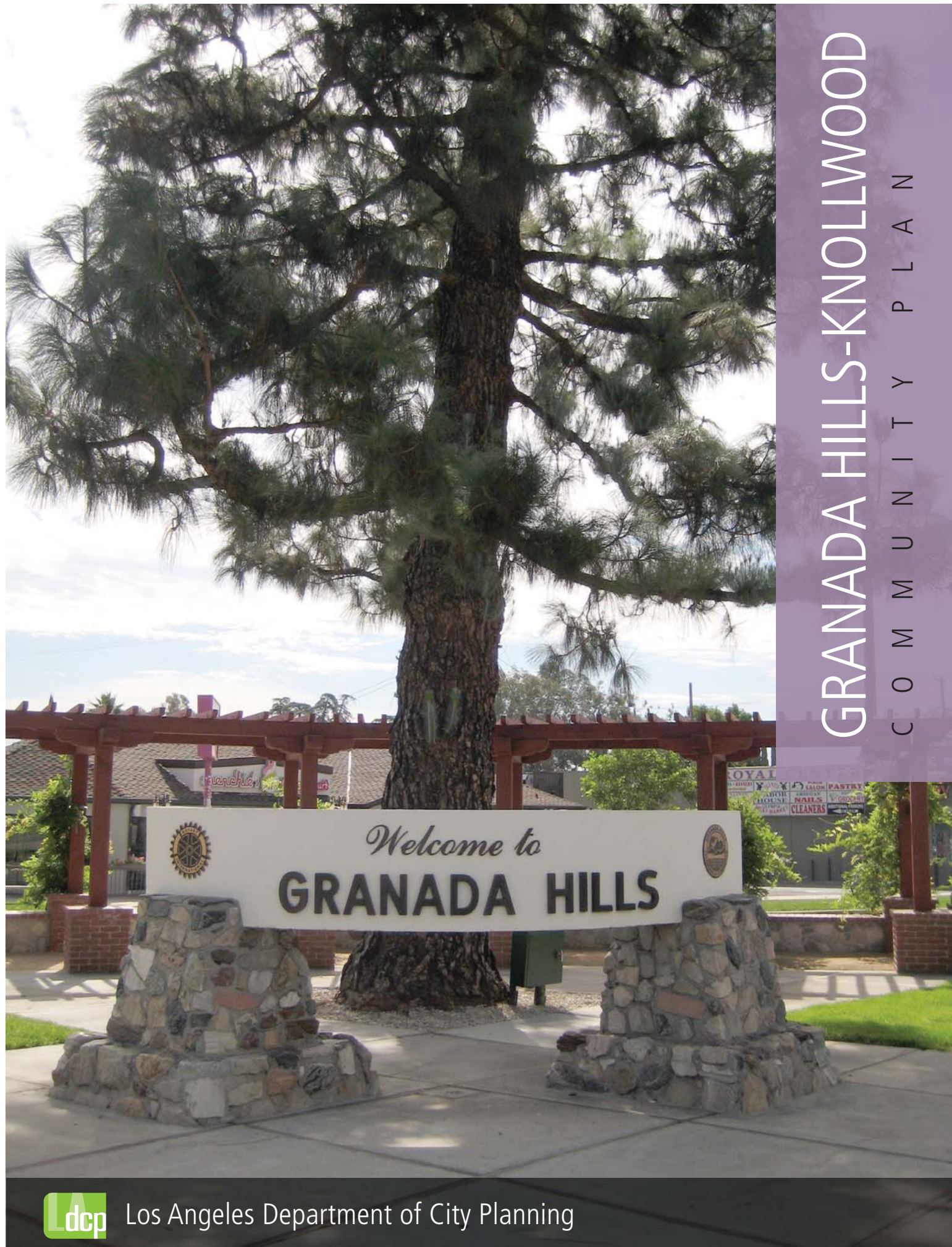
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# GRANADA HILLS-KNOLLWOOD

C O M M U N I T Y P L A N



Los Angeles Department of City Planning

# GRANADA HILLS COMMUNITY PLAN ACTIVITY LOG

## Amendments Adopted by City Council

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# Introduction & Orientation

Referred to as the Enchanted Hills by the early Spanish settlers, Granada Hills-Knollwood is a quiet, suburban community known for its scenic mountain views and natural beauty. Resting at the foothills of the Santa Susana Mountains in the San Fernando Valley, this 15-square mile community is located at the northern border of the City of Los Angeles (see Figure 1-1, Granada Hills-Knollwood Community Plan Area). This community is generally flat with rugged steep canyons and ridges increasing from south to north.



Set in the mild California climate, and with increased access to water, Granada Hills-Knollwood began as an agricultural community at the turn of the century. With nearby job opportunities and the post-war baby boom of the 1950s, this community has grown significantly from the agricultural town it once was. Today, Granada Hills-Knollwood serves as a stable, predominantly residential community on the edge of the City, where residents appreciate a slower-paced, suburban lifestyle that offers close proximity to amenities and jobs throughout the City of Los Angeles and neighboring cities, while also providing needed resources and amenities to the city and region. The people of Granada Hills-Knollwood are relatively ethnically diverse and mostly middle-class, with a median income higher than most of the city. For residents, Granada Hills-Knollwood is a community that retains its small-town feel, where some people still keep horses on their properties and enjoy horseback riding, and neighbors engage in frequent community events such as street fairs.

The last comprehensive update of the Granada Hills-Knollwood Community Plan was in 1996. Since then, significant changes have occurred, new issues have emerged, and new community objectives, aiming to balance new development with community preservation, have evolved. It is necessary to update the community plan to reflect current conditions and at the same time plan for upcoming changes. Many changes in Granada Hills-Knollwood are caused by larger forces beyond the community's direct control, such as demographic trends, advances in technology, and changes in the economy and the environment. Planning for upcoming changes is the most effective and beneficial way for the community to accommodate evolving needs. While growth is primarily directed to other areas of the city with greater infrastructure and public transit options, Granada Hills-Knollwood will remain predominantly a residential community, with a relatively low population and housing density.





*Single-family neighborhoods are among the most predominant land uses in Granada Hills-Knollwood.*



*Chatsworth Street is home to many locally-owned businesses.*



*Petit Park is adjacent to the Granada Hills Community Center and Branch Library.*

The Granada Hills-Knollwood Community Plan sets a new direction for the future of Granada Hills-Knollwood. Through a collaborative effort involving residents, owners, businesses, and developers, City staff has produced a Community Plan that sets forth actions to achieve a common vision encompassing the full spectrum of issues and opportunities regarding the area's physical evolution. The Plan addresses a wide range of topics including housing and jobs, parks and open space, infrastructure, urban design and mobility, as well as arts, culture, and history. The Granada Hills-Knollwood Community Plan serves several important purposes:

- To outline a vision for Granada Hills-Knollwood's long-term physical and economic development and community enhancement;
- To provide strategies and specific implementing actions that will allow this vision to be accomplished;
- To establish a basis for judging whether specific development proposals and public projects are in harmony with Plan goals and policies;
- To direct City departments, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities; and
- To provide the basis for establishing and setting priorities for detailed plans and implementing programs, including zoning ordinances, design overlays, development standards, the Capital Improvements Program, facilities plans, and redevelopment and area plans.

The Community Plan's importance lies in its ability to shape positive community change, fostering sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives. The process of developing the Granada Hills-Knollwood Community Plan was a multi-year collaborative effort in which broad public input was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.

# Plan Organization

The Granada Hills-Knollwood Community Plan is organized into six chapters. Each chapter is further organized into sections that deal with specific topics, described below.

**Chapter 1: Introduction and Orientation.** Chapter 1 provides an introduction to the community and describes how to use the Community Plan, provides a reader's guide for understanding the Plan, and explains the relationship of the Community Plan to the City's General Plan and other City agencies.

**Chapter 2: Community Background.** Chapter 2 provides a detailed description of the historical development of the community; describes its relationship to adjoining communities, its environmental setting, and its existing land uses; and identifies population, employment, and housing trends and projections.

**Chapter 3: Land Use and Design.** The Land Use and Design chapter expresses the community's vision for the future, describes the community's land uses, and specifies goals and policies that address residential, commercial, and industrial development. It also addresses design improvements, economic development, jobs/housing balance, historic preservation, the community's equestrian lifestyle, diversity of housing choices, and environmental justice. Design guidelines for residential and commercial uses address more specific design issues in Granada Hills-Knollwood.

**Chapter 4: Mobility.** This Chapter defines goals and policies for the community's circulation system, focusing on enhancing mobility and improving access for all system users. Each mode of transportation is discussed, including walking, bicycling, public transit, horseback riding, and driving.

**Chapter 5: Community Facilities, Infrastructure, Open Space and Parks.** Chapter 5 describes key public services and infrastructure, including police, fire and emergency services, libraries, parks, open space, the urban forest, schools, water, wastewater, solid waste, power, and street lighting. The service provider, existing facilities and service levels, future needs, and issues are identified for each of these facilities or services.

**Chapter 6: Implementation.** Chapter 6 describes how the Community Plan will be implemented. Each policy in Chapters 3, 4, and 5 is implemented by one or more programs.

## Reader's Guide

While the Plan's narrative text and maps frame the key concepts and proposals of the Community, the essence of the plan lies in its goals, policies, design guidelines, and implementation programs. Goals, policies, design guidelines, and implementation programs, which set forth the City's approach to various issues, are described below.

### *Goals*

A goal is a statement that describes a desired future condition or "end" state. Goals are change- and outcome-oriented and achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (i.e., LU1).

### *Policies*

A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal. Policies may refer to existing programs or call for establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal it refers to, and a unique number (i.e., LU1.1).

### *Design Guidelines*

The Citywide Design Guidelines (available at [cityplanning.lacity.org](http://cityplanning.lacity.org)) provide guidance for project designers, decision-makers, and the public on residential, commercial, and industrial projects throughout the City of Los Angeles, covering such topics as planning, building architecture and orientation, landscape and open space, and pedestrian-friendly design. The Granada Hills-Knollwood Community Plan provides additional guidelines tailored to the community. Guidelines appear throughout Chapters 3, 4, and 5, grouped by general topic and individually numbered (i.e., G1).

### *Implementation Programs*

An implementation program is an action, procedure, program, or technique that carries out Community Plan goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Chapter 6 contains a list of all the Plan's implementation programs. They are grouped by chapter and individually numbered (i.e., P1).

## How to Use the Plan

The Granada Hills-Knollwood Community Plan is intended for use by all members of the community, including residents, Neighborhood Councils, business owners, developers, and public officials. The Plan is organized to allow the end user to easily find information most relevant to their interest, without perusing the entire document. However, it is important to note that the Plan's policies, guidelines, and implementation programs were not created in isolation, but rather, developed collectively to address community issues in a comprehensive manner.

**For residents and Neighborhood Councils,** the Plan identifies the type and scale of land uses permitted, describes changes that may affect neighborhoods, and explains the goals, policies, design guidelines, and implementation programs that guide decisions about future development.

**For businesses,** the Plan identifies land use measures that support businesses and encourage future success. The Plan includes policies to support and enhance commercial and industrial development. The Plan also discusses land use and design strategies to attract new investment in commercial centers and corridors.

**For developers,** the Plan introduces the community, provides background information, and establishes development regulations. Developers should review all maps, policies, design guidelines, and implementation programs throughout this document to better understand what type of development may occur in each part of the community.

**For public officials,** the Plan is a part of the General Plan, which is the basis for land use decisions by the City Planning and Area Planning Commissions, other boards and commissions, the City Council, and the Mayor.

**For public agencies,** the Plan is the basis for planning and developing future investments in the City, such as transportation infrastructure improvements, parks, and schools. The goals, policies, and guidelines located throughout the Plan are interrelated and should be examined comprehensively when making planning decisions.



*Single-family equestrian neighborhood policies and design guidelines provide details on trail easements and development to contribute to the equestrian lifestyle in Granada Hills-Knollwood.*

### *Citywide General Plan Elements*

- Open Space Element
- Housing Element
- Transportation Element
- Conservation Element
- Land Use Element
- Noise Element
- Safety Element
- Infrastructure
- Public Facilities and Services
- Framework

## Relationship to the General Plan

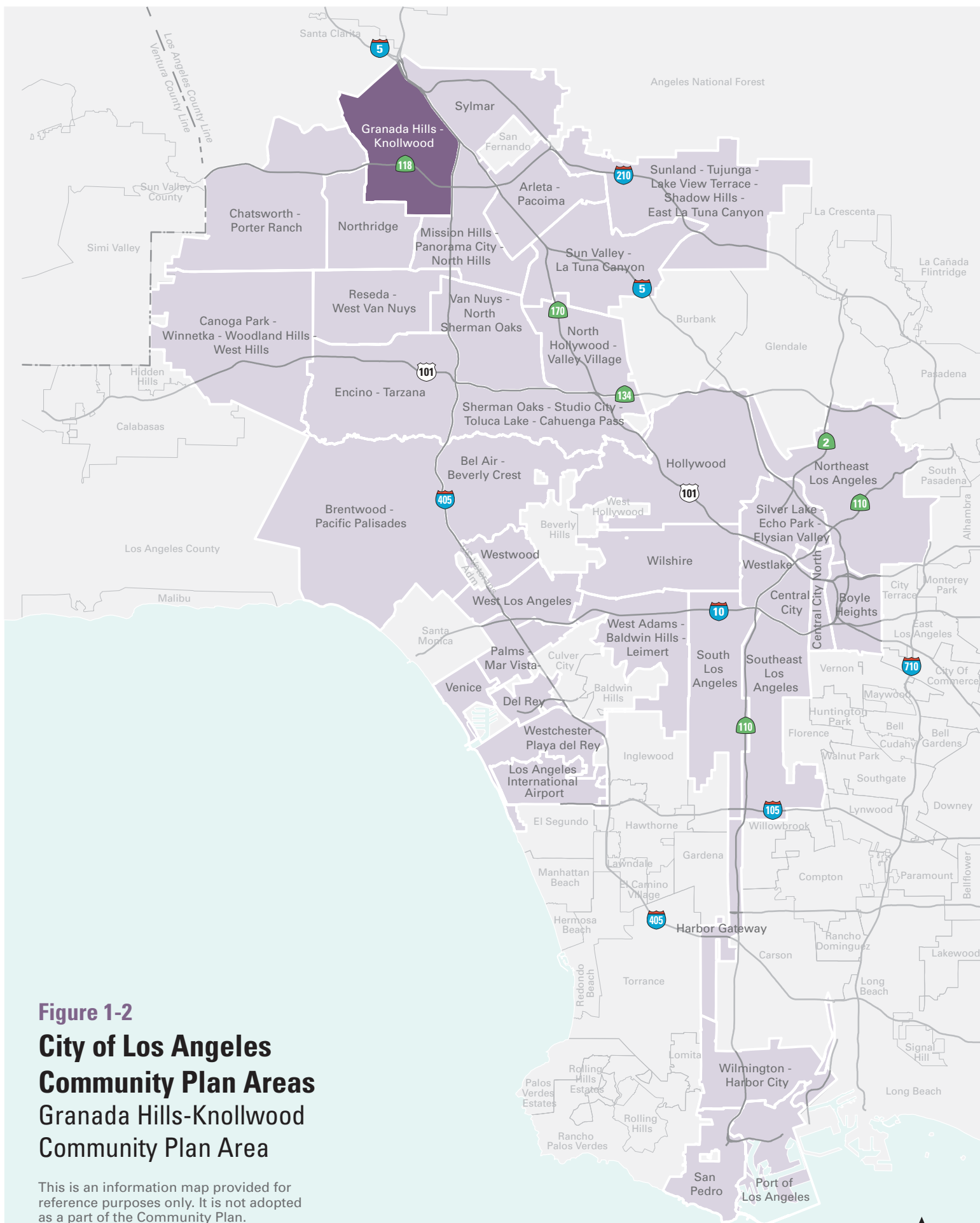
California State law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental policy document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a 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, and protection of residents from natural and man-caused hazards are guided by and must be consistent with the General Plan.

State law requires that the General Plan contain seven elements: land use, transportation, housing, conservation, open space, noise, and safety. Cities may also choose to incorporate additional elements to more directly address locally significant issues. There must be internal consistency among the elements. In Los Angeles, the thirty-five Community Plans, including the Granada Hills-Knollwood Community Plan, comprise the City's Land Use Element, as illustrated in Figure 1-2, City of Los Angeles Community Plan Areas. In addition, the City has adopted an overarching "Framework Element" discussed below.



*Strategic growth protects existing single-family neighborhoods.*







*Pocket parks and public spaces, such as this one on Chatsworth Street, foster a sense of community.*

## General Plan Framework Element

The City's General Plan Framework Element is the citywide plan that establishes how Los Angeles will grow in the future. Adopted in 1996, and re-adopted in 2001, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to state and federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. Many of the Framework Element's key guiding principles, summarized below, can be advanced at the community level via Community Plans.

### Framework Element Guiding Principles

**Grow strategically.** Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimizing the need for new, costly infrastructure.

**Conserve existing residential neighborhoods.** By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multiple-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.



*Small-scale, local businesses on pedestrian-friendly Chatsworth Street help create a Neighborhood District in the historic downtown, while street trees foster a pedestrian-friendly environment.*

**Balance distribution of land uses.** Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

**Enhance neighborhood character through better development standards.** Better development standards are needed to both improve and enhance existing neighborhood character and ensure high design quality in new development. These standards are needed for all types of development, including residential, commercial, and industrial uses.

**Improve the connection of public and private spaces through good urban design.** The relationship between private development and the public realm should be improved through the establishment of good urban design policies and guidelines. The placement of architectural features, windows, entrances, walkways, street trees, landscaping, and lighting all help to establish either a positive or negative interaction between a building and its surroundings. Good urban design practices help to create successful public and private spaces where people feel comfortable and which foster a sense of community.

**Create more small parks, pedestrian districts, and public open space.** While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks or community gardens as part of new developments, to enhance pedestrian orientation in key commercial and residential areas, and to build well-designed public plazas.

**Improve mobility and access.** The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility of all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems and demand management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes, including walking, bicycling, horseback riding, public transit, and driving.

**Identify a hierarchy of Districts, Centers, and Boulevards.** The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, described in more detail below, helps us understand the roles that different types of commercial areas play within our communities and so that we can better foster their unique characteristics. Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they may contain residential and mixed-use buildings as well.



## Framework Element Hierarchy

The City's commercial areas are grouped into four general categories: Neighborhood Districts, Commercial Centers, Regional Centers, and Mixed-Use Boulevards. Some community plan areas do not contain all four types of districts or centers. Granada Hills-Knollwood does not have any major transportation centers or corridors and therefore does not have a Regional Center. While this community has some areas where zoning allows for Mixed-Use, the Framework Element does not designate any Mixed-Use Boulevards.



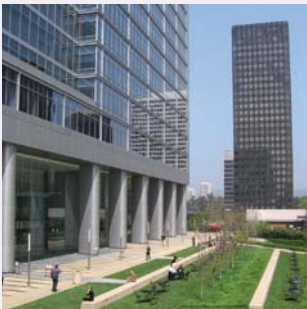
*Abbot Kinney Boulevard in Venice*

**Neighborhood District.** A Neighborhood District is a focal point for surrounding residential neighborhoods and contains a diversity of land uses that serve the daily needs of these residents and employees. Local businesses and services often include restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar services. The clustering of these types of uses and the frequency of their location near neighborhoods are intended to encourage walking and bicycling to and from adjacent neighborhoods, minimizing the need for automobile trip-making. Neighborhood Districts are often characterized by smaller-scaled development and a pedestrian oriented character. They may also be nodes of higher density along Mixed-Use Boulevards (described below).

**Community Center.** Community Centers differ from Neighborhood Districts in their size and intensity of business and social activity. While they typically include the types of businesses and services found in Neighborhood Districts, they also contain uses that serve the larger community, like hotels or motels, small offices, cultural and entertainment facilities, and schools and libraries. Generally, Community Centers are medium-scaled, although this varies depending on the character of the surrounding area. Community Centers are often served by small shuttles, local and rapid buses, or subway stops



*Hollywood and Western Avenue*



*Century City*

**Regional Center.** A Regional Center is a hub of regional commerce and activity and contains a diversity of uses such as corporate and professional offices, residential buildings, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Regional Centers cater to many neighborhoods and communities and serve a much larger population than either Community Centers or Neighborhood Districts. They are generally high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. They typically provide a significant number of jobs, but are also non-work destinations as well. As a result of their densities and functions, Regional Centers are usually located near major transportation hubs or along major transportation corridors.

**Mixed-Use Boulevard.** Mixed-Use Boulevards serve as "connecting spaces," linking Neighborhood Districts, Community Centers, and Regional Centers with one another. The scale, density, and height of development along Mixed-Use Boulevards vary throughout the City, but are intended to be compatible with adjacent residential neighborhoods. The term "Mixed-Use" connotes a variety of uses occurring within the boulevard, but also the potential for mixing uses within individual structures, such as commercial on the ground floor and residential above. Mixed-Use Boulevards should provide community and neighborhood commercial uses, public services, cultural facilities, school classrooms, and similar facilities to residents and employees within walking distance of surrounding residential neighborhoods and accessible from the boulevard's public transit.



*Downtown Los Angeles*

## Relationship to Other Agency Plans

A variety of agencies and organizations influence development and land use decision-making in the Community Plan Area (CPA). In each case, the plans and use of property by other agencies must be consistent with the Community Plan. This required consistency holds true for redevelopment and capital improvement programs and projects, development entitlements, and other actions pertaining to the City's physical development. Relevant agencies within the Granada Hills-Knollwood CPA are discussed below.

### **Santa Monica Mountains Conservancy (SMMC)**

The Santa Monica Mountains Conservancy (SMMC) was established by the California State Legislature in 1980 to help create and preserve parkland in both wilderness and urban settings. The SMMC Zone covers an area from the edge of the Mojave Desert to the Pacific Ocean, including the San Gabriel Mountains and the Rim of the Valley Trail Corridor which are in the northern portions of Granada Hills-Knollwood. The Granada Hills-Knollwood Community Plan seeks to coordinate efforts to preserve and protect parkland, watershed, and open spaces by providing adequate buffers and transitional uses between the foothills and the rest of the Community, as well as encourage trail linkages to access open space.

### **Los Angeles Unified School District (LAUSD)**

The Los Angeles Unified School District (LAUSD) currently operates several K-12 schools in the Granada Hills-Knollwood Community Plan Area. The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, City Planning approval is not required for projects on LAUSD property.

### **Granada Hills Business Improvement District (BID)**

The Granada Hills BID supports local businesses through a variety of programs and activities addressing issues such as security, marketing, beautification, and community involvement. The BID consists of commercial lots along Chatsworth Street between Lindley Avenue on the west and Encino Avenue on the east, as well as the north/south extensions of Zelzah Avenue, Yarmouth Avenue, White Oak Avenue, and Shoshone Avenue. A nonprofit municipal corporation, the BID is granted authority by local stakeholders to assess themselves for local business enhancement projects. Administered by a community-elected Board of Directors, it is overseen by an Advisory Board appointed by the local Council office, while the Office of the City Clerk serves as the coordinating agency and advisor. The Granada Hills BID, established in 1999, is a Property-based BID. Property-based BIDs may initially be authorized to operate for between one and five years, subject to review and approval by the City Council and the Mayor, in addition to a petition demonstrating support by a majority of affected property owners. The reconfirmation process must begin after the completion of the initial period, and, if reconfirmed, a Property-based BID may operate for up to ten years.

### *Design Review Boards*

A Design Review Board (DRB) assists City decision-makers, the community, developers, property owners, and design professionals by evaluating the overall quality of design of proposed projects in the specific plan area. The DRB offers recommendations to the City decision-maker based on defined objectives in the specific plan. Members of DRBs reside, work, or operate businesses in the specific plan area and are typically appointed by the City councilmember(s) of the council district(s) in which the specific plan area is located. Composition and terms of membership, as well as procedures for design review, are detailed in the Municipal Code.

## Special Districts

One of the primary methods of implementing the Community Plan is through zoning regulations. Special districts or overlays allow zoning regulations to be tailored specifically to the community, taking into account geographic features, architecture, history, and unique character or design features. As listed below and shown in Figure 1-3 Special Districts, several such districts or overlays influence decision-making in Granada Hills-Knollwood Community Plan area.

### Granada Hills Specific Plan

The Granada Hills Specific Plan was first adopted in 1992, amended in 2000, 2006, and concurrently with this community plan. An implementing ordinance, the Granada Hills Specific Plan's purpose is to promote attractive and harmonious commercial and multiple-family residential development that provides a vibrant, pedestrian-oriented environment as well as attractive and sufficient parking. This specific plan has a Design Review Board that assists in ensuring that the purposes of the Specific Plan are achieved. The Specific Plan encompasses most areas planned for multiple-family residential and commercial use in the CPA, divided into three sectors. A set of Design Guidelines and Design Elements for Buildings and Landscaping provides guidance for building and landscape design.

### **Old Granada Hills Residential Floor Area (RFA) District**

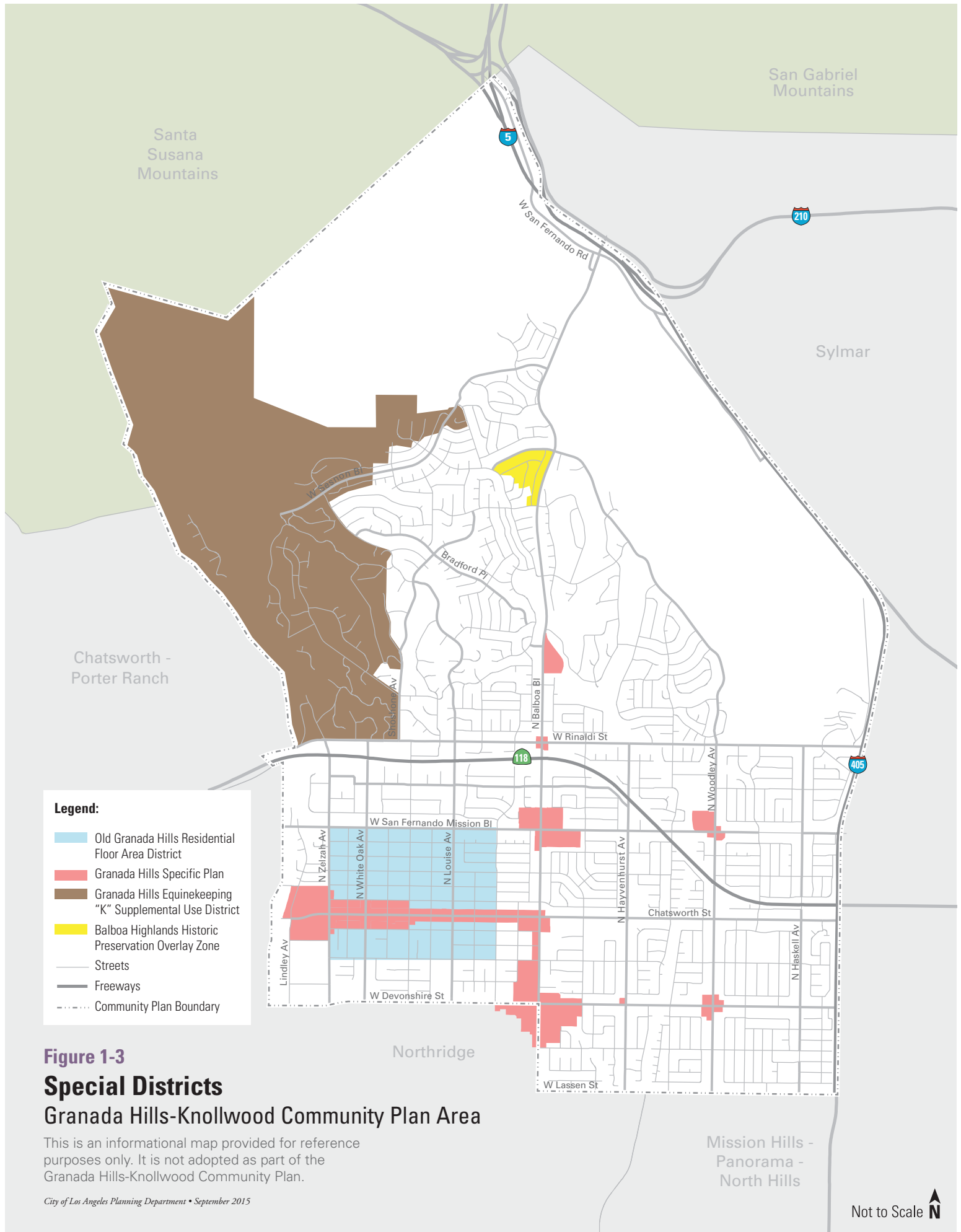
The Old Granada Hills RFA District, adopted concurrently with this community plan, is an overlay ordinance limiting the residential floor area contained in all buildings and accessory buildings to a maximum percentage of the lot area for all non-hillside lots within the District. The purpose of this ordinance is to maintain a consistent neighborhood character with regard to the scale of single-family dwellings.

### **Balboa Highlands Historic Preservation Overlay Zone (HPOZ)**

The Balboa Highlands HPOZ, adopted in 2010, is an overlay ordinance that preserves the unique and significant cultural and architectural character of the 108-home subdivision in Granada Hills known as Balboa Highlands, generally bound by Lisette Street, Nanette Street, Jimeno Street, and Darla Avenue. The homes, built by the renowned modernist developer Joseph Eichler, feature glass exterior walls, courtyard atriums, and an early emphasis on indoor-outdoor living.

### **The Granada Hills Equinekeeping “K” Supplemental Use District**

The Granada Hills Equinekeeping “K” Supplemental Use District is an overlay ordinance, amended concurrently with this community plan, that preserves the equestrian lifestyle on the single-family residential lots in the northwest portion of Granada Hills-Knollwood, north of Rinaldi Street, by maintaining minimum lot size, equinekeeping lot features, adequate distance to non-equinekeeping neighbors, as well as assisting in access to and development of equestrian trails. This “K” District includes a set of conditions in addition to those in the LAMC Equinekeeping “K” Supplemental Use District section. The Community Plan Design Guidelines also include specific guidelines for “K” District lots.







*Granada Hills-Knollwood was once predominantly agricultural, much like Elerath Ranch, shown here with Van Norman Dam and the San Fernando Reservoir in the background and Rinaldi Street on the right, in 1930. Granada Hills Chamber of Commerce.*

# Community Background

**G**ranada Hills-Knollwood has had a diverse range of residents, including several indigenous tribes, Spanish colonial missionaries, settlers, and the current population, who have shaped the community's land uses throughout history. From nomadic hunting, fishing, and gathering to primarily settled agriculture, followed by rapid housing development after WWII, land use patterns have changed over time, leaving remnants of this community's history in the neighborhoods and community identity to this day.

The first residents of the area now known as Granada Hills-Knollwood were the Fernandeño/Tataviam, Tongva, and Chumash Native American Tribes, who preceded the Europeans by approximately 2,000 years. In 1797, a group of Spanish expeditioners, led by Gaspar de Portola, built the Mission San Fernando Rey de España in what is now Mission Hills. During Spanish rule, the Mission started the agricultural legacy of this community with the cultivation of wheat and grazing large herds of cattle on most of the land in Granada Hills-Knollwood. In 1861, Geronimo and Catalina Lopez acquired approximately 40 acres of land in Granada Hills, where they built an adobe building, Lopez Station, which became the Valley's first English-speaking school. The Lopez Station building was subsequently used as a general store, the Valley's first post office, the Butterfield Overland Mail Stage



*Indian women at San Fernando Mission Rey de España, 1890. C.C. PIERCE & CO./Los Angeles Public Library.*



*Lopez Station in what is now Granada Hills, shown here with its first class, served as the first school in the San Fernando Valley in the late 1800s. /Los Angeles Public Library.*



Company stop, and a stop for the mule trains hauling silver to Los Angeles. Much of this area is now encompassed by the upper Van Norman Reservoir. Figure 2-1, Community Structure, highlights key points of interest in and around Granada Hills-Knollwood.

Agriculture was the predominant use of land in Granada Hills-Knollwood at the turn of the century, expanding after 1874, when cousins George and Benjamin Franklin Porter transformed their 21,000 acres into agricultural crops. Their establishment of the Porter Land and Water Company, along with an irrigation system, provided greater access to water, supporting a greater quantity and variety of agriculture. Forty years later, the completion of the Los Angeles Aqueduct in 1913 marked a historical change for the City of Los Angeles, delivering water from the Owens Valley to the Southern California terminus of the Aqueduct, at the Cascades in the San Fernando Valley. This dramatic increase in water availability prompted a shift in land use from predominantly agricultural to residential.



*The intersection of Chatsworth Street and Zelzah Avenue in downtown Granada Hills, depicted here in 1961, is considered today to be the gateway to the historic downtown. GEORGE BRICH/Los Angeles Public Library.*





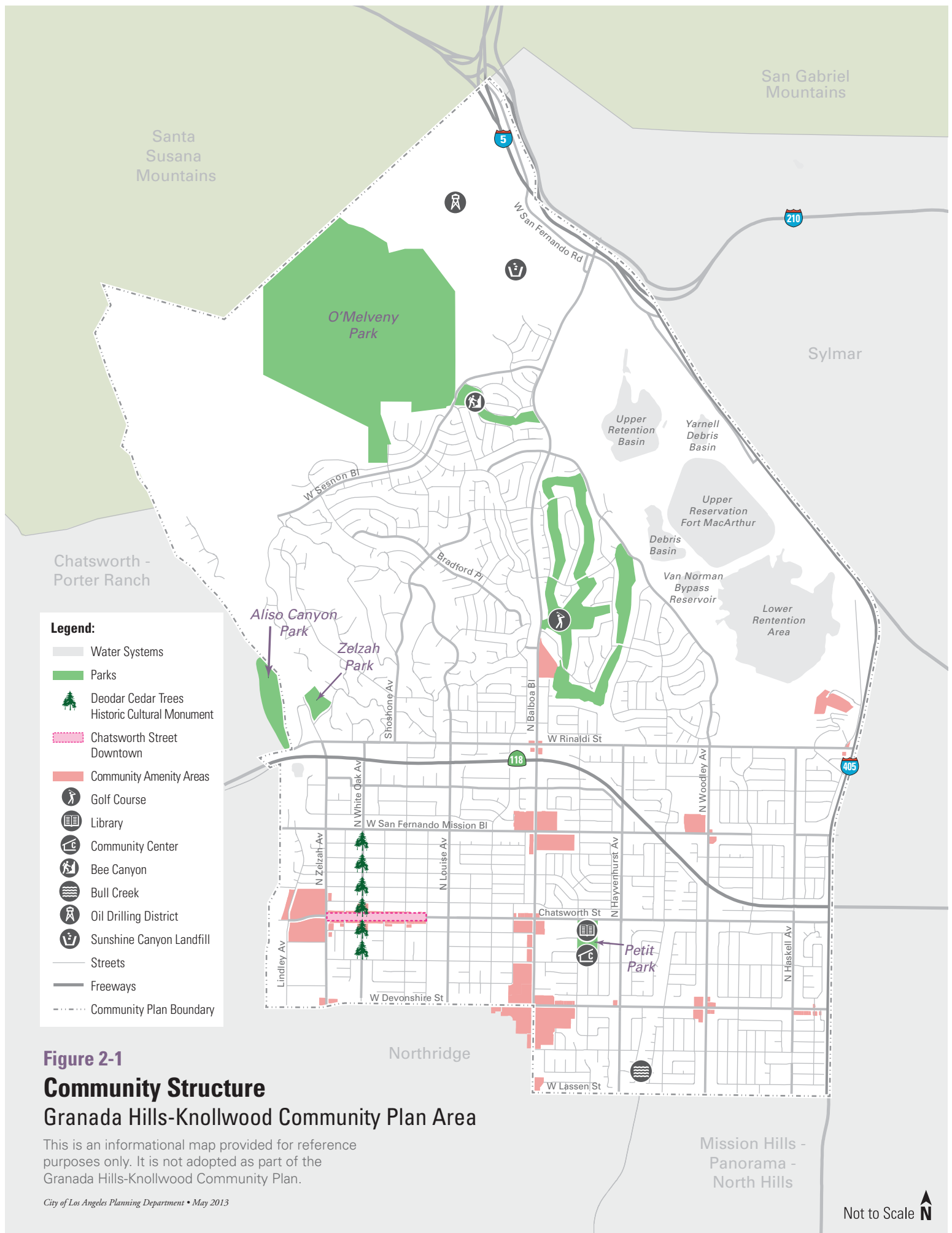
*Large front yard setbacks with citrus trees are characteristic of many Granada Hills-Knollwood neighborhoods and represent the agricultural, rural heritage of the community.*

In 1915, the community of Granada Hills-Knollwood was annexed by the City of Los Angeles. Two years later, J. H. Mosier, a wealthy oil man from Oklahoma, purchased 4,100 acres and built the Sunshine Ranch where he was able to access the new water supply to establish 1,200 acres of citrus and apricot orchards, walnut groves, beans, alfalfa, and ran a large dairy and poultry operation. Mosier sold Sunshine Ranch in 1925 to Edwards and Wildey, a real estate firm that invested millions of dollars in land and infrastructure improvements, including streets, sidewalks, and utilities. They divided the land into acreage for rabbit and poultry farming, as well as citrus production. Subsequently, there was a rush of housing and school construction in 1927 and 1928, before the Great Depression began. In 1927, Sunshine Ranch was renamed Granada, for its similarity to Granada, Spain, and then changed to Granada Hills in 1942 to avoid confusion with a northern California town of Grenada.

For many years, the area remained semi-agricultural. The Deodar trees on White Oak Avenue were planted on Sunshine Ranch in 1931 by agriculturist and ranch superintendent John Orcutt, and have been designated as a City Historic-Cultural Monument — a symbol of the agricultural history of the community. As population grew with the postwar baby boom, Granada Hills-Knollwood continued to change. The community's population increased from 4,500 to 5,000 between 1945 and 1950, and then jumped dramatically to 50,000 in merely a decade, triggering the construction of several housing tracts from the 1950s through the 1970s. While the oldest existing housing in Granada Hills-Knollwood was built in the 1910s and 1920s, the majority of housing was built in the 1950s. Along with the new residential construction, new commercial areas developed during this period to meet the needs of the growing population.

Natural disaster has also played a role in the development of Granada Hills-Knollwood. The area has survived two major earthquakes, the first in 1971 in Sylmar, and the second in 1994 in Northridge, both causing significant damage to structures and infrastructure. The Simi Valley (State Route 118) Freeway was constructed during the 1980s with an off-ramp for Granada Hills, and then repaired in 1994 following the earthquake.<sup>1</sup> Overall, Granada Hills-Knollwood, through economic depressions and waves of development, has maintained a small-town feel. To this day, some neighborhoods still have citrus and other trees that serve as a reminder of the area's agricultural heritage. Continued residential development of the vacant hillside areas of the community has occurred since the 1980s and preservation of the remaining open spaces remains a priority of the community.

<sup>1</sup> Images of America: Granada Hills by Jim Hier 2007





*Cascade Oil Field is located within an active Oil Drilling District in the northern portion of Granada Hills-Knollwood.*



*O'Melveny Park, located in the Santa Susana Mountains, is the second largest park in the City of Los Angeles, providing large grassy areas, barbecue pits and picnic tables, and hiking and equestrian trails.*



*The northern portion of Granada Hills-Knollwood features equestrian trails throughout the residential neighborhoods, with mountain views to the north.*

## Existing Land Uses

The Granada Hills-Knollwood Plan area is generally bounded by the County of Los Angeles on the north, Devonshire and Lassen Streets on the south, and the Golden State Freeway (I-5) and San Diego Freeway (I-405) on the east. The 118 Freeway (SR-118) traverses the Plan area east/west; and Rinaldi Street serves as a defining border between the northern, less densely populated areas, and the southern, more developed sections. Granada Hills-Knollwood is developed with mostly single-family houses, some multiple-family and commercial areas, a small amount of industrial uses, and a significant amount of open space, as shown in Chart 2-1, Granada Hills-Knollwood Land Use Distribution.

Probably the most striking feature of Granada Hills-Knollwood from an aerial perspective is its large crown of undeveloped, open space, and public facility land in its northern region. The Community Plan Area as a whole includes a total of 3,044 acres (34%) designated for open space and 1,164 acres (13%) designated for public facility land, the majority of which is located in the northern half of the community. While some of the open space in this northern portion of Granada Hills-Knollwood is recreational, a significant portion of the land is used for industrial and public facility purposes, including an active Oil Drilling District in the Aliso Canyon oil fields, and one of the City's last remaining landfills, the privately-operated Sunshine Canyon Landfill, part of which is in the County of Los Angeles. Although the portion of the landfill which is within city limits is designated and zoned as Open Space, it must remain inactive for a 40-year period after its closure before it can be used as recreational open space. The active, recreational open spaces in this vast northern half of the Community Plan area include Bee Canyon; Zelzah Park, an equestrian park with trails and staging areas; O'Melveny Park, which is the second largest park in the City; Aliso Canyon Park, in Chatsworth Porter Ranch, along the western border of this community; and Knollwood Golf Course, which is County-owned. Equestrian trails wind through the hilly vacant and recently-developed privately-owned land as well. Granada Hills-Knollwood also hosts one of the tributaries of the Los Angeles River, Bull Creek, which traverses the community from the Santa Susana Mountains to the north, running south through the area between Balboa Boulevard and Woodley Avenue, ultimately meeting the Los Angeles River at the Sepulveda Basin. Land use designations are shown in Figure 3-1, General Plan Land Use Map.

A notable portion of the land in the northern part of the community hosts public facilities, as well, including a fire station; Department of Water and Power water facilities and power lines; Metropolitan Water District facilities; the Van Norman Dam, which is one of five vital reservoirs bringing water to the City of Los Angeles; the Los Angeles County Flood District; and five elementary and middle schools. The southern portion of the Plan area hosts twelve schools, including three high schools; a fire station; and the Granada Hills Community Center and a public library, both of which are adjacent to Petit Park.

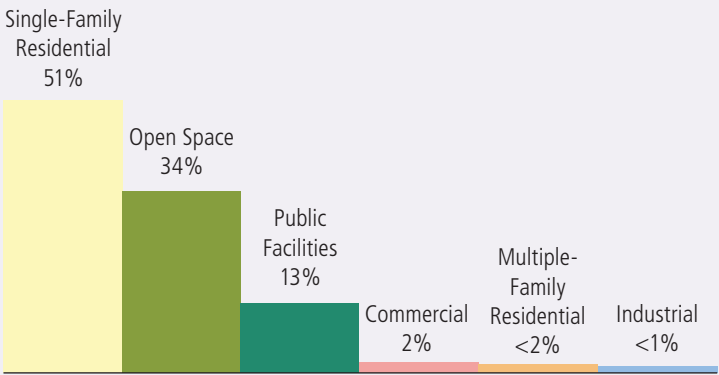
Single-family neighborhoods account for a majority of the remaining land, comprising half of the land area in Granada Hills-Knollwood (4,495 acres). The residential neighborhoods are varied, with a marked difference in character between the northern and southern portions of the Plan area. Within the northwestern corner of the Plan area are lower-density single-family neighborhoods. These areas are developed on curvilinear streets, with single-family developments on lots that vary in size from 11,000 square feet to over 100 acres. This northern area also features lots with horse-keeping, equestrian trails winding through the neighborhoods and connecting to the trail system in the hills, greenbelt buffers, and vast scenic open spaces. The areas in the southern portion of the Plan area, south of Rinaldi Street, are mostly developed on tree-lined grid-pattern streets, with single-family housing on comparatively smaller lots that vary in size from 5,000 to 9,000 square feet, except for the area to the west, in and around Old Granada Hills, where some lots reach 20,000 square feet in size. The predominant style of single-family dwelling in Granada Hills-Knollwood is single-story, ranch-style with large front yard setbacks. Several distinct neighborhoods that developed during the 1950s to 1970s feature unique architectural designs, the most notable of which is the Balboa Highlands tract, consisting of 108 houses built in the post-World War



*Granada Hills-Knollwood features some of the last remaining agriculturally-zoned residential lots in the City of Los Angeles.*

Chart 2-1

**Granada Hills-Knollwood Land Use Distribution**



Source: City of Los Angeles Department of City Planning





*The one-story, ranch style, single-family homes in this neighborhood northwest of Woodley Avenue and Rinaldi Street represent a style that is characteristic of Granada Hills-Knollwood.*



*Multiple-family housing in Granada Hills-Knollwood comprises less than 1% of the total land area, consistent with the low-density character of the area, and is concentrated around commercial centers.*



*Chatsworth Street, east of Zelzah Avenue, is the pedestrian-friendly, historic, "downtown" central business district that retains the small-town character of this community.*

II period between 1962 and 1964 in the north-central portion of Granada Hills-Knollwood. The Balboa Highlands neighborhood has been established as a Historic Preservation Overlay Zone (HPOZ) due to its significance as an example of Mid-Century Modern style of architecture, its status as the only Joseph Eichler-built housing development in Los Angeles County, and one of only three in southern California.

The few pockets of multiple-family housing, concentrated in the southern portion of the Plan area and located near commercial centers, comprise 149 acres or less than 2% of the land area. These buildings range in height from single-story duplexes and triplexes to three- and four-story apartment buildings. The three significant locations of multiple-family housing are located at the southwest corner of Granada Hills-Knollwood, between Lindley and Zelzah Avenues, south of Chatsworth Street, at the intersection of Balboa Boulevard and Chatsworth Street, and at Rinaldi and Blucher Streets. A few other multiple-family developments are located at intersections in the southeastern corner of Granada Hills-Knollwood, as well as in the central and east-central areas of the community. These multiple-family developments include a mix of large and small condominiums and rental units. A few senior and affordable housing developments are located around the central portion of Chatsworth Street, near Balboa Boulevard.

The Granada Hills Specific Plan, in effect since 1992, regulates some of these multiple-family developments, as well as much of the commercial development along the central business district portion of Chatsworth Street and at five of the intersections in the southern part of the Plan area. Commercial uses, comprising only 200 acre, or 2% of the total land area, predominate within the small-scale, central business district located along Chatsworth Street, known as the community's "Main Street," and in a few other well-defined commercial areas interspersed throughout the southern portion of the community. The westernmost end of Chatsworth Street in Granada Hills-Knollwood features a large area of commercial uses with two newer, large shopping centers offering a variety of larger-scale and chain-store amenities, including grocery stores and restaurants. The older "downtown" central business district to the east is more pedestrian-oriented with single-story buildings that house small, locally-owned shops. Close to the center of the residential portion of Granada Hills-Knollwood, along San Fernando Mission Boulevard, are two significant commercial centers, at Balboa Boulevard and Woodley Avenue, each offering a mix of large and small businesses with a wide variety of services and goods. A few smaller commercial centers are dispersed throughout the southeastern portion of the Plan area and include a mix of shops, offices, and facilities providing essential community amenities. Fewer commercial amenities are located in the northern portion of the plan area.



## Relationship to Adjacent Communities

Granada Hills-Knollwood is surrounded by Sylmar to the northeast, Mission Hills-Panorama City-North Hills to the southeast, Northridge to the south, and Chatsworth-Porter Ranch to the southwest, with unincorporated County of Los Angeles to the northwest. Granada Hills-Knollwood is predominantly a residential community, where a significant number of residents commute to nearby communities for work.

The surrounding communities offer jobs and commercial amenities not found in Granada Hills-Knollwood, such as major department stores and upscale restaurants; office and factory jobs; medical care facilities; and education and job opportunities at California State University-Northridge and Mission College. Alternately, Granada Hills-Knollwood provides unique resources and facilities used by other communities in the City and region. This community attracts residents from neighboring communities to its vast number and various sizes of recreational open space, including the City's second largest park, providing golfing, hiking, horseback riding, picnicking, and other outdoor recreational opportunities. Water from the Cascades in the adjacent community of Sylmar is stored in the Van Norman Dam in Granada Hills-Knollwood, and Sunshine Canyon Landfill has served the region's waste management needs for 50 years.

## Trends and Projections

The State of California requires that cities plan for changes in population, housing, and employment; if growth is projected, each city must accommodate a share of the region's anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City must then accommodate, or create the "capacity," for these projected levels of population, housing, and employment through its Community Plans. This section describes the Granada Hills-Knollwood Community Plan's population, housing, and employment projections, as well as other influencing factors that may impact these estimates. In addition, recent state legislation, including two important climate change bills, is discussed.

## Population, Housing and Employment

SCAG's 2030 population and housing forecasts for Los Angeles' community plan areas are based on historic and recent growth trends. The Department of City Planning (DCP) then refines the population and housing allocations within the City's 35 communities so that projected growth is directed to regional and commercial centers, consistent with the Framework Element and other City policies.

The Granada Hills-Knollwood Community Plan is designed to accommodate the 2030 population, housing, and employment projections based on assumptions about the amount of development that can reasonably be expected to occur during the life of the Plan, given the Plan's land use designations and policies. Past building data demonstrates that many sites will not be built to the maximum densities permitted by the Plan for a variety of reasons, including economic conditions and market trends, financial lending practices, construction and land acquisitions costs, physical site constraints, and other General Plan policies or regulations. These reasonable expectations about the level of future development determine the Plan's capacity to absorb any increase in population, housing, and employment.

TABLE 2-1

### Population, Housing, and Employment Projections and Capacity for Granada Hills-Knollwood

	Existing (2005 Estimate) <sup>1</sup>	2030 Projection	Plan Capacity
Population (persons)	58,696	65,293 <sup>2</sup>	65,389
Housing (dwelling units)	19,373	23,487 <sup>2</sup>	23,521
Employment (jobs)	14,957	19,976 <sup>3</sup>	20,180

<sup>1</sup> Southern California Association of Governments (SCAG), 2005 estimate.

<sup>2</sup> City of Los Angeles Department of City Planning, adjusted SCAG projection.

<sup>3</sup> SCAG projection.

## Other Influencing Factors

In any planning effort, population projections and estimates are prepared in an attempt to anticipate, predict, and forecast population trends over a planning period. Understanding population change is necessary to predict future demand for housing units, land area for future development, transportation demand, community facilities, and natural resources within the Plan area. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the city and community level. The intensity of development is affected by many factors and the rate at which population, jobs and housing grow may be faster or slower than anticipated. External factors, such as global economic trends, demographic changes, immigration and migration, global warming, and water rights and related litigation may also influence community development. These factors are difficult to quantify and are often beyond the control of local jurisdictions, but are important considerations as future trends are anticipated, predicted, and forecasted.

## State Legislation

At the state level, Senate and Assembly bills are often adopted that influence local planning policy. The Granada Hills-Knollwood Community Plan includes new policies and programs that address these important objectives. For example, legislation calls for greater local emphasis on greenhouse gas reductions as well as better integration of transportation and land use planning:

**Global Warming Solutions Act of 2006 (Assembly Bill 32)** requires California to reduce its greenhouse gas emissions to 1990 levels by no later than 2020. The California Air Resources Board (CARB), as the State's lead air pollution control agency, was assigned primary responsibility for coordinating development of those measures needed to achieve the required emissions reductions.

**Complete Streets Act of 2007 (Assembly Bill 1358)** requires cities when updating their General Plans, to provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

**Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375)** helps to implement Assembly Bill 32's greenhouse gas reduction goals by targeting transportation-related emissions through better integration of land use and transportation planning.







# Land Use & Design



*Mountain views are characteristic of the hillside communities in Granada Hills-Knollwood.*



*Chatsworth Street serves as the community's "Main Street" and central business district.*

Granada Hills-Knollwood is a quiet, suburban community with exceptional scenic mountain views and natural beauty. This 15-square mile community rests at the foothills of the Santa Susana Mountains in the San Fernando Valley at the northern border of the City of Los Angeles. The topography is generally flat with rugged steep canyons and ridges increasing from south to north.

Granada Hills-Knollwood serves as a "bedroom" community where residents appreciate a slower-paced, suburban lifestyle that offers close proximity to amenities and jobs throughout the City of Los Angeles and neighboring cities, while also providing needed resources and amenities to the city and region. The pattern of residential development in Granada Hills-Knollwood varies from large lots situated along curvilinear streets in the hillside areas north of Rinaldi Street, to the moderately-sized lots on tree-lined streets in the southern portion of the community, south of Rinaldi Street. The area north of Rinaldi Street features some large, semi-rural lots with horse-keeping, vacant land, and equestrian trails winding through the neighborhoods and into the hills. The oldest housing was built in the 1920s and 1930s in the southwest corner of the community, while the majority of housing was built in the 1950s. Since the 1980s, new housing developments have been built on the vacant hillsides northwest of Rinaldi and Balboa Streets.

Most of the multiple-family housing and commercial areas are located in the southern half of the community. Commercial uses predominate within the small-scale, central business district along Chatsworth Street, known as the community's "Main Street," and in a few commercial areas in the southwestern portion of the Plan area. The few pockets of multiple-family housing are mostly located near these commercial centers and a few smaller commercial sites in the southeastern corner of the community.

The northern area is abundant in open space, with greenbelt buffers and open spaces adjacent to the hillside residential areas, including the second largest park in the City, O'Melveny Park, and other recreational spaces in the northwest. This open space area of Granada Hills-Knollwood also hosts the Van Norman Dam, Sunshine Canyon Landfill, which straddles the City/County border at the northern tip of the Plan area, an Oil Drilling District, and a few other industrial uses in the north-central portion of the Plan area.

This chapter provides guidance regarding the ultimate land use pattern and development for Granada Hills-Knollwood. Based on Elements of the City of Los Angeles' General Plan, this chapter formulates a coherent set of goals, policies, and design guidelines to guide growth in a manner that helps preserve, protect, and enhance existing natural, historic, architectural, and cultural resources. These

land use policies and design guidelines serve as the central organizing element for the Community Plan, providing strategies for accomplishing the Plan's vision. This chapter is organized into four general categories:

- Residential
- Commercial
- Industrial
- Historic, Architectural, and Cultural Resources

Goals and policies for community facilities and infrastructure are included in Chapter 5. The programs to implement the Plan's goals, policies, and design guidelines are included in Chapter 6.

## Granada Hills-Knollwood Vision Statement

To achieve the goal of a sustainable future with a high quality of life, the Granada Hills-Knollwood Community Plan includes the following Vision Statement that describes what the community seeks to become—how it will look, function, and how it might be better or different in the future. The Vision Statement gives the plan a purpose and provides a basis for its development. The vision for Granada Hills-Knollwood is for a community that is primarily low-density residential, with agriculturally-zoned land and a significant amount of open space. By encouraging new development near the commercial corridors, this new plan will foster commercial amenities to serve the day-to-day needs of the surrounding community, while preserving the established residential and semi-rural neighborhoods.

Granada Hills-Knollwood envisions a community that:

- Maintains a small-town atmosphere, as a primarily residentially-oriented community, by sustaining and protecting quality residential areas and historic resources, increasing and enhancing its recreational areas, and improving its commercial and multiple-family areas;
- Is carefully planned and balanced, allowing for an increase in urban conveniences and opportunities without overpowering the small-town community they serve;
- Features sustainable growth that supports and revitalizes neighborhoods and commercial areas in need of physical and economic improvements, and which encourages pedestrian activity. Retail diversity ensures the quality and economic vitality of both large chain stores and smaller local establishments. Granada Hills-Knollwood strives to improve, update, and enhance the existing shopping areas with architectural and pedestrian amenities;
- Promotes a conservative growth plan which preserves existing single-family residential neighborhoods and accommodates a variety of housing

### *Vision Statement*

The heart of the Community Plan, the Vision Statement is unique to the Granada Hills-Knollwood Community Plan and provides a foundation for change that is shared by community members, homeowners, developers, business owners, elected officials, and City departments.



*Single-family neighborhoods predominate in Granada Hills-Knollwood, known within the City as a suburban, semi-rural community.*

- opportunities at densities that complement existing neighborhoods and designs that create appropriate transitions from one housing type to another;
- Leaves as much of the natural terrain as possible through thoughtful development of the hillsides. The preservation of natural terrain and equestrian areas of the residential properties in the hillsides north of Rinaldi Street is especially important, since it is the last untouched area in Granada Hills. The Community's equestrian areas and trails need to be developed and connected to protect the last equestrian properties in the Valley, including connecting them with neighboring communities; and
- Supports an adequate circulation system that will allow traffic to flow on major streets and will create a safe pedestrian atmosphere in commercial areas. Granada Hills-Knollwood promotes walking, the use of bicycles, public transit, and shuttle services as viable, alternative forms of transportation for the residents.

## General Plan Land Use

The 35 Community Plans, which constitute the Land Use Element of the City of Los Angeles' General Plan, guide the location and intensity of private and public uses of land; direct the arrangement of land uses, streets, and services; and encourage the economic, social, and physical health, safety, welfare, and convenience of people who live and work in the community. Land uses are organized into general classifications — residential, commercial, industrial, and open space — which are further defined by use, intensity, and density, as noted in Table 3-1, Granada Hills-Knollwood Community Plan Land Use. Each land use category includes a list of permitted zones, which delineate the types of uses, densities, intensities, and heights permitted on a particular parcel. The Granada Hills-Knollwood General Plan Land Use Map, Figure 3-1, is a graphic representation of the location of Granada Hills-Knollwood's land use classifications that reflects the policies contained in the Community Plan.

### *General Plan*

The City's General Plan is a dynamic document consisting of the seven state-mandated elements: Conservation, Housing, Open Space, Transportation, Noise, Safety, and Land Use; as well as three additional elements: Framework, Service Systems, and Air.

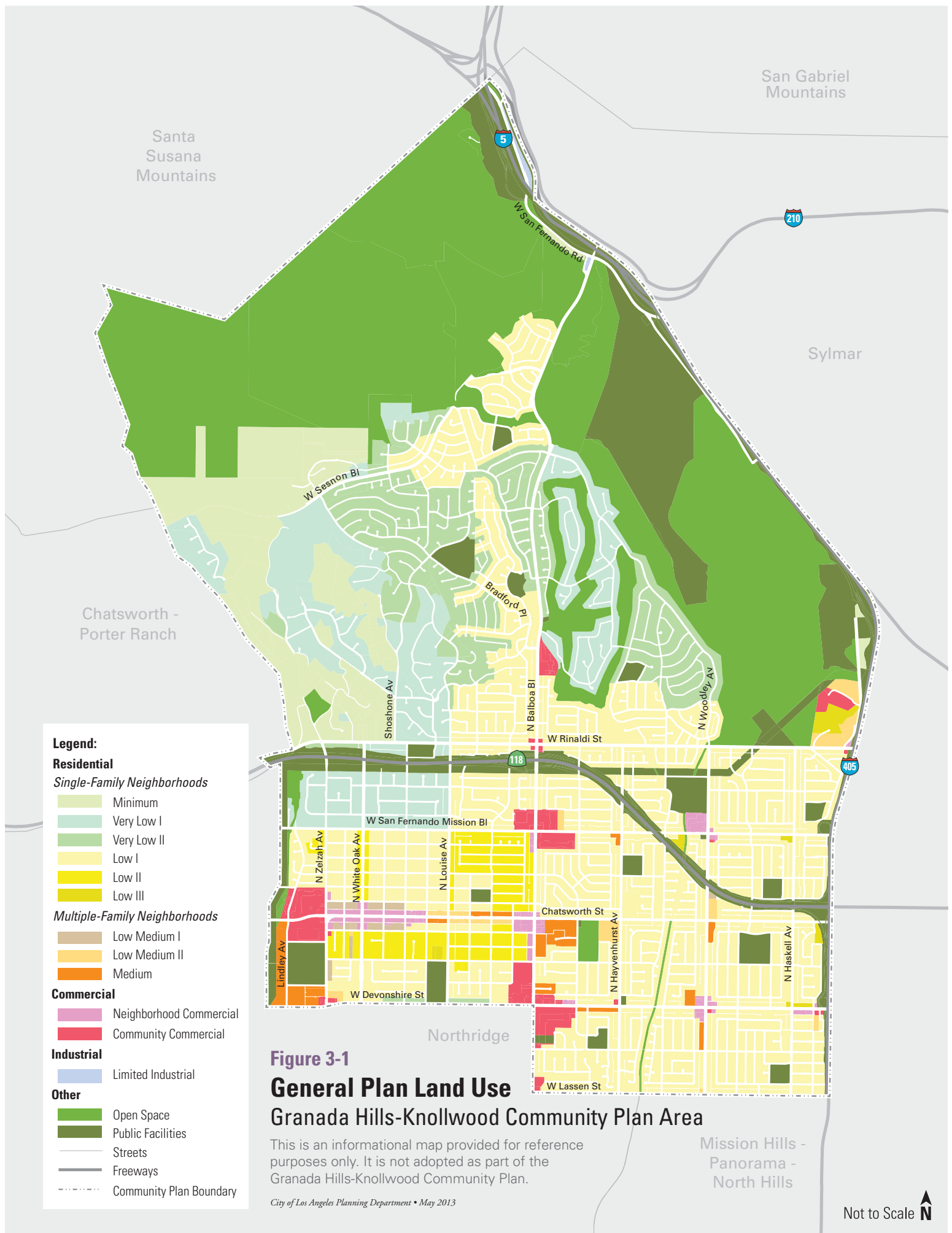
The Land Use Element of the General Plan is comprised of 35 community plans which are the official guide to the future development of the City of Los Angeles. The community plans are intended to promote an arrangement of land uses, streets, and services which encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the people who live and work in the community. The community plans ensure that sufficient land is designated for housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of the City's residents.



TABLE 3-1

**Granada Hills-Knollwood General Plan Land Use**

Land Use Designations	Corresponding Zones	Net Acres	Total Acres	% of Total Acres
<b>Total</b>			<b>9,047</b>	
<b>Residential</b>			<b>4,632</b>	<b>51.2%</b>
<b><i>Single-Family Neighborhoods</i></b>			<b>4,483</b>	<b>49.5%</b>
Minimum	A1, A2, RE40	671		7.4%
Very Low I	RE20, RA	775		8.6%
Very Low II	RE15, RE11	636		7%
Low I	RE9, RS	2,172		24%
Low II	R1	200		2.2%
Low III	RD6	29		<1%
<b><i>Multiple-Family Neighborhoods</i></b>			<b>149</b>	<b>1.6%</b>
Low Medium I	R2, RD3, RD4	22		<1%
Low Medium II	RD1.5, RD2	53		<1%
Medium	R3	74		<1%
<b>Commercial</b>			<b>198</b>	<b>2.2%</b>
Neighborhood Commercial	C1, CR	54		<1%
Community Commercial	C2, R3, RAS3	144		1.6%
<b>Industrial</b>			<b>5</b>	<b>&lt;1%</b>
Limited Industrial	M1, MR1	5		>1%
<b>Other</b>			<b>4,212</b>	<b>46.5%</b>
Open Space	OS, A1, A2	3,046		33.7%
Public Facilities	PF	1,166		12.9 %



## Community Themes

As discussed in Chapter 1, the General Plan Framework Element establishes guiding principles for growth and development for the city. While all Community Plans implement these guiding principles, Los Angeles is a city of diverse neighborhoods and communities and with that comes many varied and localized issues. The Granada Hills-Knollwood Community Plan carries out the Framework guiding principles through its land use designations, its policies, and specific community-focused themes. The community themes provide more detailed expression of the community's vision statement and lay the foundation for the Community Plan's goals, policies, design guidelines, and implementation programs. They build on major points of agreement that emerged from community discussions about the valued qualities of Granada Hills-Knollwood, hopes and aspirations for the future, and strategies for achieving the vision. The Community themes are as discussed below.

### Small-Town Feel

Maintaining the small-town, semi-rural feel of the community is a long-standing theme in Granada Hills-Knollwood. The Plan should provide for the varying needs and desires of all economic segments while maximizing the opportunity for individual choice. The Granada Hills-Knollwood Community Plan preserves the existing single-family, equestrian-oriented and low-density neighborhoods by maintaining the larger lots in the lower-density land use designations, and maintaining small-scale commercial developments. This sensible growth strategy to preserve existing low-density residential and equestrian neighborhoods, while focusing multiple-family and low-scale commercial developments along the major corridors, will both preserve the small-town atmosphere of the community, and accommodate population and activities projected to the year 2030.

### Open Space

The northern half of Granada Hills-Knollwood features a tremendous amount of open space, of which a large portion is designated and zoned as Open Space. While some of this land is comprised of large, privately-owned lots zoned for residential use that have not yet been developed, much of it consists of park land and trails, as well as other uses, such as a landfill and an active oil drilling district. This Plan preserves the low density of the large residential lots and supports trail preservation, connection, and development. The open space designation and zoning where the oil drilling district and the landfill are located are also preserved, in support of the oil drilling use and, in the case of the landfill, eventual use as recreational open space, as has been the understanding with regard to the future of that site.



*The annual holiday parade is one of the significant community events in Granada Hills-Knollwood that reflects the small-town identity.*



*Granada Hills-Knollwood is one of the few communities in the City that still features a significant amount of public open space, as well as very low density residential lots.*



*Small-scale commercial areas, such as Chatsworth Street's central business district, are most appropriate in this community.*

## *Sustainable Development*

Sustainable development encompasses established principles of good planning and advocates a proactive approach to future development. The basic concept of sustainability is meeting the needs of current generations without compromising the ability of future generations to meet their own needs. Sustainable development can be further defined as promoting the “three E’s”: environment, economy, and equity.

What does sustainable development look like on the ground? In a community that is developing sustainably, the neighborhood is the basic building block of urban design and is characterized by walkability, mixed-use development, and mixed-income housing. Walkability is a function of compactness and density. Attention to streetscape and public spaces is a key design element in creating desirable places to live. Such neighborhoods are more likely to support efficient transit systems. The character and function of each neighborhood is then placed properly within its regional setting. This approach to planning, from the neighborhood to the regional level, is often referred to as “smart growth.”

*Source: The Governor's Office of Planning and Research, State of California General Plan Guidelines 2003. [www.opr.ca.gov](http://www.opr.ca.gov)*

## **Environmental Sustainability**

Granada Hills-Knollwood features significant open space, parks, and trails, as well as vacant residential land. Urban water runoff resulting from paved surfaces and fire hazards are of particular concern in this community. With new development, there is an opportunity to implement more environmentally-friendly building practices such as installing permeable surfaces and planting fire resistant landscapes. Encouraging green and environmentally sound residential, commercial and recreational developments with special attention given to issues of urban runoff, water and energy conservation, water reclamation, materials recycling, green building practices, and public transit alternatives will help ensure protection of the environment for a sustainable future.

## **Economic Sustainability**

Granada Hills-Knollwood strives for sustainable economic growth that will support and revitalize neighborhoods and commercial areas in need of physical and economic improvements and variety. The limited variety of businesses results in retail leakage as residents travel outside of the community in search of commercial amenities not found within the community. Community needs for commercial amenities and services are best met through a combination of larger chain, and small, local businesses, to provide variety while preserving existing locally-owned businesses. The Community Plan identifies Community Commercial and Neighborhood Districts, as defined by the Framework Element of the General Plan. These centers guide the scale and intensity of development and their relationship to the surrounding communities. The Plan maintains a range of commercial land use designations and zones to promote variety in lot and building sizes, all within the smaller-scale range that is appropriate for the small-town character of Granada Hills-Knollwood. Design guidelines address the appearance and pedestrian-friendliness of the commercial areas.

## **Create Distinct Neighborhoods, Districts, Centers, and Boulevards**

The community aims to create distinctive neighborhoods, districts, centers and boulevards that provide visual diversity, varying intensities of residential and commercial activity, plentiful opportunities for social interaction, and which respect desirable community character and context. Each district and center should reflect the local character and values of the adjacent neighborhood and provide a full complement of uses with easy access to parks, stores, and other amenities of everyday living. Development intensities are designed to maximize accessibility to amenities, and provide transition in scale and height to lower-density neighborhoods. Figures 3-6 and 3-7 illustrate the Neighborhood Districts and Community Centers located with the Granada Hills-Knollwood community.



## Residential Areas

Most of Granada Hills-Knollwood is designated for residential uses, with lower-density single-family residential as the predominant land use, as shown in Figure 3-2, Residential Areas. Single-family neighborhoods are located throughout the community, with equinekeeping neighborhoods clustered primarily in the northwestern portion of the community. Multiple-family residential areas are concentrated around the south central portions of the community, along major corridors.

The community of Granada Hills-Knollwood contains a wide range of housing options, meeting the various needs of its population. Residential types vary from rental and owner-occupied multiple-family units to compact single-family dwellings, as well as houses on expansive equestrian residential lots with equine enclosures and corrals. The housing stock also varies in age, from structures built over a century ago to newly-constructed houses and apartments.

Granada Hills-Knollwood will remain a predominantly semi-rural suburban residential community. Most of the residential neighborhoods are well-established and not expected to change significantly, while growth will be directed to major corridors with public transit, a mix of uses, and existing multiple-family residential neighborhoods.



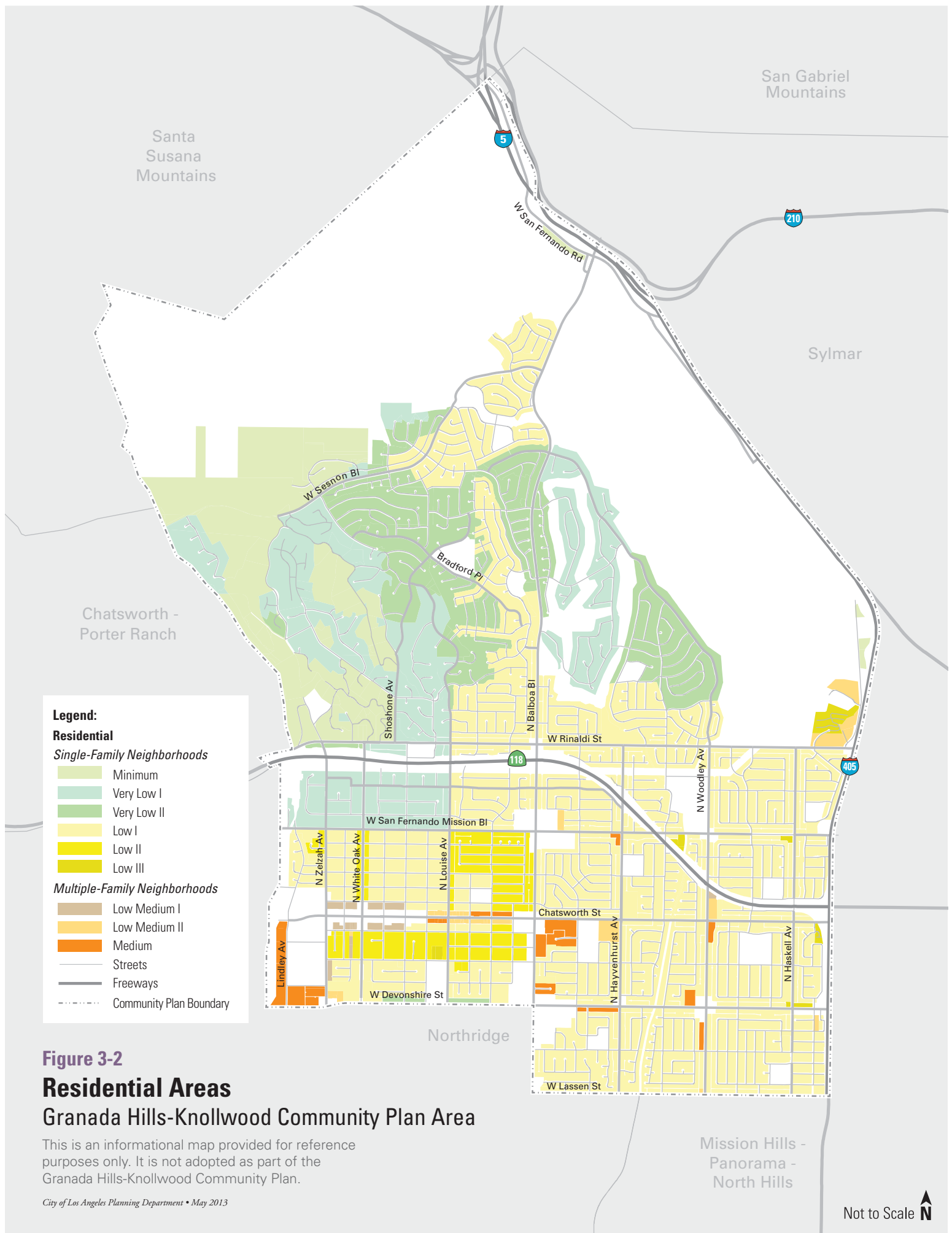
*Modest ranch-style homes in some neighborhoods within Granada Hills-Knollwood reflect the “small-town”, semi-rural, and agricultural history and identity of this area.*



*Preserving low density and open space areas within the community helps to preserve wildlife corridors, views, natural resources, and supports goals of smart growth by directing density to other areas of the City with more transit options.*

## Residential Issues and Opportunities

- There is a growing interest in the preservation of historically significant buildings in Granada Hills-Knollwood, such as the historic Eichler homes in the Balboa Highlands tract in the northern portion of the community. Renovations to existing buildings have resulted in the loss of some of their notable architectural characteristics, threatening the historic character of the neighborhood as a whole. Historic Preservation Overlay Zones (HPOZs) ensure that the historic and architectural character of a specific neighborhood will be preserved.
- Residents and visitors alike have had a longstanding concern for preserving the equestrian lifestyle and amenities in this area. As development pressures have mounted in these lower-density portions of the city, equestrian-oriented residential lots have been subdivided to sizes too small to accommodate equines, buffers between equine and non-equine lots have been diminished, and commonly-used trails have been obscured or interrupted by new developments. Establishing a “K” District with requirements necessary to preserve minimum lot sizes and features of equestrian lots, as well as an interconnected trail system in the area, will ensure preservation of the equestrian lifestyle in Granada Hills-Knollwood and adequate buffering between uses.
- Development pressures over time have led to increased density in areas that have been predominantly low-density residential, and preferable for smart growth within our city. Preserving lower-density areas with zoning and encouraging higher-density growth where it is more appropriate, such as the commercial areas south of Rinaldi Street, will help to retain the larger lot sizes and suburban, semi-rural character of this area, and this, along with imposing minimum requirements for parking will address the concern about limited parking in residential areas.
- There is an interest in environmental protection and public safety with regard to natural disasters. Preserving wildlife corridors from housing developments that interfere with wildlife passage, maintaining unobstructed mountain views, and protecting from wildfires are among the issues of particular concern to residents. This area also serves an important function in recharging the City’s groundwater through building practices that allow percolation of rain and run-off water into the ground. Minimizing and regulating development in this area through zoning and policies will retain lower densities and building heights and promote preservation of wildlife corridors and viewshed. Design guidelines will increase ground surface permeability and promote landscaping that requires less water and which is fire resistant.



**Figure 3-2**  
**Residential Areas**  
**Granada Hills-Knollwood Community Plan Area**

This is an informational map provided for reference purposes only. It is not adopted as part of the Granada Hills-Knollwood Community Plan.



*Many single-family neighborhoods in Granada Hills-Knollwood are characterized by single-story building heights and relatively small scale.*



*Quaint building design and mature landscaping are common in many Granada Hills-Knollwood neighborhoods.*

## All Residential Areas

The goals and policies in this section reflect the community's vision to preserve the low-density single-family and equinekeeping neighborhoods that provide quality residential environments, new housing opportunities that enhance existing residential neighborhoods, complement the surrounding environment, and provide residential amenities. The Granada Hills Specific Plan provides design requirements for multiple-family housing within that plan area. Each of the community-specific design guidelines in this section and the Residential Citywide Design Guidelines should be considered for all other housing projects, although not all will be appropriate in every case, as each project will require a unique approach. Projects should incorporate these design guidelines to the maximum extent feasible to achieve the goal of excellence in new design, in order to meet the intent of the Community Plan.

**Goal LU1: Complete, livable and quality neighborhoods throughout Granada Hills-Knollwood that provide a variety of housing types, densities, forms and design, and a mix of uses and services that support the needs of residents.**

### Policies

- LU1.1. **Choice in Type, Quality, and Location of Housing.** Provide a variety of housing types that accommodates households of all sizes and for all persons regardless of income, age, ethnic background, and physical needs throughout Granada Hills-Knollwood's residential neighborhoods and in targeted areas near commercial amenities and public transit.
- LU1.2. **Existing Housing Stock.** Minimize the loss of good quality, affordable housing and encourage the replacement of demolished housing stock with new affordable housing opportunities. Minimize displacement of residents when building new housing.
- LU1.3. **Recreational Amenities.** Incorporate amenities for residents, such as on-site recreational facilities, passive open spaces, and community gardens, which promote a sense of community, physical activity, fitness, and health.
- LU1.4. **Affordability.** Promote the use of existing citywide programs to increase rental and housing ownership opportunities, such as small lot subdivisions, when and where appropriate, and density bonuses, in exchange for affordable housing set-asides.
- LU1.5. **Multiple-Family Housing.** Direct multiple-family housing growth to neighborhoods designated as Medium and Low Medium Residential.



Goal LU2: **Residential neighborhoods that enhance the pedestrian experience and exhibit the architectural characteristics and qualities that distinguish Granada Hills-Knollwood.**

## Policies

- LU2.1. **High-Quality Development.** Design projects to achieve a high level of quality in accordance with the Granada Hills-Knollwood Community Plan Design Guidelines for Residential Areas, Residential Citywide Design Guidelines, and other applicable design guidelines. Projects are required to incorporate applicable design guidelines to the maximum extent feasible.
- LU2.2. **Neighborhood Compatibility.** Require development, new structures, and additions to be compatible with the suburban characteristics and qualities of existing residential neighborhoods and dwelling units with regard to scale, mass, building orientation, heights, setbacks, and entrances, topography, parking arrangement, landscaping, and parkways.
- LU2.3. **Design Standards.** Support design standards to achieve transition in scale when neighborhoods planned for multiple-family residential uses abut existing single-family residential uses and/or neighborhoods planned for single-family residential uses.
- LU2.4. **Utility Design.** Integrate service elements and infrastructure such as mechanical equipment, trash enclosures and utilities into the design of projects. Locate service elements and infrastructure away from street views and screen and/or enclose equipment in order to enhance the pedestrian experience and aesthetic appeal of the building and overall neighborhood. Underground utilities where possible.



*Incorporating open space amenities, such as mid-block trails, helps preserve the equestrian heritage of Granada Hills-Knollwood and provides opportunities for recreation, physical fitness, and sense of community.*



*Abundant landscaping, street trees, and amenities like sidewalks and trails are valued features of new developments in this community.*

Goal LU3. **Neighborhoods that reflect and contribute to the suburban lifestyle and character of the surrounding area and preserve Granada Hills-Knollwood's small-town atmosphere and equestrian lifestyle.**

#### Policies

- LU3.1. **Character.** Design residential development adjacent to equinekeeping lots to contribute to the equestrian lifestyle of the area by incorporating defining characteristics such as ranch-style and western architecture and open spaces.
- LU3.2. **Historic Resources and Significant Features.** Preserve existing historic resources, significant vegetation, trees, and other natural features which contribute to the overall character of the area. Encourage the rehabilitation and rebuilding of deteriorated housing as a means of preserving Granada Hills-Knollwoods' character.
- LU3.3. **Trail System and Connections.** Reinforce the viability of equine uses and accessibility to open space and recreation opportunities by requiring new developments, parcel maps, subdivision tracts, small lot subdivisions, and infrastructure improvement projects that abut or connect with a trail to develop and/or improve the Trail System. Refer to Chapter 4 for additional trail policies and design guidelines.

Goal LU4. **Safe, well-designed hillside development that complements Granada Hills-Knollwood's natural environment and preserves the scenic vistas, foothills, and vast open spaces.**

## Policies

- LU4.1. **Hillside Density.** Limit the intensity and density in hillside areas to that which can be reasonably accommodated by infrastructure and natural topography. Notwithstanding any land use designation maps to the contrary, all projects with average natural slopes in excess of 15 percent, including Tract Maps and Parcel Maps, shall be limited to the minimum density housing category for the purposes of enforcing the slope density formula of LAMC Sections 17.05C and 17.50E (including as may be amended from time to time).
- LU4.2. **Emergency Access.** Investigate and consider feasible secondary access connections as part of the hillside subdivisions. Require extensions, completions, and connections of the existing street network, where feasible, to provide secondary access to hillside development.
- LU4.3. **Topography Preservation.** Use the natural topography as the primary criteria to determine the placement and/or alignment of houses, roads, drainage facilities, equestrian facilities, and other necessary structures. Design developments to be integrated with and visually subordinate to natural features and terrain. Condition new development in the hills to protect views from public roadways and parklands to the maximum extent feasible.
- LU4.4. **Slope Preservation and Grading.** Cluster houses on those portions of undeveloped hillside areas that have less than a 15 percent slope in order to retain the steeper slopes in their natural state or in a natural park-like setting, minimize the amount of grading and the alteration of the natural topography, and provide more open space opportunities for recreation and equestrian use. The density pattern indicated in the Plan may be adjusted to facilitate development on the more level portions of the terrain provided that the total number of dwelling units indicated in any development is not increased over that allowed by the Plan based on the net area of development.
- LU4.5. **Mountain Viewshed Protection.** Design development near ridgelines so as to avoid breaking the mountain silhouette of a significant ridgeline. Discourage building and grading on ridgelines to protect ridges and environmentally sensitive areas, and to prevent erosion associated with development and visual interruption of the ridge profile.
- LU4.6. **Retaining Walls.** Minimize the use of retaining walls and, when necessary, design them to be compatible with the architectural style, materials, and detail of the principal structure. Utilize stepped or terraced retaining walls with plantings or trails, where appropriate, as an alternative to tall retaining walls. Consider living walls systems as an alternative to concrete where retaining walls are necessary.



*Hillside neighborhood developments should preserve natural topography and limit density.*

LU4.7. **Landscaping.** Incorporate landscaping that supports slope stability and provides fire protection.

Goal LU5. **Environmentally sustainable residential development that uses “green” design and technology and water conservation methods to minimize consumption of non-renewable natural resources and to replenish the City’s watershed by capturing groundwater, while preventing runoff and flooding.**

#### Policies

LU5.1. **“Green” Building.** Utilize “green” building strategies such as solar panels, insulating buildings to minimize consumption of non-renewable natural resources, and orienting windows, building volumes and second stories to maximize solar access.

LU5.2. **Permeable Surfaces.** Increase areas of permeability by minimizing driveway and curb cut widths, limiting driveway paving to the width required to access a garage, and utilizing permeable surfaces on driveways, walkways, trails, and outdoor spaces in order to capture, infiltrate, and store water underground.

LU5.3. **Landscaping.** Retain existing vegetation and trees and use native and drought-tolerant landscape and drip irrigation when developing the site in order to conserve water.

LU5.4. **Canopy Trees.** Provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing facades.



*Retaining large residential lots and hillside topography preserves the unique character of the community.*



## Single-Family Residential Neighborhoods

Granada Hills-Knollwood's predominant land use is residential, most of which is single-family housing, as shown in Figure 3-3, Single-Family Residential Areas. Throughout the community, the single-family neighborhoods consist of suburban type lots ranging from 5,000 square-feet to 100 acre lots. The southern areas in the community contain modestly-sized homes and have some of the older housing units in the community such as the Old Granada Hills neighborhood. The northern areas consist of larger houses and contain the historic Balboa Highlands tract of Eichler modernist homes. The northwest area in the community features semi-rural characteristics such as large equinekeeping lots, which include access paths for horse trailers, horse-keeping areas with equine enclosures and corrals, and recreational trails throughout the community. This area also contains most of the undeveloped hillside land that abuts O'Melveny Park and other recreational spaces. The majority of the residential units in this area were built since approximately 2000 and are a mix of single and two-story homes. Granada Hills-Knollwood's single-family residential neighborhoods are important to the community's character and identity. The following goals and policies reflect the community's vision to preserve the quaint suburban community residents enjoy and value and its residential neighborhoods, while enhancing them with features such as trails.



*Designing new developments with respect for the natural topography helps preserve mountain views.*

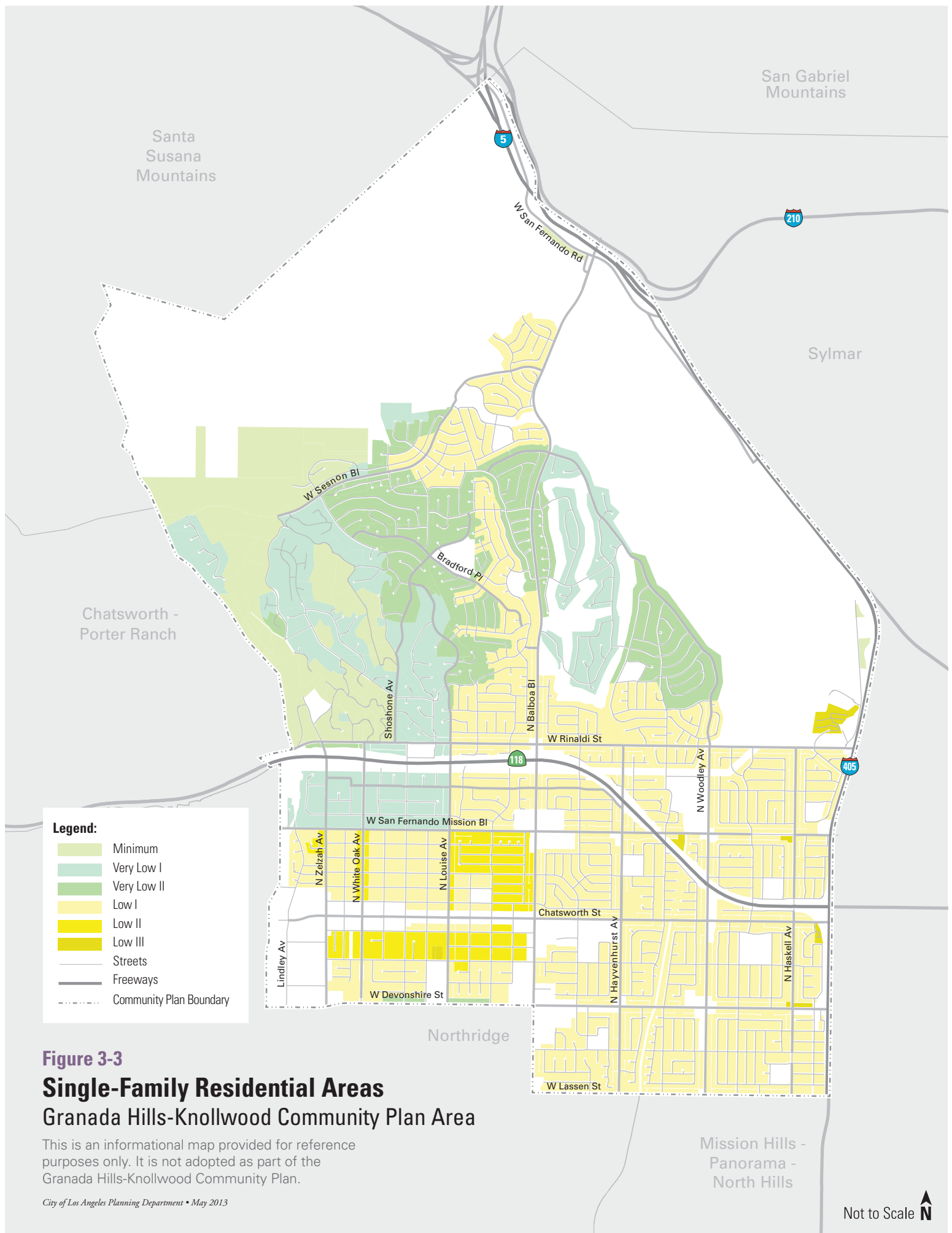
Goal LU6. **Low density single-family neighborhoods that provide quality residential environments for a diversity of households and new housing opportunities that maintain the existing low-density residential character and semi-rural, suburban lifestyle that has long characterized Granada Hills-Knollwood.**

#### Policies

- LU6.1. **Neighborhood Preservation.** Preserve single-family zoned residential neighborhoods, while maintaining existing character and scale.
- LU6.2. **Housing Density.** Maintain the existing density of single-family residential neighborhoods by directing more intensive residential development to areas identified in this Plan that have the capacity to accommodate such growth, to neighborhoods designated as Medium and Low Medium I and II Residential.
- LU6.3. **Character and Design.** Require infill development and additions to buildings to be situated and designed to maintain the characteristics and qualities of the existing single-family neighborhoods and dwellings in regard to scale, mass, form, building heights and setbacks, topography, landscaping, parking arrangement, and parkways.
- LU6.4. **Flag Lots.** Discourage flag lots as part of any subdivision tract, parcel map, or small lot subdivision. Allow flag lots only when property development is not otherwise practical due to adjacent topography and/or when street access cannot reasonably serve the lot and all other alternatives have been exhausted, and with application of design guidelines.
- LU6.5. **Historic Character.** Preserve the historic character of neighborhoods such as Old Granada Hills, Balboa Highlands, and other areas with historical significance for education and enjoyment by existing residents and future generations.

### *Low Density for Smart Growth*

An important principle of “smart growth” is preserving open space, farmland, natural beauty, and important environmental areas and redirecting population growth to areas with more public transit and employment options through increased housing density in areas where transit and job centers are located. Retaining the low density development and agricultural designations and zones in Granada Hills-Knollwood helps direct more intensive development, and therefore more of the population, to the public transit and job centers of Los Angeles. Practicing smart growth in this way supports a more environmentally-sustainable and efficient city, as well as a variety of housing options throughout the city as a whole.



Goal LU7. **New parcel maps, subdivision tracts, and small lot subdivisions which are compatible with the environment and surrounding development pattern and overall neighborhood character with respect to density, lot size and width, grading, setbacks, orientation, streetscape, and circulation.**

#### Policies

- LU7.1. **Lot Consistency.** Transition new development with regards to lot size and width so that new lots are compatible with existing adjacent lots and surrounding neighbors. Lots may be increased in size so as to more closely conform to the size of existing contiguous lots or nearby parcels.
- LU7.2. **Streetscape Patterns.** Consider existing road widths and streetscape patterns to avoid unnecessary non-contiguous improvements of sidewalks, curbs, and streets.
- LU7.3. **Fences and Gates.** Restrict gated or walled communities that isolate the project from the neighborhood and surrounding community.
- LU7.4. **Minimum Lot Size.** For all lots between Sesnon Boulevard and Rinaldi Street, west of Shoshone Avenue and Highwater Road, maintain a Minimum designation with minimum lot size of one acre (43,560 square feet.)



*Preservation of historic buildings, such as the Balboa Highlands Historic Preservation Overlay Zone, helps preserve the aesthetic and history of Granada Hills-Knollwood.*



Goal LU.8. **Equestrian-oriented, semi-rural, and agriculturally-zoned neighborhoods in the northwestern portion of Granada Hills-Knollwood that support the viability of equinekeeping and accessibility to open space and recreation opportunities.**

## Policies

- LU8.1. **Preservation of Equinekeeping Areas.** Discourage discretionary actions including zone changes, zone variances, conditional use permits, or divisions of land that do not preserve Equinekeeping and agricultural uses in the northwest portion of Granada Hills, bounded by Rinaldi Street to the south, Balboa Boulevard to the east, Los Angeles County border to the north, and Aliso Canyon to the west.
- LU8.2. **Agricultural Lot and Open Space Preservation.** Maintain a minimum lot size of two acres (87,120 square feet) in all designated minimum residential areas, especially adjacent to the Open Space areas north of Sesnon Boulevard.
- LU8.3. **Expansion of Equinekeeping Districts.** Establish new, or expand existing, equinekeeping districts where appropriate and feasible.
- LU8.4. **Legal Non-Conforming Equinekeeping Lot Protection.** Maintain existing legal non-conforming equinekeeping lots and uses, regardless of whether they are located within an Equinekeeping “K” Supplemental Use District, to preserve the equestrian heritage within Granada Hills-Knollwood.



*Large residential lots in Granada Hills-Knollwood are characteristic of the low density and equinekeeping areas of the community.*



*The Equinekeeping “K” Supplemental Use District in Granada Hills-Knollwood preserves the larger residential lots and equinekeeping uses, thereby providing residents the option of keeping equines on their properties.*



*Mid-block trails are another trail location option in new developments, complementing roadside and open space trails.*

**LU8.5. Trail System and Connections.** Reinforce the viability of equine uses and accessibility to open space and recreation opportunities by requiring new developments, subdivision tracts, parcel maps, small lot subdivisions, and infrastructure improvement projects that abut or connect with a trail, as shown on Figure 4-4, Trail System, to develop and/or improve trails. A formal dedication of a public easement for trail purposes shall be required where a project abuts a public street and where a trail is shown on Figure 4-4, Trail System.

**LU8.6. Non-Public Trails.** New developments, subdivision tracts, parcel maps, and small lot subdivisions over which a trail is shown on Figure 4-5, Trail System, may be required to dedicate where a prescriptive right of access has been established. Projects may offer a private easement to grant public access to trails, if in accordance with the Granada Hills-Knollwood Design Guidelines.

**Goal LU9. Lots within and adjacent to equinekeeping areas that are designed to ensure the feasibility of equinekeeping on equestrian lots and compatibility with adjacent non-equinekeeping lots.**

## Policies

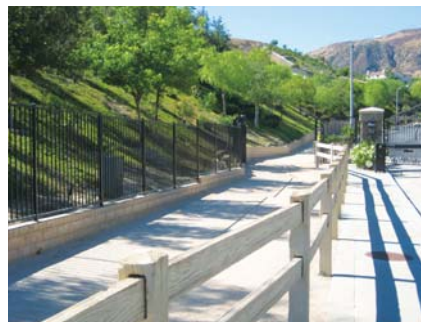
**LU9.1. Division of Land and Grading.** Design new subdivision tracts, parcel maps, and small lot subdivisions within an Equinekeeping “K” Supplemental Use District according to the Granada Hills-Knollwood Design Guidelines to ensure room for on-site horse facilities and site accessibility via an equine path from the driveway to the pad area. Achieve the intended purpose of the District by providing adequate and level equine pad areas, and arrange the location of homes, equine pads and enclosures, lot access and gates, trails and trail easements and access points, and grading, according to the Design Guidelines.

**LU9.2. Transition Neighborhoods.** Provide additional setbacks and density fading on all higher density development, including all residential and non-residential development, adjacent to equinekeeping lots regardless of location within an Equinekeeping “K” Supplemental Use District.

- LU9.3. **Additional Structures.** Second dwelling units are permitted only as permitted by LAMC and if they do not adversely affect any equinekeeping uses on the subject lot or adjacent lots, or the ability to maintain equinekeeping uses on the subject lot or any adjacent lot. Restrict permanent structures, including swimming pools and tennis courts, from being constructed or located within any portion of the required equine pad and stable areas.
- LU9.4. **Distances from Equine Enclosures.** Maintain proper distances from equine enclosures and habitable rooms of any dwelling unit, including any neighbor's dwelling unit.
- LU9.5. **Notification of Future Residents.** Approval of non-equinekeeping developments adjacent to equinekeeping lots should include notification to future residents that animal keeping uses are permitted in adjacent lots.



*Space for equine stables is required on Equinekeeping lots in order to ensure that there is room on lots to keep equines and to establish minimum distances from habitable rooms.*



*Trails developed and improved with appropriate railing and tread as part of new subdivisions help support the community's equinekeeping heritage and lifestyle and provide an open space amenity for everyone.*



*Equinekeeping lots feature equine enclosure areas large enough for equines to move around freely and contribute to the semi-rural community character.*



## Multiple-Family Residential Neighborhoods

Although multiple-family housing constitutes less than two percent of the land uses in Granada Hills-Knollwood, it presents an opportunity to provide a variety of housing types to persons of all social and economic backgrounds. It also provides opportunities for housing with direct access to transit and commercial amenities. The multiple-family residential areas in Granada Hills-Knollwood are divided into three land use categories of increasing densities: Low Medium I, Low Medium II, and Medium. These multiple-family residential areas are concentrated primarily in the southern portion of the community around Balboa Boulevard, Woodley Avenue, Chatsworth Street, and Devonshire Street, as shown in Figure 3-4, Multiple-Family Residential Areas. Multiple-family housing in Granada Hills-Knollwood varies from small lot subdivisions and duplexes to apartment buildings and condos of two or three stories.

**Goal LU10. A variety of well-designed multiple-family housing located on or near major corridors that provide safe and convenient access to public transit, services, and amenities.**

### Policies

**LU10.1. Corridor Development.** Improve existing and support the development of new multiple-family housing in existing multiple-family residential areas along Balboa Boulevard south of Rinaldi Street, Chatsworth Street and adjacent streets, Devonshire Street, and Woodley Avenue, near transit and amenities.

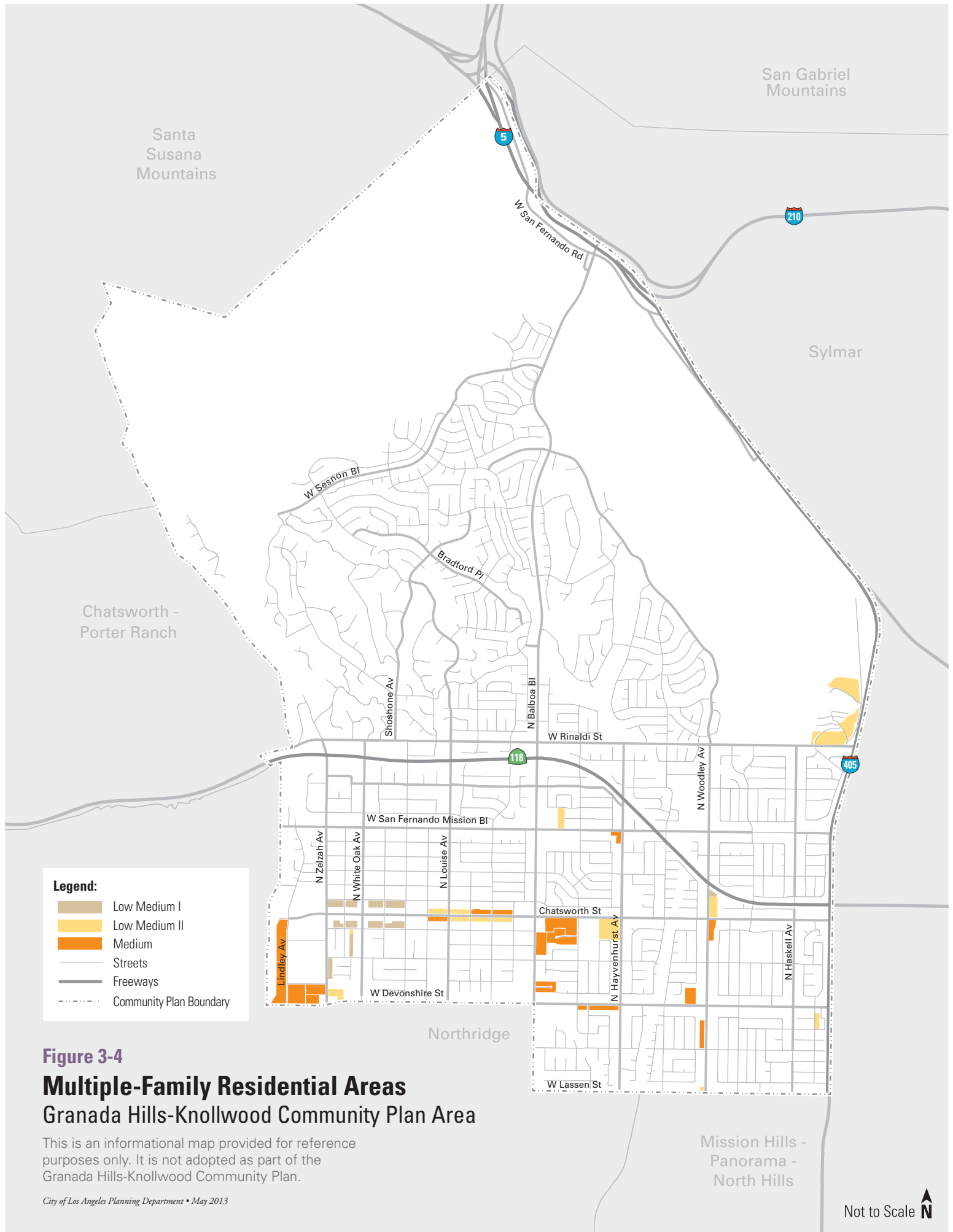


*Spanish architectural features in new multiple-family residential developments, such as arches, Spanish tile roofing material, and appropriate landscaping, improve the appearance of multiple-family residential areas, while preserving historic character.*



*Multiple-family developments that incorporate Spanish Colonial design elements and complement surrounding building scale help characterize Granada Hills-Knollwood.*





LU10.2. **Neighborhood Transitions.** Ensure that new development located in or adjacent to single-family neighborhoods maintains the visual and physical character of single-family housing. Develop small lot subdivisions on multiple-family lots adjacent to single-family lots to serve as transitional density and aesthetic buffers.

LU10.3. **Access from Devonshire Street.** Multiple-family buildings on Devonshire Street should obtain vehicular access from rear service alleys only. No driveways should lead to Devonshire Street unless otherwise approved by Department of Transportation.

Goal LU.11. **Multiple-family developments, including small lot subdivisions, apartments, and condominiums, that exhibit the architectural characteristics and qualities that distinguish Granada Hills-Knollwood, while incorporating complementary design elements and appropriate transitions when adjacent to single-family neighborhoods.**

#### Policies

LU11.1. **Character and Design.** Create well-designed multiple-family dwelling units and buildings that reflect a high level of architectural and landscape quality, both within interior courtyards and in exterior areas, to enhance the public realm and provide appropriate transitions and compatibility when adjacent to single-family neighborhoods.

LU11.2. **Transition.** Require appropriate transitions in scale where new multiple-family developments abut single-family zones.

LU11.3. **Compatibility with Single-Family Design.** Design buildings so that the fronts of dwellings face the public right-of-way to give the appearance of single-family neighborhood character, and to enhance the pedestrian experience.

## Design Guidelines for Residential Areas



The Granada Hills-Knollwood Design Guidelines in this chapter and the Residential Citywide Design Guidelines establish the minimum level of design that shall be observed in all projects within this Plan area. The intent of the design guidelines is to promote a stable and pleasant environment with desirable character for residents and visitors. In addition, the design guidelines ensure that new structures, and alterations and renovations to existing structures, make a positive aesthetic contribution to the built environment, provide adequate public amenities and increase neighborhood identity. The overall goal and purpose of the design guidelines is to improve the community's identity and livability and to create unique, inviting and safe public spaces.

Projects are required to incorporate, to the maximum extent feasible, applicable design guidelines. Discretionary projects require a finding by the decision-maker that the project is in conformance with the intent of the applicable design guidelines and shall become part of the conditions of approval of the project. Early consultation with Planning staff, including consideration of long-term maintenance, is one of the essential ways of assuring implementation of Citywide and Granada Hills-Knollwood Design Guidelines.

### Character and Design

- G1. Maintain the suburban character of Granada Hills-Knollwood's neighborhoods by configuring buildings to front public streets, rather than driveways. Design corner buildings to be prominent by building to both the front and side property lines facing a street. In detached condominiums or small lot subdivisions, orient the unit located closest to the primary street towards that street.
- G2. Configure new development so that it continues to engage the street, sidewalk, and public realm by providing individual entrances, large windows, porches, or other entry features to face a street.

## Design Guidelines for Residential Areas (continued)



See G4-G5



See G4-G6

### Character and Design (continued)

- G3. Maintain compatible heights with adjacent and nearby buildings to help preserve the existing low-lying character of Granada Hills-Knollwood's single-family residential neighborhoods. Second floor or higher stepbacks should be consistent with prevailing or adjacent buildings.
- G4. Modulate building volumes and façade articulation to help convey a sense of individual units and enhance the pedestrian experience. Minimize massing with multiple planes, stepbacks, and architectural treatments such as recessed windows, columns, moldings and projections. Vary heights and rooflines and use offsets in wall planes on all elevations to reduce the visual scale and provide visual interest to buildings and individual units.
- G5. Avoid the repetitive use of a single building configuration or façade design. Provide rhythm to building elevations to contribute to unity and visual interest. Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade, and to provide shade.
- G6. Arrange a collection of buildings to frame outdoor places, such as landscaped focal points or courtyards.



## Design Guidelines for Residential Areas (continued)



See G8-G12



See G8-G12

### Circulation and Parking

- G7. Consider existing road widths and streetscape patterns to avoid unnecessary non-contiguous improvements of sidewalks, curbs, and streets.
- G8. Consider prevailing garage locations and driveway patterns and incorporate such patterns into the design scheme. Utilize innovative design to minimize the visual impact of garages facing the street.
- G9. Minimize the appearance of parking areas by locating parking to the rear of buildings and/or providing parking underground and by landscaping visible parking areas. Parking areas should not be sited on corners adjacent to intersections.
- G10. Utilize decorative walls and/or landscaping to buffer residential uses from parking areas and structures.
- G11. Integrate parking with the design of the main building by designing parking structure exteriors to match the style, materials and color of the building.
- G12. Limit the number of curb cuts and width of driveways.
- G13. Separate pedestrian pathways from auto circulation routes by providing landscaped sidewalks and walkways from sidewalks for homes that are not adjacent to the street. Utilize a change in grade, materials, textures or colors to improve pedestrian visibility and safety. Minimize the amount of elevation changes through careful grading so as to facilitate disabled access.

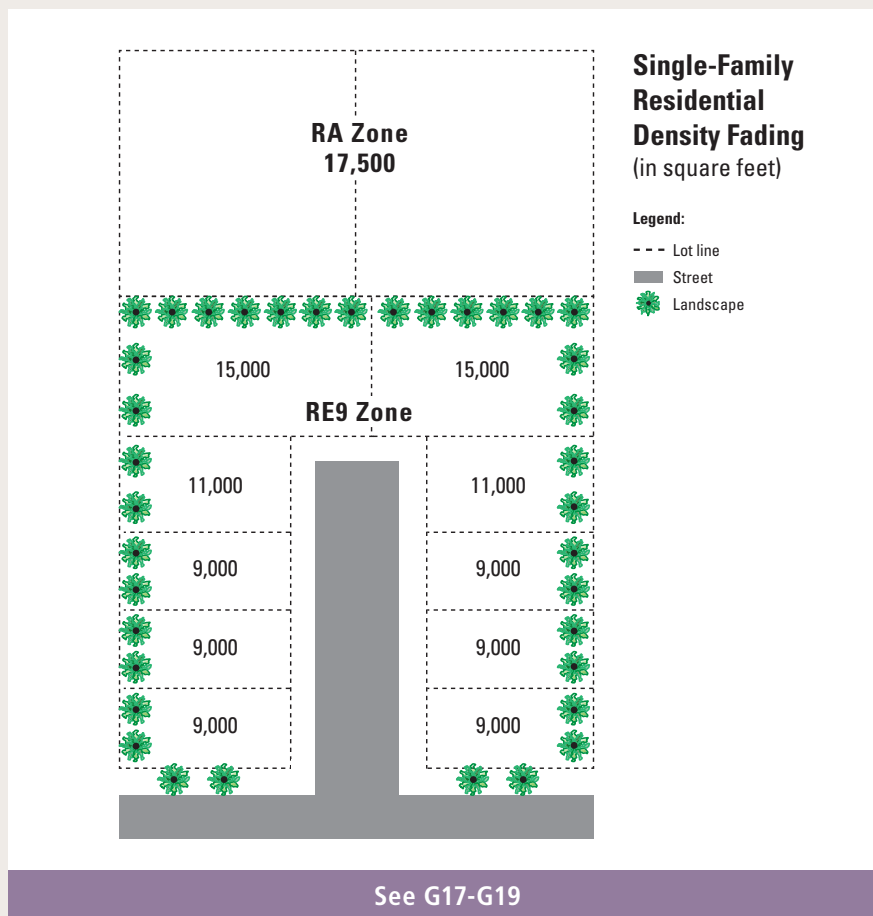
## Design Guidelines for Residential Areas (continued)



### Landscaping, Fences, and Walls

- G14. Provide open and inviting yard setbacks and parkways that are landscaped with a variety of native and/or drought-tolerant vegetation, which contribute to the suburban character of Granada Hills-Knollwood.
- G15. Prohibit gated or walled communities that isolate the project from the neighborhood and surrounding community.
- G16. Consider alternatives to chain link fencing and utilize native and drought-tolerant plants to screen and enhance the appearance of fences.

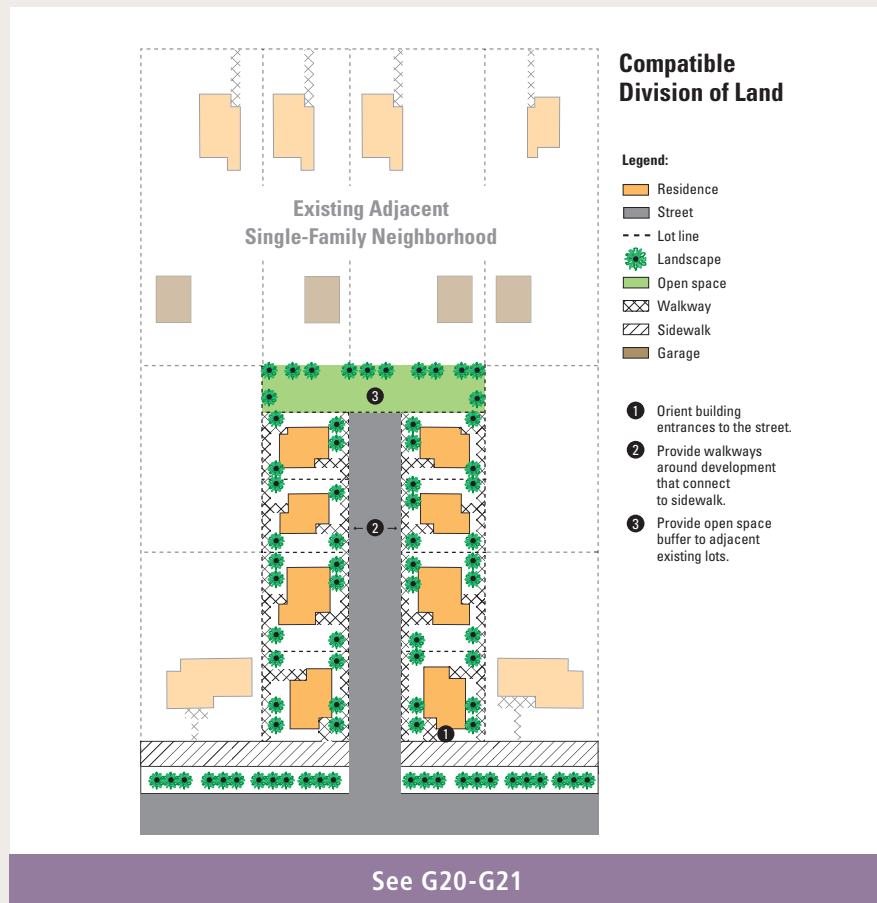
## Design Guidelines for Residential Areas (continued)



### Neighborhood Transitions

- G17. Lots may be increased in size so as to more closely conform to the size of existing contiguous lots or nearby parcels.
- G18. Transition new development with regards to lot size and width, through density fading, so that new lots are compatible with existing adjacent lots and surrounding neighbors.
- G19. Building setbacks for the zoning district should be considered a minimum. Provide larger setbacks for multiple-family projects adjacent to single-family and equinekeeping lots.

## Design Guidelines for Residential Areas (continued)



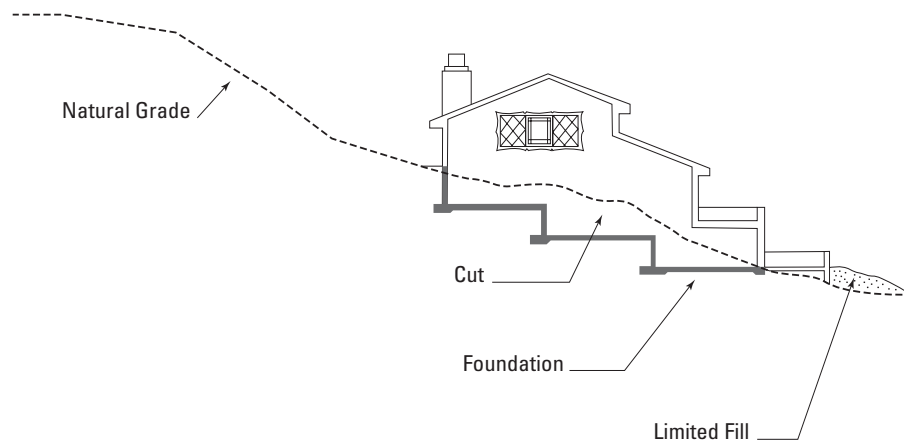
### Neighborhood Transitions (continued)

- G20. Provide and locate open space next to lower intensity uses in order to increase building separations and intensify landscaping between the development and adjacent uses to help mitigate impacts, particularly any potential visual intrusion on the private outdoor space of adjacent backyards.
- G21. Position building heights and mass according to the intensity of the adjacent use. Site lower buildings with smaller footprints near lower intensity uses and taller buildings with more mass toward the center of the site and near higher intensity uses. Site lower walls near smaller structures.



## Design Guidelines for Residential Areas (continued)

### Minimal Hillside Grading



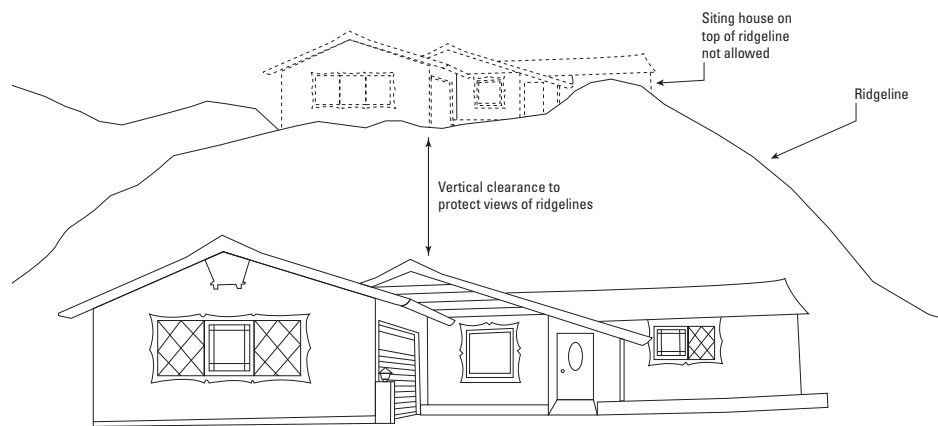
See G22

### Hillside Neighborhoods

G22. Step buildings up or down the hill to retain the natural grade and to limit the amount of grading required.

## Design Guidelines for Residential Areas (continued)

### Viewshed Protection

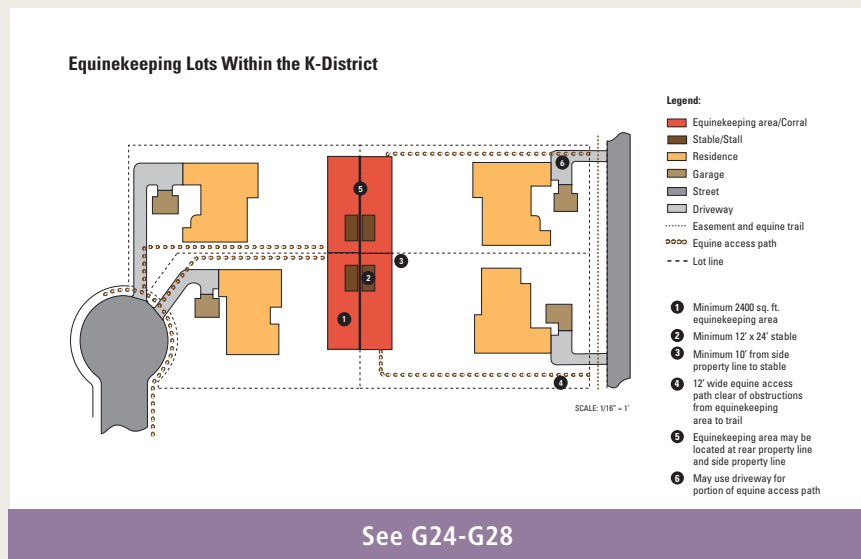


See G23

### Hillside Neighborhoods (continued)

- G23. Maintain a vertical clearance between ridgelines and structures, siting structures below ridgelines in order to maintain and preserve scenic viewsheds within Granada Hills-Knollwood. Siting structures on top of ridgelines is not permitted.

## Design Guidelines for Residential Areas (continued)

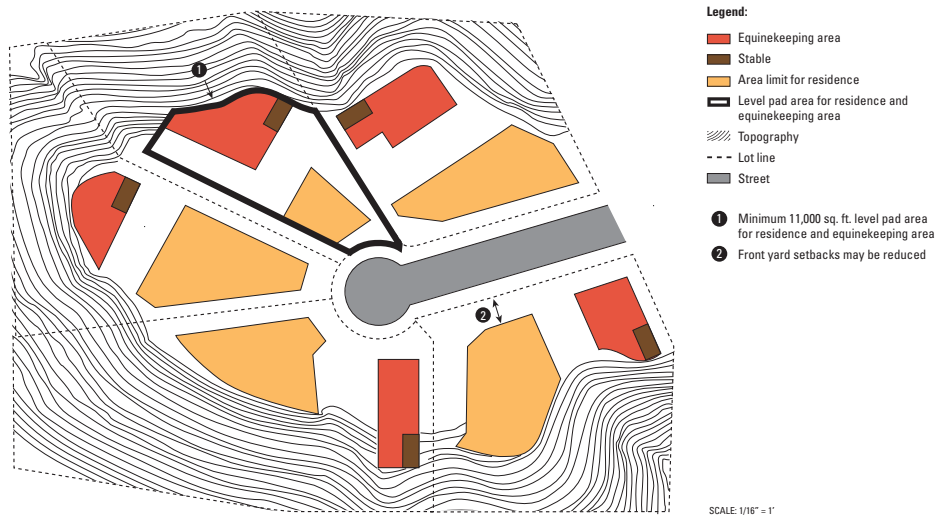


### Equestrian-Oriented Neighborhoods

- G24. Maintain a 2,400 contiguous square foot level area with a minimum width of 24 feet for the equine pad area. The pad area should include a minimum 12'x12'(144 square foot) area for storage of feed and equipment. The pad area should be graded to permit quick and adequate drainage and permanently set aside for equine use. No permanent structure, including swimming pools and tennis courts, should be constructed or located within any portion of the pad area.
- G25. The equine pad area may be located within required side and rear yard setbacks depending on the unique features of a site. Consider reduced front and rear yard setbacks to enlarge the backyard area for the purposes of optimizing the intended use of the level pad area and minimizing overall grading, and to allow for an improved layout for equinekeeping.
- G26. Where access is taken from the front facing street, a 12-foot wide equine access path should be provided. A driveway which is a minimum of 12 feet in width may function dually as an equine access path for the portion of the path that extends from the street to the end of the driveway. Permeable driveway materials are preferred.
- G27. Where access is taken from a side or rear yard of the lot, a gate should be installed to provide direct access for the rider to the trail, sidewalk, or street.
- G28. An adequate on-site parking area should be provided for equine trailers preferably utilizing a portion of the equine access path. It is desirable that the parking surface is permeable.

## Design Guidelines for Residential Areas (continued)

### Specific Requirements for Equinekeeping on Hillside Lots Within K-District



See G29-G30

### Equestrian-Oriented Neighborhoods (continued)

- G29. Utilize decomposed granite, grasscrete, or other similar permeable material to construct the equine access path and parking area for equine trailers.
- G30. On hillside equinekeeping lots, the combined pad area for the primary residence and equinekeeping area should be a minimum of 11,000 square feet to ensure adequate separation and to permit construction of larger residential dwellings.



## Commercial Areas

Commercial uses represent a small proportion of Granada Hills-Knollwood, and are located predominantly in the southern portion of the community, with a couple of commercial areas in the northern part of the community. Refer to Figure 3-5, Commercial Areas. Four Community Centers and two Neighborhood Districts serve as focal points for surrounding residents, providing neighborhood retail and services, including restaurants, grocery stores, child care facilities, small professional offices, community meeting rooms, religious facilities and other similar services. While Neighborhood Districts are generally characterized by smaller-scale commercial buildings and uses, with more pedestrian activity, Community Centers have slightly larger developments with anchor businesses and cultural and entertainment facilities, schools, parks and libraries, in addition to neighborhood-oriented services. Other commercial uses are dispersed throughout the community, and offer important services and goods, although they do not serve as focal points.



*Commercial design that incorporates outdoor seating, attractive design with Spanish Colonial architectural features, and landscaping will help to create vibrant commercial activity.*

## Commercial Issues and Opportunities

- There is a need for more community-serving uses in Granada Hills-Knollwood's commercial areas, including retail businesses, quality, sit-down restaurants, and emergency medical services. Residents with expendable income travel outside of the community to find retail and restaurant businesses, and must travel to adjacent areas to seek emergency medical services that Granada Hills-Knollwood lacks. There is, therefore, an opportunity for commercial amenities in this community that are currently lacking.
- Residents desire more attractive commercial development. There is a need for improved commercial design and building materials, an appropriate amount and style of signage, and improved landscaping. Design guidelines for new commercial development and remodels will assist in a transition to an improved "look" for the commercial areas of Granada Hills-Knollwood.
- There is a need for adequate parking in commercial areas and mixed-use areas. Ensuring that multiple-family developments include adequate parking for their residents, creating new parking opportunities around commercial areas, and concentrating commercial and mixed-use areas near transit will help alleviate parking deficiencies.
- The community has a strong interest in preserving the small-town "feel" of the community's commercial areas. Many of the commercial developments feature low-scale buildings, locally-owned businesses providing a mix of goods and services, and areas of commercial concentration of uses. Retaining minimal building heights in commercial areas and encouraging a concentration of small-scale business uses in the commercial centers will promote the small-town atmosphere of this community.



*Granada Hills-Knollwood desires attractive commercial development, incorporating Spanish Colonial design features, with abundant landscaping.*

## All Commercial Areas

The goals and policies in this section reflect the community's vision and promote high-quality commercial development. Most of the commercial areas fall within the Granada Hills Specific Plan area and are therefore required to adhere to its standards. For all other commercial areas, the Commercial Citywide Design Guidelines and Granada Hills-Knollwood Commercial Design Guidelines should be considered, although not all will be appropriate in every case, as each project will require a unique approach. In order to meet the intent of the Community Plan and to achieve excellence in new design, projects should incorporate these guidelines to the maximum extent feasible.

**Goal LU12. Vibrant and economically thriving commercial areas that serve the community with a wide range of goods and services, support the local businesses and economy, and provide employment opportunities and revenue to the City.**

### Policies

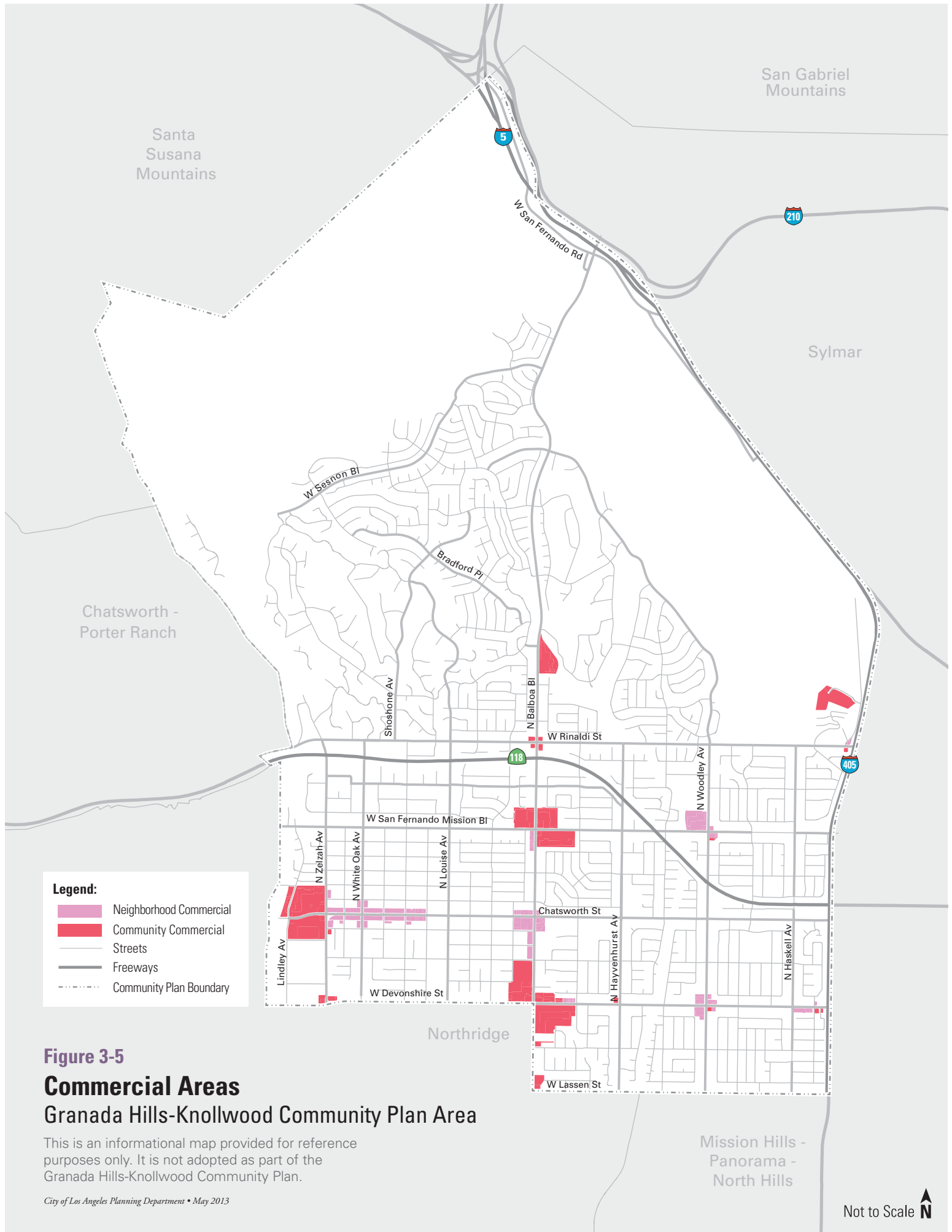
**LU12.1. Commercial Preservation.** Protect areas designated and zoned for commercial use so that commercial development and reinvestment is encouraged and the community maintains and increases its employment base.

**LU12.2. Activity-Generating Uses.** Encourage additional uses in existing commercial shopping centers, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, and public open spaces, which enhance neighborhood activity.

**Goal LU13. Attractive, pedestrian-friendly commercial areas with architectural and design elements that reflect Granada Hills-Knollwood's architectural history and uniqueness.**

### Policies

**LU13.1. High Quality Development.** Design projects to achieve a high level of quality and to be developed in accordance with the Commercial Citywide Design Guidelines and the Granada Hills-Knollwood Commercial Design Guidelines. While projects within the Granada Hills Specific Plan area shall adhere to Specific Plan regulations, all other commercial areas are required to incorporate applicable design guidelines to the maximum extent feasible.



**Legend:**

- Neighborhood Commercial
- Community Commercial
- Streets
- Freeways
- Community Plan Boundary

**Figure 3-5**  
**Commercial Areas**  
 Granada Hills-Knollwood Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Granada Hills-Knollwood Community Plan.



- LU13.2. **Architectural Style and Building Variation.** Encourage building facades that are articulated with setbacks, offsets, and projections, using architectural materials and elements that establish an aesthetically-pleasing pattern, with a variety of heights and shapes to create visual interest, while contributing to the Spanish Colonial architectural style and maintaining a generally consistent street front.
- LU13.3. **Parking.** Design parking lots and structures to be safe and comfortable for pedestrians and complementary to adjacent residential uses, by utilizing decorative wall and landscaped setbacks and shielding driveway and walkway lighting.
- LU13.4. **Signage.** Integrate commercial signs into the design of buildings as a means of enhancing the streetscape appearance.
- LU13.5. **Mitigate with Design.** Attractively landscape and design stand-alone drive-thru fast food establishments and auto-related uses to preserve the character of the commercial areas.

Goal LU14. **Commercial development that is compatible with and complementary to neighboring residential neighborhoods.**

#### Policies

- LU14.1. **Height Limits.** Design new commercial structures to be compatible in height with surrounding residential neighborhoods.
- LU14.2. **Design and Screening.** Set commercial buildings back from property lines, and utilize landscape buffers and decorative walls to minimize visual and operational impacts of commercial development on the surrounding residential neighborhoods.



*Adequate parking with landscaping supports the commercial areas of Granada Hills-Knollwood.*

LU14.3. **Safety.** Use lighting and graffiti abatement to help reduce street crime, promote a sense of safety, and improve the appearance of commercial centers and parking areas.

Goal LU15. **Safe, comfortable, and attractive streetscapes designed for pedestrians and bicyclists.**

Policies

LU15.1. **Visual Clutter.** Underground the utility lines in order to remove the visual clutter from the streetscape.

LU15.2. **Landscape Design.** Require new projects and encourage existing developments to install street trees and landscaping to create a more inviting commercial area that provides shade canopy, reduces ambient temperature, and softens the physical environment.

LU15.3. **Pedestrian and Bicycle Amenities.** Provide pedestrian and bicycle amenities such as trash receptacles, street furniture, bicycle racks, and enhanced crosswalks as part of new projects to enhance the street atmosphere and encourage walking and bicycling.

Goal LU16. **Environmentally sustainable commercial development that uses environmentally-friendly design and technology and water conservation methods which help to minimize consumption of non-renewable natural resources and replenishes the community's underground basins.**

Policies

LU16.1. **"Green" Design.** Design new development to use green building strategies such as solar panels, insulating buildings to minimize consumption of non-renewable natural resources.

LU16.2. **Permeable Surfaces.** Increase areas of permeability in conjunction with the design of any new project by utilizing permeable surfaces on driveways, walkways, and outdoor spaces in order to capture, infiltrate, and store water on site.

LU16.3. **Landscaping.** Retain existing vegetation and trees and use native and drought-tolerant landscape and drip irrigation when developing the site in order to conserve water.

LU16.4. **Canopy Trees.** In addition to street trees, provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing facades and in parking areas and walkways.

## Neighborhood Commercial Districts

The Community Plan's Neighborhood District mostly contains small and medium-sized lots with small-scale businesses that serve the adjacent neighborhoods and the community at large. Granada Hills-Knollwood has two Neighborhood Districts on Chatsworth Street between Zelzah Avenue and Andasol Avenue and at the intersection of Chatsworth Street and Balboa Boulevard, as shown in Figure 3-6, Chatsworth Street Neighborhood Districts. The first district is considered the community gateway and is the pedestrian-friendly "Main Street" and heart of the area's central business district. It contains small lots with a mix of small-scale commercial uses that are mostly locally-owned, is surrounded by multiple-family housing and is adjacent to a Community Center. The intersection of Chatsworth Street and Balboa Boulevard is the second District, extending south along Balboa to approximately Germain Street, adjacent to multiple-family and senior housing, as well as single-family residences, and features larger commercial lots. This District is between two community centers and is in close proximity to the public library, recreation center, and a park. These Neighborhood Districts are regulated by the Specific Plan, which limits building height.

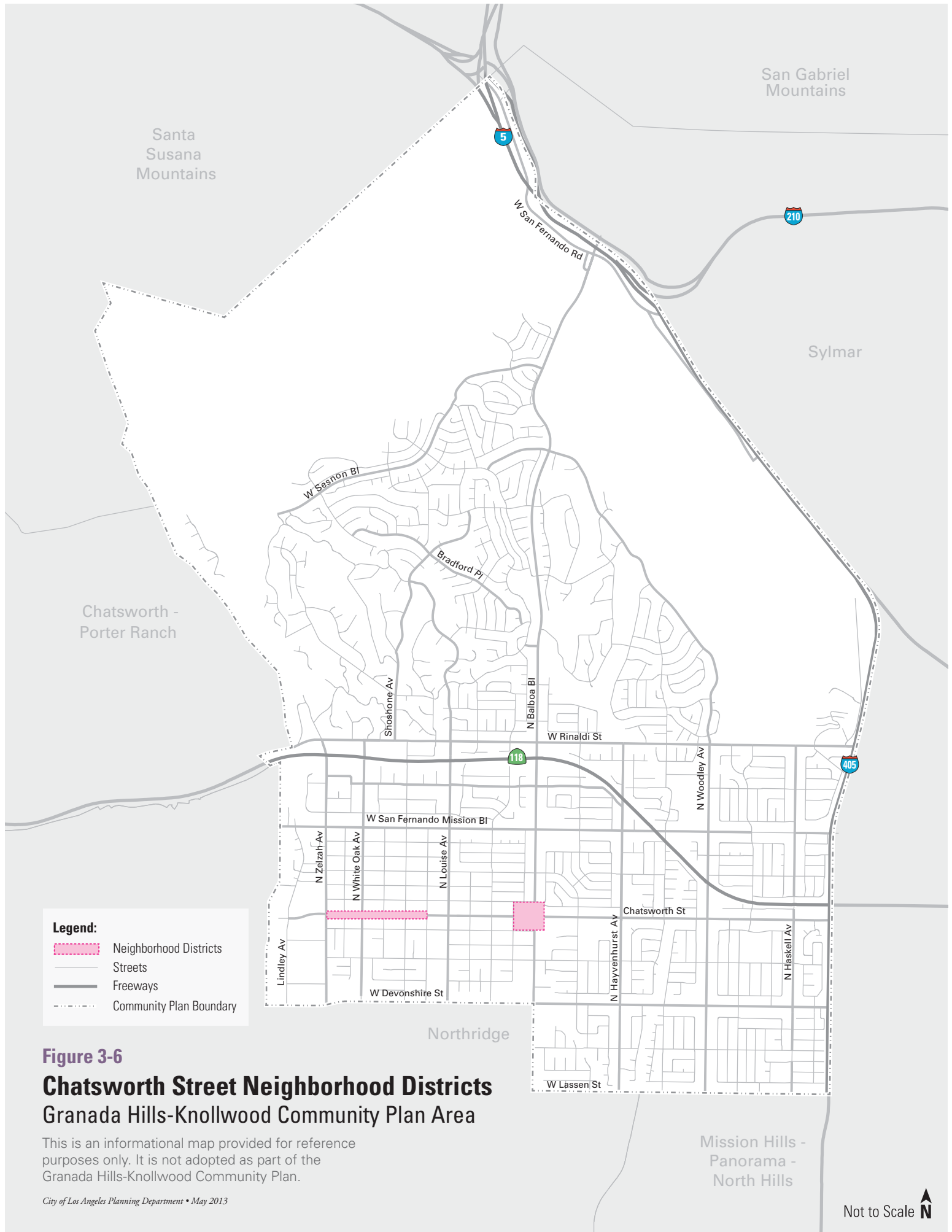


*Neighborhood-serving uses with inviting, transparent storefronts promote economic activity and pedestrian-friendly commercial environments.*

**Goal LU17. A pedestrian-friendly neighborhood commercial district that serves the surrounding neighborhoods and supports local businesses.**

### Policies

- LU17.1. **Existing Businesses.** Preserve and expand existing businesses that provide necessary services and amenities to surrounding neighborhoods, and which feature uses that are compatible with nearby residential uses.
- LU17.2. **New Businesses.** Provide commercial uses that primarily serve the surrounding neighborhoods, such as sit-down restaurants, cafes, quality retail, and essential neighborhood-serving businesses, such as barber shops and other personal services.
- LU17.3. **Auto Uses.** Prohibit auto-related uses and drive-thru restaurants in the Neighborhood District.



**Figure 3-6**  
**Chatsworth Street Neighborhood Districts**  
**Granada Hills-Knollwood Community Plan Area**

This is an informational map provided for reference purposes only. It is not adopted as part of the Granada Hills-Knollwood Community Plan.



Goal LU18. **A lively, safe and comfortable pedestrian-friendly commercial area that serves as a gathering place and fosters a sense of community.**

#### Policies

- LU18.1. **Mixed-Use.** Support low-scale multiple-family housing on streets adjacent to Chatsworth Street to foster pedestrian activity and encourage walkability in the downtown core area.
- LU18.2. **Pedestrian-Friendly Buildings.** Design new commercial and mixed-use buildings and additions so that they enhance the public realm through well designed frontages that provide pedestrian-scaled features such as awnings, plazas, and courtyards and direct access from public sidewalks.
- LU18.3. **Way-Finding Signage.** Include pedestrian-oriented way-finding signage to encourage pedestrian activity.
- LU18.4. **Gathering Places.** Encourage outdoor spaces, such as plazas and sidewalk dining and support closure of the Zelzah Avenue turn-off onto Chatsworth Street for use as a plaza and gathering space for farmer's markets and community events.

Goal LU19. **A strong identity for Chatsworth Street, the community's historical "Main Street," as the most important pedestrian commercial corridor.**

#### Policies

- LU19.1. **Small-town Character.** Retain the small-town character of Chatsworth Street by limiting building heights, maintaining the existing building line pattern, and providing entrances from the sidewalk.
- LU19.2. **Streetscape Enhancement.** Enhance the streetscape through the planting of additional street trees and creating bulb-outs and enhanced crosswalks.
- LU19.3. **Enhanced Gateway.** Maintain a prominent gateway to the Chatsworth Street Neighborhood District to support a strong street identity.

### *Healthy Communities*

A growing body of research has shown that there are connections between development patterns, community design and health outcomes. Crafting a more health-friendly Community Plan is critical to the overall health of a community. The Community Plan takes several steps to make community health a priority by developing land use and development strategies that encourage walking, bicycling, horseback riding, and crime prevention through environmental design; and supporting an active, inclusive, and responsive community where healthy habits are encouraged, rather than discouraged, by the environments we build.

## Community Centers

Granada Hills-Knollwood contains four Community Centers, which are characterized by larger lots and buildings, with a mix of major supermarkets and anchor retail stores, small-scale chain stores, as well as local businesses serving the surrounding community, refer to Figure 3-7, Community Centers. The first is located along Chatsworth between Lindley Avenue and Zelzah Avenue, adjacent to both multiple-family and single-family residences, and features large lots with major anchor businesses and other commercial uses. The second Center, located at Devonshire Street and Balboa Boulevard, features major malls, entertainment facilities, offices, large and medium-sized businesses on medium- and large-sized lots, and is adjacent to a high school and surrounded by mostly single-family housing. The area around the intersection of San Fernando Mission Boulevard and Balboa Boulevard comprises the third Center, and features large- and medium-sized lots with a concentration of major anchor businesses, as well as a mall containing some small-scale businesses. The fourth Commercial Center, located on the east side of Balboa Boulevard south of Knollwood Drive and north of Lorillard Street, consists of a mix of small- and medium-scale commercial uses, surrounded by single-family housing. The General Plan designates these centers for Community and Neighborhood Commercial use, and zoning within them is regulated by the Specific Plan. Community Commercial Centers in Granada Hills-Knollwood include:

- Chatsworth Street between Lindley Avenue and Zelzah Avenue
- Devonshire Street and Balboa Boulevard
- San Fernando Mission Boulevard and Balboa Boulevard
- Balboa Boulevard between Knollwood Drive and Lorillard Street



*The pedestrian-friendly Chatsworth Street central business district features storefronts at the sidewalk edge with recessed doorway entrance and street trees for shade, sidewalk seating areas, and other landscaping.*

Goal LU20. **Healthy and attractive commercial centers that serve as centers of civic, cultural, and economic life for the adjoining neighborhoods and communities, and provide needed goods, services and jobs in a pedestrian-friendly environment.**

## Policies

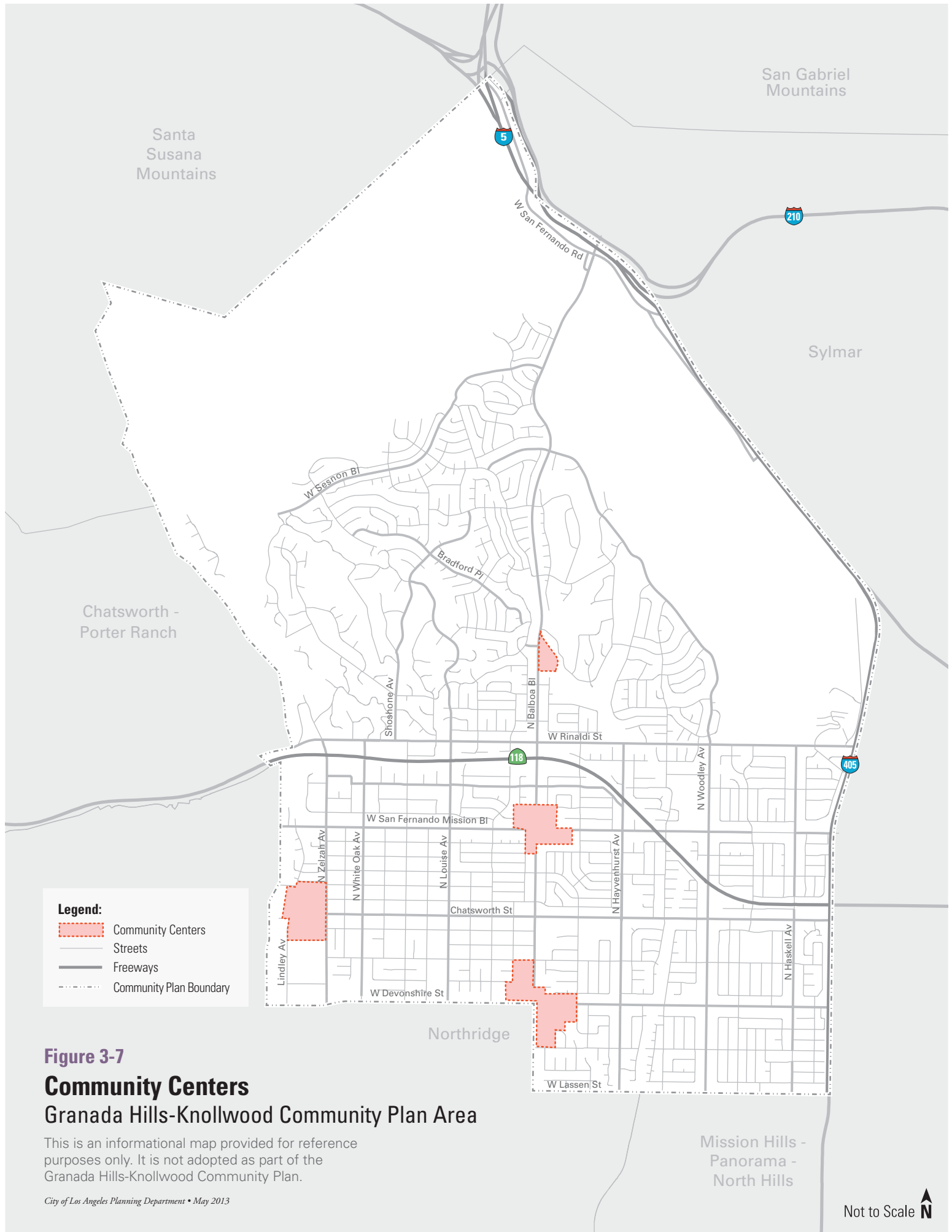
- LU20.1. **Building Design.** Design commercial developments tailored for a variety of business sizes and scales within a development.
- LU20.2. **Neighborhood-Serving Uses.** Provide neighborhood-serving uses that will support each other such as retail, sit-down restaurants, and cafés.
- LU20.3. **Variety of Commercial Uses.** Develop a variety of commercial uses that address different community needs and market sectors.
- LU20.4. **Community Amenities.** Incorporate uses and space for community amenities into private developments and public facilities, such as plazas, open space, libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and other appropriate human services.
- LU20.5. **Promote the Arts and Health.** Foster creativity, the arts, and public health through promotion of the use of public space for cultural programs, public art projects, farmer's markets, and other health-centered events.
- LU20.6. **Pedestrian-Friendly Building Access.** Design new buildings and additions that enhance the public realm through appropriate architectural frontages that provide direct access into commercial buildings from public sidewalks.
- LU20.7. **Landscaped Setbacks.** Maintain landscaped setbacks for aesthetic quality and shade.
- LU20.8. **Pedestrian-Friendly Features.** Include outdoor dining areas, and public amenities such as plazas and courtyards, where appropriate, and pedestrian-scale design features such as awnings.
- LU20.9. **Way-Finding Signage.** Promote pedestrian-oriented way-finding signage to encourage pedestrian activity.

## *Commercial Concentration*

A convenient concentration of businesses serves local needs for daily goods and services and reduces vehicle trips and miles travelled.



*Landscaped setbacks, storefronts at the sidewalk edge, and shade trees provide a pleasant environment for pedestrian activity.*



**Figure 3-7**  
**Community Centers**  
**Granada Hills-Knollwood Community Plan Area**

This is an informational map provided for reference purposes only. It is not adopted as part of the Granada Hills-Knollwood Community Plan.



## Design Guidelines for Commercial Areas



See G31-G34, G36-G37



See G31, G33, G34-G37, G42

- G31. Buildings should use multiple architectural details to maintain and enhance the traditional, Spanish Colonial architectural style. Architectural details can include: lintels; columns, piers and pilasters; cornices and entablatures; paseos; arcades and loggias; balconies, exterior staircases, metal work, such as wrought iron lanterns and sign brackets; and awnings.
- G32. Materials used for door and window frames, and for door and window mullions, are to be of wood or traditional metal, such as iron. Untreated or anodized aluminum is not appropriate.
- G33. Arches, archways or vaults should be used. Careful consideration should be given to the wall surface above the arch, so that sufficient wall surface is present between the key of the arch and the next architectural element above. A barrel vault or single curved arch style should be used instead of a pointed or groined style. Generally, arches should spring from traditionally detailed columns, piers or pilasters.
- G34. Emphasize the use of materials such as stone, adobe, brick, or stucco for exterior surfaces wherever possible. Reflective exterior material finishes or glazing should not be utilized. Stucco surfaces should be treated in a flat manner to create a relatively smooth tactile surface, suggestive of a masonry structure behind.
- G35. When appropriate, decorative ironwork may be used for window and door treatments, or other architectural details, such as railings.
- G36. The primary colors for wall surfaces should not be harsh, glaring, or bright. White, ivory, and earth tones are the preferred colors. The main color should be light; and trim colors, including ironwork, should be dark.
- G37. For ground surfaces, brick, tile, stamped concrete and stone material should be used to complement the overall design of the building. When using concrete, it should be colored and textured and never left untreated.

## Design Guidelines for Commercial Areas (continued)



See G31-G8



See G31-G8

- G38. Orient building facades and entrances to the street with primary entrances and windows as the dominant elements of the front façade.
- G39. Provide landscaped front and side yards when they front a public street.
- G40. The block type used for parking lot walls should be decorative on both sides.
- G41. Encourage channel letter signs, architectural ledges, blade marquees, and pedestrian sign types.
- G42. Landscaping features such as courtyards, fountains, pathways and patios constructed of brick, tile, or stone and outdoor furniture, all in the Spanish Colonial or a complementary architectural style, such as Mediterranean, are encouraged.
- G43. Informal/natural groupings of trees, shrubs and ground covers should be emphasized and should constitute at least 50% of the landscaping for a Project. A minimum of 50% of all screening plant material should be evergreen.
- G44. Landscaping should be used to screen structures, such as green wall, while permitting views out. A green wall is screen material that permits vines to climb and fill in to create a wall of greenery. Structures to be screened include trash enclosures, recycling centers containers and bins, Heating Ventilating and Air Conditioning (HVAC) units, and electrical units.
- G45. In addition to street trees, provide trees in a landscaped area to create a row of trees on both sides of the sidewalk for shade and pedestrian friendly atmosphere.

# Industrial Areas

The Framework Element establishes City policy to preserve industrial lands for the retention and expansion of the City's job base. Today's "industrial" jobs are not only traditional 20th century manufacturing and warehousing jobs, but include jobs in "clean tech" and "green" companies, research and development businesses, food production, artisan industries, media production, and more. The City seeks to increase employment in these sectors to provide improved employment opportunities for City residents, maintain the City's jobs-housing ratio, reduce the need for City residents to commute to remote work locations, and to help maintain the City's fiscal health.

Granada Hills-Knollwood has a small amount of industrially zoned land, located in the northernmost portion of the Community Plan area off San Fernando Road and Balboa Boulevard abutting the Interstate 5 freeway, as shown in Figure 3-8, Industrial Areas. Besides the Sunshine Canyon Landfill, the other small industrially zoned area has been used as a lumber yard.

**Goal LU21. Industrial land uses that provide jobs and economic development and are supported by necessary infrastructure and buffered from adjacent residential uses.**

## Policies

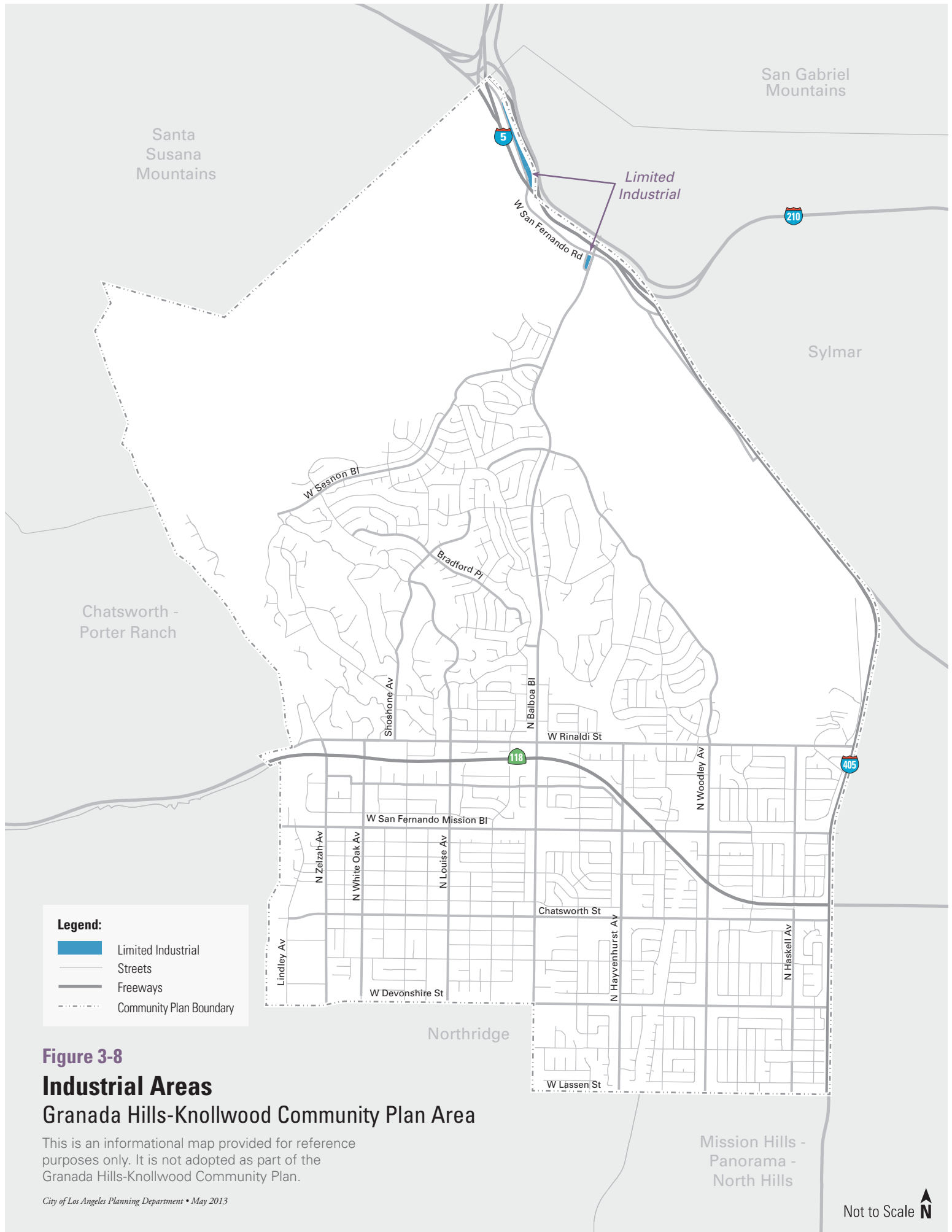
LU21.1. **High-Quality Development.** Design projects to achieve a high level of quality, distinctive character, compatibility with existing uses, and in accordance with Citywide Design Guidelines.

LU21.2. **Infrastructure Improvements.** Encourage infrastructure improvements such as lighting, sewer, drainage and improvements to the road bed on San Fernando Road to support heavy truck traffic.

**Goal LU22. Environmentally sustainable industrial development through green building design and water conservation methods which minimize consumption of non-renewable natural resources and replenish the underground water supply.**

## Policy

LU22.1. **Green Design.** New and existing industrial developments should use green design and technology for energy efficiency and water conservation, use recycling resources, establish native and drought-tolerant landscaping and use permeable surfaces on walkways and outdoor spaces.



**Figure 3-8**  
**Industrial Areas**  
**Granada Hills-Knollwood Community Plan Area**

This is an informational map provided for reference purposes only. It is not adopted as part of the Granada Hills-Knollwood Community Plan.



# Historic, Architectural, and Cultural Resources

The Granada Hills-Knollwood Community Plan area has a rich history, with historic neighborhoods and trees that have become significant for their notable architecture or association with the social and cultural history of the community, including its agricultural history. The preservation of historic resources protects this legacy, ensuring continuity and the retention of the community's collective memory. Historic preservation also offers economic benefits, as communities throughout the nation have used preservation as a successful tool to promote revitalization and economic development.

Citywide preservation policies have been established through a Cultural Heritage Master Plan (adopted by the City Council in 2000) and the Conservation Element of the General Plan. The Department of City Planning's Office of Historic Resources helps guide implementation of these policies and is currently conducting the multi-year Los Angeles Historic Resources Survey, known as SurveyLA. As of 2012, four sites have been designated as Historic-Cultural Monuments in Granada Hills-Knollwood, in recognition of their importance to the history of the city, state, or nation. These four sites are shown in Figure 3-9, Historic Resources, and include:

- Eichler Homes-Foster Residence
- 114 Deodar Cedar Trees on White Oak Avenue
- Taft House and Landscaping
- Kramer House

## **Eichler Homes-Foster Residence, Los Angeles Historic-Cultural Monument #848**

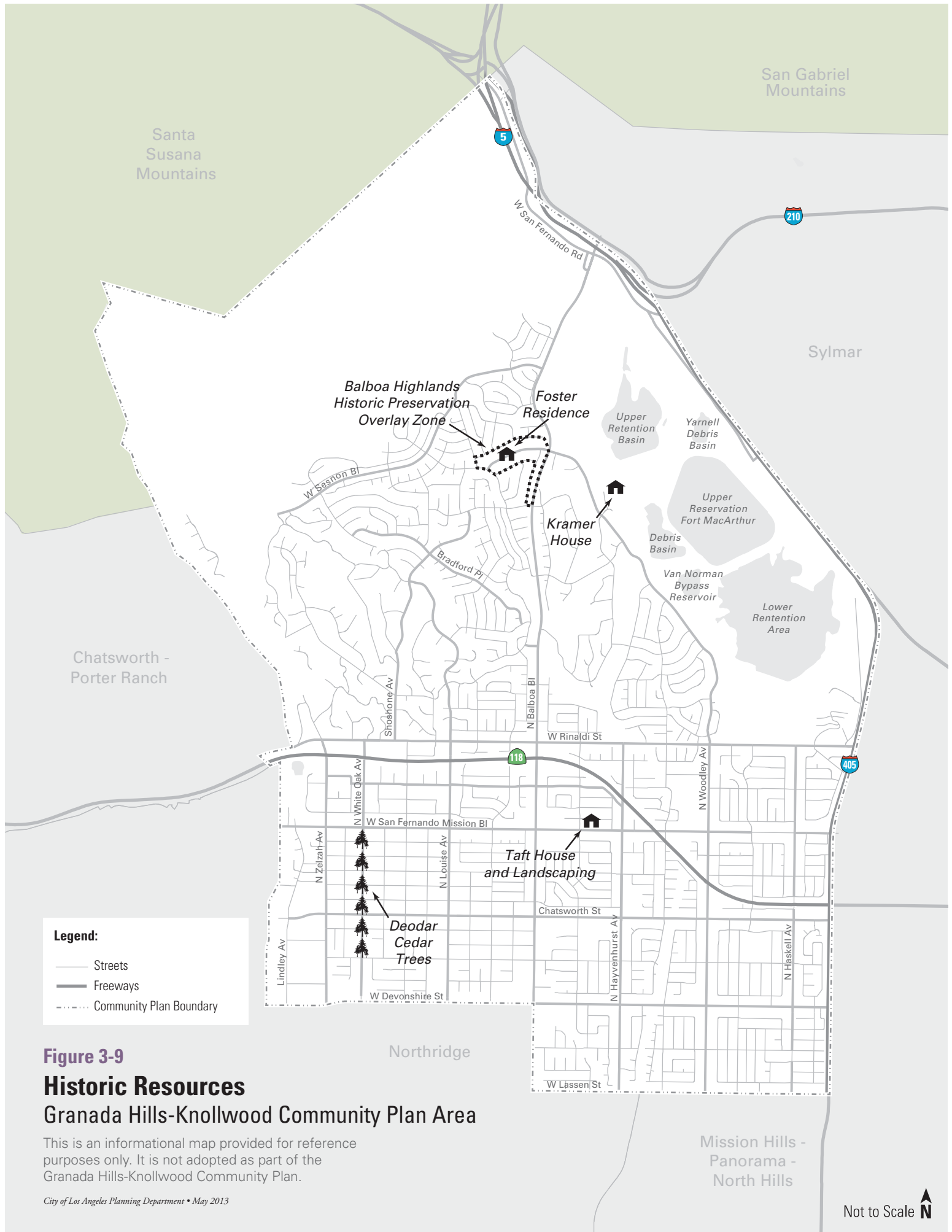
The Foster Residence is one of the 108 "Eichler Homes" in a subdivision built by the renowned modernist real estate developer Joseph Eichler between 1963 and 1964. These houses, located in an area of Granada Hills-Knollwood known as Balboa Highlands, feature glass exterior walls, courtyard atriums, and an early emphasis on indoor-outdoor living.

## **Deodar Cedar Trees, Los Angeles Historic-Cultural Monument #41**

The 114 Deodar Cedar Trees lining each side of White Oak Avenue, from San Jose Street on the south to San Fernando Mission Boulevard on the north, were planted in 1932. The trees are believed to have been planted by John Orcutt, the superintendent of Sunshine Ranch, a ranch formerly located in Granada Hills-Knollwood.



*The "Eichler homes" in the Balboa Highlands are among the historic resources in Granada Hills-Knollwood and protected by a Historic Preservation Overlay Zone (HPOZ).*



**Legend:**

- Streets
- Freeways
- - - Community Plan Boundary

**Figure 3-9**  
**Historic Resources**  
**Granada Hills-Knollwood Community Plan Area**

This is an informational map provided for reference purposes only. It is not adopted as part of the Granada Hills-Knollwood Community Plan.

### **Taft House and Landscaping, Los Angeles Historic-Cultural Monument # 622**

Erected before the turn of the century, the Taft House is a shingle style residence that incorporates the distinguishing characteristics of wood siding and trim, shingled gambrel roof, double hung windows, dormers, and a wraparound porch supported by turned wood columns. The influential Taft families were occupants of this home for many years.

### **Kramer House, Los Angeles Historic-Cultural Monument #933**

Built in 1966 and located in Granada Hills-Knollwood, this one-story single-family residence exhibits character defining features of the Mid-Century Modern Ranch style. The house was designed by Joseph A. Kramer, with actual plans drawn by Art Davis of Art Davis & Associates.

Granada Hills-Knollwood also features the Balboa Highlands Historic Preservation Overlay Zone (HPOZ), as shown in Figure 3-9, Historic Resources. The Balboa Highlands HPOZ, located in the community of Granada Hills in the North San Fernando Valley, is the first post-World War II neighborhood in the San Fernando Valley to achieve historic district status. Balboa Highlands was constructed from 1962-64 by developer Joseph Eichler, who built thousands of homes in Northern California. It is one of only three Eichler tracts in Southern California (the other two are located in the City of Orange and in Thousand Oaks), and the only Eichler development in Los Angeles County. Its homes were built around an atrium accessed through sliding-glass doors, blurring indoor and outdoor space. Designed by noted architects A. Quincy Jones, Frederick Emmons, and Claude Oakland, Balboa Highlands represents an outstanding example of Mid-Century Modern residential architecture.

**Goal LU23. A community in which historic and cultural buildings, structures, neighborhoods and other areas of historic or cultural importance are preserved for education and enjoyment by existing residents and future generations.**

#### **Policies**

**LU23.1. Historic Preservation.** Preserve the character of single-family areas identified in Granada Hills as having historic or cultural value, such as Old Granada Hills and Balboa Highlands, through Historic Preservation Overlay Zones (HPOZs), where eligible.

**LU23.2. Resource Identification.** Support the completion of SurveyLA and future comprehensive historical surveys within the Granada Hills-Knollwood Community Plan area. Ensure careful review under the California Environmental Quality Act (CEQA) of project proposals affecting resources identified in the survey as eligible for historic designation.

- LU23.3. **Rehabilitation.** Encourage preservation and rehabilitation of historic resources. Promote the use of the City's Mills Act Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and the California Historical Building Code. Any project which involves designated historic resources, including the City of Los Angeles Historic-Cultural Monuments, shall conform with Secretary of Interior's Standards for Rehabilitation.
- LU23.4. **Restoration and Reuse.** Promote the restoration and reuse of existing buildings as a key component of the City's sustainability policies.
- LU23.5. **Historic Integration.** Encourage the design of new buildings that respect and complement the character of adjacent historic resources.
- LU23.6. **Special Districts.** Support the study of implementation tools to retain character, such as Residential Floor Area (RFA) Special Districts and Community Design Overlays (CDOs), for neighborhoods that are not eligible for HPOZs.
- LU23.7. **Community Partnerships.** Forge partnerships with relevant neighborhood organizations to advance preservation efforts in the community through educational and informational programs.
- LU23.8. **Agency Partnerships.** Partner with Los Angeles Housing Department and other agencies to identify new financial resources for rehabilitation grants and loans to low- and moderate-income owners of historic resources.



*The Deodar Cedar trees along White Oak Avenue are a City Historic-Cultural Monument, representing the agricultural history of the community.*





# Mobility

## *Mobility and Public Health*

Physical inactivity is increasingly recognized as a public health problem due to the associated increases in obesity, diabetes, cancer, stroke, and heart disease in our communities. A 2007 study by Los Angeles County Department of Public Health found that the communities of the northwestern portion of the City, including Granada Hills-Knollwood, have a 22% prevalence of childhood obesity.\* The ability to efficiently, safely, and enjoyably walk, ride, or bicycle in one's community can have a significant impact on individual activity levels. This Plan promotes active living through pedestrian, equestrian, and bicycling improvements, increased access to parks and green spaces, and supporting safe routes to school.

*\*Source: "Preventing childhood obesity: the need to create healthy places. A Cities and Communities Health Report" County of Los Angeles Department of Public Health, October 2007.*

Whether walking, riding a bike or a horse, taking public transit or driving a car, community members need to find efficient, safe and enjoyable modes of transportation to reach their destinations. "Mobility" is the ability to quickly, comfortably travel within the community and region using one or several modes of transportation. One's mobility is enhanced if a range of practical and affordable travel options are available.

The Granada Hills-Knollwood Community Plan recognizes that land use and mobility goals and policies are interdependent. Mobility objectives cannot be achieved without the support of appropriate and complementary development; at the same time, land use and urban design objectives can be undermined by conflicting mobility policies. Therefore, the mobility goals and policies in this chapter enhance and reinforce the land use and urban design policies discussed in Chapter Three, while integrating citywide mobility goals, including those established in the Framework, Transportation, and other City Elements. These goals include:

- Support a first-class, multi-modal transportation system in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the City's unique communities and neighborhoods, and which reduces the City's dependence on automobiles;
- Improve air quality, public health, and quality of life through continued investment in rail, transit, bicycle, pedestrian, and trail infrastructure; and
- Create a street network that balances the needs of all roadway users, including pedestrians, bicyclists, transit riders, and motorists; and which values streets as public open spaces.

This chapter first introduces the concept of “complete streets,” the basis for Granada Hills-Knollwood’s multi-modal approach to mobility. Official street standards and street prioritization by mode are also discussed in this section. The remainder of the chapter contains all of Granada Hills-Knollwood’s mobility goals, policies, and design guidelines, organized into the following nine subsections:

- General Mobility
- Walking
- Bicycling
- Trails
- Scenic Highways
- Public Transit
- Motorized Vehicles
- Goods Movement
- Parking Management

## Streets

Streets serve many different roles within a community. They are a means to get people to places they need to go—via bus, light rail, car, motorcycle, scooter, bicycle, on foot, and even on horseback in some of the City’s communities. Streets are also places to gather, recreate, shop, exercise, and socialize. They are the backbone of a healthy community and an indicator of a local neighborhood’s culture and values. Streets must also provide mobility for our businesses, which often rely on the timely delivery of merchandise to their stores or the ability to deliver services in customer’s homes or offices. Furthermore, streets accommodate utility and sewer lines, as well as collect and transport water on rainy days. Simply stated, daily life demands a great deal from our streets; thus, the sustainable future of our neighborhoods depends on a network of roadways that balance the needs of these multiple interests and functions. Currently, most of the City’s streets are devoted primarily to moving vehicular traffic; however, overdependence on motor vehicles puts communities in a vulnerable economic position and diminishes quality of life. Therefore, this Plan encourages a more balanced, multi-modal approach to mobility in which the community’s streets are more equitably shared by all users, termed “complete streets” by the California Complete Streets Act of 2007.

### *Complete Streets*

Complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, equestrians, motorists and public transportation users of all ages and abilities are able to safely and comfortably move along and across a complete street. In 2007, the State of California adopted the “Complete Streets Act,” which requires local municipalities to plan for the routine accommodation of all roadway users when updating General Plans.



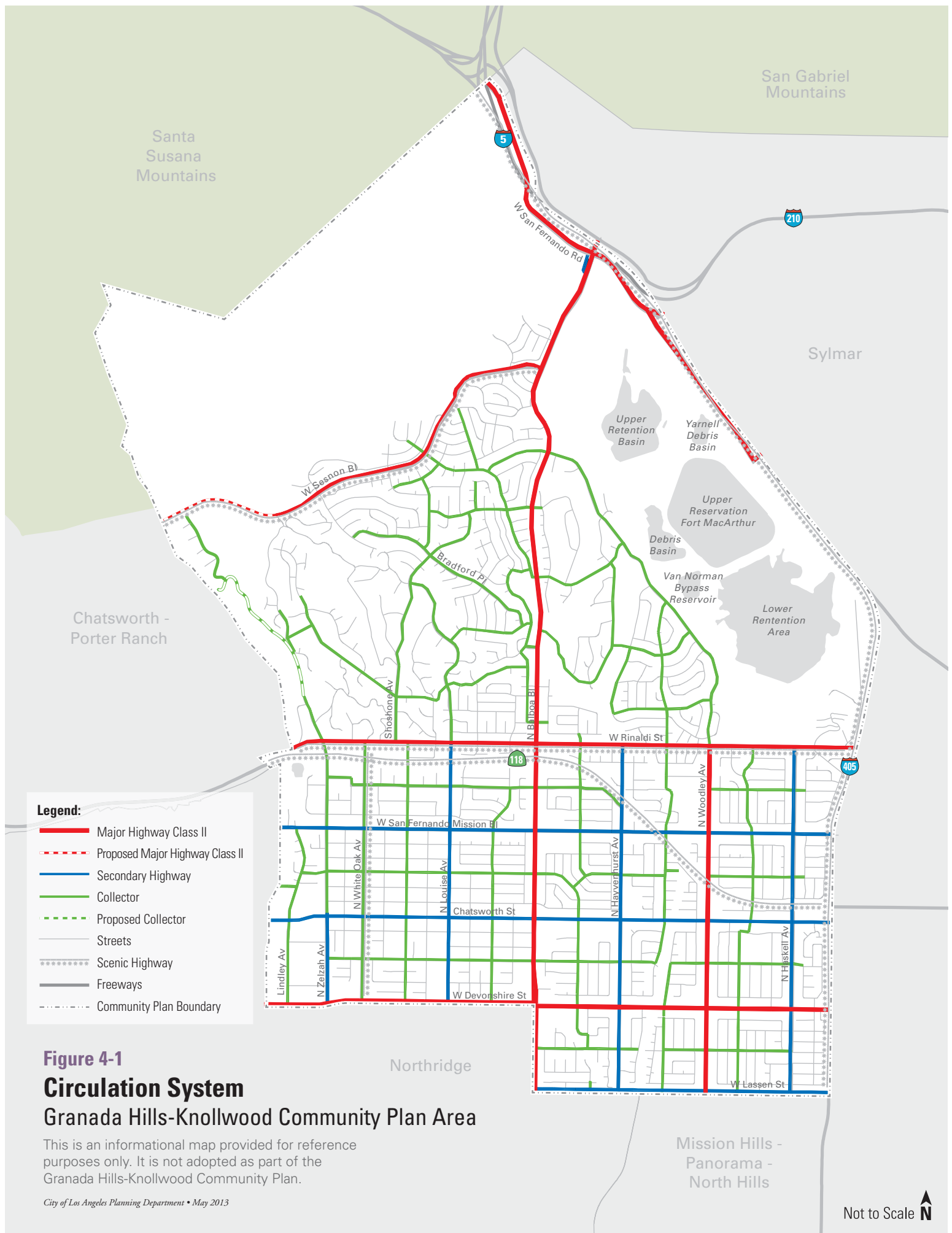
## Standard Street Classifications

The City's streets are organized by official standard street classifications, established in the General Plan, and by standard street dimensions, adopted by the City Planning Commission and Board of Public Works, and depicted in the Department of Public Works Standard Plan. Street classifications describe a street's function within the larger street network, while street dimensions assign appropriate street right-of-way widths (comprised of space for sidewalks, street parking, travel lanes, and medians) for each street classification. The City's principal street classifications include:

- **Major Highway – Class I and II.** Major highways are designed to carry high volumes of vehicular traffic at relatively high speeds. A Major Highway Class I typically has three lanes of traffic in each direction, while a Major Highway Class II typically has two lanes of traffic in each direction. Local automobile access to individual parcels along the street should be limited;
- **Secondary Highway.** A Secondary Highway, intended to supplement the through-traffic carrying characteristics of major highways, is designed for fewer daily trips than a Major Highway and typically provides more access to individual parcels. It typically includes two travel lanes in each direction, left turn lanes at signalized intersections, and narrower sidewalks than Major Highways;
- **Collector Streets** (standard, industrial, and hillside). Collector Streets are moderate-volume, medium-speed roadways that provide access between local streets and higher street classifications; and
- **Local Streets** (standard, industrial, and hillside). Local streets are designed to allow local traffic access to their property or destination.

Although street widths for each of the above street classifications are standardized, actual street widths vary because, historically, streets were built to different, narrower standards. In these circumstances, older streets are incrementally widened through street dedications from new development; however, this method of street widening may be impractical or counter to goals of increased pedestrian, bicycle, or development activity. Existing non-standard street dimensions, land uses, lot depths, and volumes of vehicular, pedestrian, equestrian, and bicycle activity may all indicate the need for a different street dimension than the adopted standard. In these cases, streets and street segments can be modified to reflect the specific needs of a community. Figure 4-1, Circulation System, delineates Granada Hills-Knollwood's street network and establishes right-of-way widths and dedication requirements.





## Priority Streets

The Transportation Element allows communities to further classify streets by priority mode, such as walking, bicycling, equestrian, transit, or motor vehicle. Widening streets to accommodate additional space for every mode of travel is often unrealistic and undesirable. Instead, prioritization allows for a more tailored, efficient use of the street network that balances the needs of each mode in a holistic manner. Assigning street priorities assists City agencies, planning commissions, and elected officials in making strategic decisions about future street improvements while avoiding conflicting transportation projects. Prioritization does not preclude improvements to non-priority streets; it simply suggests where to focus attention first. Street priorities are summarized in Table 4-1, Priority Streets, and discussed further in each relevant section in this chapter.

The community of Granada Hills-Knollwood is substantially developed at low residential densities although certain areas remain undeveloped. Many of Granada Hills-Knollwood's streets are in need of enhancements such as sidewalks, bike lanes, trails, and streetscape elements. Existing improved streets, however, have little additional land available for widening or reconfiguring to accommodate other modes. On these streets, new features in support of one mode, such as a wider sidewalk, a bicycle lane, or a trail, may have to come at the expense of another, such as a travel lane for automobiles, or transit. Recognizing that all streets cannot serve all purposes, this chapter designates priority modes for certain key arterials, streets, or street segments to better assist planners, engineers, developers, and the community in making these difficult choices.

TABLE 4-1

### Granada Hills-Knollwood Priority Streets

Street	Pedestrian	Bicycle	Trail	Public Transit	Motorized Vehicle
Chatsworth Street	X				
Sesnon Boulevard		X	X		
Rinaldi Street		X			
San Fernando Mission Boulevard		X			
Devonshire Street		X			
Woodley Street		X			
Zelzah Street			X		
Mayerling Street			X		
Balboa Boulevard				X	X

## General Mobility

Granada Hills-Knollwood is a suburban community located in the northernmost tip of the City, at the foothills of the Santa Susana Mountains, with access to major transportation systems, including local bus and light and heavy rail in nearby communities, and a circulation system consisting of freeways, highways and streets. In addition, the bikeway network and trail system provide access to recreational and open space opportunities throughout Granada Hills-Knollwood, nearby communities, and regional attractions. Granada Hills-Knollwood is also one of the few areas in the City where horseback riding is prevalent.

The Granada Hills-Knollwood Community Plan recognizes the importance of developing a first-class multi-modal transportation system that minimizes impacts to the environment and neighborhoods. The Plan proposes to alleviate congestion primarily through reducing demand, via improvements to Granada Hills-Knollwood's transit, bicycle, pedestrian, and trail infrastructure, however, selected signal timing and intersection improvements are also suggested. In addition, Plan policies in Chapter Three, Land Use and Design, support pedestrian-friendly shopping and employment opportunities, especially in the downtown core area of Chatsworth Street, Granada Hills-Knollwood's "Main Street" to encourage visitors to park once and walk from store to store.

The Granada Hills-Knollwood Community Plan seeks to foster community sustainability and livability objectives by enhancing the pedestrian-oriented commercial areas, expanding the bicycle and trail systems, and re-designating the classification and function of certain streets. Specifically, the Plan proposes to:

- Create a more pedestrian-oriented commercial area in the downtown core of Chatsworth Street, Granada Hills-Knollwood's "Main Street," in order to encourage a more walkable community;
- Enhance existing trails and create new trails and trail linkages for equestrian and pedestrian use that provide enjoyable and safe travel along public rights-of-way. Expand bicycle facilities and create an uninterrupted bicycle network for riders of all abilities that provide access to local destinations as well as other amenities throughout the region; and
- Protect neighborhoods by discouraging traffic from intruding into the community's single-family neighborhoods.

## *Trails*

A trail is generally defined as a route or path which has been specifically prepared or designed for one or more functions. In Granada Hills-Knollwood, the trails primarily function as recreational trails for equestrians and pedestrians, connecting neighborhoods to parks, recreational areas, open spaces, and to other communities. However, users do utilize these trails for other purposes and/or to get around locally. These trails are usually non-paved and can be parallel to other use trails, such as bicycle paths. Similar to bicycles, equestrians may share the road with vehicular traffic by riding to the right of the road, further over bicycle lanes if possible and on verges of the road when available. A majority of the trails, as shown in Figure 4-4, Trail System, are located within semi-rural residential neighborhoods, in the north-central portion of the community, with spectacular mountain views.

## Overarching Goals and Policies

**Goal M1: A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, equestrians, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.**

### Policies

- M1.1 Complete Streets.** Ensure the community is served by a complete street system with some streets strategically prioritized for target user(s) and other streets that connect the arterials to serve all users, as shown in Table 4-1, Priority Streets.
- M1.2 Mobility for Challenged Users.** Support, wherever feasible, transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.
- M1.3 Mobility Enhancements.** Design developments that increase density or intensity by zone change, variance, conditional use permit, parcel map, subdivision or other discretionary action to provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, trails, bicycle lanes and enhanced bus stops, which include shelters and shade trees, to ensure that mobility needs are met.
- M1.4 Private Investment for Off-site Facilities/Amenities.** Encourage new developments to include bicycle, equestrian and pedestrian amenities and off-site public transit and road improvements, creating a circulation system that optimizes travel by all modes.



Goal M2: **A multi-modal circulation system that supports successful neighborhood commercial areas with streets that accommodate public open space and gathering places, and enhance sustainable watershed management.**

## Policies

- M2.1 **Streetscapes.** Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained shade trees, publicly accessible courtyards and plazas that include sheltered areas for shade, wide sidewalks with landscaping, bicycle access, and appropriate traffic control measures to reduce travel speeds. Consider a Streetscape Plan for the downtown core along Chatsworth Street.
- M2.2 **Special Events.** Encourage and support special street closures for community activities such as street fairs, parades, farmer's markets, festivals and other civic events, especially along Chatsworth Street in the downtown core.
- M2.3 **Watershed Management.** Support watershed management in the design of streets by incorporating swales, water retention, and other such features in new development, through streetscape programs and other street improvement programs.



*Publicly accessible courtyards incorporated into public space or privately-owned commercial developments contribute to pleasant streetscape environments and an enjoyable pedestrian experience.*

Goal M3: **A system of safe, efficient, and attractive pedestrian, bicycle and trail routes linking neighborhoods to key areas in the community, including commercial centers, services and employment, points of historical interest, as well as open space and recreational areas.**

## Policies

- M3.1 **Safety for All Users.** Minimize conflicts between the various modes of motorized and non-motorized transportation by designing and constructing roads, sidewalks, crosswalks, bicycle lanes and trails to their proper specifications with appropriate signage and well-marked crossings to ensure safety for all users of the roadway, including buses, cars, pedestrians, bicyclists, and equestrians.
- M3.2 **Safe School Routes.** Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycling or public transit.

## *Pedestrian Priority Streets*

Pedestrian Priority Streets are identified streets within districts where pedestrian activity is encouraged, including Neighborhood, Community, and Regional Centers, and areas adjacent to schools and other public facilities. Improvements for these streets include sidewalks wide enough to include ample pedestrian amenities such as kiosks, street benches, bus shelters, planters, and pedestrian signage and lighting. Building frontages should provide a high level of pedestrian interest. Pedestrian crossings should have a high priority at intersections. In some locations, well-protected mid-block crosswalks, or bulb-outs may be appropriate.



*Streetscapes that incorporate pedestrian and bicycle amenities, such as bike racks, landscaping and evenly-spaced street trees of appropriate size, attractive trash receptacles and benches, decorative paving, and striped crosswalks support pedestrian and bicycle activity.*

- M3.3 **Easements and Rights-of-Way.** Encourage the safe utilization of easements and/or rights-of-way along flood control channels, utilities, railroad rights-of-way and streets, wherever feasible, for pedestrians, bicyclists, and equestrians.
- M3.4 **Underutilized Public Rights-of-Way.** Repurpose underutilized roadway and rights-of-way for recreational uses.
- M3.5 **Reclaimed Land.** Incorporate trails and bicycle facilities into recreational reuse of reclaimed land such as of utility rights-of-way, flood control channels, and access roads.

## Walking

The benefits of walking as a mode of transportation are vast, including a healthier community, more social interaction, better air quality, a reduced carbon footprint, and substantial cost savings on automobile-related expenses. In 2008, the City Planning Commission adopted the “Walkability Checklist,” which instructs developers, architects, community members, and decision-makers to design projects that encourage pedestrian activity.

Much of the existing pedestrian activity in Granada Hills-Knollwood is located in commercial areas and activity centers. Concerns about pedestrian safety and comfort are mentioned often by community members, particularly along Chatsworth Street, the community’s “Main Street” and around schools, as are conflicts between motorized and non-motorized traffic. Time for pedestrian crossing at signalized intersections, sidewalk conditions, street lighting, and landscaping are among the issues of particular concern in this community. Enhancing the pedestrian environment is cited as particularly important along school routes and in the multiple-family and commercial areas, where housing density, non-commercial activity, and transit use are more common and conflicts more likely. Priority streets and streetscape improvements can assist in creating a more pleasant and safe experience for pedestrians.

Chatsworth Street between Zelzah Avenue and Amestoy Avenue in Granada Hills-Knollwood is identified as a pedestrian-oriented area where “Main Street” design is encouraged, emphasizing pedestrian over vehicle circulation. See Figure 4-2, Priority Streets. Trails in the numerous parks in this community provide opportunities for hiking, as well.

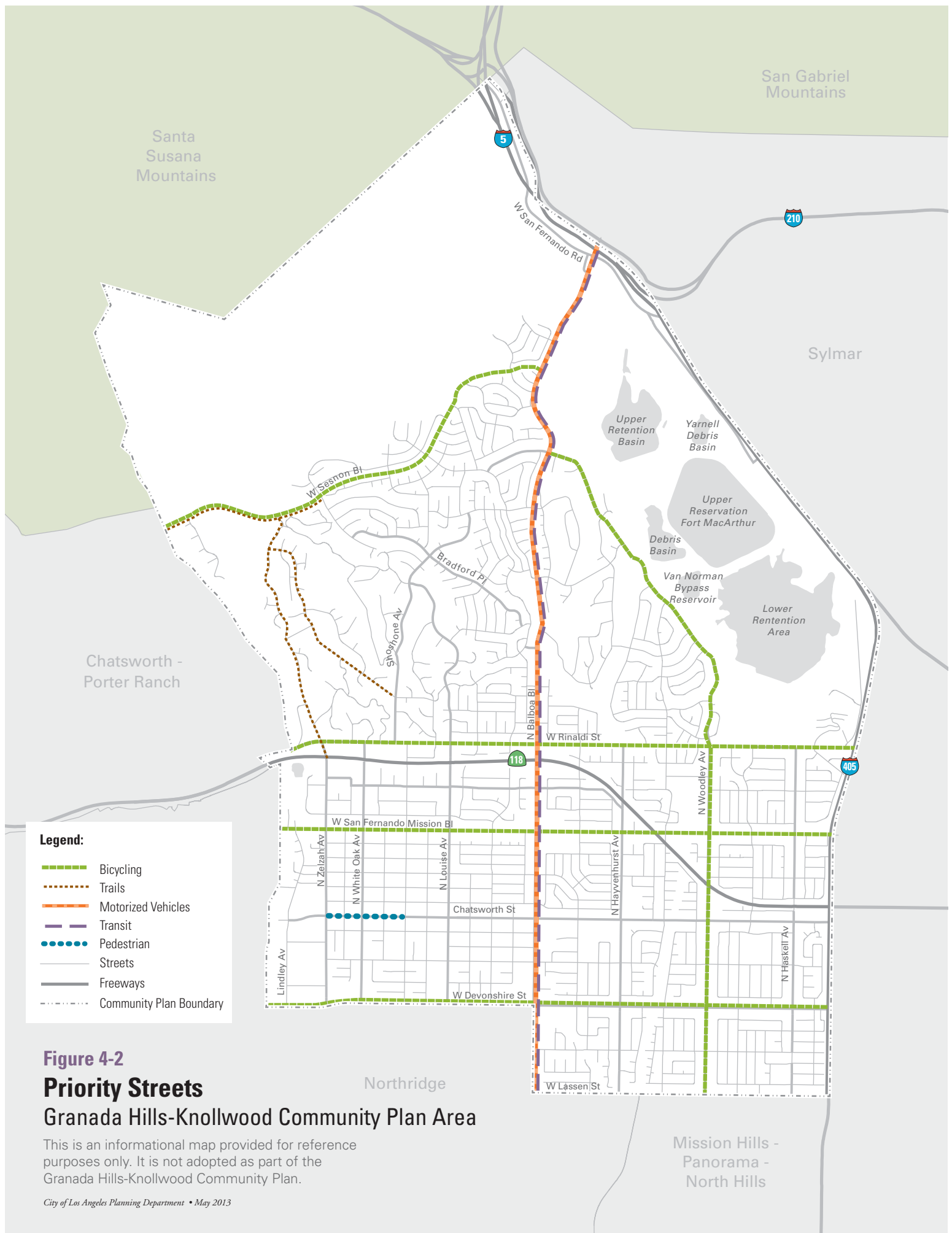
GOAL M4: **A community-wide pleasant street environment that is universally accessible, safe, and convenient for pedestrians.**

#### Policies

- M4.1 **Pedestrian-Oriented Development.** Encourage walking by orienting building entrances to face the streets and sidewalks when designing new developments and buildings. Refer to Chapter 3, Land Use and Design, for additional policies.
- M4.2 **Pedestrian Priority Routes.** Streets within commercial, mixed-use and employment districts should have pedestrian priority, establishing pedestrian needs as paramount to vehicular circulation needs. Investment in pedestrian improvements and programs for these segments should be encouraged, as shown in Figure 4-2, Priority Streets.
- M4.3 **Pedestrian Amenities.** Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets must accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the sun, and street lighting that provides safety at night, unless specifically prescribed by the community for trails and equestrian amenities, or rural aesthetics.
- M4.4 **Parking.** Consider implementing angled parking or other parking strategies in Chatsworth Street's business core, to provide additional parking opportunities and to create a more pedestrian-friendly environment.

### *Walkability Checklist*

The "Walkability Checklist" provides a list of recommended strategies that projects should employ to improve the pedestrian environment in the public right-of-way and on private property. Each of the implementation strategies on the checklist should be considered in a proposed project, although not all will be appropriate in every proposed project. Each project will require a unique approach. While the checklist is neither a requirement nor part of the zoning code, it provides a guide for consistency relating with the policies contained in the General Plan Framework. Incorporating these guidelines into a project's design will encourage pedestrian activity, more appropriate forms, and placemaking. A project that is walkable is good for business and the environment.





## Bicycling

Los Angeles is an ideal location for bicycle usage, where excellent climatic conditions for bicycling prevail approximately 340 days per year. By increasing the number of bicyclists who ride for commuting and other utilitarian purposes, traffic congestion is reduced and air quality is improved. In addition, bicyclists benefit from improved health and fitness. A large portion of personal trips are two miles or shorter, which people may prefer to complete by bike, if a safe route exists.

Granada Hills-Knollwood's semi-rural, suburban character, numerous parks, and proximity to vast open space make it an ideal place to develop a network of bikeways that connect neighborhoods with recreational and natural amenities. Prioritizing streets for bikeways and streetscape improvements can also improve non-motorized access to commercial areas and employment centers. This Plan establishes policies to facilitate the development of bikeways and facilities that support bicycling, implementing the City's Bicycle Plan, which is intended to enhance and prioritize the connection to other modes of public transportation and non-motorized alternatives, and increase mobility options and recreational opportunities, as shown in Figure 4-2, Priority Streets.



*Striped pedestrian crossings and properly timed crossing signals improve the pedestrian atmosphere of a street by providing visibility to motorists and comfortable, safe street crossing for pedestrians.*

### *Citywide Bicycle Plan*

The City's 2010 Bicycle Plan, a part of the Transportation Element, was created to enhance bicycle transportation at a citywide scale and includes three goals: 1) to increase the number and types of bicyclists who bicycle in the City, 2) to make every street a safe place to ride a bicycle, and 3) to make the City of Los Angeles a bicycle-friendly community. Specifically, the Bicycle Plan calls for increased bikeways along Major Highway Class I streets, particularly those with Rapid bus service, as well as the establishment of Bicycle-Friendly Streets on streets with low traffic volumes and slow speeds.



*Bike path.*



*Bike lane.*



*Bike route.*



*Bicycle-friendly street.*

*Creative Commons. Courtesy of Peyton Chung*

## *Bikeway Standards*

A “bikeway” is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and State transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The City has also established a new “Bicycle-Friendly” street classification. See the following for descriptions.

- **Bicycle Path** (Class I). A paved pathway separated from motorized vehicular traffic by an open space or barrier, and either within the roadway right-of-way, or within independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchair users, joggers, and other non-motorized users.
- **Bicycle Lane** (Class II). Bicycle lanes dedicate a portion of the roadway for preferential or exclusive use by bicyclists through striping, signage, and pavement markings.
- **Bicycle Routes** (Class III). A shared roadway for use by bicyclists, intended for streets with lower traffic volumes and speeds, usually with wide outside lanes, signalized intersections at crossings and/or cross-street priority, denoted by signs only.
- **Bicycle-friendly Streets** (Class III). Bicycle-friendly streets are a new type of Bicycle Route established in the City’s 2010 Bicycle Plan that give bicyclists expanded access (via local and collector streets) with limited motor vehicle through-traffic, lower speeds, and various design elements to enhance bicycle safety and enjoyment.

Goal M5: **A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.**

## Policies

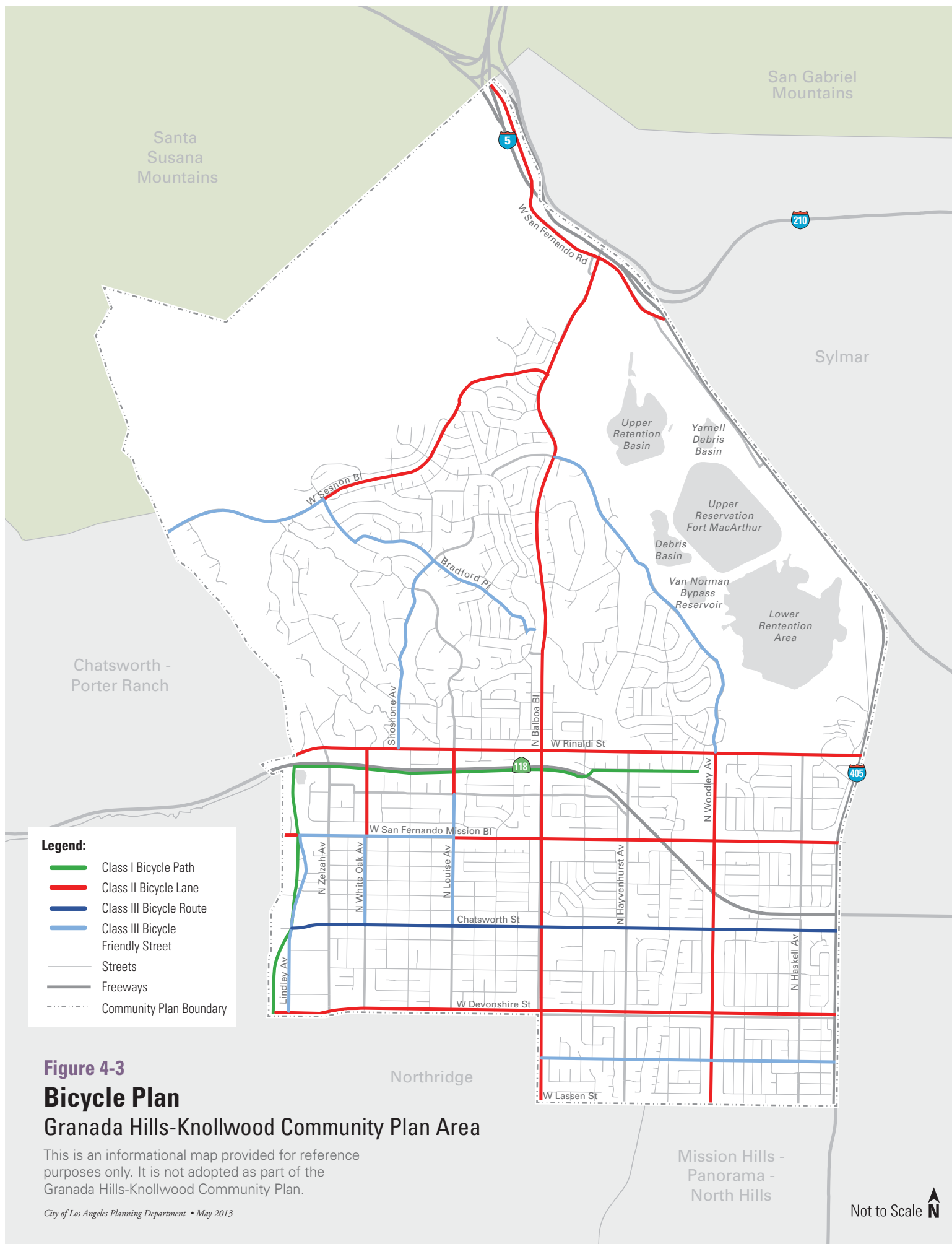
- M5.1 **Bikeway Connections.** Provide bicycle access for open space areas, commercial corridors, Neighborhood Districts and Community Centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations.
- M5.2 **Bicycle Priority Streets.** Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on key streets and to encourage investment in bicycle improvements and programs on these identified streets, as shown in Figure 4-3, Bicycle Plan. Bicycle Priority streets are shown in Figure 4-2, Priority Streets.
- M5.3 **Bicycle Amenities.** Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers in public facilities, parks, commercial developments, employment and transit centers, and park and ride facilities.
- M5.4 **Regional Coordination.** Coordinate with appropriate City and County agencies, adjacent jurisdictions, non-profit organizations, and the local community to require that bikeways be linked with those existing and proposed in adjacent areas.



*Streets that incorporate bikeways provide a safer, bicycle-friendly alternative for those who choose to ride bikes as a mode of transportation or for recreation.*



*Bikeway signage alerts motorists and identifies bikeway routes for bicyclists.*



## Trails

Healthy and livable communities depend upon recreational opportunities as an important amenity. The circulation network both serves and can become an integrated part of the recreational opportunities available to the community. In addition to walking and bicycling for health and recreation, communities like Granada Hills-Knollwood choose to facilitate horseback riding for relaxation and enjoyment. Planning a system of trails provides the essential outdoor resource necessary for the use of and access to natural features, including hillsides and rivers.

Granada Hills-Knollwood is one of the few communities in the City with a network of local trails that connect neighborhoods to various points of interest, parks, recreational and natural open space areas, and other communities, serving as a valuable recreational resource for area residents and visitors. This community features undeveloped trails in the vacant hillside lots, in the street rights-of-way with pedestrians, bicyclists and motorists and in the parks as well as developed trails. These trails provide connections to the Rim of the Valley Trail system, which is part of the citywide Major Equestrian and Hiking Trails Plan, adopted in 1968, serving as the backbone trail system that provides linkages to neighboring communities in the foothills of the San Gabriel, Santa Susana, and Santa Monica Mountains, creating a continuous loop around the San Fernando Valley. Preservation of existing trails and the implementation of the proposed trails in Granada Hills-Knollwood will assist in implementing the citywide Equestrian Trails System and has significant community support. Community concerns are focused on equine and rider safety, as well as trail accessibility and maintenance.



*Trails, such as this one constructed as part of a subdivision, provide safe travel for those on horseback, reduce vehicle-equine accidents, and connect residents and visitors to local and regional open spaces.*

### *Citywide Trails Plan*

City trails are unique circulation features that directly support land uses, such as equine uses, within a community. They offer a way for equestrians to move about on horseback and can serve as an alternative to the automobile.

The City's 1968 Major Equestrian and Hiking Trails Plan established a backbone trail system which links various equestrian communities within the City, creating a continuous loop around the northern half of the City and San Fernando Valley. The Trails Plan serves as a guide for decision-makers concerned with the development of existing and proposed trails and general location of trail stops, equestrian centers, and equinekeeping districts within the City. It also established recommendations for trails outside of the City.

The 1990 Santa Monica Mountains Conservancy's Rim of the Valley Trail Corridor Master Plan created an interlocking, connected system of parks, trails, and wildlife habitat preserves within the foothills and mountain areas encircling the San Fernando and La Crescenta Valleys. This Rim of the Valley Trail, which connects to Granada Hills-Knollwood, is a recreational trail open for use by hikers and equestrians.

The Citywide Major Equestrian and Hiking Trails Plan identifies a proposed City equestrian trail along Sesnon Boulevard that traverses the northern portion of Granada Hills-Knollwood. This proposed trail connects to a County of Los Angeles proposed equestrian trail that extends from the east, along San Fernando Mission Road, winding north of Rinaldi and then from Sesnon Boulevard north into County-owned land.



## Trail Priority Streets

Street improvements for trail priority streets may include dedicated easements and trails designed specifically for public use by equestrians, rider-height traffic signals, crosswalks, and other traffic management techniques to facilitate safety and avoid conflicts. Improvements for equestrians also serve a dual purpose for pedestrians, providing safe walking areas.



*Traffic lights that provide signal actuator buttons at equine rider height provide a convenient and safe way to cross an intersection on horseback.*

This Plan includes policies for increasing opportunities to horseback ride as a means of both transportation and recreation within the Granada Hills-Knollwood community. The Plan's policies facilitate the development of the Granada Hills-Knollwood Trail System, which reinforces the viability of equinekeeping land uses and aims to enhance and prioritize connections to other recreational and open space opportunities and to the City's Major Equestrian and Hiking Trails Plan and the Rim of the Valley Trail System, as shown in Figure 4-4, Trail System. Further, greater attention to equestrian amenities and design can increase safety and encourage horseback riding as a viable way of getting around the community.

**GOAL M6: A trail system that meets the needs of residents by providing scenic and enjoyable experiences that include connections with other public facilities, such as parks and recreational areas, open spaces, the regional trail system, points of interest, and sites with educational and historical significance.**

### Policies

- M6.1 **Trail System.** Protect and expand the Trail System in Granada Hills-Knollwood which reinforces the viability of equine uses and accessibility to open spaces and recreational opportunities by requiring new development, subdivision tracts, parcel maps, small lot subdivisions, and infrastructure improvement projects which abut or connect with a trail to develop and/or improve the Trail System, as shown in Figure 4-4, Trail System, and according to goals, policies, and design guidelines in Chapter 3, Land Use and Design.
- M6.2 **Trail Connections.** For projects over which a trail is designated or existing (traverses the project site), as shown on the Trail System map, refer to Chapter 3 goals, policies, and Design Guidelines and consider providing access to trails not provided by other dedicated public trails in the vicinity, connecting to existing dedicated public trails, and providing a trail linkage from the project to existing dedicated public trails. Trails may be located within developments and/or on the periphery of developments, and the courses of the trails may be altered to maximize land use as long as the altered course is safe and maintains connections and continuity to the Trails System and other trails. If the course of the trail changes, subsequent projects on neighboring lots should continue the same course.
- M6.3 **Recreational Trails.** Maintain, develop, and/or improve recreational trails in open space areas, agricultural land, and utility and public rights-of-way which link residents to parks, open space, public facilities, and other trails and create healthier and more sustainable communities. Encourage, where appropriate, a network of trails to facilitate recreational uses such as horseback riding and hiking.

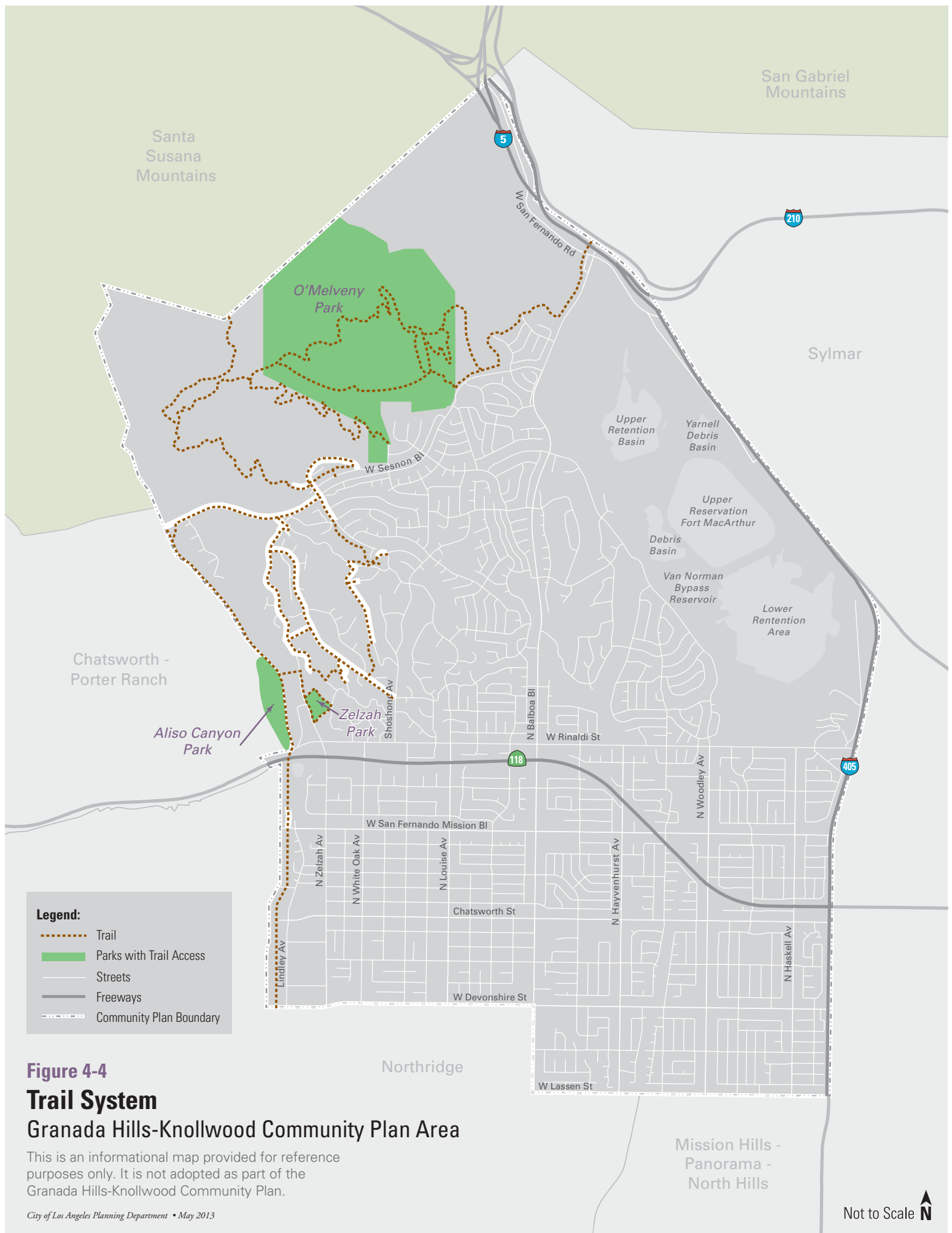
- M6.4 **Trail Priority Streets.** Support the Trail System to establish equestrian circulation as paramount to vehicular circulation needs on key streets in Granada Hills-Knollwood and to encourage investment in trail improvements and programs on these identified streets. Trail Priority streets are shown in Figure 4-2, Priority Streets.
- M6.5 **Trail Amenities.** Consider off-site trail amenities, such as hitching, parking, and staging areas that are adjacent to or near the Trail System.
- M6.6 **Trail Safety.** Where trails are identified along arterial roadways, incorporate appropriate safety measures such as signage, crosswalks, equestrian waiting areas, and rider-height signal actuator buttons at signalized intersections, to accommodate equestrian use and minimize conflicts between equestrians, pedestrians, bicyclists, and automobiles. Streets where equestrian safety measures are recommended include Sesnon Boulevard from Longacre Road to Cascade Canyon Drive, Zelzah Avenue from Rinaldi Street to Sesnon Boulevard, and Mayerling Street from Rexbon Road to Shoshone Avenue. Refer to Figure 4-4, Trail System.
- M6.7 **Regional Coordination on Public Land.** Coordinate with the necessary public agencies to acquire rights to improve the easements along the flood control channels and the high-tension transmission lines and areas of public open space, to be improved and developed as trails and linked with those of neighboring areas.
- M6.8 **Character and Design.** Develop trails and amenities according to the guidelines in Design Guidelines for Trails.



*Equestrian trail signs identify trail connections for riders, while alerting motorists to share the road.*



*Woodcrete fencing provides the safety of a sturdy and long-lasting material, with the natural appearance of wood.*



## Scenic Highways

In addition to the built form and streetscape in Granada Hills-Knollwood, natural and human-made open space amenities help define the community. The Santa Susana Mountains to the north are one of the most prominent open space features.

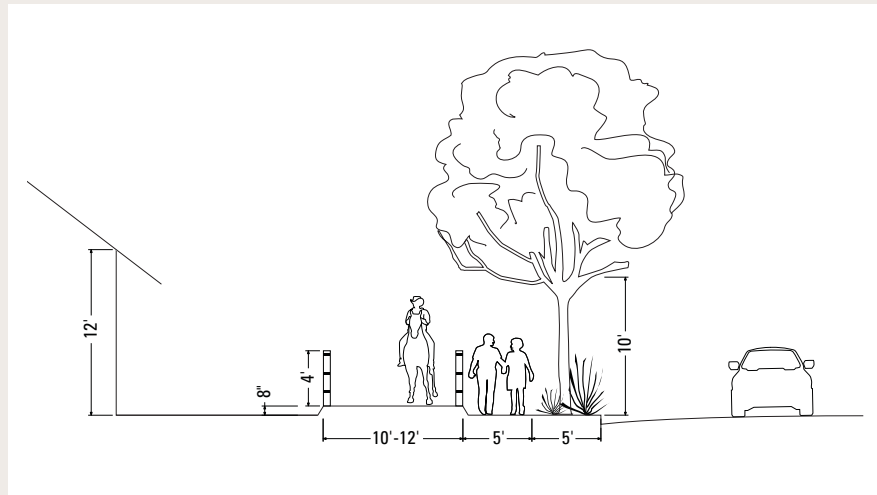
The value of scenic vistas must be considered in planning for community accessibility to natural areas. The three freeways which traverse the community (I-405, I-5, and SR-118) are designated as Scenic Highways in Granada Hills-Knollwood on the City's Scenic Highways Plan, as shown in Figure 4-1, Circulation System. They afford views of the San Gabriel and Santa Susana Mountains and the San Fernando Valley. The preservation and protection of these scenic views should be an integral part of the design of buildings and structures that are constructed adjacent to or near freeways in order to maintain their existing views.

**Goal M7. A community with abundant opportunities for exploration of its natural assets and a circulation system that enhances the quality of life and aesthetic value of the area.**

### Policies

- M7.1 **Scenic Highways.** Continue to preserve existing scenic highways and byways and support programs to encourage the identification of additional scenic highways and/or byways within the community. Scenic Highways are shown in Figure 4-1, Circulation System.
- M7.2 **Viewshed Protection.** Require development adjacent to a Scenic Highway to protect public views of scenic vistas to the maximum extent feasible; be adequately landscaped to soften the visual impact of the development; and, where appropriate, provide a turnout, vista points and other complementary facilities.

## Design Guidelines for Trails

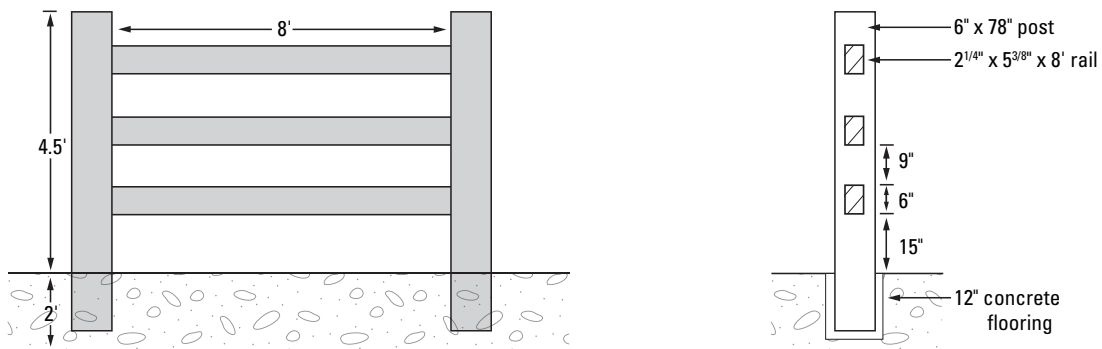


See G46-G48

- G46 Design trails adjacent to streets to be between 10 and 12 feet in width to accommodate a double-track. Trail widths may be reduced in cases where topography or space is prohibitive.
- G47 Maintain a vertical clearance of 10 feet from the ground and any physical barrier such as bridges and underpasses, and maintain vegetation free of protruding branches.
- G48 A maximum height of 4 feet is recommended for all fences and barriers along trails. A greater height may be permitted for trails adjacent to high speed roads where traffic may startle horses. Height should be tapered down as the trail approaches intersections or ends, to maximize horse/rider view.
- G49 Low walls with railings added for more height are acceptable. Bollards, barrier posts, or rail tie "stopovers" at forest/mountain trailhead can help separate equestrian from other uses. Barrier posts should be an odd number to prevent confusion, and placed 5 feet apart to allow equestrians to pass through.
- G50 Preferred fence materials include "woodcrete" or other sturdy material that gives the appearance of a wood-like finish.



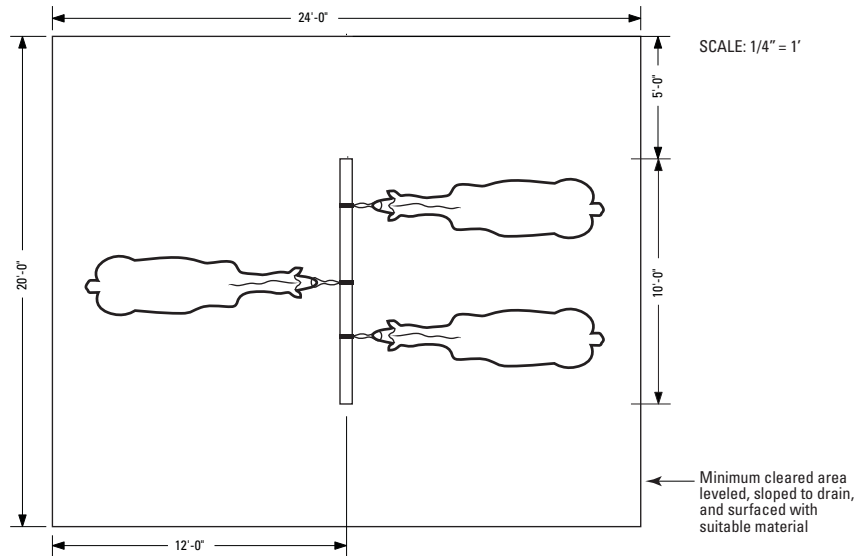
## Design Guidelines for Trails (continued)



See G50

- G51 Use of native plants for landscaping is encouraged. Low walls or fences can include vegetation facing the trail to improve appearance, especially along trails with pipe railing. Vegetation should be trimmed to less than 4 feet high for crime prevention purposes, and trimmed to avoid injury to equines. Plants toxic to equines must be removed or identified with signage.
- G52 Trails adjacent to or within 6 feet of ditches or steep slopes that rise more than one foot in 3 feet and have drop off of over 2.5 feet should begin at least 8 feet before and extend 8 feet beyond the vertical hazard. A minimum 3 foot shoulder from the rail edge to the trail should be provided with an 8-inch maximum spacing between rails.

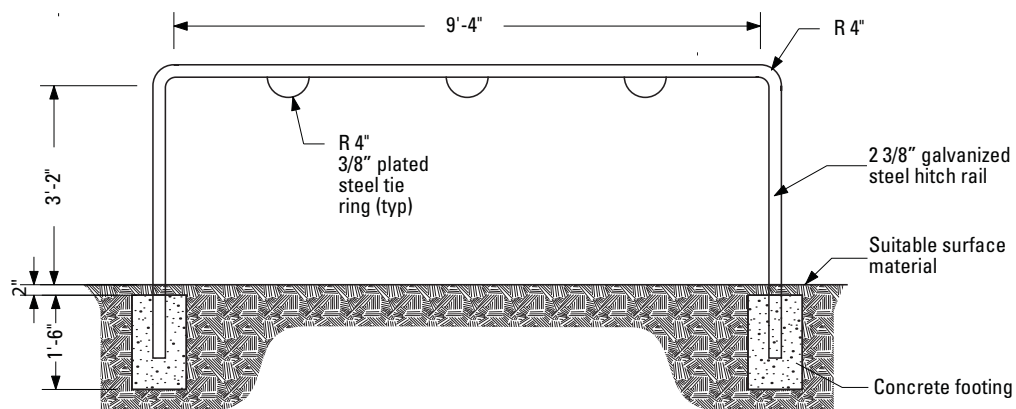
## Design Guidelines for Trails (continued)



See G55

- G53 Trail treads should be a fine aggregate material such as decomposed granite or other non-slip, porous surface.
- G54 Locate trail easements/improvements that are adjacent to commercial and industrial sites away from vehicular traffic, such as along the rear of the site, for safety.
- G55 Equine parking or hitching areas separate from vehicle parking should be a minimum of 20x24 feet, leveled, sloped to drain, constructed of permeable surface, and maintained clear of vegetation and objects. Hitching areas should include a hitching rail located in the center of the hitching pad area and be clear of vehicular traffic. Minimum clearances should be observed.

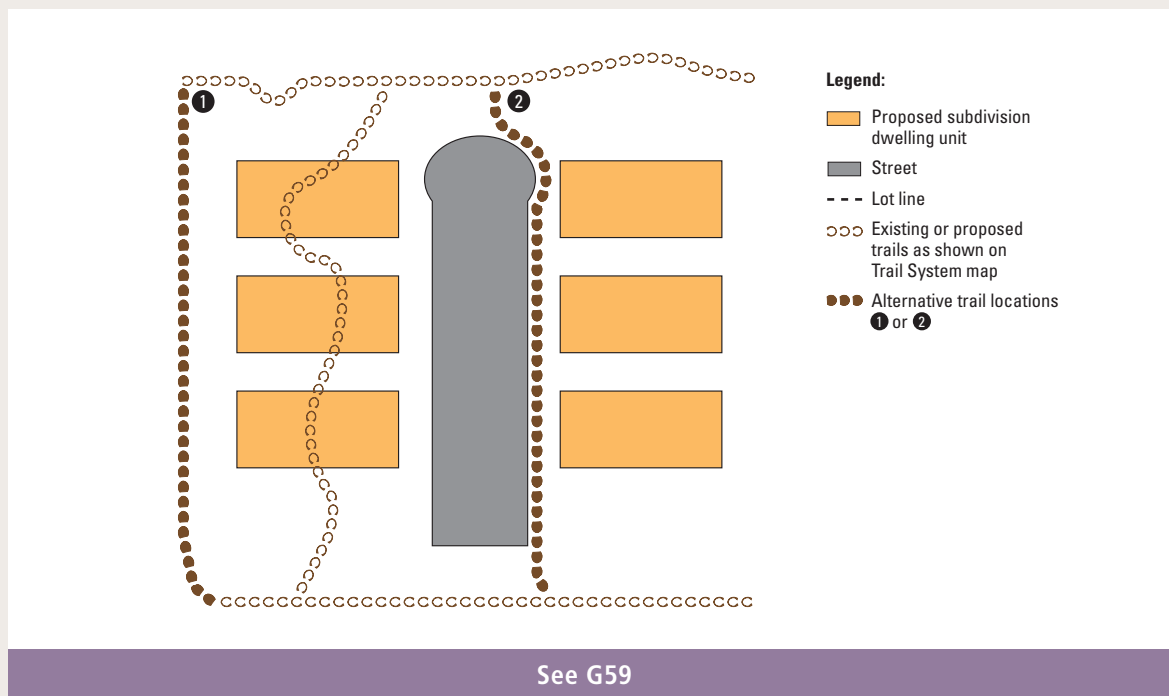
## Design Guidelines for Trails (continued)



See G56-G57

- G56 The hitching rail(s) should accommodate small riding groups, be of durable material, finished with rounded edges and no overhanging ends, to avoid injuries, with welded loops or braces in the corners to confine lead ropes and prevent slippage. Hitching rail length should be a minimum of 4 feet with a height of 42 inches.
- G57 Solid metal hitching loops may be set into the brick or concrete wall surrounding a vehicle parking lot to accommodate equestrian parking in existing or new lots. A soft surface is preferable, with a minimum 24-foot distance to the nearest vehicle parking space.
- G58 Install a second signal actuator push button and equine crossing signal, 5 to 6 feet above the ground and set the post 6.5 feet from the road edge so that the animal's head does not encroach into the roadway. The equestrian waiting area at the signalized crossing should be 25x15 feet, and should include a landscaped median for horse refuge.

## Design Guidelines for Trails (continued)



- G59 The course of the trail may be altered to maximize land use as long as the altered course is safe and maintains connections and continuity to the trail system in Granada Hills-Knollwood and other trails.

## Public Transit

Public transit, including high-speed and commuter rail, subways, light rail, street car, bus rapid transit, and express and local buses, is a crucial component of the City's transportation system and is the most efficient means of moving people throughout the region. Transit accessibility increases mobility by providing people with expanded options for commuting to and from school, work, shopping areas, entertainment, parks, beaches, and other activities. It also provides an important service to those without access to a car, either by choice or due to age, ability, or income. Transit riders save money and produce fewer greenhouse gases than their driving counterparts.

Granada Hills-Knollwood is served by local Metro transit routes that run on key arterial streets (Major or Secondary Highways) and LADOT commuter express routes serving major employment centers throughout the City. The closest commuter rail service to Downtown Los Angeles is accessed at the Sylmar/San Fernando MetroLink station, about 5 miles from the center of Granada Hills-Knollwood. This Plan encourages development and public improvements at key intersections along transit routes to promote safer and more convenient access to public transit. The transit priority streets are shown in Figure 4-2, Priority Streets.



*Granada Hills-Knollwood is served by several bus lines, providing transportation to those who are less mobile, without personal vehicles, and otherwise transit-dependent, as well as choice riders.*

**GOAL M8. An integrated land use and public transit strategy that directs growth to areas which are accessible by public transit facilities and services.**

### Policies

- M8.1 Transit Connections to Key Areas.** Increase public transit access to neighborhood districts and community centers. Coordinate with Metro and the Department of Transportation to improve local, Metro Rapid, and community-level bus service.
- M8.2 Development at Transit Nodes.** Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.
- M8.3 Private Transit.** Encourage new major developments to provide on-demand shuttle services to Metro stations, community centers, or destinations in and around Granada Hills-Knollwood.



## *Transit Priority Streets*

Transit priority streets are arterials where bus use is prioritized. The design of these streets should support the comfortable use of transit, utilizing wide sidewalks, landscaping, attractive street furniture and well-designed bus stops/shelters. Pedestrian amenities, such as trash cans and benches, and safety measures, such as pedestrian lighting and special crosswalk paving, help support a pedestrian-friendly environment along these streets. Roadway construction features should include concrete bus pads, bus only curb lanes, and other features to address the extra maintenance issues associated with high volumes of bus traffic.



*Streetscapes that incorporate pedestrian and bicycle amenities, such as bike racks, landscaping, and evenly-spaced street trees of appropriate size, attractive trash receptacles and benches, decorative paving, and striped crosswalks support pedestrian and bicycle activity.*

**GOAL M9. An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence may be reduced.**

### Policies

- M9.1 Transit Priority Streets.** Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes. Granada Hills-Knollwood has one Transit Priority street, Balboa Boulevard, as shown in Figure 4-2, Priority Streets.
- M9.2 Transit Access and Amenities.** Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collections mechanisms, shade trees, bicycle access, and self-cleaning restrooms. Improve the ease and convenience of using transit by making improvements to transit waiting areas and pedestrian and bicycle routes leading to transit waiting areas.
- M9.3 Street Enhancements for Buses.** Support street improvements which are needed to facilitate the movement of buses, such as jog eliminations, street widening, bus bays or turnouts, street signage, striping, and colored pavement.
- M9.4 Express Bus Focus.** Connect express bus service, such as DASH, Commuter Express, Metro Rapid and Bus Rapid Transit, to transit centers and park and ride facilities to key destinations within the Granada Hills-Knollwood region.

## Motorized Vehicles

Motorized vehicles include cars, vans, taxis, buses, trucks, and motorcycles and scooters, and are the primary mode of transportation for the majority of the City's population. The prevalence of vehicular traffic on our streets has occasionally negatively affected the quality of life in Granada Hills-Knollwood's residential neighborhoods and along commercial streets. Increased levels of vehicular congestion and extended peak hour traffic periods have decreased each individual's mobility and accessibility to goods and services. Emergency vehicle access, which may be impacted by congestion and an incomplete street system, is also a concern within the community, particularly in hillside areas.

Granada Hills-Knollwood's circulation system serves the local community well, but breaks down during morning and afternoon rush hours due to commuter congestion on the major arterial streets and the on- and off-ramps of the 405 and 118 freeways. Congestion was mentioned as a principal mobility concern, during public outreach, particularly on Balboa Boulevard at the entrance of the 118 freeway, on Rinaldi Street due to freeway traffic diversion, along Chatsworth Street, and around the schools. This Plan proposes to alleviate congestion through improvements to non-motorized transportation infrastructure, signalized timing, and intersections. In addition, Plan policies in Chapter Three support development of more pedestrian-friendly shopping areas, for a more walkable community.

**GOAL M10: A network of streets, highways, and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout Granada Hills-Knollwood, particularly on congested corridors.**

### Policies

- M10.1 **Priorities for Capacity Enhancements.** Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options, transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion.
- M10.2 **Motorized Vehicle Priority Routes.** Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes. Motorized Vehicle Priority streets are shown in Figure 4-2, Priority Streets.

## *Motorized Vehicles and Greenhouse Gas Emissions*

Gasoline and diesel powered motor vehicles contribute significantly to greenhouse gas emissions equaling increased localized air pollution and resulting in long-term climate change. According to the California Air Resources Board, 2006 Greenhouse Gas Inventory, tail-pipe emissions from motor vehicles accounted for 35.3% of the greenhouse gas emissions in California. Reducing the number of vehicle trips (trips) and the length of vehicle trips (vehicle miles of travel, or VMT) becomes an important sustainability goal for residents' health and quality of life.

### *Motorized Vehicle Priority Streets*

Street improvements for motorized vehicle priority streets may include peak hour parking restrictions for use of curb lanes, turn lane channelization and traffic signal coordination, and other traffic management techniques to facilitate motorized vehicle flow and discourage cut-through traffic on local neighborhood streets.

### *Neighborhood Traffic Control*

The quality of life in residential neighborhoods can be adversely impacted by the intrusion of non-residential through-traffic. A variety of neighborhood traffic controls exist that can be utilized to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic diverters, truck prohibition signs, and right or left turn-only lanes. To be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to: 1) convey clear and unambiguous messages, 2) be justified, 3) be enforced, and 4) regulate traffic for which they are applied and intended.

- M10.3 **Access Management.** Minimize driveways and consider the addition of medians or designated rights-of-way for non-motorized traffic on Major and Secondary Highways to ensure the smooth and safe flow of vehicles, buses, pedestrians, equestrians and bicycles.
- M10.4 **Alley Access.** Discourage the vacation and/or closure of existing public alleys in commercial districts and provide for alley access for properties fronting on Major or Secondary highways.
- M10.5 **Emergency Access.** Develop, improve, and maintain hillside streets that are easily accessible to emergency vehicles.
- M10.6 **Coordinated Evacuation Routes.** Establish a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan.

**GOAL M11: Residential neighborhoods that are protected from the intrusion of cut-through traffic, with emphasis on safety and quality of life.**

#### Policies

- M11.1 **Traffic Calming.** Support traffic calming measures and parking management for local and collector streets where demonstrated need exists and with active community involvement, while maintaining pedestrian and bicycle circulation.
- M11.2 **Traffic Mitigations for Development.** Require major developments to mitigate traffic impacts on residential neighborhoods.

Goal M12: **Improved air quality and health of residents as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.**

## Policies

- M12.1 **Regional Coordination.** Coordinate with Council of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ride sharing, bicycle sharing, and other TDM programs within the region.
- M12.2 **Auto Trip Reduction.** Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use developments that reduce the number of vehicle miles traveled.
- M12.3 **Alternatives to the Automobile.** Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and recreational trails by encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs).
- M12.4 **TDM Plans.** Encourage major development to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the single-driver automobile (i.e., carpools, vanpools, buses, telecommuting, bicycling, and walking).
- M12.5 **Transportation Management Associations.** Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools.

## *Transportation Demand Management*

Transportation Demand Management (TDM) is the all-inclusive term given to a variety of measures used to improve the efficiency of the existing transportation system. TDM products and services incentivize alternatives to the single-occupant vehicle and often include the following:

- Formation of a Transportation Management Association
- Subsidizing transit costs for employees or residents
- Flex-time work schedules to reduce congestion at peak times
- Employee parking cashout programs and preferential parking for carpoolers
- Incentives for walking and bicycling
- Investments in transit infrastructure to increase transit ridership
- Increasing parking prices



Balboa Boulevard, traversing Granada Hills-Knollwood north-south through the center of the community, is classified as a Major Highway Class II, with motorized vehicle and public transit priority.

### *Freight Rail Lines and Truck Routes*

Freight rail lines and truck routes are identified in the Transportation Element. Street improvements on the routes include specialized roadway dimensions to facilitate safe truck movements, thereby reducing damage to adjacent property and encouraging trucks to stay on designated routes. Such improvements may include wider traffic lanes and curb return radii, care on overhead signage and additional pavement management considerations.

## Goods Movement

Goods movement is a term used to denote goods or produce transported by ship, plane, train, or truck. Efficient goods movement is crucial to the local economy and an important component of a sustainable, vibrant community. Trucks are the primary mode of transporting goods throughout the region. Trains, which are more fuel efficient than trucks, can help relieve pressure on overburdened highways and enhance public safety, the environment, and economic development. As the region continues to grow, goods movement and the mitigation of associated impacts to local communities have become increasingly more important, particularly with respect to traffic and train congestion along local corridors, streets and railways.

Truck routes through the Granada Hills-Knollwood are along the 118, 210 and 5 freeways, and a freight rail line is situated along San Fernando Road, extending north along the community boundary from Balboa Boulevard. Controls and limitations are imposed on truck transport to minimize noise and other impacts on residents, avoid damage to infrastructure, and minimize traffic congestion. Enhancing railroad crossings, improving rail connections, and identifying local truck access streets can help decrease traffic delay, reduce rail commuter time, and decrease at-grade crossing accidents. Policies in this section seek to provide for a safe and efficient movement of goods which support commerce and industry, while balancing the needs of other travel modes.

**Goal M13: A community where goods and services can be delivered to its residents and businesses safely and efficiently, while maintaining the community's character and quality of life.**

### Policies

- M13.1 **Industrial Center Siting.** Site regional distribution centers and other industrial districts proximate to the freeway system, regional truck routes, and rail lines, avoiding adjacency to residential neighborhoods.
- M13.2 **Efficient Truck and Freight Movement.** Provide appropriately designed and maintained roadways to safely accommodate truck travel and minimize adverse impacts of freight transport on residential neighborhoods.
- M13.3 **On-site Loading.** Ensure that all commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles. Minimize potential conflicts between truck loading and unloading and pedestrian, bicycle, and transit access and circulation.



# Parking Management

Parking Management policies focus on providing sufficient parking for businesses, while protecting adjacent neighborhoods and the environment. It is important to note that parking policies and regulations are closely linked to both the physical and pedestrian character of an area. Well-placed, shared parking lots or structures invite customers to park once and then walk to their various destinations. This increased pedestrian activity often spurs even more pedestrian life in commercial districts because other pedestrian-oriented businesses choose to locate nearby.

Parking demand is also affected by the prevalence of nearby transit options. When more people take public transit to a commercial district, the demand for parking in that area declines. For this reason, it can sometimes be appropriate to reduce parking requirements in areas well-served by transit. With this understanding of how parking can impact land use, walkability, and the physical character of an area, this Plan seeks to adequately provide parking for its various uses, while leveraging opportunities for improved parking efficiency that support a more walkable community.

**GOAL M14: An efficient parking supply that serves economic development and facilitates all modes of transportation.**

## Policies

- M14.1. **Parking Management Districts.** Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities.
- M14.2. **Performance-based Parking Supply.** Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements.
- M14.3. **Conversion of Surface Lots to Structures.** Support the development of City-owned or other surface parking lots into parking structures where appropriate.
- M14.4. **Parking Design.** Design parking lots and structures to include decorative materials and to screen lots from view with landscaping and setbacks.
- M14.5. **Convenient Parking.** Provide public parking proximate to transit centers, commercial areas, and public facilities.



*Parking strategies, such as “park once and walk”, with angled parking and parking management districts, ease parking challenges and support a broader array of businesses in business districts.*

**GOAL M15: Parking policies and requirements that support livable neighborhoods, environmental/energy sustainability, and the use of alternative modes of transportation.**

**Policies**

- M15.1 **Park Once Strategy.** Collaborate with the business community to improve parking services, including shared parking facilities and public valet services in appropriate locations to more effectively use the overall parking supply and implement a “park once and walk” strategy for commercial districts, especially on Chatsworth Street in the downtown core.
- M15.2 **Priority Parking for Alternative Fuel Vehicles.** Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.
- M15.3 **Connections for Electric Vehicles.** Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).





O'Melveny Park



# Community Facilities, Infrastructure and Open Space

**T**he ability of the City to provide needed community facilities and infrastructure is crucial to maintaining and improving quality of life for Granada Hills-Knollwood's residents and to supporting local businesses. Community facilities and infrastructure include police and fire stations, libraries, schools, and parks, as well as water, sewer, and solid waste treatment systems, storm water drainage facilities, the urban forest, street lighting, power transmission lines and distribution stations, and other public utilities. A significant portion of Granada Hills-Knollwood consists of open space, which, along with recreation, includes both passive and active open space for recreational facilities, parks, as well as mineral extraction and natural resource areas, and a landfill. The urban forest consists of trees and plants that cover an area, on both private and public land. These facilities, infrastructure, and open spaces play an important role in determining the pattern of land uses within the community, where growth should occur, and at what intensities.

The purpose of this chapter is to integrate these important public needs into land use decision-making when addressing future needs of Granada Hills-Knollwood's projected population growth.<sup>1</sup> Infrastructure improvements and new public facilities may be required to support population growth and to replace existing facilities that have deteriorated or become obsolete. This chapter identifies both existing and possible future needs, where applicable, and is organized into three general topics:

- Public Facilities – Police, Fire, Libraries, and Public Schools
- Parks, Open Space and the Urban Forest
- Infrastructure – Water, Wastewater, Solid Waste, Stormwater, Energy, and Street Lighting

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<sup>1</sup> For further detail about the existing conditions and future demand for most facilities and services, please refer to the Environmental Impact Report (EIR) for the Granada Hills-Knollwood Community Plan.

## Overview

The Granada Hills-Knollwood Community Plan allocates land to accommodate the range of public facilities and open space that the community will need through the life of the plan. This acreage falls within the Public Facilities and Open Space land use classifications. Public facilities, such as police stations, fire stations, libraries, schools and government buildings may be constructed on land designated and zoned for Public Facilities. In addition, support infrastructure for water, wastewater, stormwater, solid waste and utilities, such as treatment or storage facilities, may also be constructed on land designated for public facilities with certain conditions. Parks and related recreational facilities may be constructed on land within the Open Space and Public Facilities Land Use Classifications, as well as in all Residential, Commercial, and selected Industrial Land Use Classifications.

Several public facilities and capital improvement projects have been constructed within and adjacent to Granada Hills-Knollwood since the last plan update in 1996. Numerous parks and recreation facilities have been maintained, including Aliso Canyon Park, Bee Canyon Park, O'Melveny Park, Zelzah Park, Granada Hills Recreation Center, and Knollwood Golf Course. A new high school was constructed and fifteen other schools received renovations and repairs. A new fire station was constructed on Balboa Boulevard. A community police station was constructed outside of Granada Hills-Knollwood that serves the area. Several improvements to wastewater and stormwater infrastructure were also made, including replacement of four water trunk lines, expansion of the Van Norman pump station, and various other improvements to the Van Norman Complex.

### *General Plan Framework*

The City's General Plan Framework Element is the citywide plan that establishes how Los Angeles will grow in the future. The Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element, Chapter 9: Infrastructure and Public Services, provides an integrated framework of public facility goals, objectives, policies and implementation measures that incorporate the City's expectations and requirements to allow the effective and efficient provision of public facilities concurrent with need. The Framework Element, Chapter 6: Open Space and Conservation, addresses both publicly and privately owned properties that are unimproved and used for preservation of natural resources and outdoor recreation. Addressing public facilities at the Granada Hills-Knollwood Community Plan level helps to ensure the Framework's linkage between facility planning and land use by addressing the types of infrastructure required to support the physical development of a specific portion of the City.



## Citywide Goals

It is the intent of this Plan to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality. Cost and distribution are major issues in the provision of public facilities. Establishing priorities and identifying new and different sources of revenue is essential. In addition, public and private development must be coordinated to the maximum extent feasible in order to avoid expensive duplication and to ensure a balance among needs, services, and cost. The goals and policies in this chapter seek to:

- Achieve economy, efficiency and equitable distribution in the provision of services and facilities consistent with standards for environmental quality;
- Encourage facility-providing departments and agencies to carry out long-range capital facility planning and construction that is compatible with land use planning goals and policies established in the Granada Hills-Knollwood Community Plan;
- Fully coordinate public and private development in order to avoid expensive duplication and to ensure a balance among needs, services and costs;
- Require large-scale projects to plan for the siting of necessary public facilities and to provide or fund their fair share of public facility needs created by the development;
- Require discretionary development projects to provide or contribute toward the provision of all public facilities necessary to serve the development; and
- Encourage public/private ventures, and other forms of collaboration between government, developers and residents to consider new ideas for providing public facilities and services.

## Facilities for Police, Fire, Libraries and Schools

The Framework Element contains citywide goals and policies for the provision of facilities to support municipal operations, including police, fire protection and emergency medical services, libraries and schools. Towards this end, the goals and policies in Chapter 5 seek to:

- Protect the public and provide adequate public safety services, facilities, equipment and personnel to meet existing and future needs;
- Provide library services for current and future community members; and
- Ensure adequate school facilities to serve Granada Hills-Knollwood's neighborhoods.

### Police

Law enforcement services are provided by the City of Los Angeles Police Department (LAPD), which operates 19 stations within four bureaus (Central, South, Valley and West). The LAPD uses a work load computer model (Patrol Plan) to deploy patrol officers to the various geographic areas in the City. This model includes several factors, such as response time, service calls, and traffic conditions.

The Valley Bureau of the LAPD serves the Granada Hills-Knollwood Community Plan Area and oversees the Valley Traffic Division, as well as seven community police stations. One of these seven stations, the Devonshire Community Police Station in area #17, located at 10250 Etiwanda Avenue in Northridge, serves the Granada Hills-Knollwood Community Plan area.



*The Valley Bureau of the LAPD serves Granada Hills-Knollwood and oversees seven community police stations.*

TABLE 5-1

**Existing Fire Stations  
Serving Granada  
Hills-Knollwood**

Station	Location
#18	12050 Balboa Blvd.
#87	10124 Balboa Blvd.

*\*Source: LAFD Planning Section, March 25, 2009.*

Goal CF1. **Sufficient police facilities, services, and personnel to protect the community from criminal activity and reduce the incidence of crime.**

## Policies

CF1.1. **Adequate Level of Service.** Maintain police facilities and services at a level that is adequate to protect the community of Granada Hills-Knollwood.

CF1.2. **Project Review.** Consult with LAPD to consider public safety and crime prevention as part of the review of new development projects (i.e., lighting, security, and visibility) and proposed land use changes to determine needs and services to ensure an appropriate level of service.

## Fire and Emergency Services

The Los Angeles Fire Department (LAFD) provides fire prevention, fire protection, and Emergency Medical Services (EMS) to the City of Los Angeles and operates 18 Battalions and 106 neighborhood fire stations located throughout the Department's 470-square mile jurisdiction. The LAFD protects life, property, and the environment through fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service.

Granada Hills-Knollwood is served by one local fire station and a regional fire and paramedic station, as shown in Table 5-1, Existing Fire Stations Serving Granada Hills-Knollwood and Figure 5-1, Public Facilities. Granada Hills-Knollwood has a significant amount of hillside area that is susceptible to fire hazard due to proximity to open spaces, vegetation, and wind conditions. The County of Los Angeles Fire Department (LACoFD) and the National Forest Service provide additional services under a Mutual Aid and Assistance Program with the LAFD to provide services to the hillside areas of the community.

LAFD services are based on community needs, as determined by ongoing evaluations. When an evaluation indicates increased response times, the acquisition of additional equipment, personnel, and/or new stations is considered. As development occurs, the LAFD also reviews project-level environmental impact reports and subdivision applications. Development is subject to the standard conditions of the LAFD with regard to building regulations, fire suppression systems, and emergency medical services.

**Goal CF2: Sufficient facilities to provide fire protection and emergency medical services to serve the residents, visitors and businesses of Granada Hills-Knollwood.**

### Policies

- CF2.1. **Facility Location.** Assist the LAFD in identifying appropriate locations throughout Granada Hills-Knollwood for fire service facilities in order to provide adequate fire and emergency services protection.
- CF2.2. **Project Review.** Coordinate with the LAFD during the review of significant development projects and General Plan amendments affecting land use changes to determine the impacts on service infrastructure.
- CF2.3 **Emergency Preparedness Coordination.** Coordinate with the LAFD in the identification of primary access routes for emergency preparedness.

## *Medical and Emergency Services*

The Los Angeles County Department of Health Services (DHS) provides medical and emergency services to the City of Los Angeles and operates four hospitals: LAC+USC Healthcare Network, Harbor-UCLA Medical Center, ValleyCare Olive View-UCLA Medical Center, and Rancho Los Amigos National Rehabilitation Center. Olive View Hospital, located in the north end of the neighboring community of Sylmar, is one of the primary healthcare delivery systems in the north San Fernando Valley and the closest County hospital serving the Antelope Valley.



*Granada Hills-Knollwood is served by two fire stations, including the more recently constructed Fire Station #87 on Balboa Boulevard.*

## Libraries

The Los Angeles Public Library (LAPL) system provides library services through the Central Library in downtown Los Angeles, eight regional branch libraries, 71 community branches, and 2 mobile book units. The Public Libraries Plan, a component of the Public Facilities Element of the City of Los Angeles General Plan, was adopted by the City Council in 1968 and serves as a general guide for the construction, maintenance and operation of libraries in the City. A new LAPL Branch Facilities Plan was adopted in 2007 which proposed building larger libraries and also established criteria for the size of libraries based on floor area required to serve varying densities of residential population. In general, the recommended sizes are 12,500 square-foot facilities for communities with a population of less than 45,000 and 14,500 square-foot facilities for communities with a population greater than 45,000. In addition, the LAPL plan also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area.

Granada Hills-Knollwood is served by the Granada Hills Branch Library, which has an area of 11,310 square feet and is located at 10640 Petit Avenue in Granada Hills, as shown in Figure 5-1, Public Facilities in Granada Hills-Knollwood. The Mid-Valley Regional Branch Library is located in the adjacent Mission Hills-Panorama City-North Hills Community Plan area, at 16244 Nordhoff Street, less than three miles from the Granada Hills-Knollwood Community Plan area boundary, providing additional library resources in close proximity to the community. In addition, libraries in the neighboring communities, as well as all branch libraries in the LAPL system augment available library services through their inter-library loan services. The libraries within the LAPL system, located in Sylmar, Sunland-Tujunga-Shadow Hills-Lake View Terrace-East La Tuna Canyon, Sun Valley-La Tuna



*The Los Angeles Public Library's Granada Hills Branch is located adjacent to Petit Park and the Granada Hills Community Center.*

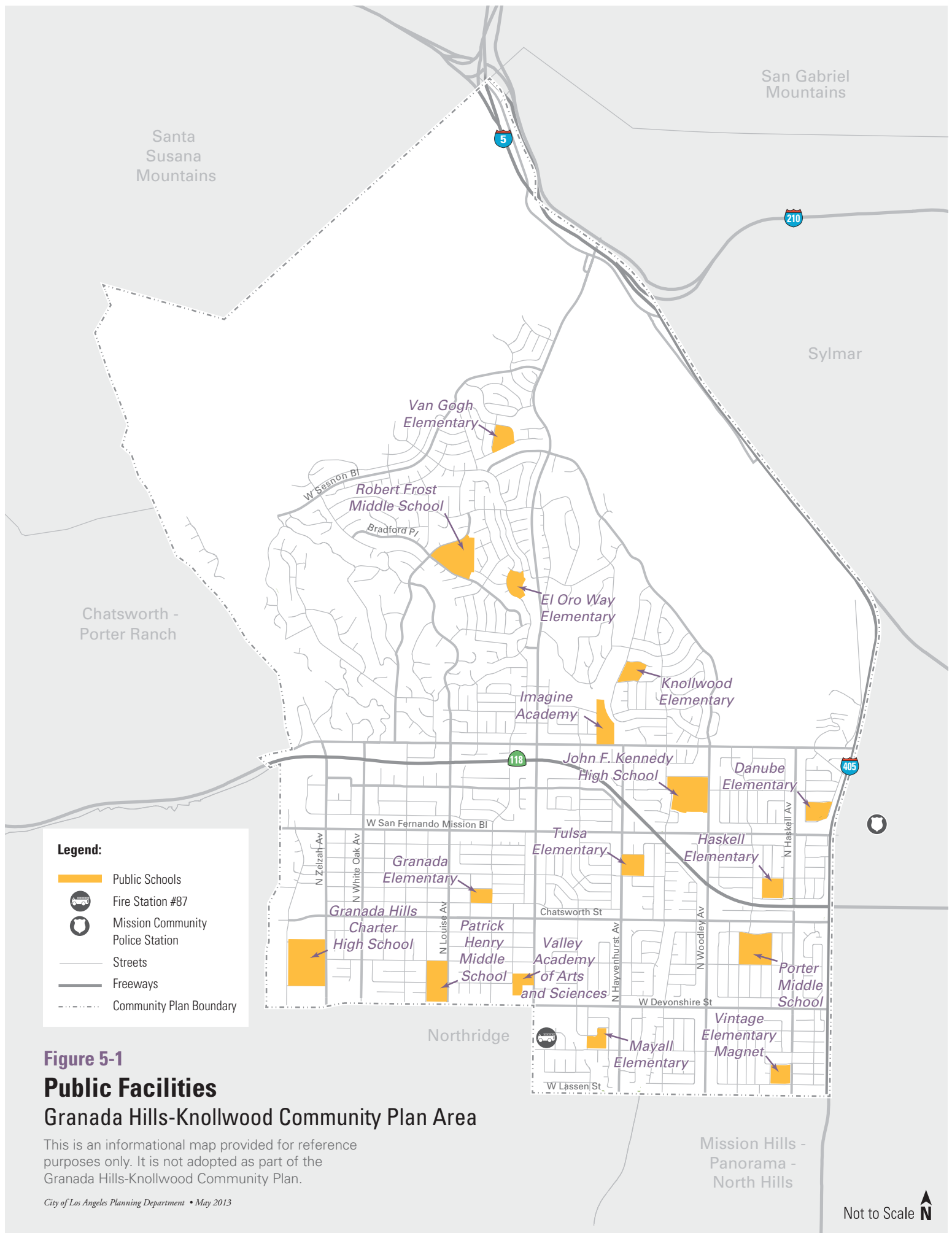


Canyon and Arleta-Pacoima are also available to serve the residents of Granada Hills-Knollwood, as are the Library and Learning Resource Center at Los Angeles Mission College and the City of San Fernando's Regional Public Library.

**Goal CF3: Adequate library facilities and services that meet the needs of residents, businesses, employees, and visitors for learning and cultural and academic enrichment.**

## Policies

- CF3.1. **Library Services.** Support construction of new libraries and the retention, rehabilitation and expansion of the existing library, as required, to meet the changing needs of the community.
- CF3.2. **Flexibility of Siting.** Encourage new developments to incorporate library facilities in commercial and office buildings, pedestrian-oriented areas, community centers, transit stations, and similarly accessible facilities.
- CF3.3. **Joint Use.** Continue to support joint-use opportunities, especially with Los Angeles Unified School District (LAUSD) and Los Angeles Recreation and Parks (RAP) when the City of Los Angeles Library Department and decision-makers review and approve new library sites.
- CF3.4. **Non-Traditional Services.** Expand non-traditional library services, such as book mobiles and other book sharing strategies, where permanent facilities are not available or adequate.



## Public Schools

### Los Angeles Unified School District

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD), which provides public education for over 900,000 students at 557 schools in eight local districts. The LAUSD is subject to the overview of the State of California Legislature and is entirely independent of City of Los Angeles government. Decision-making and budgeting are done by an elected governing board and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

Granada Hills-Knollwood is located within LAUSD's Local District 1, which covers the western San Fernando Valley and includes the communities of Chatsworth-Porter Ranch, Northridge, Mission Hills-Panorama City-North Hills, Canoga Park-West Hills-Winnetka-Woodland Hills, Reseda-West Van Nuys, and Encino-Tarzana. The student population of the plan area is served by 16 regular public schools, including: 9 elementary schools, 3 middle schools, 3 high schools, and one charter school with grades 6 through 12, as shown in Table 5-2, Public Schools in Granada Hills-Knollwood. The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from City Planning prior to obtaining any necessary permits.



*Robert Frost Middle School on Bradford Place in Granada Hills-Knollwood is one of the middle schools located in the community.*

The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each District school to accommodate the projected future population and the analysis of school-by-school enrollment trends. This determination of need is based on several assumptions tied to current LAUSD Board policies and planning guidelines.

In 2000, the LAUSD began a multi-billion dollar building and modernization program. The program includes the construction of several hundred new schools as well as expansion and modernization projects at existing school facilities to accommodate growth in the student population within and surrounding the City of Los Angeles. Within Granada Hills-Knollwood, modernization, renovation and maintenance projects of various degrees have taken place at all public schools. One new school was completed in Granada Hills-Knollwood as part of this district-wide school construction program to relieve overcrowding. Also, an existing school had additional classrooms added as part of the program, providing more seats.

TABLE 5-2

**Public Schools in Granada Hills-Knollwood**

School	Location
Van Gogh Elementary	17160 Van Gogh Street
El Oro Elementary	12230 El Oro Way
Knollwood Elementary	11822 Gerald Avenue
Danube Elementary	11220 Danube Avenue
Tulsa Elementary	10900 Hayvenhurst Avenue
Granada Elementary	17170 Tribune Street
Haskell Elementary	15850 Tulsa Street
Mayall Elementary	16701 Mayall Street
Robert Frost Middle	12314 Bradford Place
Porter Middle	15960 Kingsbury Street
Patrick Henry Middle	17340 San Jose Street
Vintage Math/Science Magnet	15848 Stare Street
North Valley Charter Academy (Imagine Academy)	16601 Rinaldi Street
Granada Hills Charter High	10535 Zelzah Avenue
John F. Kennedy High	11254 Gothic Avenue
Valley Region High #4	10455 Balboa Boulevard

\*Source: LAUSD

Goal CF4: **Provision of appropriate locations and adequate public school facilities to serve the needs of the existing and future residents of Granada Hills-Knollwood.**

#### Policies

- CF4.1. **Existing Facilities.** Place a high priority on the repair and replacement of any inadequate structural components that threaten the integrity and/or function of instructional buildings. Expansion of existing schools is preferred over the acquisition of new sites, when feasible.
- CF4.2. **Coordination with LAUSD.** Identify future school sites and facilities in a cooperative effort with LAUSD to ensure that they are safely and conveniently located within the Community Plan Area.
- CF4.3. **Siting of New Facilities.** Locate new schools in areas with complementary land uses, access to transit, and recreational opportunities. Encourage the siting of schools in locations which can utilize topography and landscaping, as well as building design, to provide noise and air quality buffering, when necessary.
- CF4.4. **Compatible Development.** Encourage compatibility between school locations, site layouts, architectural designs, and local neighborhood character. Utilize schools to create a logical transition and buffer between different uses, such as multiple- and single-family residential and commercial and residential.
- CF4.5. **Joint Use.** Coordinate with LAUSD and other agencies to explore creative alternatives that integrate the uses of recreation, local open space, and neighborhood use.



*The Valley Academy of Arts and Sciences is one of the high schools located in Granada Hills-Knollwood.*



## Parks, Open Space and the Urban Forest

Parks, open space, and the urban forest are a vital part of a livable, sustainable community. Where housing units may not include yard space and landscaping is scarce, green spaces provide opportunities for passive and active recreation, social and cultural events, and serve as important gathering places in the community. Land designated for open space also allows agricultural and animal keeping uses in some communities, such as Granada Hills-Knollwood, as well as mineral and fossil fuel resource management and solid waste disposal, as is also the case in the northern portion of this community. The urban forest is part of the community's valuable green infrastructure and helps reduce the need and expense of building infrastructure to manage air, water, and energy systems.

The Framework, Conservation, Open Space, and Service Systems Elements of the General Plan contain citywide goals and policies for the provision of recreational facilities and parks; the provision and conservation of open space for recreation, agricultural and animal-keeping uses; management of the urban forest; as well as open space for mineral, fossil fuel, and solid waste management. Towards this end, the goals and policies in this Chapter seek to:

- Protect the City's natural setting from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region;
- Preserve and conserve sufficient open space to serve the recreational and health needs of the City;



*The community center located in Petit Park, adjacent to the library, provides a center for recreational activities and gatherings.*



*Parks and recreation centers host classes, summer camps, sports programs and other recreational opportunities for people of various ages and interests.*

- Maximize the use of the City's existing open space network and recreation facilities and provide connections, particularly from targeted growth areas, to the existing regional and community open space system.
- Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.
- Preserve and conserve natural resources, scenic areas, and sufficient open space to serve the environmental and safety needs of the City and minimize detrimental impacts.
- Preserve open space for local agricultural and animal-keeping uses within the City, and to protect the semi-rural lifestyle and functions of this community.
- Provide open space for uses such as mineral resource and fossil fuel management in areas where such resources exist.
- Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include neighborhood parks, urban open spaces, unimproved streets, and trails and a citywide linear open space and greenway system that connect the City's regional open spaces, communities and neighborhoods.

## *Open Space Designations*

Land designated as Open Space preserves land for both private and public uses. The Open Space designation for publicly owned land protects and preserves natural resources and features of the environment such as wildlife refuge and preservation areas, outdoor recreation opportunities, and environmental quality and characteristics. The Open Space designation for privately owned land accomplishes these same goals, as well as preserves land for residential lots zoned for animal-keeping and agricultural uses. Agricultural and animal-keeping zones are also allowed in the Minimum density residential land use designation, and are therefore addressed further in Chapter 3 of this Community Plan. Open Space land may also be used for other types of activities such as public or private management of mineral and other resources and waste.



*O'Melveny Park is a regional park and the second largest park in the City of Los Angeles, located in the northwestern portion of the community.*

## *Recreation and Parks*

Recreational opportunities improve quality of life and advance public health and welfare. Parks and recreation facilities can be publicly owned as well as privately owned, provide opportunities for exercise, nature exploration, and other recreational activities. Examples of privately owned open space and recreation include land owned by land trust and conservancy organizations, wildlife rehabilitation centers, plazas and open space provided by private developers, and golf courses. Parks and related recreational facilities may be constructed on land within the Open Space and Public Facilities land use classifications, as well as in all Residential and Commercial and some select Industrial zones. Open space is typically publicly or privately owned land that remains undeveloped for the purpose of protecting and preserving natural resources and features of the environment, as well as for recreation. More information about open space, its purpose, and the uses allowed in the Open Space designation, can be found in Chapter 3, Land Use and Design.

## **Parks**

Recreation and park services in Granada Hills-Knollwood are primarily provided by the City of Los Angeles Department of Recreation and Parks (RAP) and the Los Angeles County Department of Parks and Recreation (LACoDPR).

Parks are generally classified in one of four categories:

- **Mini/Pocket Parks** are designed to provide small spaces for limited types of recreational activities to an immediate adjacent neighborhood, and are typically established as part of a new residential or commercial development.
- **Neighborhood Parks** provide space and facilities for outdoor and indoor recreation activities to all residents in the residential area within a ½-mile radius of the park.
- **Community Parks** provide a broader range of services and satisfy the needs of the nearby community as well as other service areas within a 2-mile radius of the park.
- **Regional Parks** are intended to serve the entire region and typically provide specialized recreation facilities such as lakes, golf courses, campgrounds, wilderness and museums.

Planning and implementation of parks and recreation assets are based on a standard of population density to ensure that resources are allocated with the goal of providing the same level of facilities and services to all residents. The Public Recreation Plan of the City of Los Angeles provides the official guide for considering minimum needs of neighborhoods and communities for recreational sites.



*Petit Park provides open space for physical activity and gatherings, with a sports field, playground, and shaded picnic area adjacent to the Granada Hills Community Center and Granada Hills Branch Library.*



As shown in Table 5-3, Existing Parks and Acreage in Granada Hills-Knollwood and Figure 5-2, Parks and Open Space, Granada Hills-Knollwood has one regional park, one neighborhood park, two community parks with over 730 acres, and recreational facilities that play an important role in the physical, social, and mental health of the residents and visitors of the community.

Granada Hills-Knollwood’s park facilities include:

- O’Melveny Park, a regional park and the second largest City park, featuring multi-use trails and passive open space;
- Knollwood Golf Course, including a driving range, putting green, concession stand, and multi-purpose rooms and offices;
- Bee Canyon Park, a hillside park that features natural habitat, picnic tables, hiking trails, and a Neighborhood Council-funded playground;
- Petit Park, a community park located next to the Granada Hills Branch Library and the Recreation Center, which offers several amenities, including a public swimming pool, barbecue pits, baseball diamond, basketball courts, grass fields with shade, playground, picnic tables, and tennis courts;
- Knollwood Pool with a swimming pool and pool house; and
- Zelzah Park, a small hillside neighborhood park with shaded grass areas, a playground, picnic tables, and an equestrian trail with a staging area.

This community’s open space and recreational resources also include the Knollwood Golf Course and Country Club as county-owned and -operated recreational uses.

TABLE 5-3  
**Existing Parks and Acreage in Granada Hills-Knollwood**

Type of Park and Acreage
<b>Regional Parks: Over 50 Acres</b> O’Melveny - 17300 Sesnon Blvd. Knollwood Golf Course - 12040 Balboa Blvd.
<b>Community Parks: 10-50 Acres</b> Bee Canyon - 13150 Sesnon Blvd. Petit - 16730 Chatsworth Street Knollwood Pool - 12040 Balboa Blvd.
<b>Neighborhood Parks: 1-10 Acres</b> Zelzah - 11690 Zelzah Avenue

**Total: 730 Acres**

*\*Source: City of Los Angeles Department of Recreation and Parks, 2007.*



Trails throughout O’Melveny Park provide opportunities for leisurely walks, hiking, horseback riding, and bicycling.



The Granada Hills Community Center is conveniently located in Petit Park, next to the Granada Hills Branch Library, a playground, and a sports field.

In addition, Granada Hills-Knollwood features a system of existing and proposed recreational trails used for hiking and equestrian activity. Some portions of the existing trails have been improved with fencing and resurfacing, while many are unimproved, or currently use the street. The Rim of the Valley trails system offers opportunities for trails in Granada Hills-Knollwood to connect to Rim of the Valley, expanding the regional trail system as well as providing better access to it. Goals, policies, programs, and design guidelines for trails are further addressed in the Land Use and Mobility chapters of this Plan, as well as in the Open Space, Conservation, and Mobility Elements of the General Plan.

Opportunities to acquire undeveloped land for park purposes are decreasing. When surplus public property is offered for private sale, it reduces land that could be used for public parks. Efforts must be made to determine if such property could be used to make up a deficiency in much needed park acreage. Priorities for new parks and open space have been identified by the community, including:

- Park space should be distributed throughout Granada Hills-Knollwood, with particular attention to the areas most deficient in open space, such as the southern half of the community;
- Recreational facilities should be enhanced, in Zelzah Park, in particular, with graffiti abatement around recreational buildings to improve the appearance of recreational areas;
- Parks should include adequate parking and public transit access; and
- Expansion of the trail system should be considered in new development and other opportunities for expansion, particularly to O'Melveny Park, as well as access to and preservation and expansion of other trails.



*Parks can provide playgrounds and sitting areas outdoors in relatively small areas, where space for parks is limited.*



*Recreational trails provide a safe and enjoyable way to get exercise outdoors and go horseback riding.*



Goal CF5: **A variety of well-maintained parks and recreation facilities and services that meet the existing and future recreational needs of the community, with attention to benefitting a broad range of interests and abilities throughout the community.**

## Policies

- CF5.1. **Parkland Preservation.** Protect parklands from uses that would result in a loss of acreage for recreational purposes.
- CF5.2. **Site Enhancements.** Enhance and improve all parks and recreation areas by providing amenities where appropriate, such as pedestrian paths, bike and equestrian trails, and adequate parking.
- CF5.3. **Surplus Property.** Coordinate with the RAP and other applicable City departments, such as the Department of General Services and Department of Transportation, to review and evaluate surplus property as potential sites for parks and recreational activities.
- CF5.4. **Vacant Land.** Encourage continuous effort by public agencies to acquire vacant parcels for publicly owned open space and parks.
- CF5.5. **Existing Public Land.** Support the creation of new parks and park expansions within public rights-of-way, such as flood control channels, utility easements, debris basins, and other unused and underutilized public properties. Hiking, bicycle, and equestrian trails in Granada Hills-Knollwood should connect these facilities with parks and open spaces throughout the community.



*Some significant areas remain as undeveloped or natural open space in Granada Hills-Knollwood.*

- CF5.6. **New Development.** Encourage and allow opportunities for new development to provide pocket parks, small plazas, community gardens, commercial spaces, and other gathering places that are available to help meet recreational demands.
- CF5.7. **Joint-Use Agreements.** Support the establishment of joint-use agreements with private and other public entities to increase recreational opportunities in Granada Hills-Knollwood, including shared use of land owned by public agencies and private property owners.
- CF5.8. **Public Transit.** Coordinate with the appropriate departments and agencies to create public transit that can connect neighborhoods to regional parks.
- CF5.9. **Park Safety.** Promote the design, construction, maintenance, and management of public parks to ensure that parks are adequately monitored, maintained, and illuminated at night, especially for families with children and senior citizens who use the parks.

## Open Space

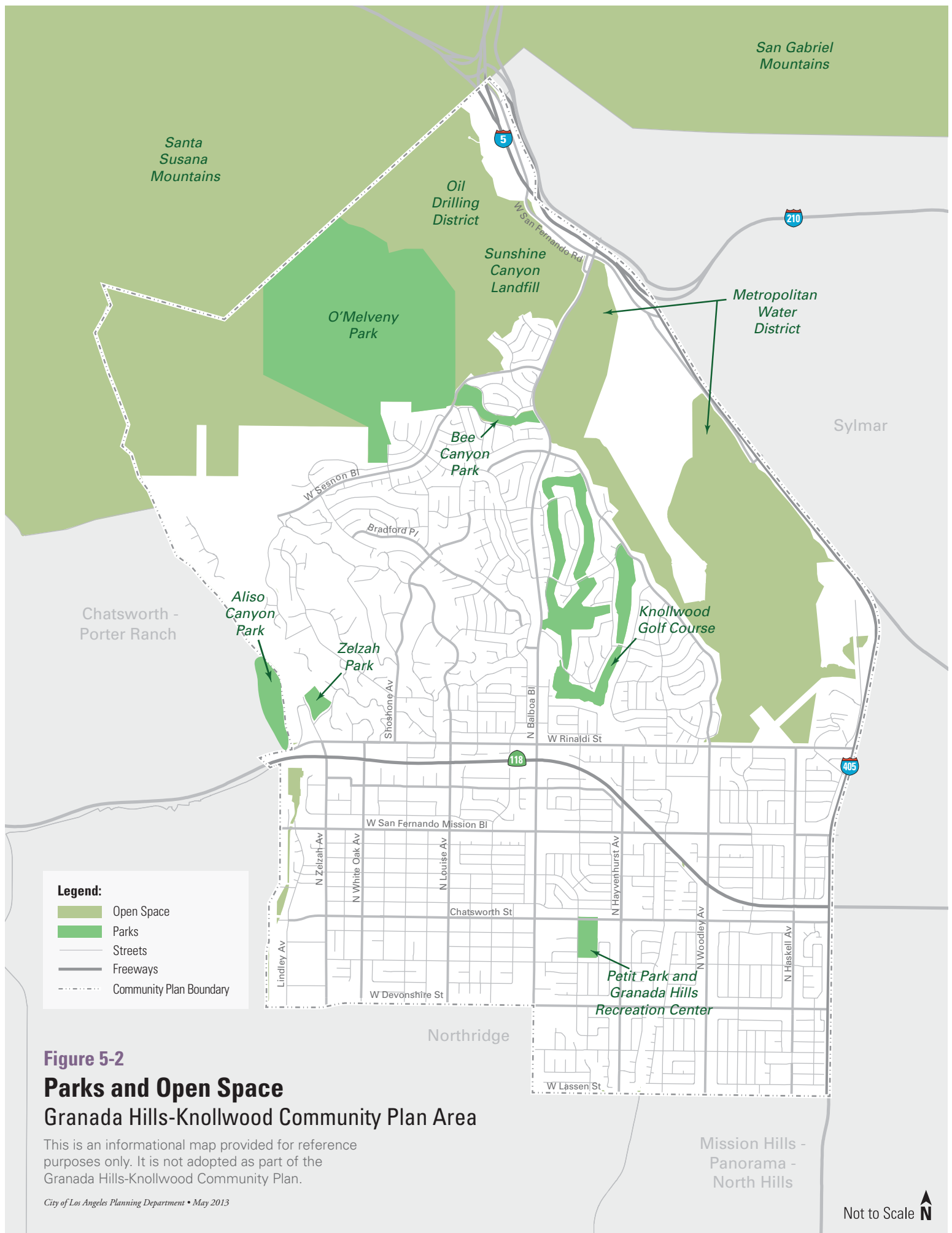
Open space, broadly defined as land which is essentially free of structures and buildings and/or is natural in character, encompasses both publicly and privately owned properties that are unimproved. Maintaining land as open space is a way to preserve natural resources, wildlife corridors, outdoor recreation, manage mineral and other resources, protect life and property due to natural hazards, and to connect neighborhoods and people. Open Space is also a land use in the City's land use classification system.

Although the majority of Granada Hills-Knollwood is developed suburban land, significant areas remain as undeveloped or natural open spaces. Most of the open space is located in the northern portion of the community plan area, as shown in Figure 5-2, Parks and Open Space. Open space in this community includes land owned by County of Los Angeles and City of Los Angeles. While some of the open space land in Granada Hills-Knollwood is used for non-recreational purposes, much of the open space is recreational, including Bee Canyon, O'Melveny Park, Zelzah Park, Petit Park, and the Knollwood Golf Course.

As opportunities for traditional open space resources diminish, it is important to identify areas of open space that have not traditionally been considered as open space resources, and work in collaboration to enhance and transform these areas for public enjoyment. These opportunity areas include abandoned railroad lines, drainage channels, planned transit, utility rights-of-way, pedestrian-oriented streets, and privately-developed mini/pocket parks and trails. There is also a need to protect existing ecological and cultural resources in Granada Hills-Knollwood through passive park and open space uses.



*Trails constructed as part of new residential development can enhance trail connectivity in the area and provide a recreational resource for residents of the development and for the rest of the community, improving quality of life and public health.*



The Sunshine Canyon Landfill site is intended as recreational open space in the future; however, it currently functions as a solid waste facility. The landfill, designated as Open Space, is a privately-owned and operated solid waste facility located in the northern tip of Granada Hills-Knollwood, stretching across the border between the City and County. Initiated on the City portion of the landfill site in 1958, Sunshine Canyon landfill will be in operation beyond the year 2030<sup>1</sup>. Multiple zoning actions regulate the operation of this landfill (for a list of cases associated with the landfill, please see Appendix D, Sunshine Canyon Landfill Cases.) The landfill is also regulated by the Sunshine Canyon Landfill Community Advisory Committee (CAC) established in accordance with the City and County of Los Angeles Sunshine Canyon Combined City/County Landfill Planning Issues Memorandum of Understanding, which was executed on December 23, 2008. Under State law, landfills must remain inactive for approximately 40 years following closure before other uses may safely begin onsite. The Framework and Conservation Elements of the General Plan provide general guidelines for the re-use of landfill sites subsequent to their closing.

## Mineral Resources

Granada Hills-Knollwood features mineral resources in the form of fossil fuels, including natural gas and oil on land designated as Open Space in the northern portion of the community plan area. The City has regulatory authority over land use associated with these resources, including issuance of drilling permits, protection of underground water supplies such as wells and aquifers and safety considerations relative to hazardous materials management and construction of facilities, consistent with State and federal law.

Oil resources within the Granada Hills-Knollwood Community Plan area are concentrated in the north and northwest portions of the Plan area, and are within an Oil Drilling Supplemental Use District, designated by an "O" attached to the zoning. Provisions of the "O" Oil Drilling District LAMC section (Section 13.01) delineate the boundaries within which surface operations for drilling, deepening or operation of an oil well or related facilities are permitted. These land uses and activities are subject to conditions and requirements set forth in the Zoning Code and by a Department of City Planning zoning administrator, as well as other City departments and offices. The conditions protect surrounding neighborhoods and the environment from potential impacts, such as noise, hazard, spills, and visual blight.

Aliso Canyon has an underground natural gas storage facility that serves as a public utility, privately owned by the Southern California Gas Company (SCGC). The SCGC prohibits public access to the property and plans for its retention as undeveloped land for approximately 40 to 45 years. The "Open Space" designation on the site does not affect the current entitlements granted to the Gas Company. The Southern California Gas Company supplies gas to the City, although the City does not distribute or regulate natural gas. The same regulatory provisions that apply to oil generally apply to gas drilling and extraction, with the City's authority limited to land use and safety. Further information about mineral resources and responsible agencies and departments can be found in the General Plan's Conservation Element.

<sup>1</sup> Sunshine Canyon Landfill. Retrieved from <http://www.sunshinecanyonlandfill.com> accessed 6/15/12.



*Granada Hills-Knollwood is home to one of the Oil Drilling Districts within the City of Los Angeles, adjacent to the Sunshine Canyon Landfill.*



*Waterways offer one opportunity for collocation of open space, such as trails.*



## *Trails as Valuable Open Space*

Trails offer recreational opportunities to explore the City's open spaces, parks, and other trail systems on foot, horseback, or bicycle. The Rim of the Valley Trail System is a system of existing and proposed trails that connect various open spaces.

The Trail System map, as shown in Chapter 4, serves as a guide for trail development and includes both the Rim of the Valley Trail System as well as other existing and proposed trails. While many trails in the City of Los Angeles are on public land in parks and on public streets, there are also trails within easements on privately-owned land and private streets, as well as informal trails that community members have traditionally used and which traverse undeveloped privately-owned land. Chapter 3, 4, and 5 contain goals, policies, and design guidelines supporting trail development, improvement and connectivity. In addition, the Equinekeeping "K" Supplemental Use District Ordinance contains conditions, in addition to the Los Angeles Municipal Code (LAMC) requirements, which support equinekeeping on residential lots and the trail system.

Goal CF6. **A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the area and to protect environmental and aesthetic resources.**

### Policies

- CF6.1. **Conservation.** Preserve passive and visual open space that provides wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas, and other natural resource areas.
- CF6.2. **Protection.** Protect significant open space resources and environmentally sensitive areas from environmental hazards and incompatible land uses.
- CF6.3. **Grading.** Minimize the grading of natural terrain to permit development in hillside areas and the foothills and to correspond to densities designated by this Community Plan, the geological stability of the area, and compatibility with adjoining land uses.
- CF6.4. **Natural Drainage.** Minimize the alteration of natural drainage patterns, canyons, and water courses, except where improvements are necessary to protect life and property.
- CF6.5. **Development Restrictions.** Restrict development on areas of known geologic hazard, unstable soil conditions or landslides.
- CF6.6. **Ecologically Sensitive Areas.** Coordinate with the County of Los



*Preservation of open space, ecologically important areas, and access to trails is a community priority in Granada Hills-Knollwood.*

Angeles in identifying significant ecological areas featuring ecological or scenic resources that should be preserved and protected within State reserves, preserves, parks, or natural wildlife refuges.

- CF6.7. **Open Space Integration.** Integrate the use of open space with public facilities in higher density areas, and adjacent to reservoirs, land reclamation sites, spreading grounds, power line rights-of-way and flood control channels.
- CF6.8. **Private Development.** Continue to expand and maintain trail linkages which reinforce the viability of equine uses and accessibility to open spaces by designing development and infrastructure improvement projects that abut or connect with a trail to develop and/or improve the Trail System. Refer to Chapter 4 for additional trail-related policies and design guidelines.
- CF6.9. **Trails.** Protect and expand recreational trail resources and maintain and improve safe linkages to major public open space areas.
- CF6.10. **Greenways.** Establish, where feasible, multi-use greenways along waterways, rail lines, and utility corridors to provide additional open space for passive or active recreation and to connect adjoining neighborhoods to one another and to regional open space resources.
- CF6.11. **Public Open Spaces.** Improve connectivity and access to the Rim of the Valley Trails corridor and other adjacent open space resources using such tools as easements and greenway linkages.

Goal CF7. **Safe, non-recreational uses of Open Space land that mitigate potential impacts on surrounding communities and offer potential in the future as recreational open space and as conservation areas.**

## Policies

- CF7.1. **Oil Drilling Mitigation.** Promote safety and protection of surrounding neighborhoods and the environment from potential impacts of oil drilling, such as noise, hazard, spills, and visual blight.
- CF7.2. **Future Use of Sunshine Canyon Landfill Site.** Require the applicant or owners of the Sunshine Canyon Landfill site to advise the City and County Department of Recreation and Parks when the property will be available for recreational purposes.



*Some of Los Angeles' last remaining natural, undeveloped open spaces are located in Granada Hills-Knollwood.*



*O'Melveny Park features a variety of trails for hiking and horseback riding.*



*Street trees enhance the appearance of a community, clean the air, and provide shade, creating a more pedestrian-friendly environment.*

## Urban Forest

The urban forest is comprised of all street trees, park trees, residential trees, native trees and plants, landscaping and naturally occurring vegetation growing in a defined urban area. Street trees are a significant and highly visual portion of the urban forest and recognized as a vital infrastructure system essential to the quality of life in the urban environment. When properly planted and managed, the urban forest provides significant ecological, social, aesthetic, and economic benefits by improving environmental quality, reducing storm water runoff and soil erosion, and conserving energy. The urban forest also contributes to the preservation of the ecosystem by preserving stretches of urban forest along common wildlife migration corridors, such as floodplains, making the survival of various species in urban settings more likely.

The Department of Public Works Bureau of Street Services, Urban Forestry Division (UFD) is responsible for the care and preservation of trees and landscaped areas in the public rights-of-way, such as street trees and landscaped traffic medians, as well as the creation and development of street tree policies and guidelines. The UFD estimates that there are nearly 700,000 street trees growing along miles of public roads throughout the City with over 1,000 different species, varieties and cultivators.

Trees growing within City parks are maintained separately by the Forestry Division of the RAP. Park trees are significant components of the Los Angeles Basin ecosystem and it is estimated that there are at least one million trees growing naturally and in developed urban parks throughout the City. The Forestry Division of RAP implements pruning techniques that prolong tree health and longevity, and has developed a reforestation program for City parks to oversee tree selection, assuring that appropriate species are matched to the watersheds in which they are located.

Granada Hills-Knollwood contains an abundance of trees, many of which are remnants of the citrus orchards that were planted at the turn of the 20th century. There are many other types of trees on both public and private land that add to the vast landscape of Granada Hills-Knollwood. In addition to the remaining heritage citrus trees, the Deodar Cedars along White Oak Avenue between San Fernando Mission Boulevard and San Jose Street are a designated Historic-Cultural Monument (HCM).

An aerial view of Granada Hills-Knollwood displays a healthy tree population spread throughout the community, on private properties, in public parks, and in open spaces. There is a need to preserve and maintain the health of the existing tree population, while enhancing the pedestrian experience by adding more street trees in the public rights-of-way that provide shade and help reduce the heat effect in built areas.



Preservation of the urban forest ecosystem is critical to achieving the goals and policies set forth in this community plan, including the quality of life for the residents and visitors of Granada Hills-Knollwood. As new development occurs in the community and the population continues to grow, there is great opportunity to increase and expand Granada Hills-Knollwood's urban forest on both private and public land.

The UFD and the RAP Forestry Division separately encourage community involvement and public-private partnerships to plant and maintain the urban forest along public rights-of-way and in public parks. Through proper planning, conflicts between street trees and other vital infrastructure could be minimized, as well as the costs associated with the preservation of a healthy and safe urban forest.

**Goal CF8. A healthy and safe tree population in all neighborhoods to maximize the benefits gained from the urban forest, such as air quality improvement and aesthetic enhancement, and pedestrian-friendly shade in Granada Hills-Knollwood.**

## Policies

- CF8.1. **Urban Forest.** Encourage the preservation of the existing tree population and include new shade trees in an effort to achieve optimum canopy cover to reduce and mitigate the heat island effect. Include on-site trees in new development projects, whenever possible.
- CF8.2. **Tree Protection.** Encourage and promote the retention of trees, particularly orange trees, where practical and appropriate, through education, outreach and incentives offered by the Bureau of Street Services (BSS).



*The Deodar Cedars on White Oak Avenue are a Historic-Cultural Monument and also provide shade.*

- CF8.3. **Tree Selection.** Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure.
- CF8.4. **Native Trees.** Encourage the use of plant communities native to Los Angeles which achieve native biodiversity and enhance existing wildlife habitats.
- CF8.5. **Shade Trees.** Facilitate the planting and maintenance of street trees, which provide shade, for pedestrian comfort and to reduce heat, and to give scale to residential and commercial streets in all neighborhoods in Granada Hills-Knollwood.
- CF8.6. **Sustainable Design.** Develop design standards that promote sustainable development in public and private open space and street rights-of-way.
- CF8.7. **Partnerships.** Encourage community and private partnerships in urban forestry issues, minimizing maintenance costs. Collaborate with other City departments, neighborhood associations, business improvement districts and private developers to promote trees in parkways, landscaped medians, community gateways, and throughout the community.



*Granada Hills-Knollwood features an abundant tree population, including historic and other mature trees.*



# Infrastructure

This section addresses physical infrastructure that is provided by the City of Los Angeles Department of Public Works and the Los Angeles Department of Water and Power (LADWP). These systems include water, wastewater, stormwater, solid waste management, energy (power) and street lighting. The infrastructure for these systems is of a citywide nature rather than local to a particular Community Plan Area. For example, a wastewater treatment facility may be located in one Community Plan Area, but provide service to several Community Plan Areas. Additionally, this infrastructure may be underground, or located in areas that are not visible to community residents.

The policies included in this section for water, wastewater, solid waste, stormwater, energy, and street lighting are specific to Granada Hills-Knollwood. The Framework Element, described earlier in this chapter, contains citywide goals and policies for the provision, management, and conservation of water, wastewater, solid waste, stormwater, energy and street lighting in this section. Towards this end, the goals and policies in Chapter 5 seek to:

- Provide for the existing and future infrastructure needs of the City that support the basic public services necessary to maintain and improve its quality of life;
- Encourage watershed-based planning and projects in order to reduce stormwater runoff, optimize local water resources and reduce dependence of imported water, improve surface water and groundwater quality, and restore hydrologic function to the watershed while maintaining public safety; and
- Encourage public/private ventures and other forms of collaboration between governments, developers, and residents to consider new ideas for providing infrastructure and services.



*Granada Hills-Knollwood hosts some of the Department of Water and Power facilities on public facility-designated land.*

## Water

The Los Angeles Department of Water and Power (LADWP) is responsible for ensuring that water demand in the City is met and that state and federal water quality standards are achieved. The LADWP is the nation's largest municipal utility, and its service area is slightly larger than the boundary of the City of Los Angeles. Under the provisions of the Los Angeles City Charter, the LADWP has control of the water distribution system within the boundaries of Los Angeles. Water supply boundaries are not divided by community plan area, but rather determined by pressure zones that are dictated by ground elevation.

The California Urban Water Management Planning Act requires water supplying agencies to prepare and adopt water management plans every five years to identify short-term and long-term water resources management measures for meeting growing water demands. The LADWP 2010 Urban Water Management Plan (UWMP) is designed to meet the current requirements of the Act and also serves as the City's master plan for water supply and resource management. This plan provides an assessment of current water system conditions (source of supply, treatment, transmission, storage and distribution) for capacity to meet projected demands to 2035. A primary objective of this plan is to pursue cost-effective water conservation and recycling projects to increase supply reliability and offset increases in water demand due to growth and other factors.

The City obtains its water supply primarily from four major sources: Los Angeles Aqueduct, groundwater wells, purchases from the Metropolitan Water District (MWD), and wastewater that is treated and recycled for reuse in industrial facilities and for irrigation purposes. The first three sources have historically delivered an adequate and reliable supply of water to serve the City's needs. However, expansion of recycled water projects and water conservation and groundwater infiltration measures are planned to fill a larger role in the City's water supply portfolio.



*The Department of Water and Power has several stations in Granada Hills-Knollwood on Public Facility-designated land.*

Water supply infrastructure consists of water storage facilities, transmission and distribution pipelines, booster pumping stations, pressure reducing stations, and other related facilities. The City's water system contains 110 tanks and reservoirs and 7,200 miles of water mains that distribute water. Water facilities located within Granada Hills-Knollwood include the Van Norman Reservoir and the Joseph Jensen Treatment Plant, which is one of five water treatment plants in the Metropolitan Water District system.

Portions of the Los Angeles region are served by MWD, including Granada Hills-Knollwood. The MWD is committed to continuing to plan for emergencies and natural disasters throughout the region. The agency has approximately 1.7 million acre-feet in surface and groundwater storage accounts, including Diamond Valley Lake near Hemet, and 600,000 acre-feet of storage reserved for emergencies. This reserve of water supplies buffers the severity of a potential shortage, allows for a less severe water shortage allocation if required, and keeps the region prepared for major earthquakes or other events. Currently, MWD supplies most of Granada Hills-Knollwood's water sources.

The LADWP is also increasing the safety and quality of the water delivered to customers by reducing daily dependence on large in-city open reservoirs that have historically been the City's water source. Due to culmination of regulations dealing with runoff into open reservoirs, increased disinfection standards, and byproducts created during disinfection, no open reservoirs will be allowed to remain in service in the City's water distribution system. Additional trunk lines are necessary to ensure that sufficient quantities of water can be moved from one area of the City to another when needed.



*One of the sites of the Metropolitan Water District of Southern California is located in Granada Hills-Knollwood, featuring debris basins and retention areas.*

## *Water Recapture*

The capture, storage, and infiltration of snowmelt and stormwater in the City's groundwater basins are critical to local water supply and have the potential to increase the amount and reliability of local supplies and reduce reliance on imported sources that would save energy and reduce greenhouse gas emissions. Goals and policies in Chapter 3 address increasing permeability of surfaces in development for water recapture.

A number of factors, including the projected increase in water consumption overall, may require the upgrading or expansion of existing local distribution systems within Granada Hills-Knollwood. Many structural components and facilities are 50 to 90 years old and no longer meet the performance and quality standards expected. Citywide, this extensive water system will require significant capital improvements due to aging infrastructure, schedule replacements, and anticipated changes in state and federal water quality regulations.

Located in the foothills of the Santa Susana Mountains, there are opportunities to replenish the aquifer in Granada Hills-Knollwood. The community is located above portions of both the San Fernando and the Sylmar Groundwater Basins, natural underground reservoirs that have become depleted over the years as most of the ground surface in the area became impervious. These groundwater basins have the potential to provide much more of the City's drinking water needs.

Goal CF9. **A high-quality, reliable supply of water to adequately serve existing and future residents and businesses of the Granada Hills-Knollwood community.**

## Policies

- CF9.1. **Local Water Resources.** Meet increases in the demand for water through conservation, the use of recycled water for irrigation, non-potable, and non-residential uses, and by recharging the local groundwater aquifers where permitted, to reduce dependence on imported water.
- CF9.2. **Local Distribution System.** Support the appropriate expansion, upgrade and/or improvement of the local water distribution system. Protect existing water supplies from contamination, and clean up groundwater supplies so those resources can be more fully utilized.
- CF9.3. **Water Conservation.** Continue to require the installation of water conservation measures/devices that limit water usage for all new municipal and private projects, and major alterations to existing municipal and private facilities, as recommended by LADWP.
- CF9.4. **Alternative Sources.** Support the development of reliable and cost-effective sources or alternative water supplies, including opportunities for groundwater recharge, water reclamation and exchanges and transfers.
- CF9.5. **Interdepartmental Coordination.** Coordinate with LADWP to expand, upgrade, or improve the local water distribution system within Granada Hills-Knollwood, when needed, to accommodate increased demand for water.
- CF9.6. **Surplus Properties.** Prior to the disposition or sale of any City-owned property located within the watershed, the department with jurisdiction over said property should consider transferring jurisdiction and control to another City agency, such as Department of Recreation and Parks (DRP), that would prioritize the land for multi-benefit projects to include best management practices for the capture and infiltration of stormwater that will aid in recharging the underground water basin, thereby retaining the land for public use and enjoyment.



## Wastewater

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides sewer infrastructure and wastewater treatment services to the City. The primary responsibility of the LABS is to collect, clean and recycle solid and liquid waste generated by residential, commercial and industrial users. The Bureau manages and administers three primary programs: 1) wastewater collection, conveyance, treatment, and disposal; 2) solid waste resources collection, recycling and disposal; and 3) watershed protection. The solid waste resources and watershed protection functions of the LABS are addressed in the following two sections of this chapter, entitled Solid Waste and Stormwater.

The goals and policies in this section provide for an adequate and reliable wastewater collection and treatment system for existing and future residents by upgrading infrastructure as needed, conserving and minimizing wastewater, and imposing water efficiency measures in the approval of new development projects.

In order to comply with the State Waste Discharge Requirements, a Sewer System Management Plan (SSMP) is prepared for each of the City's sanitary sewer systems to control and mitigate all sewer overflows. The City's wastewater service area consists of two distinct drainage basin areas: the Hyperion Service Area (HSA) and the Terminal Island Service Area (TISA). The HSA covers approximately 515 square miles and serves the majority of Los Angeles, including the San Fernando Valley. TISA covers approximately 18 square miles and serves the Los Angeles Harbor area. Overall, the wastewater system comprises more than 6,500 miles of sewer pipelines connected to the City's four wastewater treatment and water reclamation plants, and 47 pumping plants that have the ability to process over 550 million gallons of flow each day citywide.



*The Donald C. Tillman Water Reclamation Plant serves the San Fernando Valley's preliminary wastewater treatment needs. (Source: you-are-here.com)*

The Donald C. Tillman Water Reclamation Plant and the Los Angeles-Glendale Water Reclamation Plant provide preliminary wastewater sewage treatment for the San Fernando Valley, including the community of Granada Hills-Knollwood. Reclaimed water from the two San Fernando Valley sites is discharged to the Los Angeles River, as well as to other locations for industrial, landscape, and recreational uses. Remaining wastewater from these preliminary treatment sites is further processed for sludge removal at the City's largest facility, the Hyperion Treatment Plant (HTP), which serves more than two-thirds of Los Angeles. Table 5-4, Wastewater Collection and Treatment Facilities, shows the collection and treatment facilities currently operated by the LABS.

TABLE 5-4

### Wastewater Collection and Treatment Facilities

Wastewater Treatment Facilities	Service Area	Location
Hyperion Treatment Plant (HTP)	West, Central Communities	Playa del Rey
Terminal Island Water Reclamation Plant (TIWRP)	Harbor communities	San Pedro
Donald C. Tillman Water Reclamation Plant	San Fernando Valley	Sepulveda Basin
Los Angeles-Glendale Water Reclamation Plant	East San Fernando Valley	Griffith Park

*\*Source: City of Los Angeles, Department of Public Works Bureau of Sanitation, 2006.*

The City of Los Angeles December 2006 Integrated Resources Plan (IRP), prepared by LABS and LADWP, is an integrated approach to address the City's wastewater, stormwater management and recycled water needs. The IRP identifies the "gaps" between the projected flows and the current system capacities and proposes options to address the identified gaps. The IRP indicates that more treatment capacity is needed due to increased flows and runoff, but rather than adding a brand new treatment plant, it is more cost effective and less disruptive to increase treatment capacity at the existing plants. The IRP identified some general locations for a new treatment facility in the San Fernando Valley, southeast downtown, and the western portion of the City.

Goal CF10. **An adequate and reliable wastewater collection and treatment system that supports existing and planned development.**

Policies

CF10.1. **Wastewater Minimization.** Require that wastewater flows be minimized in existing and future developments through stricter water conservation measures, recycling efforts and other features that reduce on-site wastewater output.

CF10.2. **Recycled Water.** Promote the use of recycled water for non-drinking and irrigation purposes in new industrial and commercial developments.

## Solid Waste

The Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides refuse, recyclables, and yard trimmings collection, sewer and storm drain maintenance and repair, wastewater collection and treatment, and many other related services to the residents of single-family and small multiple-family households in Los Angeles. Private hauling companies collect other refuse, including most multiple-family and all commercial and industrial waste. The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the current long-range solid waste management policy plan for the City. The Solid Waste Integrated Resources Plan (SWIRP) seeks to achieve zero waste in Los Angeles.

The LABS administers the City's Solid Resources Program which includes the collection, recycling, and disposal of over 1.7 million tons per year of solid waste, green waste, recyclables, yard trimmings, bulky items, and other special solid resources materials from residents citywide. This program also manages contracted recycling programs for apartments as well as commercial businesses which include the recycling and disposal of household hazardous waste, the development of long-term alternatives to landfill disposal, and clean fuel programs related to solid waste. Solid waste facilities include: refuse collection yards; mulching/composting facilities; permanent Solvents, Automotives, Flammables and Electronics (SAFE) centers for household hazardous waste; landfills; and transfer stations. A list of existing solid waste facilities in the City is shown in Table 5-5, Existing Citywide Solid Waste Facilities.



*Sunshine Canyon Landfill, located on City and County land along the northern border of Granada Hills-Knollwood, provides solid waste disposal and recycling services for the residents and businesses of the City and County of Los Angeles.*

The Bureau of Sanitation's Five-Year Solid Resources Capital Improvement Program (SRCIP) includes the upgrade and improvement of existing facilities as well as the design and construction of new facilities that support the Solid Resources Program. These facilities include refuse collection yards, mulching/composting facilities, SAFE centers, and transfer stations. In accordance with State regulations, the City has closed the following five landfill facilities: Bishops Canyon, Branford, Sheldon-Arleta, Toyon Canyon, and Lopez Canyon.

Several waste management facilities located in this area provide valuable city services. The Sunshine Canyon Landfill, located partially in Granada Hills-Knollwood, is situated on both City and County land and is privately owned and maintained by Republic Services, Inc. This landfill provides solid waste disposal and operates recycling and buy-back services to help increase recycling among the residents and businesses of the City and County of Los Angeles. The Lopez Canyon Environmental Center is a City-owned and -operated composting facility located just southeast of the Granada Hills-Knollwood boundary in the community of Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon. Since 2004, this solid waste facility has been processing curb-side collected yard trimmings from the East San Fernando Valley area and horse manure collected by the City, into valuable mulch and compost. In addition to providing a much needed recycling facility to the residents of this part of the city, mulch generated here is provided free of charge to local residents. The Bradley Transfer Station and Materials Recycling Facility owned and operated by Waste Management, Inc. is located within the nearby community of Sun Valley-La Tuna Canyon. This facility receives, sorts, consolidates and prepares municipal solid waste and commercial/residential recyclable materials for transport to other regional landfills and recycled materials processing facilities.



*Sunshine Canyon Landfill.*



TABLE 5-5

**Existing Citywide Solid Waste Facilities**

Solid Waste Facilities	Community Plan Area
<b>Landfills</b> Sunshine Canyon Bradley Landfill**	Granada Hills-Knollwood Sun Valley-La Tuna Canyon
<b>District Yards</b> East Valley South Central North Central Western Harbor West Valley	Sun Valley-La Tuna Canyon Boyle Heights Northeast Los Angeles West Los Angeles San Pedro Northridge
<b>SAFE Centers</b> East San Fernando Valley Westwood UCLA East Los Angeles Hyperion Plant Harbor Area Los Angeles-Glendale	Sun Valley-La Tuna Canyon West Los Angeles Central City North Westchester-Playa del Rey San Pedro Northeast Los Angeles
<b>Transfer Stations</b> BFI-Falcon Central L.A. Recycling Bradley Transfer & Recycling	Wilmington-Harbor City Central City North Sun Valley-La Tuna Canyon
<b>Material Recovery Facilities</b> City Fibers City Fibers West Valley Sun Valley Paperstock	Mission Hills-Panorama City-North Hills Sun Valley-La Tuna Canyon West Adams-Baldwin Hills-Leimert
<b>Yard Trimming Processing</b> Lopez Canyon Landfill Griffith Park Composting Harbor Yard Trimmings Facility	Sun Valley-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Cyn Hollywood San Pedro

\*Source: City of Los Angeles, Bureau of Sanitation, 2007.

\*\*NOTE: The Bradley Landfill closed in 2009.

Goal CF11. **A cost-effective and environmentally-sound solid waste management system that protects public health, safety, and natural resources.**

### Policies

- CF11.1. **Waste Reduction.** Promote advanced waste reduction and diversion methods for all solid waste treatment, including the establishment of methane recovery facilities and the implementation of waste-to-energy projects where characteristics meet criteria for effective energy generation.
- CF11.2. **On-site Recycling.** Promote the inclusion of on-site facilities for recycling and waste reduction in single-family, multiple-family, commercial and industrial development projects that support the transformation of waste disposal into resource recovery and economic development opportunities.
- CF11.3. **Recycled Materials.** Encourage recycling of construction material, both during construction and building operation, and the dismantling and reuse of materials rather than demolition and dumping.
- CF11.4. **Interdepartmental Coordination.** Assist the Bureau of Sanitation in finding suitable sites for new solid waste facilities in Granada Hills-Knollwood, if necessary, addressing environmental justice issues.



*On-site recycling facilitates waste reduction.*

## Stormwater

The primary agencies that share flood control responsibilities within the City of Los Angeles are the Los Angeles Department of Public Works, the United States Army Corps of Engineers (Army Corps), the Los Angeles County Department of Public Works (County), and California Department of Transportation (CALTRANS). Each agency exercises jurisdiction over the flood control facilities they own and operate.

The Watershed Protection Division of the Department of Public Works, Bureau of Sanitation is responsible for the development and implementation of the Stormwater Program within the City. The Stormwater Program has two major elements — pollution abatement and flood control — and is focused on the control and elimination of stormwater pollution through compliance with the National Pollutant Discharge Elimination System municipal stormwater permit requirements. In addition, general public outreach and education are geared toward increasing knowledge about the impacts of stormwater pollution and changing the behavior of waste disposal.

Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (LACFCD), and managed by the Los Angeles County Department of Public Works (LACDWP). The storm drain system is comprised of a vast network of natural and constructed channels, debris basins, pump plants, underground pipes and catch basins designed to handle an excess of water as a result of flooding or heavy rainfall. During these events, urban runoff drains from the street, into the gutter, and enters the system through an opening in the curb known as a catch basin. Catch basins serve as the neighborhood entry point to the journey into the ocean. The storm drain system receives no treatment or filtering process, and is completely separate from Los Angeles' sewer system.

## Stormwater Runoff

When stormwater accumulates from precipitation and flows on the ground over impervious surfaces (such as driveways, sidewalks, and streets) it becomes what is known as stormwater runoff and is prevented from naturally percolating into the groundwater table. Stormwater runoff that is not absorbed into the ground is conveyed to coastal waterways by human-made conduits and drains, and could contain debris, chemicals, dirt, and other pollutants.



Storm drains in the City manage water flow in the case of heavy rains, to prevent floods.

The overall approach to managing stormwater runoff involves both neighborhood and regional solutions, including source control as a method of reducing pollutants flow to receiving waters. Neighborhood solutions include the use of bio-retention areas, on-site percolation, and neighborhood recharge. Potentially, storm water runoff could be captured by direct percolation through parkways, parking lots with permeable surfaces or in recharging catch basins. Alleys, found in many areas of the City and often underutilized or suffering from environmental degradation, can be redesigned and resurfaced with permeable materials, such as porous paving, to become “green alleys” that provide a range of benefits while still allowing auto access, including the infiltration of stormwater runoff. Overall benefits of these solutions may include increased potable water supply, reduction in stormwater pollution and beach contamination, and alleviation of potential for flooding.

Improvements in the capture of stormwater can strengthen local water supplies, helping to reduce dependence on more expensive and energy-intensive sources of water. In the more suburban areas, like Granada Hills-Knollwood, there are greater opportunities to capture stormwater runoff. In these areas, runoff can be slowed, thereby allowing the stormwater a greater chance to soak into the soil, replenishing both surface moisture levels and underground water tables, and potentially reducing the flood hazard caused by the rapid flow of runoff into the stormwater catch basins and channels.

The groundwater basins in the watershed are critical to local water supply. Granada Hills-Knollwood's location near the Upper Los Angeles Watershed, in the foothills of the Santa Susana Mountains, provides some opportunity to capture stormwater runoff and recharge the natural underground basin levels.

**Goal CF12. A storm drainage system that reduces the flow of stormwater and protects water quality, and recharges the groundwater basin by employing watershed-based approaches and best management practices that balance environmental, economic and engineering considerations.**

## Policies

- CF12.1. **Watershed Revitalization.** Promote watershed management policies that integrate flood protection with water conservation, improve the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas.
- CF12.2. **Local Water Resources.** Optimize local water resources to reduce water dependence on imported water by improving groundwater infiltration, facilitating on-site collection systems for stormwater and graywater, maximizing the capture and reuse of stormwater runoff, and integrating groundwater infiltration with other public and/or beneficial uses.
- CF12.3. **Groundwater Infiltration.** Encourage the incorporation of bio-retention facilities and the use of permeable materials for the paving of sidewalks, driveways, and parking areas, when feasible, and the day lighting of buried streams and other policies which promote stormwater infiltration.
- CF12.4. **Interdepartmental Coordination.** Support the development of a new comprehensive flood management plan for the watershed through coordination among City departments.



## Energy

The Los Angeles Department of Water and Power (LADWP) provides electric service to the City of Los Angeles. To ensure a reliable supply of power, the LADWP maintains a diversified energy generation mix – including coal, natural gas, large hydroelectric, nuclear, and renewable power, such as wind, biomass, solar and cogeneration. The LADWP draws its energy supply from in-basin power plants and several out-of-state facilities in Nevada, Utah and the Pacific Northwest. Business and industry consume about 70 percent of the electricity generated, while residents constitute the largest number of consumers. In addition to serving these consumers, the LADWP generates electricity to light public streets and highways, powers the City's water system, and sells electricity to other utilities.

The LADWP's 2010 Power Integrated Resource Plan (IRP) is the planning document that provides a framework for addressing the future energy needs of the City. This plan focuses on renewable power, greenhouse gas reduction, and energy efficiency. One of the key policy areas highlighted in this plan is to ensure that the power generation, transmission and distribution infrastructure operates in a reliable and efficient manner. The LADWP initiated a Power Reliability Program in 2007 to improve maintenance practices, address the aging power system infrastructure and increase capital programs necessary to support growth.

The LADWP operates local steam plants, hydroelectric plants and power plants which generate electricity to be transmitted through an extensive network of receiving stations, distribution stations, overhead transmission lines, and underground distribution lines located throughout the service area of the LADWP. All receiving stations are connected to the "belt line" that extends throughout the City and supplies power to them as required. These receiving stations transform these high voltages for distribution to the distributing stations and



*The Department of Water and Power operates various plants and receiving stations to generate and transmit electricity, such as this one in Granada Hills-Knollwood.*

to individual customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide. Table 5-6, LADWP Generation Resources, shows a list of the City’s power generation resources.

The LADWP owns and operates several facilities within the boundaries of Granada Hills-Knollwood which are integral components of the City’s electrical distribution system, including power transmission lines and utility pump plants.

Goal CF13. **An adequate, safe, and orderly supply of electrical energy to provide for the existing and future land uses of Los Angeles.**

Policies

- CF13.1. **Utility Easements.** Protect the use of public utility easements, rights-of-way, and land set-asides to ensure adequate electrical facilities for current and future demand.
- CF13.2. **Electrical Facilities.** Work with LADWP to ensure that adequate electrical facilities are available to meet the demand of existing and future developments and conservation techniques are integrated into new and existing development projects.
- CF13.3. **Facility Design.** Support the construction of well-designed power system facilities, including receiving and distribution stations, so that they are in harmony with the surrounding neighborhood.

TABLE 5-6  
**LADWP Generation Resources**

Type of Resource	Facility Name	Location
Basin Thermal Generation (natural gas-fueled generation stations)	Harbor Haynes Scattergood Valley	Los Angeles, CA (Wilmington) Long Beach, CA Playa del Rey, CA Los Angeles, CA (Sun Valley-La Tuna Canyon)
Coal-Fired Thermal Generation	Navajo Intermountain	Page, AZ Delta, UT
Nuclear-Fueled Thermal Generation	Palo Verde Nuclear Generation Station	Phoenix, AZ
Large Hydroelectric Generation	Castaic Pumped Storage Power Plant Hoover Power Plant	Castaic, CA Hoover Dam, NV
Small Hydroelectric Plants	Owens Gorge Owens Valley Los Angeles Aqueduct	Owens Valley, CA Owens Valley, CA Los Angeles, CA (Sylmar)

\* Source: LADWP, 2007 Integrated Resources Plan.

- CF13.4. **Undergrounding Utilities.** Provide for the undergrounding of new and existing electrical distribution lines unless it is determined to be economically or practically infeasible as a result of significant environmental constraints.
- CF13.5. **Energy Conservation.** Integrate energy conservation techniques into new and existing development projects.
- CF13.6. **Green Technology.** Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of green house gases, and increase the reliability of the City's power supply. Support the use of wind energy, hydropower, geothermal energy, biomass energy and solar power. Encourage passive and active solar energy systems, particularly photo voltaic.

Goal CF14. **Shared use of utility land and rights-of-way for multiple environmental, public health, and community benefits.**

#### Policies

- CF14.1. **Easements and Rights-of-Way.** Consider opportunities for the establishment of new pocket parks, recreation areas and trails that provide public access through the easements and rights-of-way of the flood control channels and the transmission lines, linking large portions of the watershed to other areas throughout the community.
- CF14.2. **Runoff Capture.** Encourage the capture and infiltration of stormwater along existing power line easements for groundwater recharge, water quality benefits, and habitat restoration opportunities.
- CF14.3. **Local Agriculture.** Support easements and rights-of-way leases for commercial nursery and other agricultural businesses, community garden plots, and farmer's markets.

## Street Lighting

The Bureau of Street Lighting (BSL) in the Department of Public Works is responsible for the design, construction, maintenance and repair of the City's Street Lighting system. It is the City policy that all new street projects include sidewalks, street trees and street lights, unless unusual circumstances exist. The BSL maintains standards to ensure that street lighting installed in the City is designed to meet National Lighting levels that reduce sky glow and glare. The BSL maintains approximately 220,000 streetlights within the City which are tested for efficiency, safety, and maintainability prior to installation. These streetlights are classified as local, collector, or major/arterial representing the type of lighting used for the different classifications of roadways.

Street lighting serves many roles in a city of the size, complexity, and history of Los Angeles. The main purpose is to allow for safe and comfortable vision during the night on public streets and sidewalks with benefits that include the reduction of automobile accidents, the facilitation of traffic flow, the promotion of nighttime business operation, and provides an increased sense of personal safety and security for the public. While street lighting enhances community safety relative to crime prevention and feelings of well-being, it also contributes to the architectural, cultural, or historic character of the community.

Street lighting is not publicly financed in the City but is the direct financial responsibility of the owners of adjoining properties, who are considered to directly benefit from street lights. The City's policy for financing street lighting requires adjoining property owners to bear the annual cost of operation and maintenance through a special assessment levied against each property which benefits from the Street Lighting System. BSL is also responsible for the financial administration of the Lighting District. Proposition 218 was passed by the voters of California in



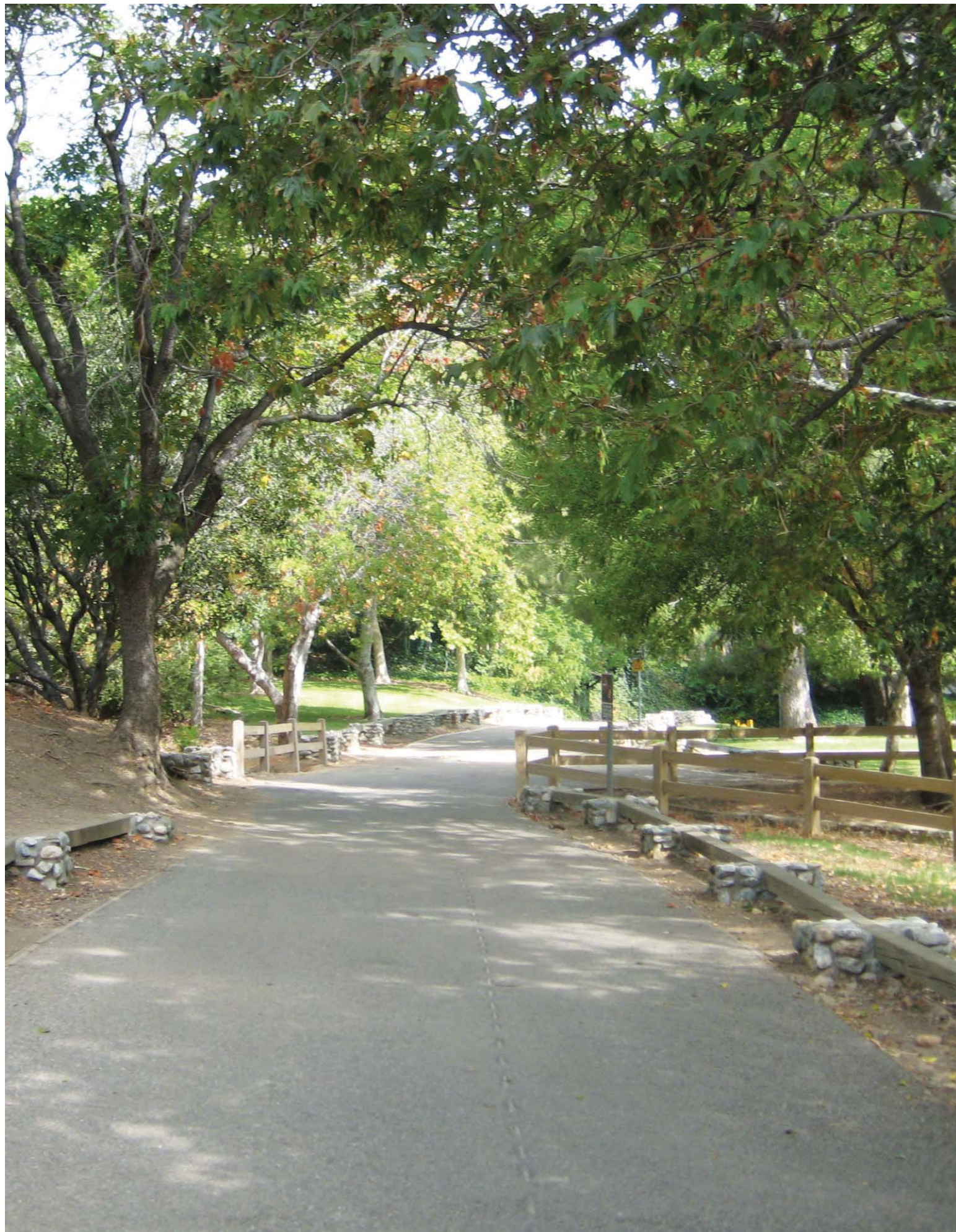
*Street lights provide lighting of public areas for convenience and safety purposes.*

November 1996, and requires a vote of property owners in order to impose new or increased assessments for street improvements installation, or maintenance of such improvements, including street lighting, sidewalks, sewers, street paving, trees, and landscaping.

**Goal CF15. A street-lighting system that protects and preserves the nighttime environment and contributes to appropriate levels of lighting for streets, parking areas, and pedestrian areas, with minimum impact on the environment and adjoining properties.**

- CF15.1. **Energy Management.** Ensure efficient and effective energy management while providing appropriate levels of lighting to meet safety needs.
- CF15.2. **Lighting Integration.** Ensure that street lighting designs meet minimum standards for quality lighting to provide appropriate pedestrian visibility for usage of streets and sidewalks in commercial centers and neighborhood districts, and enhance the pedestrian oriented character of these districts.
- CF15.3 **Assessment Districts.** Coordinate efforts between the community and the BSL to establish new Street Lighting Assessment Districts in the older areas of the community in need of new or updated street lighting infrastructure.





*O'Melveny Park*



# Implementation

**T**he Granada Hills-Knollwood Community Plan is a comprehensive and long-range document that expresses a vision for the future and guides how that vision is implemented through private and public development. The Community Plan identifies policies that are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe actions of other agencies, such as the City's school districts. In addition, implementation of many of the policies may require joint action with external governmental agencies, such as the California Department of Transportation, the school districts, water service providers, the Los Angeles County Local Agency Formation Commission (LAFCO), and others.

A variety of ordinances, programs, and decisions made by the City in regard to discretionary and non-discretionary building projects are employed to implement the Plan. City actions on discretionary projects involving land use require a finding that the action is consistent or in conformance with the General Plan. City Planning Department decision-makers, such as hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when writing findings on land use decisions.

Implementation programs are mechanisms put in place to ensure that Granada Hills-Knollwood Community Plan goals and policies are realized. This chapter discusses how the community plan policies and programs are implemented in land use decision-making. The chapter details the programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

## The Implementation Process

The goals and policies set forth in Chapters 3, 4, and 5 of the Granada Hills-Knollwood Community Plan are implemented through a variety of mechanisms, including regulation and development review; financing and budgeting; and inter-departmental and inter-governmental coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's "police power" to protect the public health, safety, and welfare of its citizens. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Some development review programs, such as the California Environmental Quality Act (CEQA), are ongoing and will continue to be used as a tool for land use decision-making. Other programs are implemented at the time of Community Plan adoption, such as zone changes, supplemental use districts, and design overlays.

Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as street reclassifications, park planning, and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District (LAUSD), water service providers, the Los Angeles County Local Agency Formation Commission (LAFCO), among others, also look to the Community Plans for their planning and guidance in decision-making.

## Amendments to the Community Plan

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus any changes to the Community Plan are considered General Plan amendments and processed pursuant to LAMC 12.32 and Charter Sections 551, 555, and 558 as may be amended from time to time. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Private requests are subject to an established public review and approval

process. Although applicants have the right to submit amendment requests to the City, not all requests merit study and consideration. The amendment process allows for the City to deny a proposed amendment if it is inconsistent with the goals and policies of the Community Plan.

## Specific Implementation Programs

Some recommendations of the Granada Hills-Knollwood Community Plan are enacted concurrently with adoption of the Plan. These include plan amendments and footnotes, zone changes (including the removal of, addition to or change in qualifying conditions), and height district changes.

Detailed information on recommendations enacted concurrent with Plan adoption can be found in the following documents:

Case File CPC-2006-5568-CPU

- Matrix of Existing, Planned and Proposed Land Use for the Granada Hills-Knollwood Community Plan Update
- Land Use and Zone Change Map
- Amendment to Granada Hills Specific Plan
- Amendment to Granada Hills Equinekeeping “K” Supplemental Use District
- Old Granada Hills Residential Floor Area Supplemental Use District

Specific implementation programs for the Granada Hills-Knollwood Community Plan are organized into three sections:

- Land Use and Urban Design
- Mobility
- Community Facilities and Services

Implementation programs are identified with a distinct number (i.e., P1), followed by a program description and a list of the policies that the program implements. These are included in Tables 6-2, 6-3, and 6-4.

# Sources of Funding

The development, maintenance, and operation of parks, public facilities and improvements (i.e., in the public right-of-way), and the provision of city services require financial resources that are derived from various sources. Programming of city capital projects and their funding over time is outlined in the city’s Capital Improvement Program. Although the Community Plan does not mandate specific capital improvements, the policies serve as a guide for other city agencies to identify and budget for potential future capital projects. Typical revenue sources used to fund these projects include property tax revenue, sales tax revenue, user fees, Quimby Act (Park) dedications, business improvement districts, special assessment districts, municipal bonds, and county, state, and federal funding.

It is important to note that program implementation is contingent on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. Some typical funding sources for public services and infrastructure are identified in Table 6-1.

Potential funding sources which are considered to be the most likely funding sources include a development impact fee, tax allocation bonds, Metro funds, business improvement districts and various public revenue funds. Each one of these most likely funding sources are detailed below.

TABLE 6-1  
**Potential Funding Source for Policies and Programs**

Fees and Exactions	Taxes
<ul style="list-style-type: none"> <li>Quimby Fees</li> <li>Development Impact Fees</li> <li>Permit and Application Fees</li> <li>Regulatory Fees</li> <li>Property Assessments                             <ul style="list-style-type: none"> <li>- Benefit Assessment District</li> <li>- Business Improvement District</li> <li>- Vehicle Parking District</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Special taxes such as Mello-Roos</li> <li>Community Facilities Districts</li> <li>Taxes for mobility improvements which are allocated by Metro’s Call for Projects:                             <ul style="list-style-type: none"> <li>- Proposition A sales tax</li> <li>- Proposition C sales tax</li> <li>- State retail sales tax</li> <li>- State motor vehicle tax</li> <li>- Federal gas tax</li> </ul> </li> </ul>
Bonds	Public Revenue Funds
<ul style="list-style-type: none"> <li>Tax allocation bonds issued by the CRA/LA (former agency)</li> <li>Proposition 1B state bonds</li> </ul>	<ul style="list-style-type: none"> <li>City’s General Fund</li> <li>LADOT Operating Budget</li> <li>City Capital Improvement Program</li> <li>Caltrans Capital Improvement Fund</li> <li>Special Parking Revenue Fund</li> </ul>



**Draft Table 6.2 Implementation Programs -**  
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P1	<b>General Plan Land Use Designations.</b> The Plan designates land for various housing densities, as shown on the Land Use Map.	All Residential	LU1.1	DCP
P2	<b>Housing Variety.</b> The Plan promotes greater individual choice through: a) its allocation of lands for a variety of residential densities; and b) its promotion of housing near streets with transit options.	All Residential	LU1.1	DCP, HCID
P3	<b>Single-Family Housing.</b> The residential neighborhoods of the Plan area are located within a variety of geographic settings that have facilitated the production of numerous housing typologies across several development periods and that continue to serve a diversity of income types.	All Residential	LU1.1	DCP, LADBS
P4	<b>Consistency between Land Use and Zones.</b> The Plan enacts zone changes and plan amendments to preserve the existing stable residential areas as shown on the Plan Map.	All Residential	LU1.2	DCP, LADBS
P5	<b>Community Gardens.</b> Consistent with the LAMC, allow community gardens as a use in a variety of zones, create specific "community garden" zoning regulations and encourage measures that protect gardens from confiscation.	All Residential	LU1.3	DCP
P6	<b>Quimby Program.</b> This policy shall be implemented pursuant to LAMC Section 17.12, whereby most residential development projects requesting a subdivision or a zone change where required, as a condition of approval of the project, to either dedicate land for recreation and park purposes, or pay a fee in-lieu (Quimby Fees). The in-lieu fee is calculated on a per unit (for condominiums) or per lot basis, with the amount of fee dependent on the zoning of the property.	All Residential	LU1.3	DCP, LADBS
P7	<b>Affordable Housing and Displacement.</b> In all discretionary actions, the decision-maker may adopt a finding which addresses any potential displacement of residents as part of any decision relating to the new housing construction.	All Residential	LU1.2, LU1.4-1.5	DCP, LADBS
P8	<b>Housing Distribution, Affordability, and Senior Housing.</b> The Plan designates specific areas for Medium Residential density development and encourages multiple-family housing development along corridors with transit options, which would allow for a mix of income levels and multiple-family residential housing, as well as for senior citizen housing. Continue the implementation of the Density Bonus program in order to facilitate a mix of income level residential units within the community.	All Residential	LU1.5	LADBS, DCP, HCID
P9	<b>Multiple-Family Residential Areas.</b> The Plan identifies specific areas throughout the community where multiple-family residential development is permitted. The Plan designates land as Medium and Low Medium I and II residential, with corresponding zoning, for multiple-family residential developments.	All Residential	LU1.5	DCP, LADBS
P10	<b>Residential Design Guidelines.</b> By-right residential projects should be encouraged to adhere to all applicable adopted Citywide and Community Plan design guidelines and the decision-maker for discretionary projects shall adopt conditions that require adherence to such adopted guidelines.	All Residential	LU2.1, LU2.2, LU2.3, LU2.4, LU3.1, LU10.2-10.3, LU11.1-11.3	DCP, LADBS

**Draft Table 6.2 Implementation Programs -**  
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/ Section	Policy Referenceww Number	Responsible or Coordinating Agency
P11	<b>Granada Hills Specific Plan.</b> The Granada Hills Specific Plan regulates building design, heights, and uses in multiple-family housing and commercial areas. The proposed amendment refines design and development standards for parcels within the area and includes more areas within the Specific Plan area. See proposed Granada Hills Specific Plan.	All Residential, Multiple-Family Residential, Commercial	LU2.1-2.4, LU10.2-10.3, LU11.1, LU12.1-12.2, LU13.1-13.5, LU14.1-14.3, LU15.1-15.3, LU16.1-16.4, LU17.1-17.3, LU18.1-18.4, LU19.1-19.2, LU 20.1-20.4, LU20.6-20.9	DCP, LADBS
P12	<b>Infill Development and Small Lot Development.</b> The Plan establishes height limits and amends land use designations and corresponding zones to implement this policy. In addition, guidelines that require infill residential development to complement existing scale, massing, setbacks, and character and are compatible with architectural styles in stable single-family neighborhoods are included in the Plan.	All Residential	LU2.2-2.4	DCP, LADBS
P13	<b>Baseline Mansionization and Hillside Ordinances.</b> Continue further implementation of the Citywide Baseline Mansionization and Hillside Ordinances and implement conformance with any applicable Community Plan design guidelines.	All Residential	LU2.2-2.3	DCP, LADBS
P14	<b>Old Granada Hills Residential Floor Area Ordinance.</b> The proposed Old Granada Hills Residential Floor Area Supplemental Use District Ordinance restricts residential floor area of single-family housing development on lots within the Old Granada Hills area, as shown on the map, to maintain neighborhood character.	All Residential	LU2.2-2.3	DCP, LADBS
P15	<b>Transitional Height Standards.</b> Where applicable, Section 12.21.1 A-10 of the LAMC (transitional height) shall apply to all projects.	All Residential	LU 2.2-2.3, LU11.2-11.3	DCP, LADBS
P16	<b>Utility Design.</b> The Plan encourages locating electrical equipment, trash enclosures, roof-top and other utility equipment away from street view and screened by landscaping for aesthetic appeal.	All Residential	LU2.4	DCP, LADBS
P17	<b>SurveyLA Findings - Eligible Historic Resources.</b> The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify potential historic resources and promote the protection and enhancement of the area.	All Residential and Commercial	LU3.2, LU23.1-23.2	DCP
P18	<b>Preservation Tools.</b> The Plan supports the establishment of a Historic Preservation Overlay Zone (HPOZ) or other overlay district designations, as warranted, in order to protect structures of historic significance in these areas or otherwise conserve desirable neighborhood character.	All Residential and Commercial	LU3.1, LU23.1, LU23.6	DCP
P19	<b>Rural Residential Character.</b> The Plan emphasizes residential compatibility for all new development to ensure that the semi-rural equestrian lifestyle is reflected in the design of the project.	All Residential, Single-Family Residential	LU3.1-3.3, LU8.1-8.6, LU9.1-9.5	DCP, LADBS

**Draft Table 6.2 Implementation Programs -**  
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P20	<b>Granada Hills-Knollwood Trail System.</b> The Plan includes a Trail System map identifying sides of the streets where trails and horse crossings are planned. Projects adjacent to an identified trail shall make improvements to develop and/or connect the trail system, where feasible. By-right projects should be encouraged to adhere to all applicable adopted Community Plan design guidelines and the decision-maker shall adopt conditions that require adherence to such adopted guidelines.	All Residential, Single-Family Residential	LU3.3, LU8.5-8.6	DCP, LADBS
P21	<b>Granada Hills "K" District.</b> The amended Granada Hills Equinekeeping "K" Supplemental Use District includes additional lot conditions to further support equinekeeping lots and the development of trails. Projects located within the "K" District shall comply with minimum lot size standards, distance requirements, and lot conditions. Projects adjacent to an identified trail and located within the "K" District shall also develop and/or improve the trail network, as shown in the Community plan, Figure 4-4, Trail System. See Draft Granada Hills "K" Supplemental Use District.	All Residential, Single-Family Residential	LU3.3, LU8.1, LU8.4-8.6, LU9.1-9.4	DCP, LADBS
P22	<b>Preservation of Equinekeeping "K" Areas.</b> The Plan amends the established Granada Hills Equinekeeping "K" Supplemental Use District and implements zoning and land use designations to preserve these areas.	Single-Family Residential	LU 8.1-8.2, LU9.1	DCP, LADBS
P23	<b>Agricultural Lot and Open Space Preservation.</b> The Plan maintains low density land use designations and zoning in areas along the foothills and near open spaces.	Single-Family Residential	LU7.4, LU8.1-8.2	DCP, LADBS
P24	<b>Legal Non-Conforming Equinekeeping Lot Protection.</b> The Plan recognizes that certain areas within the Equinekeeping "K" Supplemental Use District shall have the right to maintain equinekeeping uses despite not meeting the minimum lot size requirements.	Single-Family Residential	LU8.4	DCP, LADBS
P25	<b>Retention of Equinekeeping "K" District.</b> The Plan proposes to retain the existing Equinekeeping "K" Supplemental Use District in Granada Hills to include areas that currently meet the lot size criteria and maintain equinekeeping uses. The Plan further supports the expansion or creation of new "K" Districts where appropriate and feasible.	Single-Family Residential	LU8.1, LU8.3, LU9.1, LU9.3-9.4	DCP
P26	<b>Transitions Adjacent to Equinekeeping Lots.</b> By-right residential projects adjacent to equinekeeping lots should be encouraged to adhere to all applicable adopted Citywide and Community Plan design guidelines and the decision-maker for discretionary projects shall adopt conditions that require adherence to such adopted guidelines.	Single-Family Residential	LU9.2	DCP, LADBS
P27	<b>Notification of Future Residents.</b> Require discretionary projects to notify future residents that animal keeping uses are permitted in adjacent lots.	Single-Family Residential	LU9.5	DCP
P28	<b>Hillside Development.</b> Continue the implementation of the Citywide Hillside Ordinance and implement conformance with any applicable design standards identified in the Citywide Baseline Hillside Ordinance as applicable.	All Residential	LU4.1-4.7	DCP, LADBS

**Draft Table 6.2 Implementation Programs -**  
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P29	<b>Slope Density.</b> Any development in hillside areas with average natural slopes in excess of 15 percent shall be limited to the minimum density housing category for purposes of enforcing the slope density formula of the LAMC 17.05.	All Residential	LU4.1, LU4.4	DCP, LADBS
P30	<b>Ridgelines.</b> Study and/or adopt a Ridgeline Ordinance that preserves the contours of natural ridgelines will help to implement this policy.	All Residential	LU4.5	DCP
P31	<b>"Green" Building.</b> The Department of Water and Power and other water consumption and energy conservation programs, which provide technical assistance and referral information regarding resources, provide technical assistance and disseminate information and guidelines to residential property owners and developers to encourage energy efficient residential building site and landscape design utilizing resources such as LEED, the California Green Building Code as well as any applicable LAMC Green Building standards and guidelines.	All Residential	LU5.1-5.4	DWP, LADBS
P32	<b>Watershed Management.</b> Require the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible.	All Residential	LU5.2	DCP, LADOT
P33	<b>Preserve Neighborhood Character.</b> The Plan Map identifies parcels where only single-family residential development is permitted; it protects these areas from encroachment by designating them as Low Density Residential (Minimum, Very Low I, Very Low II, Low I, Low II, and Low III).	Single-Family Residential	LU6.1-6.2	DCP, LADBS
P34	<b>Low I, II, and III.</b> The Plan divides the Low Residential (RE9, RS, R1, RD5, and RD6) land use designation into three categories: Low I (RE9, RS), Low II (R1), and Low III (RD6) to help address neighborhood compatibility and maintain existing character.	Single-Family Residential	LU6.1	DCP, LADBS
P35	<b>Housing Density.</b> The Plan directs more intensive residential development to neighborhoods designated as Low Medium I (R2, RD3, RD4, RD5), Low Medium II (RD1.5, RD2) and Medium (R3) Residential and mixed-use and transit-oriented neighborhoods.	Single-Family Residential	LU6.1-6.2, LU10.1	DCP, LADBS, HCID
P36	<b>Flag Lots.</b> The Plan discourages precedent setting discretionary actions that allow subdivision of lots into the "flag lot" design.	Single-Family Residential	LU6.4	DCP
P37	<b>Subdivision Tracts, Parcel Maps, and Small Lot Subdivisions.</b> Require all subdivision tracts, parcel maps, and small lot subdivisions to be compatible with surrounding development pattern and overall neighborhood character with respect to density, lot size and width, grading, setbacks, orientation, streetscape, and circulation. The decision-maker for discretionary projects shall adopt conditions that require adherence to adopted Citywide and Community design guidelines.	Single-Family Residential	LU2.2, LU6.3, LU7.1-7.4	DCP
P38	<b>Multiple-Family Residential Areas.</b> The Plan Map identifies specific areas along and near major corridors and transit- and pedestrian-oriented areas where multiple-family residential development is permitted. The Plan protects multiple-family residential development from encroachment by designating these sites as Low Medium I, II, Medium and High Medium Density Residential.	Multiple-family Residential	LU10.1	DCP, LADBS

**Draft Table 6.2 Implementation Programs -**

## Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P39	<b>Auto-Related Uses and Services.</b> The Granada Hills Specific Plan prohibits auto uses within the Specific Plan area.	Neighborhood Commercial	LU17.3	DCP, LADBS
P40	<b>Commercial Compatibility.</b> The Plan brings zones, height districts, land uses into consistency with the use of subject and adjacent properties. Furthermore, the Granada Hills Specific Plan includes standards that establish and refine design and development standards for commercial projects that ensure better neighborhood compatibility by further tailoring the zoning densities and intensities, as well as height limits and uses.	All Commercial, Neighborhood Commercial	LU12.1-12.2, LU13.1-13.5, LU14.1-14.2, LU17.1-17.3, 18.1-18.4, LU19.1	DCP
P41	<b>Safety.</b> The Citywide Design Guidelines include guidelines for pedestrian and other lighting in residential and commercial projects for safety purposes. The Walkability Checklist provides guidance for safely lighting pedestrian paths.	All Commercial	LU14.3	DCP
P42	<b>Commercial Development.</b> By-right commercial projects should be encouraged to adhere to all applicable adopted Citywide and Community Plan design guidelines and the decision-maker for discretionary projects shall adopt conditions that require adherence to such adopted guidelines.	All Commercial, Neighborhood Commercial, Community Commercial	LU13.1-13.4, LU14.1-14.2, LU15.1-15.2, LU16.1-16.4, LU18.2-18.4, LU19.1-19.3, LU20.6-20.9	DCP, LADBS
P43	<b>Pedestrian and Bicycle Amenities.</b> The Granada Hills Specific Plan Amendment includes Design Guidelines for bicycle and pedestrian amenities.	All Commercial Areas	LU15.3	DCP, LADBS
P44	<b>Eco-Friendly Design.</b> Provide technical assistance and information to property owners and developers to encourage energy efficient residential and commercial building and landscape design utilizing resources such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification program, the California Green Building Code as well as any applicable City Municipal Code (LAMC) Green Building standards and guidelines.	All Commercial, Industrial	LU16.1-16.4, LU22.1	LADBS, LADWP
P45	<b>Commercial Landscaping Requirements.</b> The Granada Hills Specific Plan and its Design Guide and the Landscaping standards of the LAMC implement this policy.	All Commercial, Neighborhood Commercial	LU13.5, LU14.2, LU15.2, LU16.3-16.4, LU19.2, LU20.7	DCP, LADBS
P46	<b>Industrial Development.</b> By-right commercial projects should be encouraged to adhere to all applicable adopted Citywide and Community Plan design guidelines and the decision-maker for discretionary projects shall adopt conditions that require adherence to such adopted guidelines.	Industrial	LU21.1-21.2, LU22.1	DCP, LADBS
P47	<b>Historic Preservation.</b> The Plan includes a list of sites which have been designated as California State Historic Landmarks and Los Angeles Historic-Cultural Monuments. Through this policy, the Plan supports the continued identification and recommendation of appropriate landmarks for inclusion in the list of designated sites.	Historic, Architectural, and Cultural Resources	LU23.2	DCP
P48	<b>Historic and Neighborhood Character Preservation.</b> The Balboa Highlands HPOZ and the proposed Old Granada Hills Residential Floor Area Ordinance preserve character of single-family residential areas identified as having historic or cultural value.	Historic, Architectural, and Cultural Resources	LU23.1, LU23.5-23.6	DCP



**Draft Table 6.2 Implementation Programs -**  
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P49	<b>Rehabilitation, Restoration, Reuse.</b> This policy is implemented through administration of the City's Historic Preservation Overlay Zone Ordinance, Cultural Heritage Ordinance and compliance with the Secretary of Interior Standards and Guidelines, and any applicable Citywide, Community Plan, and overlay district guidelines.	Historic, Architectural, and Cultural Resources	LU23.3-23.4	DCP
P50	<b>ZIMAS, Navigate LA.</b> Work with other departments to identify and/or map the Granada Hills-Knollwood Trail System to help implement the development of trails, as funding becomes available.	All Residential, Single-Family Residential	LU3.3, LU8.5-8.6	DCP, BOE

## Draft Table 6.3 Implementation Programs -

### Chapter 4 - Mobility

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P51	<b>Complete Streets.</b> The Granada Hills-Knollwood Community Plan implements "Complete Streets" by adopting a Generalized Circulation System (Figure 4-1) and Priority Streets (Figure 4-2) that focus the priorities for street investments on the following modes of travel: pedestrian, equestrian, bicycle, transit, and motorized vehicle.	General Mobility	M1.1	DCP, LADOT
P52	<b>Mobility for Challenged Users.</b> Identify locations where access may be improved. Develop a priority list of physical improvements and identify potential funding sources. Coordinate CityRide transit services and Los Angeles County ACCESS transit services with social centers.	General Mobility	M1.2	LADOT, DOA, DPSS
P53	<b>Mobility Enhancements.</b> Continue implementation of the City's Capital Improvement Program Initiatives as identified through the goals and policies of the Plan's Mobility Chapter 4 and Community Facilities and Infrastructure Chapter 5.	General Mobility	M1.3	DCP, LADOT
P54	<b>Private Investment for Multi-Modal Right-Of-Way Design.</b> Require developments to use the Citywide and Community Plan Design Guidelines in the design of the right-of-way to include automobiles, pedestrians, bicycles, and equestrian/recreational trails.	General Mobility, Bicycling	M1.3-1.4	DCP, LADOT
P55	<b>Grants for Off-Site Facilities/Amenities.</b> Apply for grants and funding opportunities offered by public agencies such as the Los Angeles County Metropolitan (Metro) and coordinate with other departments once funding is awarded to administer grants.	General Mobility	M1.4	DCP, LADOT
P56	<b>Streetscapes.</b> The Plan identifies programs, plans, and guidelines which encourage the implementation of streetscapes which introduce traffic calming, street trees, lighting and well-maintained sidewalks with benches.	General Mobility	M2.1	DCP, LADOT
P57	<b>Spaces for People, Streetscapes, Gateways.</b> As funding becomes available, implement a Streetscape Plan for Chatsworth Street's downtown core. These plans may include specifications for lighting, street trees, benches, plazas, and other amenities in the public right-of-way.	General Mobility	M2.1	DCP, LADOT, BOE, RAP, BSS, BSL, UF
P58	<b>Special Events.</b> Prepare and implement special traffic management plans to mitigate the impact of street closures associated with special events.	General Mobility	M2.2	DCP, LADOT
P59	<b>Watershed Management.</b> Encourage the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible. Street Standard Plan S-480-O provides guidance for the design of watershed management in public rights-of-way.	General Mobility	M2.3	DCP, LADOT
P60	<b>Safety for All Users.</b> Develop a priority list of pedestrian crossing improvements through a pedestrian safety audit throughout the community. Include enhanced features such as bulb-outs, landscaped median refuges and audio/visual warnings where appropriate.	General Mobility	M3.1	DCP, LADOT
P61	<b>Safe School Routes.</b> Collaborate with other agencies to implement California Department of Transportation (CALTRANS) "Safe Routes to School" programs.	General Mobility	M3.2	DCP, LADOT

**Draft Table 6.3 Implementation Programs -**  
Chapter 4 - Mobility

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P62	<b>Easements and Right-of-Way for Bicyclists.</b> The Citywide Bicycle Plan part of the Transportation Element, implements this policy.	General Mobility	M3.3-3.4	DCP, LADOT
P63	<b>Easements and Rights-of-Way for Trails.</b> Coordinate with other agencies to designate and develop trails, as indicated on the Trail System Map, Figure 4-4 of the Granada Hills-Knollwood Community Plan, to complement and connect to the Rim of the Valley Trail System.	General Mobility	M3.3-3.4, M6.1-6.4	DCP, LADOT, BOE, RAP
P64	<b>Pedestrian-Oriented Development.</b> The enhancement of established pedestrian orientation is implemented through the Granada Hills Specific Plan and its Design Guidelines, and through the Citywide and Community Plan's design guidelines.	Walking	M4.1, 14.4	DCP, LADBS
P65	<b>Pedestrian Priority Streets.</b> Implement streetscape plans for Pedestrian Priority Streets, as shown on Figure 4-2.	Walking	M4.2	DCP, LADOT
P66	<b>Walkability Checklist.</b> The Walkability Checklist provides guidelines for implementing this policy.	Walking	M4.1, M4.3	DCP, LADOT
P67	<b>Bikeway Connections.</b> The Plan is consistent with the adopted Citywide Bicycle Plan that identifies and implements several classes of bicycle facilities which provide access to nearby transit, recreation and other public facilities.	Bicycling	M5.1	DCP, LADOT
P68	<b>Bicycle Priority Streets.</b> The Plan identifies streets for priority uses, including bicycle, in order to guide and prioritize types of improvements for particular streets.	Bicycling	M5.2, M5.4	DCP, LADOT
P69	<b>Bicycle Amenities.</b> The Plan is consistent with the adopted Citywide Bicycle Plan that identifies and implements several classes of bicycle facilities which provide access to nearby transit, recreation and other public facilities.	Bicycling	M5.3	DCP, LADOT
P70	<b>Trail System.</b> The Plan includes a Trail System map, as shown on Figure 4-4 of the Granada Hills-Knollwood Community Plan, indicating which streets and sides of the street trails and trail amenities should be improved or developed.	Trails	M6.1, M6.4-6.5	DCP, LADBS, BOE, RAP
P71	<b>"K" District.</b> The Equinekeeping "K" Supplemental Use District requires development adjacent to trails, as shown on the Trail System map, Figure 4-4 of the Granada Hills-Knollwood Community Plan, to develop or improve trails.	Trails	M6.1-6.3, M6.6, M6.8	DCP, LADOT
P72	<b>Trail Design.</b> The Plan Design Guidelines for Trails include guidelines for trail design and amenities.	Trails	M6.1-6.3, M6.5-6.6, M6.8	DCP, LADOT
P73	<b>Trail Priority Streets.</b> The Plan identifies streets for priority uses, including trails, in order to guide and prioritize types of improvements for particular streets.	Trails	M6.4	DCP, LADOT
P74	<b>Regional Coordination on Public Land.</b> The Plan includes a Trail System map, Figure 4-4, with connections between neighborhood trails and open space trails, including the Rim of the Valley Trail network.	Trails	M6.7	DCP, LADOT

**Draft Table 6.3 Implementation Programs -**  
Chapter 4 - Mobility

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P75	<b>Scenic Highways.</b> Implement the programs delineated within the Scenic Highways Plan of the City's General Plan with regard to all designated scenic highways within the Granada Hills-Knollwood Community Plan area (also referenced through applicable policies in Chapter 3). Community Plan Design Guidelines provide guidance for grading in hillsides to protect natural topography and viewshed.	Scenic Highways	M7.1-7.2	DCP, LADOT
P76	<b>Transportation Element.</b> The Transportation Element of the City's General Plan identifies scenic highways, as shown on Map E of that Element. Scenic Highways located within the Granada Hills-Knollwood Community Plan Area are as shown in the Community Plan, Figure 4-1.	Scenic Highways	M7.1	DCP, LADOT
P77	<b>Transit Connections to Key Areas.</b> Coordinate with LADOT to initiate a study for possible DASH routes within the community to supplement the Metro bus services in allowing mobility between destinations in Granada Hills-Knollwood, including the Chatsworth Street downtown business core, O'Melveny Park, Petit Park and the library and recreational center, other open space and park areas, and commercial shopping centers.	Public Transit	M8.1	DCP, LADOT, METRO
P78	<b>Coordination.</b> Coordinate with local and regional public transit operations to provide expanded public transit options in corridors with high travel demand, as funding permits.	Public Transit	M8.1	DCP, LADOT, METRO
P79	<b>Metro Buses.</b> Extend the hours of service operations and reduce headways of Metro buses to rail stations, as funding permits.	Public Transit	M8.1	LADOT, METRO
P80	<b>Private Transit.</b> Encourage new major development projects to initiate a shuttle bus program to serve as an alternative transit options to the residents of the community.	Public Transit	M8.3	DCP, LADOT
P81	<b>Transit Access and Amenities.</b> Provide well-designed transit amenities such as shelters, transit information kiosks, advanced fare collection systems, lighting, improved sidewalks, street crossing, and benches near all bus stops on arterial streets, as funding permits.	Public Transit	M9.2	DCP, LADOT, METRO, BSS
P82	<b>Street Enhancements for Buses.</b> Implement traffic signals control systems that optimize flow throughout a network and provide priorities for high capacity bus systems.	Public Transit	M9.3	DCP, LADOT, METRO
P83	<b>Express Bus Focus.</b> Coordinate with public agencies to integrate regional and local transit serving the Granada Hills-Knollwood Community Plan area.	Public Transit	M9.4	DCP, LADOT, METRO
P84	<b>Priorities for Capacity Enhancements.</b> Implement peak-hour parking restrictions and striping for additional lanes where feasible and warranted.	Motorized Vehicles	M10.1	DCP, LADOT
P85	<b>Turning Lanes.</b> Provide right and left turn lanes on arterial streets where warranted.	Motorized Vehicles	M10.1	DCP, LADOT
P86	<b>Coordination.</b> Coordinate with the Bureau of Street Services (BSS) to improve roadway conditions and maintenance repair.	Motorized Vehicles	M10.2	DCP, LADOT

**Draft Table 6.3 Implementation Programs -**  
Chapter 4 - Mobility

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P87	<b>Access Management.</b> Require that new development projects be designed to minimize disturbance to existing vehicle circulation with proper ingress and egress to parking and drop off areas.	Motorized Vehicles	M10.3	LADBS, LADOT
P88	<b>Alley Access.</b> Discourage vacation of alleys in commercial districts.	Motorized Vehicles	M10.4	LADBS, LADOT, DCP
P89	<b>Emergency Access and Evacuation Routes.</b> Require all new development to address emergency access and evacuation routes during site planning.	Motorized Vehicles	M10.6	DCP, LADBS
P90	<b>Coordinated Evacuation Routes.</b> Coordinate with emergency service providers to ensure continued service operations and levels of service.	Motorized Vehicles	M10.6	EMD, LAFD, LADOT
P91	<b>Traffic Mitigations for Development.</b> Enforce overnight parking regulations for commercial, recreational and other non-conforming vehicles in residential neighborhoods.	Motorized Vehicles	M11.2	LADOT
P92	<b>Regional Coordination.</b> Collaborate with other public agencies to improve shuttle services to employment, recreation, and entertainment destinations.	Motorized Vehicles	M12.1	DCP, LADOT, METRO
P93	<b>Alternatives to the Automobile.</b> Coordinate with other agencies that conduct demonstration programs for Local Use Vehicles (LUV) and identify areas where these vehicles can be used to reduce greenhouse gas emissions, air pollution and gasoline consumption. These programs utilize 100% electric, zero emission LUV that are small, short range, and low speed for taking "local" trips around the community.	Motorized Vehicles	M12.3	DCP, LADOT
P94	<b>Electric Vehicles.</b> Coordinate the Los Angeles Department of Water and Power (LADWP) to promote the utilization of electric vehicles and other forms of electric transportation as a means of improving both air quality and economic development.	Motorized Vehicles	M15.2	DCP, LADOT, LADWP
P95	<b>TDM Ordinance.</b> Requirement to develop and submit Transportation Demand Management (TDM) Plans are included in the Citywide TDM Ordinance.	Motorized Vehicles	M12.4	DCP, LADOT
P96	<b>Transportation Management Associations (TMA).</b> Apply for grants to support and expand ride share activities coordinated by TMAs.	Motorized Vehicles	M12.5	DCP, LADOT
P97	<b>Industrial Center Siting.</b> Coordinate with Caltrans to improve direct freeway access to distribution centers and other industrial districts.	Goods Movement	M13.1	DCP, LADOT
P98	<b>On-site Loading.</b> Collaborate with business owners/operators in industrial districts to identify deficiencies in access, loading and parking on existing streets and develop a strategy to address the deficiencies.	Goods Movement	M13.3	DCP, LADOT



**Draft Table 6.3 Implementation Programs -**  
Chapter 4 - Mobility

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P99	<b>Parking Management Districts.</b> This policy is implemented through provisions of the LAMC which allow businesses and property owners to meet parking requirements off-site at centralized garages or shared facilities.	Parking Management	M14.1	DCP, LADOT
P100	<b>Parking.</b> Encourage the business community and property owners to provide public automobile and bicycle parking that is close to destinations for customer needs and use outlying parking in non-residential areas.	Parking Management	M15.1	DCP, LADOT
P101	<b>Shared Parking.</b> Require developers of mixed-use projects to incorporate shared use parking concepts into the project design.	Parking Management	M14.1	DCP, LADBS
P102	<b>Parking Districts.</b> Preferential Parking Districts are implemented through the Los Angeles Department of Transportation (LADOT) and consideration of such districts in areas where excessive abandonment and overnight intrusion of outside vehicles can be verified is strongly encouraged.	Parking Management	M14.1	DCP, LADOT
P103	<b>TDM Plans.</b> Encourage the formation of sustainable Transportation Management Associations to implement TDM Plans.	Parking Management	M12.4	DCP, LADOT
P104	<b>Park Once Strategy.</b> Support the installation of automated parking guidance systems where appropriate, such as Chatsworth Street, in City-owned facilities and encourage their use in privately operated facilities.	Parking Management	M15.1	DCP, LADOT
P105	<b>Priority Parking for Alternative Fuel Vehicles.</b> Require developers to provide priority parking spaces for alternative fuel vehicles for new major development projects.	Parking Management	M15.2	DCP, LADBS
P106	<b>Connection for Electric Vehicles.</b> Work with the Los Angeles Department of Water and Power (LADWP) to develop standards for power service to new development garages and parking areas.	Parking Management	M15.3	DCP, LADOT

## Draft Table 6.4 Implementation Programs -

### Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P107	<b>Level of Service.</b> Consult with the Los Angeles Police Department (LAPD) as part of the review of new development projects and proposed land use changes to determine law enforcement needs and services.	Police	CF1.1-1.2	DCP, LAPD
P108	<b>Community Watch.</b> Encourage the development and operation of community-based crime prevention measures, such as, but not limited to, neighborhood watches, citizen patrol committees, and organized clean-up days through regular interaction and coordination with local law enforcement and communication with the Neighborhood Council.	Police	CF1.1	DCP, Community
P109	<b>BID.</b> Encourage Business Improvement Districts to supplement patrol services with private security services through training and coordination programs administered by the LAPD.	Police	CF1.1	LAPD, BIDs
P110	<b>Project Review.</b> Incorporate LAPD's "Design Out Crime" guidelines in discretionary land use and approvals. ( <a href="http://www.lapdonline.org/crime_prevention/content_basic_view/8852">http://www.lapdonline.org/crime_prevention/content_basic_view/8852</a> )	Police	CF1.2	DCP
P111	<b>Design for Security.</b> Establish reasonable defensible space design requirements that will help ensure maximum visibility and security for entrances, pathways, and corridors, as well as open space, parking lots, and structures. Ensure that landscaping around buildings does not impede visibility or provide hidden places that could foster criminal activity.	Police	CF1.2	DCP
P112	<b>Fire and Emergency Services.</b> Consult with the Los Angeles Fire Department's Planning and Fire Protection Section and the Public Safety Bureau to review and implement standards for the location and expansion of fire facilities and emergency medical services.	Fire and Emergency Services	CF2.1	LAFD, PSB, LAPD
P113	<b>Coordination.</b> Coordinate with the Los Angeles Fire Department during review of discretionary projects affecting land use changes to determine the impacts related to fire protection and emergency medical services.	Fire and Emergency Services	CF2.2	DCP, LAFD
P114	<b>Project Review.</b> Through discretionary review, the decision-maker should include a finding regarding the impact on fire service infrastructure of proposed projects or land use changes.	Fire and Emergency Services	CF2.2	DCP
P115	<b>Emergency Preparedness Coordination.</b> Require new developments to address emergency access and egress in site planning.	Fire and Emergency Services	CF2.3	DCP, LADBS
P116	<b>Coordination.</b> Coordinate with the Los Angeles Public Library (LAPL) to identify areas as preferred locations for new branch library facilities within the community, as funding becomes available.	Libraries	CF3.1	LAPL, DCP
P117	<b>Land Use.</b> Existing library sites remain designated in the Public Facilities land use category and Public Facility (PF) zone. This designation provides protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.	Libraries	CF3.1	DCP
P118	<b>Flexibility of Siting.</b> Encourage new development to site library services in commercial centers, community centers, office buildings, pedestrian oriented areas that is available and accessible to the public.	Libraries	CF3.2	LAPL, DCP, LADBS

## Draft Table 6.4 Implementation Programs -

### Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P119	<b>Joint Use.</b> Encourage the Los Angeles Public Library (LAPL), Los Angeles Unified School District, and other applicable agencies, to maximize the accessibility of public facilities to neighborhood organizations and community groups for civic use.	Libraries	CF3.3	LAPL, LAUSD
P120	<b>Existing Facilities.</b> The Plan identifies recently developed school sites and corrects any zoning inconsistency through a zone change to Public Facility (PF). This new designation provides 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.	Schools	CF4.1	DCP
P121	<b>Facility Location.</b> The Plan Map identifies existing and recently developed public facility sites and corrects zoning inconsistencies through zone changes to match the land use designation. The land use designation provides protection to retain and expand school uses.	Schools	CF4.2-4.3	DCP
P122	<b>Streetscape.</b> Encourage the location of new schools in areas where established walkways, bicycle paths, or greenways link the proposed school with the surrounding land uses.	Schools	CF4.3	DCP, LADOT
P123	<b>Compatible School Sites.</b> Design fencing to enable community connections and discourage chain-link fencing around school properties. Develop design criteria to ensure that new schools are sited and designed to complement the existing identity of stable single and multiple-family residential neighborhoods.	Schools	CF4.4	LAUSD, DCP
P124	<b>Joint Use of Facilities with LAUSD.</b> Encourage the Los Angeles Unified School District, Los Angeles Department of Recreation and Parks, and other applicable agencies, to maximize the accessibility of public facilities to neighborhood organizations and community groups for recreation and civic use.	Schools	CF4.5	LAUSD, RAP, LAPL
P125	<b>Joint Use Program with RAP.</b> Continue the long standing Joint Use Program established throughout the LAUSD and RAP.	Schools	CF4.5	LAUSD, RAP
P126	<b>Joint Use/Innovation Fund.</b> This policy is implemented through LAUSD's Joint Use/Innovation Fund.	Schools	CF4.5	LAUSD
P127	<b>Parkland Preservation.</b> The Plan Map designates lands for open space uses, including passive and active recreational parks to be preserved and enhanced.	Parks	CF5.1	DCP, RAP
P128	<b>Open Space Conservation.</b> Maintain all Open Space designations within the Granada Hills-Knollwood CPA and designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.	Parks	CF5.1	DCP, RAP
P129	<b>Site Enhancements.</b> This policy is implemented through carrying out the "needs assessment" strategies of the Department of Recreation and Parks in developing a Citywide Recreation and Parks Master Plan.	Parks	CF5.2	DCP, RAP
P130	<b>Surplus Properties.</b> Coordinate with public agencies to review, evaluate, and acquire surplus property and vacant parcels for publicly owned open space, parks and recreational facilities.	Parks	CF5.3-5.4	DCP, LAUSD, RAP

**Draft Table 6.4 Implementation Programs -**  
Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P131	<b>Coordination.</b> Coordinate with other City departments and public agencies to expand open space and recreational opportunities within the community.	Parks	CF5.3-5.5	DCP, LAUSD, RAP
P132	<b>Location.</b> Maintain flexibility about the park size and facilities to be included in order to take advantage of new opportunities as they arise.	Parks	CF5.7	RAP, DCP
P133	<b>Joint Use.</b> Encourage LAUSD to develop school-specific agreement to enable members of the community to jointly use the facilities for recreational activities.	Parks	CF5.7	LAUSD, DCP
P134	<b>Joint Use Program with RAP.</b> Continue the long standing Joint Use Program established throughout the LAUSD and RAP.	Parks	CF5.7	METRO, DCP
P135	<b>Joint Use/Innovation Fund.</b> This policy is implemented through LAUSD's Joint Use/Innovation Fund.	Parks	CF5.7	DCP
P136	<b>Public Transit.</b> Coordinate with local and regional public transit operators to provide expanded public transit options in corridors with high travel demand, as funding permits.	Parks	CF5.8	RAP, DCP
P137	<b>Private Investment.</b> Seek private sector and Metro funding for shuttle routes connecting Granada Hills-Knollwood neighborhoods to the parks and open space areas within the Community Plan Area.	Parks	CF5.8	DCP, LADOT
P138	<b>Open Space Land Use.</b> The Plan Map designates lands for open space uses, including passive and active recreational parks to be preserved and enhanced.	Open Space	CF6.1-6.2	DCP
P139	<b>Conservation.</b> Maintain all Open Space designations within the Granada Hills-Knollwood CPA and designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.	Open Space	CF6.1-6.2	DCP, RAP
P140	<b>Protection.</b> The Plan brings zones and land uses into consistency with the use of subject and adjacent properties.	Open Space	CF6.2	DCP
P141	<b>Trail Linkages.</b> Implement the Granada Hills-Knollwood Trail System, as shown on Figure 4-4 of the Granada Hills-Knollwood Community Plan through conditioning discretionary approval to ensure connection to open space areas and recreational trails when development is proposed within proximity of a mapped trail.	Open Space	CF6.8	DCP
P142	<b>Greenway Network.</b> Coordinate with non-profits and other appropriate agencies to preserve and enhance greenways and connections to recreational amenities.	Open Space	CF6.9-6.11	DCP, RAP
P143	<b>Non-Recreational Uses of Open Space.</b> The Plan designates and zones the Sunshine Canyon Landfill site as Open Space, for preservation of the site for future use as recreational open space. The Los Angeles Municipal Code regulates potential impacts of oil drilling.	Open Space	CF7.1-7.2	DCP, LADBS
P144	<b>Urban Forest.</b> Collaborate with tree planting groups, non-profits, and local schools to plant trees and increase the urban forest throughout the community.	Urban Forest	CF8.1	DCP, PW

**Draft Table 6.4 Implementation Programs -**  
Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P145	<b>Shade Streets.</b> Develop measures to reduce heat gain from pavement and other hardscaping for new development.	Urban Forest	CF8.5	UF, LADBS, DCP
P146	<b>Local Water Resources Optimization.</b> Ensure compliance with the City's Water Supply Action Plan, as well as the Securing LA's Water Supply Plan and LADWP's Urban Water Management Plan.	Water	CF9.1, CF9.4	LADWP
P147	<b>Conserve Water.</b> Continue to implement existing water conservation measures, including enforcement of the existing Water Efficiency Requirements ordinance. These measures include the use of water-efficient landscaping and irrigation, storm water capture, efficient appliances, the use of recycled water for irrigation, and minimizing the amount of non-roof impervious surfaces around buildings.	Water	CF9.3	LADWP
P148	<b>Wastewater Minimization.</b> Ensure compliance with the Bureau of Sanitation's Wastewater Integrated Resource Plan (IRP).	Wastewater	CF10.1	BOS
P149	<b>On-site Wastewaters Output.</b> The Los Angeles Bureau of Sanitation Biosolids Environmental Management Program recovers residues from its wastewater treatment plants. The Hyperion Treatment Plant is responsible for managing the residues that are produced from the processing of wastewater.	Wastewater	CF10.1	BOS
P150	<b>Recycled Water.</b> The East Valley Water Recycling Project produces high quality, extensively treated recycled water for irrigation and other non-drinking uses for industrial and commercial businesses in the San Fernando Valley.	Wastewater	CF10.2	LADWP, BOS
P151	<b>Waste Reduction.</b> Ensure compliance with ClimateLA which sets the goal of reducing or recycling 70% of waste by 2015.	Solid Waste	CF11.1	DCP
P152	<b>On-Site Recycling.</b> Support the efforts of the Bureau of Sanitation's Multiple-Family Residential Recycling Program for residential buildings of five units or more.	Solid Waste	CF11.2	BOS
P153	<b>Recycled Materials.</b> Ensure compliance with the Citywide Construction and Demolition (C&D) Waste Recycling Ordinance. (Bureau of Sanitation)	Solid Waste	CF11.3	BOS
P154	<b>Interdepartmental Coordination.</b> This policy is addressed through implementation of Bureau of Sanitation's Solid Waste Integrated Resource Plan (IRP).	Solid Waste	CF11.4	BOS
P155	<b>Watershed Revitalization.</b> Ensure compliance with the Water Quality Compliance Master Plan for Urban Runoff (WQCMR) as administered through the Watershed Protection Division's Stormwater Program.	Stormwater	CF12.1	PW
P156	<b>Groundwater Infiltration.</b> Require the incorporation of bio-retention practices and use of permeable materials for the paving of sidewalks, driveways, and parking areas, where feasible.	Stormwater	CF12.2-12.3	DCP, BOE, BSS, LADBS
P157	<b>Management Practices.</b> Incorporate Best Management Practices in the design of new development to recapture and reclaim stormwater, including but not limited to: permeable pavement, french drains, curb depressions, and catch basins.	Stormwater	CF12.3	DCP, BOE, LADBS, LADOT



## Draft Table 6.4 Implementation Programs -

### Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P158	<b>Permeable Surfaces.</b> Reduce areas of impermeable surfaces in order to create areas that detain stormwater runoff and allow for groundwater infiltration to recharge the natural underground water table.	Stormwater	CF12.3	PW, DCP
P159	<b>Recycled Water.</b> Recycled water processed at the East Valley Water Recycling Project is diverted from the Sepulveda Basin to the northeast San Fernando Valley for recharge of the underground water table.	Stormwater	CF12.3	LADWP, BOS
P160	<b>Utility Easements.</b> The Plan designates land for various public facility uses, as shown on the Land Use Map.	Energy	CF13.1	DCP
P161	<b>Electrical Facilities.</b> Consult with the LADWP during discretionary review to ensure that energy demands of proposed developments will be met.	Energy	CF13.2	DCP, LADWP
P162	<b>Underground Utilities.</b> The Plan encourages all new development to locate utility equipment to the rear of the site and/or be screened by abundant landscaping in order to enhance the streetscape environment.	Energy	CF13.4	LADWP, DCP
P163	<b>Utility Infrastructure Loan Program.</b> Expand the use of LADWP Utility Infrastructure Loan Program, which assists qualified businesses with short-term, low cost financing options for undergrounding utilities.	Energy	CF13.4	LADWP
P164	<b>Energy Management.</b> Coordinate with the Bureau of Street Lighting to implement the LED Street Lighting Efficiency Program to replace existing street lighting with new LED solid-state fixtures	Street Lighting	CF15.1	BSL
P165	<b>Lighting Integration.</b> Refer to the Design Guidelines for policies and programs regarding special pedestrian lighting in commercial centers and neighborhood districts.	Street Lighting	CF15.2	DCP

## LIST OF TERMS

### **BID**

Business Improvement District

### **BOE**

Bureau of Engineering (Public Works)

### **BOS**

Bureau of Sanitation

### **BSL**

Bureau of Street Lighting (Public Works)

### **BSS**

Bureau of Street Services (Public Works)

### **CALTRANS**

State of California Department of Transportation

### **CARB**

California Air Resources Board

### **CC**

City Council

### **CD**

Council District

### **CDD**

Community Development Department

### **CDO**

Community Design Overlay

### **COC**

Chamber of Commerce

### **CPA**

Community Plan Area

### **CRA/LA**

Community Redevelopment Agency/Los Angeles

### **DCP**

Department of City Planning

### **DPSS**

Los Angeles County Department of Social Services

### **DPW**

Department of Public Works

### **EIR**

Environmental Impact Report

### **EMD**

Emergency Management Department

### **EMS**

Emergency Medical Service

### **HCID**

Housing and Community Investment Department

### **HSA**

Hyperion Service Area

### **HPOZ**

Historic Preservation Overlay Zone

### **GSD**

General Services Department

### **IRP**

Integrated Resources Plan

### **LABS**

Los Angeles Bureau of Sanitation

### **LACFCD**

Los Angeles County Flood Control District

### **LADBS**

Los Angeles Department of Building and Safety

### **LADOT**

Los Angeles Department of Transportation

### **LADWP**

Los Angeles Department of Water and Power

### **LAFCO**

Local Agency Formation Commission

### **LAFD**

Los Angeles Fire Department

### **LAHD**

Los Angeles Housing Department

### **LAMC**

Los Angeles Municipal Code

### **LAPD**

Los Angeles Police Department

### **LAPL**

Los Angeles Public Library

### **LAUSD**

Los Angeles Unified School District

### **LEED**

Leadership in Energy and Environmental Design

### **LID**

Low Impact Development

### **LUV**

Local Use Vehicle

### **MAX**

Municipal Area Express

### **METRO**

Los Angeles County Metropolitan Transit Authority

### **MWD**

Metropolitan Water District

### **NEV**

Neighborhood Electric Vehicles

### **PHEV**

Plug in Electric Vehicle

### **RAP**

Department of Recreation and Parks

### **SAFE**

Solvents, Automotives, Flammables, and Electronics

**SCAG**

Southern California  
Association of Governments

**SRCIP**

Solid Resources  
Capital Improvement Program

**SSMP**

Sewer System Management Plan

**SURVEYLA**

Los Angeles Historic Resources Survey

**SWMPP**

Los Angeles Solid Waste  
Management Policy Plan

**TDM**

Transportation Demand Management

**TISA**

Terminal Island Service Area

**TIWRP**

Terminal Island Water  
Reclamation Plant

**TMA**

Transportation  
Management Association

**TSM**

Traffic System Management

**UF**

Urban Forestry (Public Works)

**VMT**

Vehicle Miles of Travel

**ZEV**

Zero Emission Vehicle

## **Appendix I**

## **Granada Hills Draft Implementing Ordinances**





## Granada Hills Specific Plan

Ordinance No. 167,555

Effective March 3, 1992

Specific Plan Procedures

Amended by Ordinance No. 173,445

Specific Plan Amendment

Amended by Ordinance No. 173,265

Effective June 26, 2000

Specific Plan Amendment

Amended by Ordinance No. 177,938

Effective November 20, 2006

Specific Plan Amendment as part of New Community Plan Program

Amended by Ordinance No XXX

Effective DATE XXX

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<u>Exhibit B1</u>	<u>Location of Sectors</u>
<u>Exhibit B2</u>	<u>Location of Sectors</u>
<u>Exhibit B3</u>	<u>Location of Sectors</u>
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Section 2.	Relationship to other Provisions of the Los Angeles Municipal Code
Section 3.	Purposes
Section 4.	Definitions
Section 5.	Land Use
Section 6.	Height Limits
Section 7.	Landscaping, Setbacks, and Screening
Section 8.	Parking Requirements
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<u>Appendix B</u>	<u>Preferred Plant List</u>
<u>Appendix C</u>	<u>Non-Preferred Plant List</u>

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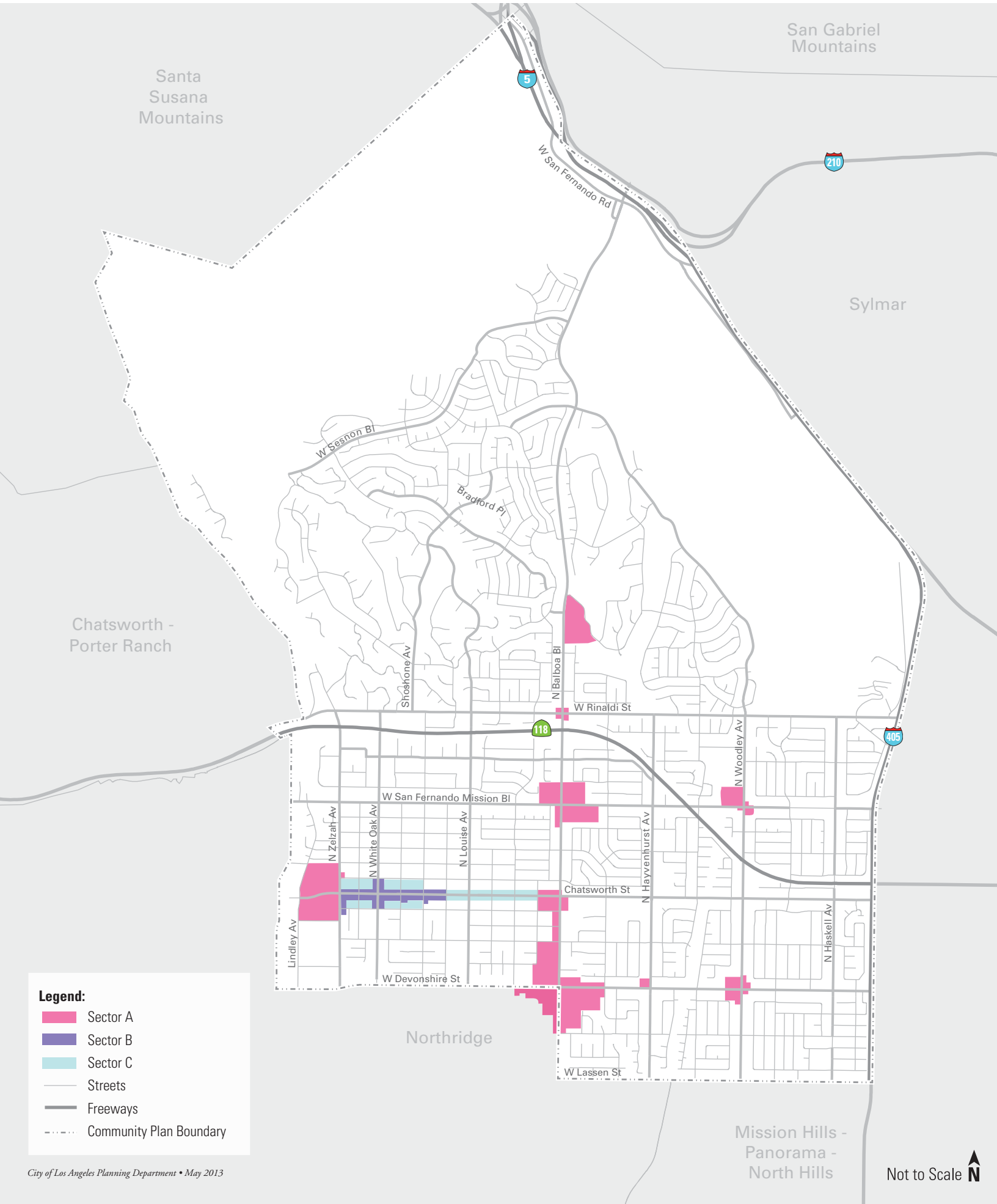
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Specific Plan Amendment - May 2013

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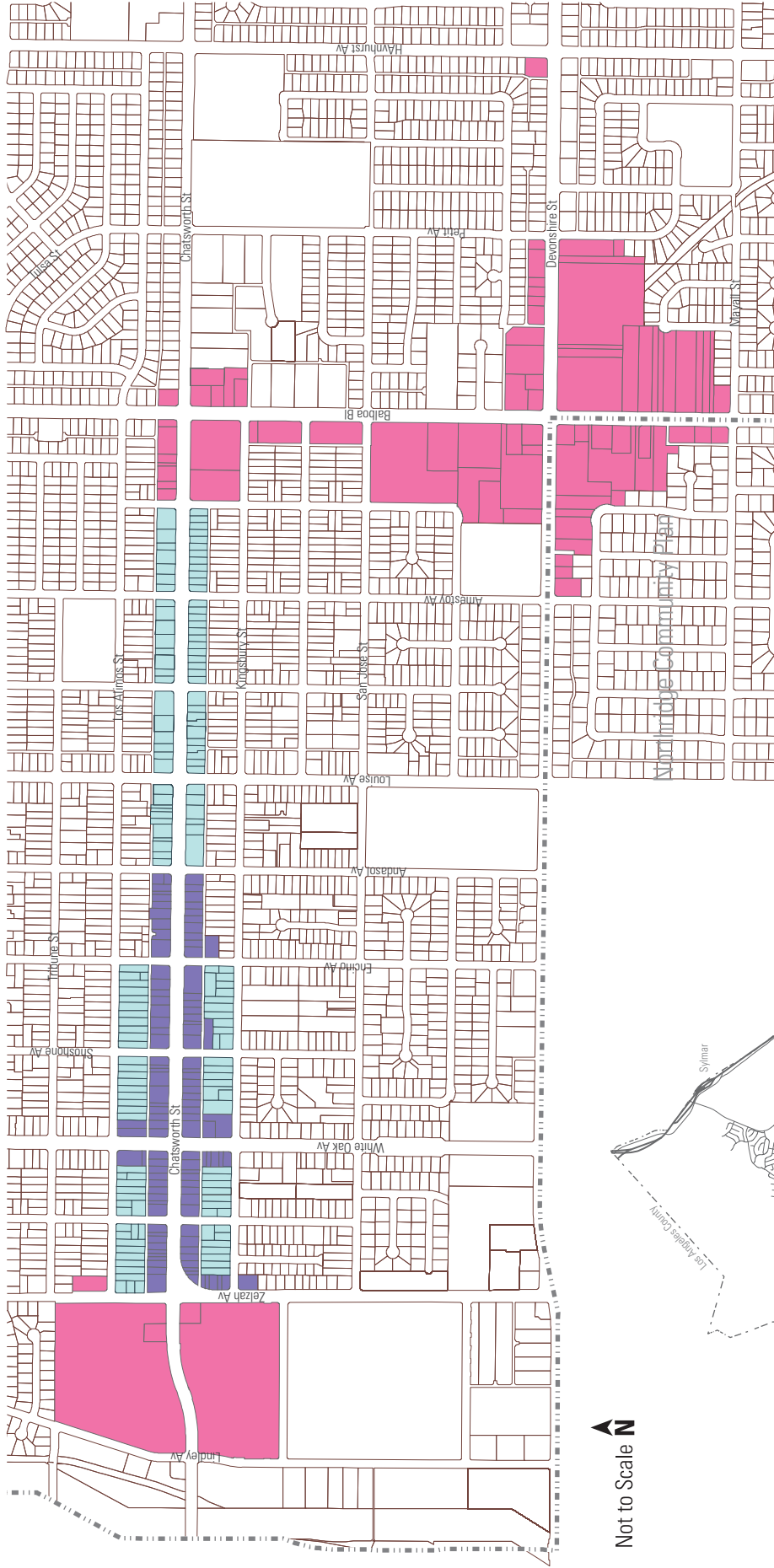
# Proposed Granada Hills Specific Plan Areas

## Exhibit A

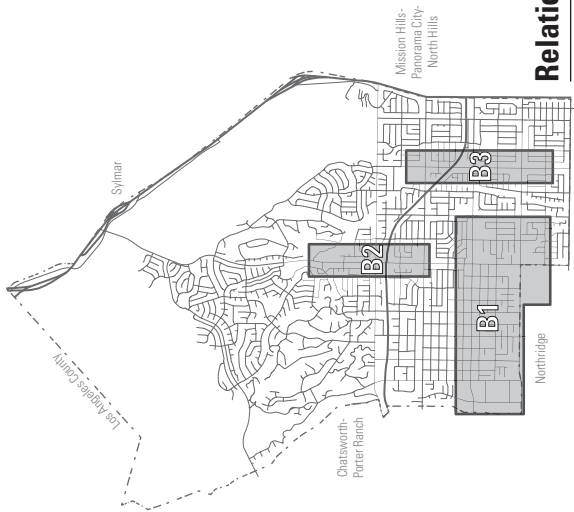


# Proposed Granada Hills Specific Plan - Locations of Sectors

## Exhibit B1



Not to Scale



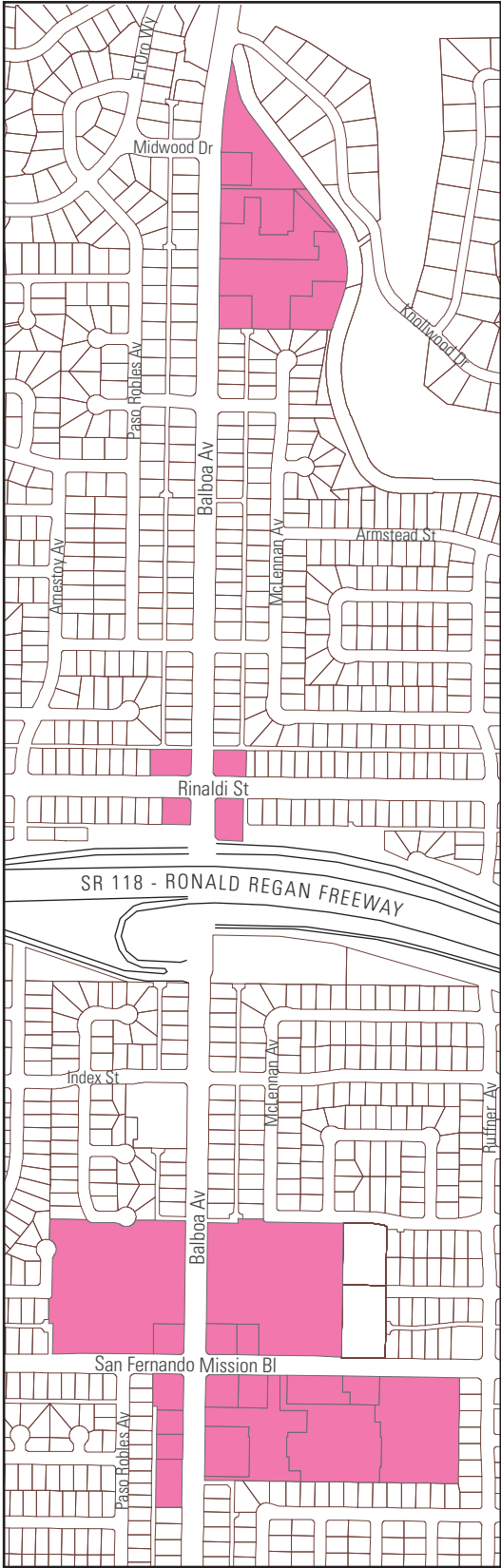
### Legend:


- Sector A
- Sector B
- Sector C
- Community Plan Boundary

### Relationship Diagram

# Proposed Granada Hills Specific Plan - Locations of Sectors

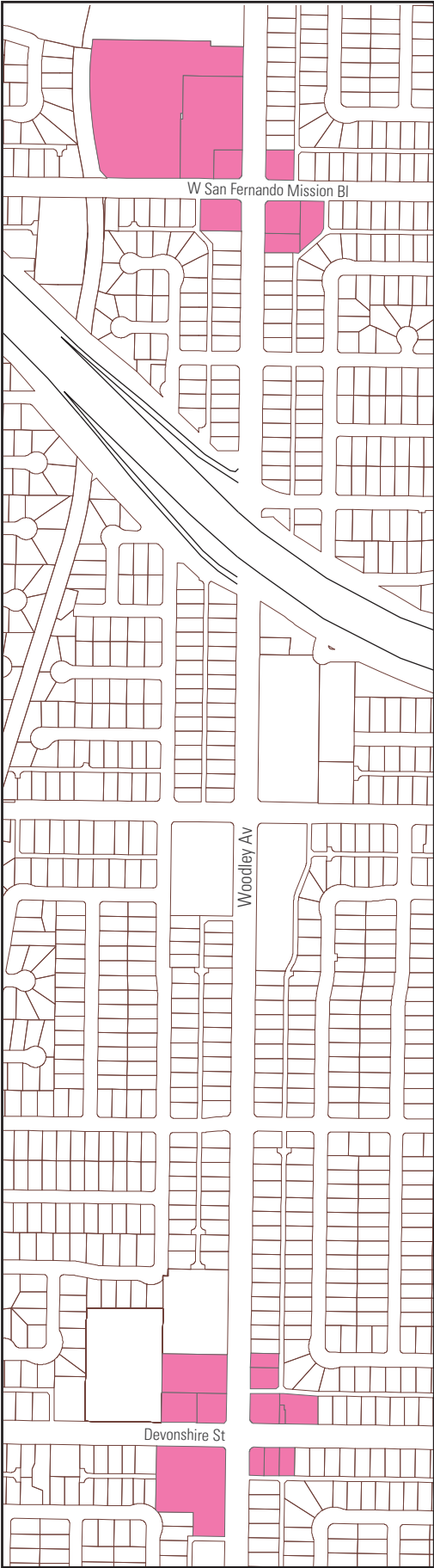
Exhibit B2



**Legend:**  
 Sector A

Not to Scale 

Exhibit B3



## Granada Hills Specific Plan

An ordinance, Ordinance No. ~~173,265~~, \_\_\_\_\_ amending the Granada Hills Specific Plan, located in the Granada Hills-Knollwood Community Plan Area.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

### Section 1. ESTABLISHMENT OF THE GRANADA HILLS SPECIFIC PLAN.

- A. There is hereby established the Granada Hills Specific Plan applicable to all lots located in whole or in part within that area of the City of Los Angeles shown by Exhibit A. The Specific Plan is applicable to those shaded areas. ~~within the heavy black lines.~~
- B. The Specific Plan area is divided into Sectors A, B, and C, as shown by Exhibits B1-3. These Sectors are the areas within the heavy black lines shown in Exhibits B1-3 and further described as follows.

**Sector A.** Commercial properties ~~outside of the Chatsworth Street commercial core~~ in the following general locations (See Exhibits B1-3):

- Balboa Boulevard and Knollwood Drive (new)
- Balboa Boulevard and Rinaldi Street
- Balboa Boulevard and San Fernando Mission Boulevard
- San Fernando Mission Boulevard and Woodley Avenue
- Chatsworth Street between Lindley Avenue and Zelzah Avenue
- Zelzah Avenue and Los Alimos Avenue
- Balboa Boulevard and Chatsworth Street
- Balboa Boulevard and Devonshire Street
- Devonshire Street and Woodley Avenue
- Devonshire Street and Hayvenhurst Avenue (new)

**Sector B.** The pedestrian-oriented ~~strip within the Chatsworth Street commercial core~~ in the following general location (See Exhibit B1):

- Chatsworth Street from Zelzah Avenue to Andasol Avenue

**Sector C.** The multiple family-unit residential area ~~along Chatsworth Street from Andasol Avenue to Genesta Avenue~~ in the following general locations (See Exhibit B1):

- Chatsworth Street between Andasol Avenue and Genesta Avenue
- Los Alimos Street between Zelzah Avenue and Encino Avenue (new)
- Kingsbury Street between Zelzah Avenue and Encino Avenue (new)



## Section 2.

### RELATIONSHIP TO OTHER PROVISIONS OF THE MUNICIPAL CODE.

- A. The regulations of the Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter I of the Los Angeles Municipal Code, as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter and other relevant ordinances except as specifically provided herein.
- B. Wherever this Specific Plan contains regulations which differ from or conflict with regulations contained ~~require greater setbacks, restricted yards, lower densities, lower heights, restricted uses, greater parking requirements or other greater restrictions or limitations on development than would be allowed pursuant to the provisions contained in Los Angeles Municipal Code (LAMC), Chapter I, the Specific Plan shall prevail and supersede the applicable regulations of that Code.~~

## Section 3.

### PURPOSES. The purposes of this Specific Plan are as follows:

- A. To promote orderly, attractive and harmonious development, minimize the negative environmental effects of development, stabilize land values and investments, and promote the general welfare of the Granada Hills community.
- B. To adequately buffer and appropriately mass all new developments so as to ensure compatibility with existing surrounding residential neighborhoods.
- C. To integrate future land uses and new developments with the existing small-scale, local-service character of the commercial core.
- D. To create a vibrant, pedestrian-oriented environment in commercial areas ~~along Chatsworth Street~~ characterized by ground floor retail uses and restaurants, appropriate structural massing, extensive landscaping, screening of unsightly views, and minimization of uninteresting blank walls. This is to be accomplished while creating a safe and pleasing environment which will hold the interest of pedestrians.
- E. To reinforce the unique identity and sense of place of the community by emphasizing the gateway to the Chatsworth Street commercial strip and creating uniformity of roof and facade treatments for commercial uses consistent with the area's characteristic Spanish Colonial style of architecture.
- F. To promote sufficient, attractive parking with easy access to those parking facilities.

- G. To provide for a design review board for review of the design of structures under renovation, rehabilitation, and new construction, thereby ensuring that the purposes of this Specific Plan are achieved.

#### Section 4.

#### DEFINITIONS.

The following words or phrases, whenever used in this ordinance, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Section 12.03 of the Los Angeles Municipal Code. Words and phrases not defined therein shall be construed as defined in Division 4 of Chapter IX of the Los Angeles Municipal Code, if defined therein.

**Arcade:** A passageway supported by columns, piers, or pillars, sometimes lined with businesses.

**Channel Letters:** A type of wall sign that uses individual letters mounted separately on the wall of the building or placed on the channel raceway, which may or may not be internally illuminated.

**Decorative Masonry Wall:** A split-face, slump stone, plaster, brick or stone facing wall with a top cap. Both sides of the wall must be decorative.

**Extensive Remodeling:** Alteration of, or addition to, the interior or exterior of an existing building in which the aggregate value of such work, in any twelve month period, exceeds 50% of the replacement value of the existing building. The valuation shall be determined by the Department of Building and Safety.

**Façade Remodel:** Alteration of, or addition to, the front of a building, or any of its sides facing a public right-of-way not including an alley, that does not increase the building footprint or square footage.

**Ground Floor:** That portion of a floor level of a building within three vertical feet of the Ground Level.

**Ground Level:** The elevation of the closest portion of the public sidewalk to each portion of the building.

**Master Sign Plan:** The term shall refer to a A plan for a set of sign regulations to coordinate the equitable distribution of signage area and to control the design and use of signage material for tenants within a unified shopping center.

**Minor Additions:** An increase of twenty percent (20%) or less of the existing permitted square footage to the interior or exterior of an existing building or shopping center.

**Premises:** A building or portion thereof used as a location for a single business.

**Project:** ~~The erection, construction, structural alteration of, or addition to, any building or structure which requires the issuance of a building or grading permit. The term project shall exclude interior remodeling of a building which does not increase the floor area, or is not a change of use.~~

The term Project shall include multiple-unit family residential buildings or structures, including small-lot subdivisions, and commercial buildings or structures located in whole or in part within the Specific Plan area ~~work,~~ with that scope of work includes any of the following:

- The erection, construction, structural alteration of, or addition to, any building or structure, including significant façade remodels, and/or architectural projections attached to the exterior walls or roof structures, which requires the issuance of a building permit. ~~change of use~~
- Extensive Remodeling and/or an addition to an existing building or structure, which increases the height, floor area, number of dwellings units or number of guest rooms. ~~This term shall only apply to~~

A change of use or sign project may qualify for an administrative clearance if it conforms to all applicable requirements under this Specific Plan and Article 4.4 of the Los Angeles Municipal Code (LAMC).

The term Project shall not include the interior remodeling of a building which does not increase the floor area.

**Pylon Sign:** ~~The term shall refer to~~ A freestanding sign structure with a large base or multiple bases. The pylon sign structure shall have a vertical dimension that is equal to or greater than its horizontal dimension. The structure's exterior surface shall be consistent with the exterior surfaces and ~~architecture~~ architectural character of the buildings of the site. Pylon signs shall have two or more tenant panel identifications.

**Serving Area:** The general seating area, including any outdoor seating area, of a restaurant, excluding stages, restrooms, storage areas, kitchens and areas not designated for public use.

**Spanish Colonial Architecture:** A group of architectural styles that developed in Southern California from the nineteenth century to 1940 that reflects the Hispanic tradition, including the Monterey Revival Style, the Mission Revival Style, the Mediterranean Style, and the Spanish Colonial Revival Style.

**Transfer Business:** A business that involves the transitional temporary, open storage of items such as cargo containers and automobiles on the property.

~~**Window Sign:** A sign which is painted, posted or displayed on the transparent or translucent surface of a window or door and which is visible from outside the building or structure.~~

## Section 5.

### LAND USE.

A. The following uses shall be prohibited in all Sectors:

~~The following uses except when in conjunction with a new automobile dealership: tire and tube repairing, battery servicing, automobile service station, automobile lubrication, automobile laundry or wash rack, automobile and trailer sales area, automobile and/or truck repair businesses, including automobile repairing, painting, upholstering, and body and fender work. Notwithstanding the above, automobile repair facilities may be permitted as a conditional use pursuant to the procedures set forth in Los Angeles Municipal Code Section 12.24 in that portion of Sector A, which is described as follows: the commercial frontage along Devonshire Street between Petit Avenue to the east and Amestoy Avenue to the west, and along Balboa Avenue between San Jose Avenue on the north and Mayall Street on the south. The initial decision on an application for an automobile repair facility in the above-described area shall be made by the Area Planning Commission.~~

- All new automotive uses, as defined in the LAMC, and including the following: new and used automobile and trailer sales and areas, car washes, and smog check test centers. Existing automotive uses may continue or expand as stated under conditional use regulations in the Los Angeles Municipal Code (LAMC) Section 12.22.A.28(c), and shall otherwise comply with the Specific Plan regulations.
- Amusement enterprises, sporting and recreational uses, including: arena, auto ride amusement, stadium, carousel, ferris wheel, fun house, penny arcade, video game arcade, and skateboard tracks
- Appliance repair, household, except when the service of appliances is in conjunction with retail sales of the same
- Bail bond broker or bail bond shop
- Bath, Turkish and the like
- Bathhouse
- Cargo/Storage containers
- Clothing, secondhand or thrift store
- Drive-thru fast food restaurants which have primary ingress and/or egress onto major highways and/or secondary highways. Drive-thru fast food restaurants within a shopping center with sole access from within a shopping center parking area are not included within this definition.
- Escort bureau
- Frozen food locker, retail
- Ice storage house
- Locker rental other than post office box
- Massage parlor, when not operated as an accessory use to a health club, gymnasium, day spa, or doctor's clinic
- Open storage area
- Pawnshop
- Payroll check cashing office

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- Personal storage
- Storage building for household goods
- Tattoo studio
- Transfer Business

B. ~~Sectors A and B.~~ For commercially-zoned lots properties: Any use permitted in the C2 Zone shall be allowed, except on those properties zoned for more restrictive uses and except for the uses prohibited herein. However, Residential uses shall only be allowed as part of a mixed-use Project, and residential uses shall be prohibited on the ground floor.

~~C. Sector B.~~ For commercially-zoned properties : Any use permitted in the C1 Zone shall be allowed, except on those properties zoned for more restrictive uses and except for those uses prohibited herein. However, residential uses shall only be permitted as part of a mixed use Project, and residential uses shall be prohibited on the Ground Floor.

~~D. Sector C.~~ Any use permitted by the property's underlying zoning, except for those uses prohibited herein.

## Section 6.

### HEIGHT LIMITS.

A. **Sector A.** All Projects shall be limited to a maximum height of 45 feet, inclusive of signage, except for parking buildings which shall be limited to a maximum height of 30 feet.

B. **Sector B.** All Projects shall be limited to a maximum height of 30 feet, including any signage.

C. **Sector C.** All Projects shall be limited to a maximum height of 36 feet.

## Section 7.

### LANDSCAPING, SETBACKS, AND SCREENING.

~~CA.~~ **All Sectors.** The following requirements shall apply to all Projects in the Specific Plan area, including small-lot subdivisions:

#### 1. Landscaping:

a. For all new construction and Extensive Remodels to existing buildings, a complete landscape, irrigation, and planting plan shall be submitted with the Project Permit Compliance and Design Review application and shall include a plant legend keyed to the plan using symbols and listing the quantity, botanical name, common name, size at planting, size at maturity, and time to maturity of all proposed plantings. The plans shall identify fencing, gates, pool, mechanical equipment enclosures, stairs, patios, and all other exterior structures.

b. For Minor Additions, landscaping shall be provided by placing landscaping at the following locations, including, but not limited to: entry ways; front, rear, and/or side setbacks; and surface parking lots. The



placement and type of the landscaping shall be also approved by the Director of Planning or designee.

c. All landscaping shall include both shrubbery and flowering plants, and shall include trees, and ground cover, and vine pockets with vines, where appropriate (refer to Appendices B and C for the complete list of Preferred and Non-Preferred Trees and Plant Materials). All vegetation shall be maintained in a first-class condition at all times and equipped with automatic sprinkling or drip irrigation systems designed to conserve water.

d. Unless otherwise specified, a minimum of 50 percent of all landscaped setbacks areas, excluding driveways and walkways, shall be covered by vegetation, with the remaining setback landscaped with permeable softscape materials such as decomposed granite, gravel, and/or rocks.

e. Unless otherwise specified, all trees must be at least 24-inch box size in, at least ten feet in height, two inches in trunk diameter, and with at least a five-foot crown spread a crown spread of at least five feet. In those cases where trees of the required size and caliber cannot be obtained, a larger tree shall be required. Further, all trees shall be in a healthy growing condition. Root-bound trees are not acceptable.

f. Street trees shall be approved by the ~~Street Tree~~ Urban Forestry Division of the Bureau of Street ~~Maintenance~~ Services and shall be planted at a minimum ratio of one for every 35 lineal feet of street frontage, unless otherwise specified by Urban Forestry.

## 2. Screening

a. Rooftop equipment, such as air conditioning units, wireless telecommunications facilities, and other permanent equipment shall be fully screened from public view with a parapet wall painted to match the building.

b. Open areas devoted to trash storage, recycling centers, or other storage shall be located and buffered so as to not be visible from the street, and shall not negatively impact any pedestrian right-of-way or adjacent properties in regards to noise, odor, or debris.

c. Chain-link is prohibited with the exception that chain-link fences with mesh screening material over the chain link may be temporarily permitted during the construction phase of the development, but must be removed prior to issuance of any certificate of occupancy granted by the Department of Building and Safety.

## **B. Commercial Areas Only: Sectors A and B**

### 1. Parking Lot, Landscaping and Setbacks

a. At least ten percent of the total area of a surface parking lot shall be landscaped. A surface parking lot shall have at least one shade tree for every four uncovered parking spaces. The trees shall be at least 24-inch box size and at least 10 feet in height at the time of planting and shall be evenly distributed throughout the parking area.

b. All new parking structures shall be separated from any adjoining public streets, not including alleys, by a landscaped area with a minimum continuous depth of five feet from the building to the property line. This landscaped area shall be planted with shade trees of a species that reaches at least 30 feet in height when mature, and shall be planted at a minimum interval of one 24-inch box size tree for every 20 feet of parking structure frontage.

c. ~~For Projects with~~ existing uses seeking to remodel or expand ~~the~~ shall provide landscaping ~~shall be provided~~ only to the ~~point where~~ extent that the minimum parking can no longer be satisfied due to the placement of the landscaping and the resulting loss of required parking spaces.

### 2. Screening

a. All surface parking adjoining a public street, not including alleys, shall be screened by a solid, Decorative Masonry Wall, which is decorative on both sides, having a continuous height of 3-½ feet. In addition, the wall must be separated from the public street by a landscaped area of at least 2-½ feet in depth from the wall to the property line. The landscaped area shall include one shade tree for every 15 feet of parking lot frontage. The remaining portion of the area shall be planted with groundcover, shrubbery or flowering plants to the satisfaction of the Director of Planning or the Director's designee.

b. A solid Decorative Masonry Wall, a minimum six feet in height, shall be constructed along the property line of a commercially-zoned lot if its parking or driveway area is adjacent to a single-family residentially-zoned or used lot. A wall does not have to be constructed along the property line bordering the single-family lot if a wall already exists along the property line. Decorative Masonry Walls shall be decorative on both sides and graffiti resistant by having a coating or landscape treatment such as clinging vines. The above requirements shall not apply to commercially-zoned lots which are separated from single-family zoned or used lots by streets, alleys or other public ways.

c. Chain-link, barbed wired, and razor wire fences are prohibited with the exception that chain-link fences with mesh screening material over the

chain link may be temporarily permitted during the construction phase of the development, but must be removed prior to issuance of any certificate of occupancy granted by the Department of Building and Safety.

**A. ~~C.~~ Sector A**

~~2.~~ 1. The following requirements shall apply only to Projects involving new construction or Extensive Remodeling not including Minor Additions ~~on parcels that are smaller than 100,000 square feet:~~

a. Provide a business entrance from a customer parking lot and/or public way; the building entrance shall be operational during business hours; or provide clearly designated pedestrian paths from parking areas and public streets to the business entrances.

~~b. a.~~ A front landscaped The building setback of at least 5% of the lot area shall be a maximum of five (5) feet in depth from the building ~~provided along to~~ each property line which adjoins a public street, not including alleys. Within the building setback, landscaping of a minimum of 18 inches in depth, extending from the building wall shall be provided on the ground or in a built-in planter box. This setback shall extend for a minimum depth of five feet from the front ~~property line.~~ Driveways and walkways shall be permitted in the setback area. This setback may exceed five (5) feet to a maximum of fifteen (15) feet, only if the setback area is devoted to an outside Serving Area, public plaza, courtyard or Arcade and includes landscaping as part of the design. A minimum of 15% of the landscaped area shall consist of materials which include potted plants, ground cover, shrubs, and trees.

~~b. If the setback abuts a surface parking area, then the parking area shall be separated from the setback with a solid decorative masonry block wall having a minimum continuous height of three feet, six inches. In addition, the setback shall include one shade tree for every 15 feet of street frontage. The remaining portion of the setback shall be planted with grass, shrubbery, or flowering plants to the satisfaction of the Director of Planning, or the Director's designee.~~

~~3. The following requirements shall apply to Projects involving new construction or Extensive Remodeling on parcels that are 100,000 square feet or greater:~~

~~a. 15-foot deep landscaped setback shall be maintained on all property lines that adjoin a public street (not including alleys). Driveways and walkways shall be permitted in the setback area as needed. The remaining portion of the setback shall be planted with grass, shrubbery, or flowering plants except that Street furniture, which may include benches, trash receptacles, news racks, bicycle racks, public telephones, and drinking fountains, may be incorporated into the setback area in such a way that does not impede pedestrian activity or physical access to buildings.~~

~~b. If the setback abuts a surface parking area, then the setback shall consist of a landscaped berm averaging three feet in height as measured from the sidewalk and shall include one tree for every 15 feet of parking lot frontage.~~

- ~~1. All Projects, open space, driveways, parking areas, walkways, outdoor seating, or courtyards shall be attractively landscaped in accordance with a landscape plan prepared by the owner and approved by the Director of Planning or the Director's designee. All landscaped areas shall be equipped with an automatic sprinkling or drip irrigation system designed to conserve water.~~

~~At least four percent of the total area of a surface parking lot shall be landscaped. It shall have at least one shade tree for every four uncovered parking spaces. The trees shall be at least 24 inch box size and at least 10 feet in height at the time of planting and shall be evenly distributed throughout the parking area.~~

- ~~4. All new parking buildings shall be separated from any adjoining public streets (not including alleys) by a landscaped area with a minimum continuous (except for driveways) depth of ten feet. This landscaped area shall be planted with trees of a species that reaches at least 30 feet in height when mature, and shall be planted at a minimum interval of one 24-inch box size tree for every 20 feet of building frontage.~~

#### **B. D. Sector B**

- ~~1. A minimum of 25% of the front setback shall be covered in vegetation.~~

1. On Chatsworth Street, **between Zelzah and Andasol Avenues**, new construction shall be set back 2½ feet from the front property line. For Projects which involve Extensive Remodeling, at least 65% of the first floor exterior wall that fronts ~~on~~ Chatsworth Street shall be set back 2½ feet from the front property line. This setback may exceed 2½ feet only if the setback area is devoted to an outside ~~café~~ **Serving Area**, public plaza, courtyard or **Arcade**.

#### ~~3. Screening~~

- ~~a. All surface parking adjoining a public street (not including alleys) shall be screened by a solid, decorative masonry wall having a continuous height of 3-1/2 feet. In addition, the wall must be separated from the public street by a landscaped area of at least 2-1/2 feet. The landscaped area shall include one shade tree for every 15 feet of parking lot frontage. The remaining portion of the area shall be planted with grass, shrubbery or flowering plants to the satisfaction of the Director of Planning or the Director's designee.~~
- ~~b. A solid decorative masonry wall, a minimum six feet in height, shall be constructed along the property line of a commercially-zoned lot if its parking or driveway area is adjacent to a single family residentially-zoned or used lot. A wall does not have to be constructed along the property line bordering the single-family lot if a wall already exists along the property line. There shall be no openings, except for a lockable gate for landscape maintenance work, and as may be required by the Los Angeles Municipal Code. Decorative masonry walls shall mean split face, slump stone, plaster, brick or stone facing with a top cap. Both sides of the wall must be decorative. The above requirements shall not apply to~~

- ~~commercially-zoned lots which are separated from single-family zoned or used lots by streets, alleys or other public ways.~~
- ~~c. Structures on roofs, such as air conditioning units and other permanent equipment, shall be fully screened from the view of any nearby residential properties or pedestrians.~~
- ~~d. Open areas devoted to trash storage or other storage shall be located and buffered so as not to be visible from the street, and not to result in noise, odor, or debris impacts on any public right-of-way or on adjacent property.~~

## Section 8.

### PARKING REQUIREMENTS.

- A. **Commercial Buildings.** Except as otherwise provided herein, parking shall be provided at a rate of at least three parking spaces for each 1,000 square feet of combined floor area contained within all business and commercial buildings contained on any lot. This provision shall not apply to medical office parking, which shall be provided as required by Section 12.21 A 4 of the Los Angeles Municipal Code.
- B. **Restaurants.** Parking shall be provided at a rate of one parking space for each 100 square feet of Serving Area. However, for restaurants in Sector B, if an outdoor ~~cafe~~ Serving Area is provided, parking shall be provided at a rate of one parking space for each 200 square feet of total Serving Area.
- C. **Preschools.** Parking shall be provided at a rate of at least one parking space for each staff member and one parking space for every eight children for which the preschool is licensed.
- D. **~~Multiple-unit~~ Family and Small Lot Subdivision Residential Uses.** Parking for ~~multiple-unit~~ family and small lot subdivision residential uses shall be as required by Los Angeles Municipal Code Section 12.21.A.4.(a) and 17.00 et seq., and guest parking shall be at a ratio of at least one-quarter space per ~~rental~~ dwelling unit in excess of that required by the Los Angeles Municipal Code. Guest parking shall be clearly identified and easily accessible to guests and shall not be tandem.
- E. **Remodels or additions.** If a Project consists of a change of use, Extensive Remodeling, or an addition to an existing building or structure, ~~which~~ and the addition increases the height, floor area, number of dwelling units, or number of guest rooms, then the parking requirements of this section shall apply to:
1. The square footage of floor area devoted to the change of use, or
  2. The square footage of floor area contained within the Extensively Remodeled building, or within the addition to the existing building or structure.



## Section 9.

### DESIGN.

All Projects located within the Specific Plan area shall, as to exterior architecture and design, be reflective of the Spanish Colonial Architecture, as defined herein, with emphasis on the Spanish Colonial Revival style of the period from 1915 to 1940, (See Appendix A) or shall exhibit an alternative architectural style with a high degree of integrity that maintains compatibility with surrounding buildings in terms of design, mass and scale, following a recommendation from the Design Review Board and approval by the Director of Planning.

#### A. ~~Sector A.~~ All Sectors – The following requirements shall apply:

1. The street frontage facade at the ground floor shall be no greater than 15-feet horizontally without a break in the wall surface by a window, pedestrian entrance, or architectural feature.
2. For Projects which involve new construction or Extensive Remodeling, exterior ground surfaces for walkways shall be paved with stamped concrete, brick, tile, or stone and shall be permeable, as permitted by the LAMC.
3. All exterior decorative window bars and security gates shall be consistent with the Spanish Colonial style or other complementary architectural style and an integral part of the architecture, or should be placed on the inside of the structure. All window bars and security gates shall be to the satisfaction of the Fire Department.

#### B. ~~Sectors A and B.~~ Pedestrian Design:

1. The following building and design features shall be incorporated into all commercial Projects:
  - a. At least 50 percent of the surface area of all exterior walls along the street frontage at the ground floor shall be devoted to transparent pedestrian entrances and/or windows, with 90 percent light transmission, affording views into the store, lobby or office space. The bottoms of the window openings shall be located between a maximum of two and ten feet above ground level.
  - b. Windows shall not be covered with any type of material including but not limited to lattices, paper, and plywood.
  - c. Reflective or very dark tinted glass shall not be used at the ground floor and mirror/reflective glass or films shall not be used in any location.
  - d. Retail shop and restaurant doors shall contain 70 percent glass with 90 percent light transmission.
  - e. At least one pedestrian path to the entrance of the structure from each adjoining street and parking areas shall be provided.

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~~f.~~ At least one pedestrian entrance into the structure from each street Frontage shall be provided.

~~g.~~ Ground floor exterior building walls that face rear parking areas shall provide a pedestrian entrance and shall include features which reflect Spanish Colonial Architecture.

~~h.~~ Exterior ground surfaces for walkways shall be paved with stamped concrete, brick, tile, or stone.

~~i.~~ All window bars and security gates shall be consistent with Spanish Colonial style and an integral part of the architecture or should be placed on the inside of the structure. All window bars and security gates shall be to the satisfaction of the Fire Department.

**C. Sector C. The following requirements shall apply to:**

~~For~~ All multiple-unit family residential Projects, including small-lot subdivisions and residential portions of mixed use projects ~~abutting single family zones:~~

1.If the balcony faces lots planned in the Community Plan for single-family use, the balcony railings shall be 75% solid and made of opaque material.

2. Each rooftop patio shall be set back 10 feet from the edge of the building adjacent to lots planned in the Community Plan for single-family use and screened with materials approved by the Director of Planning. ~~Design Review Board.~~

3.A maximum of 50 percent of the common usable open space may be hardscape treatments such as swimming pools, spas, walks, patios, courts, fountains, and barbecue areas, while the remainder shall consist of vegetation.

4.Projects with less than six (6) units shall also be required to provide open space on the subject site as follows:

a. A minimum of 100 square feet of usable open space shall be provided for each dwelling unit. Parking areas, driveway and the required front yard setback area may not be included as open space.

b. Required access ways, building separation and side yard and rear yard setback areas may be included as usable open space, provided such areas are at least 20 feet in width and are landscaped or improved for recreational use to the satisfaction of the Planning Department.

c. Private patios or enclosed yards (at grade) which are part of a dwelling unit may be included as usable open space if they are a minimum of 150 square

feet. Recreation rooms may be included as open space but may not count for more than 10 percent of the total required open space area.

d. Each common open space area (for use by more than one dwelling unit) including recreational rooms shall be a minimum of 400 square feet.

e. Noise Impact Mitigation. Active recreational uses, such as swimming pools and barbecue areas, shall not be located immediately adjacent to any single-family residential use, excluding condominium uses, to the satisfaction of the Planning Department.

## **Section 10.**

### **SIGNS.**

#### **A. General sign provisions.**

1. The Department of Building and Safety shall not issue a permit for a sign unless it complies with this Section. All signs shall comply with the provisions of Los Angeles Municipal Code Chapter ~~IX, Article I, Division 62.~~ (LAMC) Chapter I, Article 4.4.

~~2. The front of a business shall not have more than two signs for the purpose of identification.~~

~~3. The rear portion of a business shall not have more than one sign for the purpose of identification.~~

~~4.~~ 2. Double-faced signs shall be considered as one sign.

~~5.~~ 3. Multiple signs for multiple tenants of existing buildings may ~~can~~ be considered under one Master Sign Plan application. New shopping centers or façade remodels with multiple tenants shall provide a Master Sign Plan, to include site plan, colored elevations, and renderings.

~~64.~~ In buildings with multiple tenants, the area of each wall sign ~~for several businesses in a building~~ shall be based upon the allocation of the combined square foot area of the building frontage which may be defined in a master sign plan.

#### **B. Prohibited signs.**

The following new signs are prohibited except when otherwise noted:

1. Roof signs.

2. Window Signs (except store names, store hours, telephone numbers, web addresses, security protection system identification, logos and holiday paintings); holiday paintings must be removed within 10 business days after the holiday.

3. Business signs in the public right-of-way.

4. Signs on free-standing walls except directional signs for parking.

5. Off-site commercial signs, except that existing legally-erected off-site commercial signs may be replaced on the same or a new site provided that the new location and sign otherwise meet all current ordinance requirements of Section ~~91.6220~~ 14.4.18 of the Los Angeles Municipal Code relating to off-site Signs.

6. Pole Signs.

7. Banners.

8. Digital Display signs

C. **Permitted signs.**

The following signs are permitted so long as they conform to the following conditions and standards:

1. **Wall signs**

~~a. One wall sign shall be permitted for each face of each Premise of each building which has frontage on a public street or alley and has a public entrance from that street or alley.~~

Each tenant of the Premise shall be limited to one wall sign per building façade facing a street. In addition to the above, a maximum of one wall sign is permitted on that portion of a building facing an alley or street other than the primary building frontage, or facing a parking lot.

b. No wall sign may project from the building face more than 12 inches.

~~c. The area of each wall sign shall be limited to two square feet for each one linear foot of frontage on a public street.~~

The total building sign area of wall signs shall not exceed two square feet for each linear foot of building street frontage.

2. **Pylon signs**

~~e. a.~~ No pylon sign shall be permitted on sites less than one acre.

b. No more than one pylon sign per lot shall be permitted. For shopping centers, only one pylon sign shall be permitted per

shopping center regardless of the number of individual lots in the shopping center.

c. Pylon signs shall be located in a landscaped area that is equal to or greater than the dimensions of one face of the sign.

~~a-~~ d. No pylon sign shall be greater than 20 feet in height ~~from the ground level.~~

~~b-~~ e. No pylon sign shall exceed 75 square feet in area for each face of the sign.

~~c-~~ f. No pylon sign shall encroach over or into the public right-of-way.

~~d-~~ g. No pylon sign shall have less than two tenant panels.

### 3. **Monument signs**

a. One monument sign shall be permitted for each street frontage for each lot.

b. One additional monument sign for each street frontage for each lot may be substituted in lieu of an existing pylon sign. All existing pylon signs shall be removed prior to the installation of the new monument sign(s).

c. The height to the top of the monument sign shall be limited to a maximum of six feet above the sidewalk grade or edge of roadway grade nearest the sign.

d. Monument signs must be located in a landscaped area that is equal to or greater than the dimensions of one face of the sign.

### 4. **Projecting signs**

a. One projecting sign shall be permitted for public entrance to a building that has frontage on a public street, private walkway, plaza, or alley.

b. The area of a projecting sign shall be limited to 15 square feet per sign face.

c. No sign shall project from the building wall more than 18 inches from the building wall to where it is attached or one-half of the width of an adjacent public sidewalk or walkway, whichever is less.



5. **Directional signs.** Directional signs located on private property for safety and traffic regulation shall be limited to five square feet in area and shall be approved by the Department of Transportation.

**~~6. Construction signs~~**

~~a. One non-illuminated sign shall be permitted on each street frontage of a lot for which a building permit has been approved for the site.~~

~~b. Construction signs shall not exceed 25 square feet in sign area nor 15 feet in height above the sidewalk ground or edge of roadway nearest the sign.~~

~~c. Construction signs shall be removed prior to the issuance of a Certificate of Occupancy.~~

**6. Holiday decorations.** Holiday decorations shall be permitted, provided they are not posted more than 30 days preceding the holiday and are removed within 10 business days following the holiday.

**7. Real estate signs.** Real estate signs shall be limited to those which pertain to rent, lease, or sale of property only. Such signs are permitted on a temporary basis only. Real estate signs shall have a sign area which does not exceed five square feet.

**8. Store hours signs.** Store hours signs shall be placed on the front door or window closest to the front door and shall not exceed three square feet in sign area.

**9. Security protection system signs.** Signs which identify security protection systems shall be permitted in addition to signs allowed in this Section, provided the signs do not exceed a sign area of 30 square inches in area.

**D. Amortization.**

1. All temporary signs which are made nonconforming by this Section shall be completely removed within 90 days from the effective date of this Specific Plan.

2. If a nonconforming sign: (a) is damaged or partially destroyed by fire, flood, earthquake or other natural disaster to the extent of more than 50 percent of its replacement value at the time of the damage or destruction; (b) repair of the damage or destruction involves more than sign face replacement; and (c) the sign has not been repaired within 30 days of the date of the damage or destruction, then the damaged sign shall be totally removed within 45 days of the date of the damage or destruction.

3. When a new business opens where any prohibited sign exists, the sign shall be removed prior to issuance of a certificate of occupancy. As with all other non-conforming aspects subject to the Specific Plan, legal non-conforming signs may be continued, repaired, or replaced in kind so long as the originating business continues on-site. Any subsequent business shall conform to the Specific Plan.

## Section 11. PROJECT PERMIT COMPLIANCE REVIEW

A. Project Permit Compliance Review. A Specific Plan Project Permit Compliance Review in accordance with Section 11.5.7.C. is required for all Projects ~~that are not exempt and which comply with the Granada Hills Specific Plan.~~ Projects that do not comply with the Specific Plan shall be reviewed in accordance with Section 11.5.7.E., F., or G. of the LAMC. Modifications shall be reviewed in accordance with Section 11.5.7.D. and Interpretations under Section 11.5.7.H.

## Section ~~11.~~ **12 DESIGN REVIEW.**

A. **Authority.** No building permit shall be issued for any Project unless the project has been reviewed and approved in accordance with the LAMC Design Review Board Procedures of Section 16.50 of the LAMC, and the applicable Specific Plan and Project Permit Compliance procedures of Section 11.5.7., and Section 17.00 et seq., for Division of Land. The authority, duties, and review procedures applicable to the Granada Hills Design Review Board shall comply with LAMC Design Review Board Procedures of Section 16.50.

~~The Design Review Board shall have the authority to consider and make written recommendations on the exterior design of Projects.~~

~~The Design Review Board may not require any changes, alterations, modifications or amendments to the floor area, height, density, number of stories, permitted uses or other entitlements previously granted by the City Planning Commission, City Council, or any other City agency in a final discretionary action, approved or adopted after January 1, 1979, which has not yet expired.~~

~~The City Planning Commission shall review the Design Review Board function after one year of its operation, and shall consider recommendations for changes within 60 days after one year of Design Review Board operation.~~

### ~~B. The Design Review Board~~

~~1. Authority. The authority, duties, and review procedures applicable to the Granada Hills Design Review Board shall comply with Section 16.50 of the LAMC and the procedures in Section 11 of this Specific Plan. The Granada Hills Design Review Board shall consist of seven voting members.~~

### **Recommendations of Design Review Board.**

The Design Review Board shall make its recommendations based upon the following criteria:

- a. All Projects shall conform to the provisions of this Specific Plan.
- b. All landscaping and screening and design shall be consistent with the provisions of Sections 7 and 9 of this Specific Plan.
- c. All signs relating to the Project shall be consistent with the provisions of Section 10 of this Specific Plan.
- d. Any landscaping or exterior treatment of a building or structure, including color, texture, windows or other architectural features, shall be consistent with Appendix A.
- e. Spanish design elements such as paseos, courtyards, plazas, and sidewalk arcades shall be incorporated whenever possible.
- f. Walkways at the ground floor shall be of brick, tile, stone, or stamped concrete.
- g. The surfaces of the exterior of the buildings shall be of a predominantly light color material, articulated by deep recessed openings, by a judicious use of such traditional features such as balconies, decorative moldings, cornices, columns, piers, pilasters, light fixtures, awnings, decorative tile, accent colors and signing.
- h. Rooftop mechanical equipment shall be screened from view.
- i. When feasible, Projects involving Extensive Remodeling shall be transformed into the Spanish Colonial style of architecture by one or more of the following:
  - Resurfacing exterior walls
  - Construction of arch facades
  - Repainting with the style's characteristic main and accent colors
  - Addition of red tile roofs or roof facades

**Section 13. DIVISION OF LAND – SMALL LOT SUBDIVISION & VESTING TENTATIVE TRACTS.**

All small lot subdivisions and vesting tentative tracts shall be required to submit for project permit compliance review.

**A. Division of Land – Small Lot Subdivision & Vesting Tentative Tracts.**

**Criteria.** The Director of Planning shall make its determination based upon the following criteria:

a. All division of land Projects shall conform to all applicable provisions of this Specific Plan.

b. All landscaping, setbacks, screening, and design shall be consistent with all applicable provisions of Sections 7 and 9 of this Specific Plan.

c. All parking requirements shall be consistent with all applicable provisions of Section 8 of this Specific Plan.

d. Any landscaping or exterior treatment of a building or structure, including color, texture, windows or other architectural features, shall be consistent with Appendices A, B, and C, where applicable.

**Section ~~12~~14. SEVERABILITY.**

If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other specific plan provisions, clauses or applications thereof which can be implemented without the invalid provisions, clause or application, and to this end, the provisions and clauses of this ordinance are declared to be severable.

## ***Appendix A***

### ***DESIGN GUIDELINES AND DESIGN ELEMENTS FOR BUILDINGS AND LANDSCAPING***

Note: Examples of the Spanish Colonial style are shown on the following page. Additional examples can be found in the following documents, which are on file with the Department of City Planning and at the Public Library, or are available from their source:

1. Historical and Cultural Resources Survey: Survey Guide, City of Los Angeles, Bureau of Engineering, 1980.
2. Guidelines - El Pueblo Viejo District, Santa Barbara, California, City of Santa Barbara, Landmarks Committee, 1987, updated 2007.
3. "The Spanish Colonial Revival Style", The Old House Journal, October 1982, p 198.

<b><del>Volume</del></b>	<del>Building volumes should feature a dominance of smooth stucco surfaces with traditional projections and recessions.</del>
<b><del>Wall Surfaces</del></b>	<del>Wall surfaces should convey a structure of stone, brick or adobe through suggestion of thickness (mass).</del>  <del>Stucco is the preferred surface cover; adobe and stone are also encouraged where such surface material is compatible with the design of the building.</del>  <del>Stucco surfaces are to be treated in a flat manner to create a relatively smooth tactile surface, suggestive of a masonry structure behind.</del>
<b><del>Colors</del></b>	<del>Colors for wall surfaces should not be harsh, glaring, or bright. White and ivory are the preferred colors.</del>  <del>Trim colors, including ironwork, should be dark.</del>
<b><del>Roofs</del></b>	<del>Simple low-pitched gable and shed roofs are preferred. All flat roofs should be surrounded by a parapet which is of a height which will hide any rooftop equipment.</del>  <del>Red cap and pan tile is the preferred roofing material.</del>  <del>Projecting cupolas, towers, and varied chimney forms are encouraged; in many cases such roof projections can be used to house ventilation and other rooftop equipment.</del>
<b><del>Ground Surfaces</del></b>	<del>The surfaces should be broken up into appropriately scaled geometric patterns which are related to the design of the building.</del>  <del>Brick, tile, and stone are the preferred surface materials. Where concrete is</del>

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~~used, it should be appropriately colored and textured.~~

## **~~Windows and Doors~~**

~~Openings should be designed to suggest the thickness of traditional masonry wall surfaces.~~

~~Doors and windows should be recessed away from the outer wall surfaces.~~

~~Materials used for door and window frames, and for door and window mullions, are to be of wood or traditional metal, such as iron. Untreated or anodized aluminum is not appropriate.~~

~~Glass areas should be broken up by mullions so that their scale is compatible with the building.~~

~~Windows may be covered externally with appropriately designed metal grilles. Untreated or anodized aluminum is not appropriate.~~

## **~~Arches~~**

~~Full arches of appropriate scale are preferred to segmented or pointed arches.~~

~~Generally, arches should spring from traditionally detailed columns, piers or pilasters.~~

~~Careful consideration should be given to the wall surface above the arch, so that sufficient wall surface is present between the key of the arch and the next architectural element above.~~

## **~~Other Elements~~**

~~The following elements may be incorporated into exterior design. These elements should be scaled and treated in a traditional design manner:~~

- ~~●—Lintels~~
- ~~●—columns, piers and pilasters~~
- ~~●—cornices and entablatures~~
- ~~●—paseos~~
- ~~●—arcades and loggias~~
- ~~●—balconies~~
- ~~●—exterior staircases~~
- ~~●—metal work, such as wrought iron lanterns and sign brackets~~
- ~~●—awnings~~

These design guidelines are in addition to the Commercial and Residential Citywide Design Guidelines, Small Lot Subdivision Design Guidelines, and the Granada Hills-Knollwood Community Plan. All projects should follow all sets of guidelines.

## **Section 1: Landscaping, see Appendix B and C for Preferred and Non-Preferred Plant Lists.**

### **Guideline 1: Landscape Design**

Frame the edges and entrances of Projects with landscaping consisting of plant materials.

### **Guideline 2: Landscape/Hardscape**

Landscaping features such as courtyards, fountains, pathways and patios constructed of brick, tile, or stone, unified paving, or decorative concrete, and outdoor furniture, all in the Spanish Colonial style or a complementary architectural style such as Mediterranean or other similar styles, are encouraged.

### **Guideline 3: Landscape/Plant Material Arrangement**

Informal/natural groupings of trees, shrubs and ground covers should be emphasized and should constitute at least 50% of the landscaping for a Project. A minimum of 50% of all screening plant material should be evergreen.

### **Guideline 4: Sector A Setback Landscaping**

For setback areas that exceed 5 feet to a maximum of 15 feet, for outside Serving Areas, public plazas, courtyards or Arcades, landscaping should include a combination of hardscape and softscape including brick, tile, stone, unified paving, decorative concrete and planted materials such as groundcover, shrubs, shade trees, flowering plants, potted plants, and planters.

### **Guideline 5: Landscape Screening**

Screen structures, including parking, trash enclosures, recycling centers, and electrical equipment enclosures with landscaping, such as tall shrubs or climbing vines supported by screens or other vine attachments.

### **Guideline 6: Tree Canopy**

In addition to street trees, provide trees in landscaped areas to create rows of trees on both sides of the sidewalk for the purpose of shade and to provide a pedestrian friendly atmosphere.

### **Guideline 7: Non-preferred plant material.**

Non-preferred plant materials (see Appendix C, Non-preferred Plant List) should be removed and replaced with preferred plant materials (see Appendix B, Preferred Plant List).

**Guideline 8: Noise Impact Mitigation:** Active recreational uses, such as swimming pools and barbecue areas, should not be located immediately adjacent to any single-family residential use, and should include landscaping to screen from the alley and/or street. Landscaping could include hedges; green walls, etc.

## **Section 2: Architecture and Design.**

### **Guideline 9: Internal Signage.**

Internal signage which substantially blocks the transparency of storefront windows is inappropriate.

### **Guideline 10: Signage.**

The following sign types are encouraged:

- Channel Letters
- Architectural Ledge
- Blade Marquee
- Pedestrian

### **Guideline 11: Preferred Exterior Materials**

Emphasize the use of materials such as stone, adobe, brick, or stucco for exterior surfaces wherever possible. Reflective exterior material finishes or glazing should not be utilized. Stucco surfaces should be treated in a flat manner to create a relatively smooth tactile surface, suggestive of a masonry structure behind.

### **Guideline 12: Ironwork Use**

When appropriate, in projects of Spanish Colonial and complementary architectural styles, use decorative ironwork for window and door treatments, or for other architectural details, such as railings.

### **Guideline 13: Preferred Colors**

The primary colors for wall surfaces should not be harsh, glaring, or bright. White, ivory, and earth tones are the preferred colors. The main color should be light; and trim colors, including ironwork, should be dark.

### **Guideline 14: Roof-line**

Simple low-pitched gable and shed roofs are preferred. All flat roofs should be surrounded by a parapet which is of a height that will hide any rooftop equipment.

### **Guideline 15: Architectural Projections**

Projecting cupolas, towers, and varied chimney forms are encouraged; in many cases such roof projections can be used to house ventilation and other rooftop equipment from view.

#### **Guideline 16: Architectural Details**

Buildings should use multiple architectural details to maintain and enhance the traditional, Spanish Colonial architectural style. Architectural details can include:

- lintels
- columns, piers and pilasters
- cornices and entablatures
- paseos
- arcades and loggias
- balconies
- exterior staircases
- metal work, such as wrought iron lanterns and sign brackets
- awnings

#### **Guideline 17 Windows and Doors**

All windows and doors should be recessed from the building façade to suggest the thickness of traditional masonry wall surfaces. The following elements may be incorporated into exterior window and door design:

##### **Windows**

Rectangular

Casement

Fixed

Stained or leaded glass

Arranged singularly

Arched/rectangular tops

Decorative bars

##### **Doorways**

Single

Arched or rectangular

Decorative ironwork

#### **Guideline 18: Window and Door Materials**

Materials used for door and window frames, and for door and window mullions, are to be of wood or traditional metal, such as iron. Untreated or anodized aluminum is not appropriate.

#### **Guideline 19: Windows and Doors**

Large expanses of glass should be broken up in a manner which is compatible with the scale of the building.

#### **Guideline 20: Awnings**

Awning colors should not be bright or harsh, and they should complement the building design.

#### **Guideline 21: Arches/Vaults**

Arches, archways or vaults should be used. Careful consideration should be given to the wall surface above the arch, so that sufficient wall surface is present between the key of the arch and the next architectural element above. A barrel vault or single curved arch style should be used instead of a pointed or groined style. Generally, arches should spring from traditionally detailed columns, piers or pilasters.

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**Guideline 22: Fences**

Fence designs should be simple with minimal ornamentation. Decorative wrought iron fencing is encouraged. Decorative pilasters may be incorporated.

**Guideline 23: Ground Surfaces**

For ground surfaces, brick, tile, stamped concrete and stone material should be used to complement the overall design of the building. When using concrete, it should be colored and textured and never left untreated.

**Guideline 24: Surface Permeability**

Bio-swailes and permeable ground surfaces such as grasscrete, are encouraged to replenish groundwater reserves.

**Guideline 25: Recycle Buyback Centers**

Recycling buyback centers should be placed away from street view and design in an aesthetically pleasing style by incorporating architectural elements such as pitched, gabled or arched rooflines, and recessed entry way.

**Guideline 26: Wireless Telecommunications Facilities:**

Wireless telecommunications facility should be screened and camouflaged to be the least intrusive to the surrounding built environment. Rooftop wireless telecommunications facility should be screened from public view through the use of parapet walls or other architectural features. Freestanding wireless telecommunications facility should be disguised as a monopole, monopine, flagpole, or other compatible architectural element or other appropriate feature. Accessory equipment on the ground should be screened with a decorative masonry wall or fencing and surrounded by landscaping where appropriate.



Appendix B  
Preferred Plant List

**TREES – GENERAL LANDSCAPE TREES:**

This preferred plant list is a guide to assist applicants when determining tree types and plant materials for landscaped areas. There is an additional list (Street Tree Selection Guide) available with the Department of Public Works, Bureau of Street Services, on the Urban Forestry Division’s web page. The Street Tree Selection Guide lists street trees, however, these trees are also recommended to be planted for private use. This list may be found under the Urban Forestry Information Library.

Trees should be located at least eight feet (8’) in distance from structures. If trees are closer than eight feet (8’), they may require root pruning and special maintenance to protect hardscape surfaces. The use of deep root barriers is highly recommended.

<b><u>BOTANICAL NAME</u></b>	<b><u>COMMON NAME</u></b>
<u>Arbutus unedo</u>	<u>strawberry tree</u>
<u>Callistemon citrinus</u>	<u>lemon bottle-brush</u>
<u>Ginkgo biloba</u>	<u>maidenhair tree</u>
<u>Lagerstroemia indica</u>	<u>crape myrtle</u>
<u>Laurus nobilis</u>	<u>“Saratoga” sweet bay</u>
<u>Liriodendron tulipifera</u>	<u>tulip tree</u>
<u>Liquidambar styraciflua</u>	<u>sweet gum</u>
<u>Magnolia grandiflora</u>	<u>little gem (Southern magnolia)</u>
<u>Maytenus boaria</u>	<u>mayten tree</u>
<u>Platanus racemosa</u>	<u>California sycamore</u>
<u>Podocarpus gracilior</u>	<u>fern pine</u>
<u>Quercus agrifolia</u>	<u>coast live oak</u>
<u>Rhus lancea</u>	<u>African sumac</u>
<u>Tipuana tipu</u>	<u>tipu tree</u>
<u>Tabebuia</u>	<u>Trumpet</u>
<u>Gleditsia tricanthus</u>	<u>Honey Locust</u>

**SLOPE/HILLSIDE TREES**

<b><u>BOTANICAL NAME</u></b>	<b><u>COMMON NAME</u></b>
<u>Arbutus unedo</u>	<u>strawberry tree</u>
<u>Liquidambar styraciflua</u>	<u>sweet gum</u>
<u>Platanus pacemosa (large area)</u>	<u>California sycamore</u>
<u>Quercus agrifolia</u>	<u>coast live oak</u>
<u>Rhus lancea</u>	<u>African sumac</u>
<u>Tipuana tipu</u>	<u>tipu tree</u>

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**ENTRY AREA TREES:**

Small scale trees are suitable in limited quantities as entry accent trees.

**SMALL ACCENT TREES**

<b><u>BOTANICAL NAME</u></b>	<b><u>COMMON NAME</u></b>
<u>Lagerstroemia indica</u>	<u>crape myrtle</u>
<u>Laurus nobilis</u>	<u>"Saratoga" sweet bay</u>
<u>Ligustrum lucidum</u>	<u>glossy privet</u>
<u>Magnolia grandiflora</u>	<u>little gem (Southern magnolia)</u>
<u>Photinia fraseri</u>	<u>NCN (bronze leaf)</u>
<u>Raphiolepis</u>	<u>majestic beauty</u>
<u>Bauhinia variegata</u>	<u>Orchid</u>

**SHRUBS – GENERAL LANDSCAPE SHRUBS**

<b><u>BOTANICAL NAME</u></b>	<b><u>COMMON NAME</u></b>
<u>Agapanthus africanus "Queen Anne"</u>	<u>lily of the nile</u>
<u>Agapanthus africanus</u>	<u>lily of the nile</u>
<u>Anigozanthus flavidus</u>	<u>kangaroo paw</u>
<u>Buxus japonica</u>	<u>"green beauty" Japanese boxwood</u>
<u>Chamaerops humilis plant</u>	<u>Mediterranean fan palm</u>
<u>Cuphea hyssopifolia</u>	<u>false heather</u>
<u>Dietes vegeta</u>	<u>fortnight lily</u>
<u>Coleonema japonicus SPP</u>	<u>evergreen euonymus</u>
<u>Felicia amelloides</u>	<u>blue marguerite</u>
<u>Hemerocallis hybrida</u>	<u>day lily</u>
<u>Helictotrichon semervirens</u>	<u>blue oat grass</u>
<u>Lavandula angustifolia</u>	<u>English lavender</u>
<u>Lavandula dentata</u>	<u>French lavender</u>
<u>Lavandula stoechas</u>	<u>Spanish lavender</u>
<u>Lantana montevidensis (no frost)</u>	<u>lantana</u>
<u>Leucophyllum frutescens</u>	<u>Texas ranger</u>
<u>Ligustrum</u>	<u>"texanum" Texas privet</u>
<u>Liriope gigantea</u>	<u>lily turf</u>
<u>Liriope muscari</u>	<u>lily turf</u>
<u>Liriope nuscari</u>	<u>"silvery sunproof" lily turf</u>
<u>Myrtus communis (compacta)</u>	<u>dwarf myrtle</u>
<u>Nandina comarostachya</u>	<u>heavenly bamboo</u>
<u>Phormium tenax SPP.</u>	<u>New Zealand flax</u>

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Preferred Plant List

**SHRUBS – GENERAL LANDSCAPE SHRUBS (continued)**

<b><u>BOTANICAL NAME</u></b>	<b><u>COMMON NAME</u></b>
<u>Phoenix rpebelenii</u>	<u>pygmy date palm</u>
<u>Photinia xfraseri</u>	<u>NCN</u>
<u>Pittosporum tobira</u>	<u>mock orange</u>
<u>Pittosporum tobira</u>	<u>“variegata” variegated mock orange</u>
<u>Podocarpus macrophyllus columnar</u>	<u>yew pine</u>
<u>Prunus carolinia “bright &amp; tight”</u>	<u>dwarf Carolina cherry</u>
<u>Phaphiolepis “majestic beauty”</u>	<u>hawthorn</u>
<u>Phaphiolepis indica SPP.</u>	<u>India hawthorn</u>
<u>Rosa</u>	<u>iceberg</u>
<u>Rosmarinus o’prostatus”</u>	<u>dwarf rosemary</u>
<u>Rosmarinus</u>	<u>“Tuscan blue” Tuscan blue rosemary</u>
<u>Trachelospermum Jasminoides</u>	<u>star jasmine</u>
<u>Vibunum tinus</u>	<u>spring bouquetviburnum</u>
<u>Xylosma congestum “compacta”</u>	<u>NCN</u>

**SLOPE SHRUBS**

<b><u>BOTANICAL NAME</u></b>	<b><u>COMMON NAME</u></b>
<u>Acacia redolens</u>	<u>“desert carpet” prostrate acacia</u>
<u>Arbutus unedo “compacta”</u>	<u>dwarf strawberry tree</u>
<u>Baccharis SPP</u>	<u>coyote brush</u>
<u>Heteromeles arbutifolia</u>	<u>toyon</u>
<u>Leucophyllum frutescens</u>	<u>Texas ranger</u>
<u>Myoporum parvifolium</u>	<u>NCN</u>
<u>Myposum parvifolium</u>	<u>“putah creek” NCN</u>
<u>Photinia x fraseri</u>	<u>NCN</u>
<u>Pittosporum tobira</u>	<u>mock orange</u>
<u>Pittosporum tobira</u>	<u>“variegata” variegated mock orange</u>
<u>Rhaphiolepis</u>	<u>“majestic beauty” hawthorn</u>
<u>Rhaphiolepis indica SPP.</u>	<u>India hawthorn</u>
<u>Rosmarinus o</u>	<u>“rostratus” dwarf rosemary</u>
<u>Rosmarinus officinalis</u>	<u>rosemary</u>
<u>Rosa</u>	<u>“flower carpet” rose</u>
<u>Trachelospermum jasminoides</u>	<u>star jasmine</u>
<u>Xylosma congestum “compacta”</u>	

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**VINES AND EXPAIERS**

<b><u>BOTANICAL NAME</u></b>	<b><u>COMMON NAME</u></b>
<u>Ficus pumila (f. repens)</u>	<u>creeping fig</u>
<u>Gelsemium sempervirens</u>	<u>Carolina jessamine</u>
<u>Jasminum polyanthum</u>	<u>Jasmine</u>
<u>Rosa</u>	<u>"golden showers" yellow climber</u>
<u>Wisteria floribunda</u>	<u>"look" Japanese wisteria</u>

**GROUND COVERS**

<b><u>BOTANICAL NAME</u></b>	<b><u>COMMON NAME</u></b>
<u>Acacia redolens</u>	<u>"desert carpet" prostrate acacia</u>
<u>Duchesnea indica</u>	<u>Indian mock strawberry</u>
<u>Lantana montevidensis</u>	<u>trailing lantana</u>
<u>Myoporum parvifolium</u>	<u>NCN</u>
<u>Myoporum "putah creek"</u>	<u>NCN</u>
<u>Rosa</u>	<u>"flower carpet" Rose</u>
<u>Trachelospermum Jasminioides</u>	<u>star jasmine</u>
<u>Sesleria autumnalis</u>	<u>Autumn Moor</u>
<u>Leymus triticoides</u>	<u>Creeping Wild Rye</u>
<u>Poa fendleriana</u>	<u>Mutton Grass</u>
<u>Sporobolus airoides</u>	<u>Alkali Sacaton</u>
<u>Eleocharis palustris</u>	<u>Spike Rush</u>
<u>Coreopsis tinctoria</u>	<u>Calliopsis</u>
<u>Foxglove Penstemon</u>	<u>Penstemon</u>
<u>Rudbeckia</u>	<u>Black Eyed Susans</u>
<u>Nemophila menziesii</u>	<u>Baby Blue Eyes</u>
<u>Sidalcea hybrida</u>	<u>Miniature Hollihock</u>
<u>Eschscholzia californica</u>	<u>California Poppy</u>

Existing text = black text

Draft text = red text and underlined

Removal of existing text = ~~Strikethrough~~

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**Appendix C**  
**Non-Preferred Plant List**

<b><u>BOTANICAL NAME</u></b>	<b><u>COMMON NAME</u></b>
<u>Washingtonia filifera</u>	<u>California fan palm tree</u>
<u>Washingtonia robusta</u>	<u>Mexican fan palm tree</u>
<u>Acacia</u>	<u>green wattle</u>
<u>Ailanthus altissima</u>	<u>tree of heaven</u>
<u>Arundinaria pygmaea</u>	
<u>Arundo donax</u>	<u>Giant reed</u>
<u>Atriplex semibaccata</u>	<u>Australia Saltbush</u>
<u>Avena spp.</u>	<u>wild oats</u>
<u>Brassica spp (non-native)</u>	<u>mustard</u>
<u>Bromus rubens</u>	<u>red brome</u>
<u>Centranthus ruber</u>	<u>Jupiter's beard</u>
<u>Cypressus sempervirens</u>	<u>Italian cypress</u>
<u>Cortaderia jubata</u>	<u>pampas grass</u>
<u>Cortaderia sellowiana</u>	<u>pampas grass</u>
<u>Cytisus canariensis</u>	<u>Canary Island broom</u>
<u>Cytisus scoparius</u>	<u>scotch broom</u>
<u>Cytisus spachianus (genista racemosa)</u>	<u>broom</u>
<u>Erodium botrys</u>	<u>storksbill</u>
<u>Erodium cicutarium</u>	<u>storksbill</u>
<u>Erodium cygnorum</u>	<u>storksbill</u>
<u>Erodium malacoides</u>	<u>storksbill</u>
<u>Erodium moschatum</u>	<u>storksbill</u>
<u>Eucalyptus globulus</u>	<u>blue gum</u>
<u>Lolium perenne</u>	<u>perennial ryegrass</u>
<u>Malva parvifolia</u>	<u>cheeseweed</u>
<u>Pennisetum</u>	<u>fountain grass</u>
<u>Ricinus communis</u>	<u>castor bean</u>
<u>Robinia pseudoacacia</u>	<u>black locust</u>
<u>Schinus molle</u>	<u>California Pepper</u>
<u>Schinus terebinthefolius</u>	<u>Brazilian pepper</u>
<u>Spartium junceum</u>	<u>Spanish broom</u>
<u>Tamarix sp.</u>	<u>salt cedar</u>
<u>Vulpia megalura</u>	<u>foxtail fescue</u>

Existing text = black text

Draft text = red text and underlined

Removal of existing text = ~~Strikethrough~~

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ORDINANCE NO. \_\_\_\_\_

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:

**OLD GRANADA HILLS RESIDENTIAL FLOOR AREA (RFA) DISTRICT ORDINANCE**

**1. Maximum Residential Floor Area.** For all single-family residentially zoned lots within the RFA district, the maximum residential floor area contained in all buildings and accessory buildings shall not exceed the following:

Lot Size	Proposed FAR	Potential Home Size Range
Less than 7,500 sq-ft	30%	Up to 2,250 sq-ft
7,500 to 10,999 sq-ft	25%	2,250 to 2,750 sq-ft
11,000 sq-ft or greater	20%	2,750 sq-ft or greater

An additional 20 percent of the maximum residential floor area shall be allowed if any of the methods listed below is utilized.

- a. For properties which are not in the "1SS" Single-Story Height District, the maximum envelope height shall be no more than 18 feet; or
- b. The required Private Garage is detached and located at the rear of the house, provided that the garage Building is no more than 20% the main residential Building footprint; or
- c. The total residential floor area of each story other than the base floor in a multi-story building does not exceed 75 percent of the base floor area; or
- d. The cumulative length of the exterior walls facing the front lot line, equal to a minimum of 25 percent of the building width shall be stepped-back a distance of at least 20 percent of the building depth from a plane parallel to the lot width established at the point of the building closest to the front lot line. When the front lot line is not straight, a line connecting the points where the side lot lines and the front lot line intersect shall be used. When through-lots have two front yards, the step back shall be provided along both front lot lines.

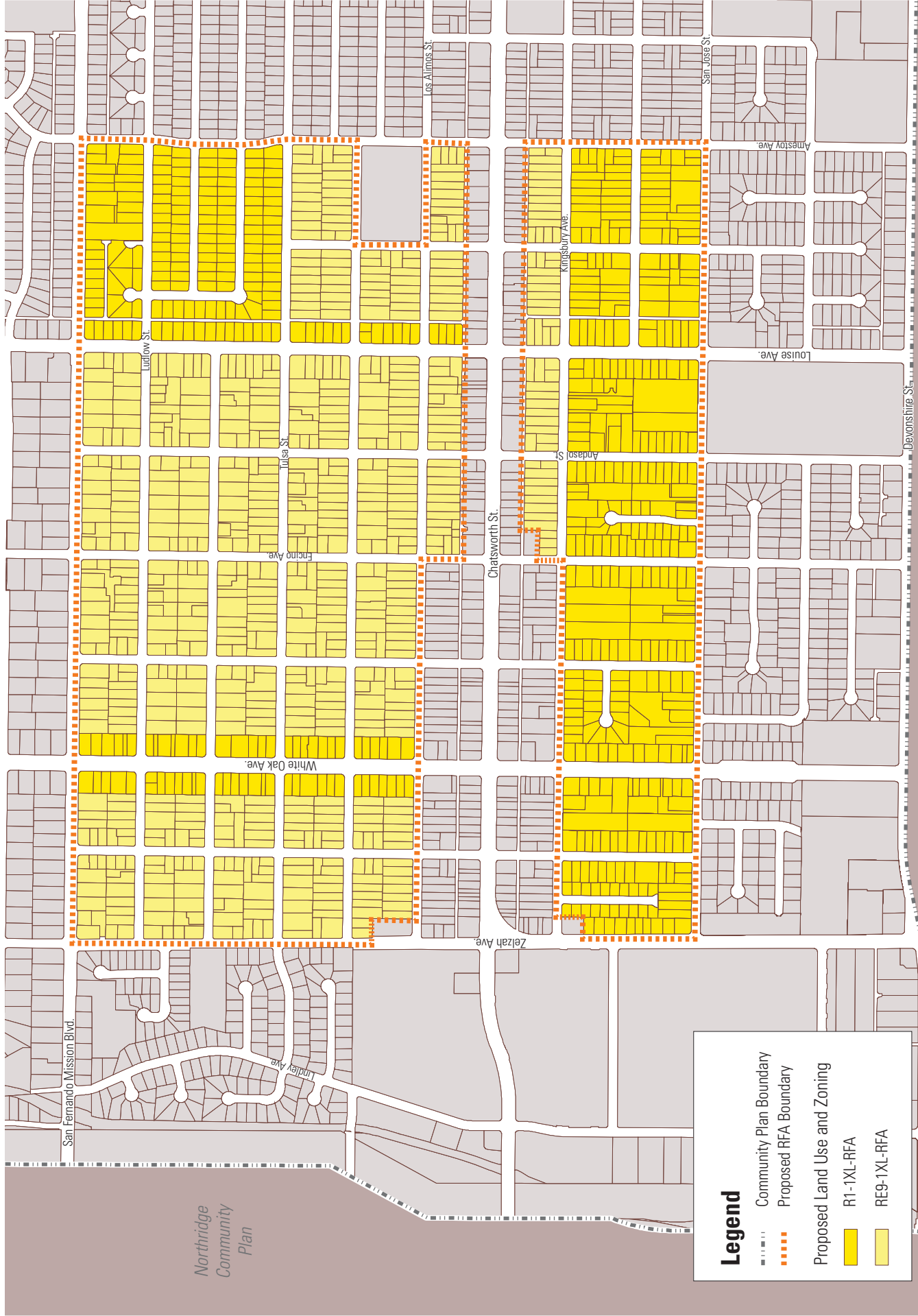
For the purposes of this provision, all exterior walls that intersect a plane parallel to the front lot line at 45 degrees or less shall be considered to be facing the front lot line. The building width shall be the greatest distance between the exterior walls of the building measured parallel to the lot width. The building depth shall be the greatest distance between the exterior walls of the building measured parallel to the lot depth; or

**2. Verification of Existing Residential Floor Area.** For additions with cumulative residential floor area of less than 1,000 square feet constructed after January 1, 2008, or remodels of buildings built prior to January 1, 2008, the existing residential floor area shall be the same as the building square footage shown on the most recent Los Angeles County Tax Assessor's records at the time the plans are submitted to the Department of Building and Safety and a plan check fee is paid. Exception: residential floor area may be calculated as defined in Section 12.03 of this Code when a complete set of fully dimensioned plans with area calculations of all the structures on the lot, prepared by a licensed architect or engineer, is submitted by the applicant. Any work that does not qualify as a remodel, as defined in the paragraph below or additions that are 1,000 square feet or larger shall require a complete set of fully dimensioned plans with area calculations of all the structures on the lot, prepared by a licensed architect or engineer.

For the purposes of implementing this subdivision, a remodel shall mean the alteration of an existing building or structure provided that at least 50 percent of the perimeter length of the contiguous exterior walls and 50 percent of the roof are retained.

**3. Areas Exempt from the Total Residential Floor Area.** Per the Baseline Mansionization Ordinance, the following areas shall not be counted towards the total Residential Floor Area.

- a) The first 400 square feet of covered parking area.
- b) Detached accessory buildings not exceeding 200 square feet; however, the total combined area exempted of all of these accessory buildings on a lot shall not exceed 400 square feet.
- c) The first 250 square feet of attached porches, patios, and breezeways with a solid roof if they are open on at least two sides.
- d) Porches, patios, and breezeways that have an open lattice roof.
- e) The first 100 square feet of any story or portion of a story of the main building on a lot with a ceiling height greater than 14 feet shall be counted only once.



Northridge  
Community  
Plan

## Proposed Old Granada Hills Residential Floor Area (RFA) District

Not to Scale

ORDINANCE NO. \_\_\_\_\_

**GRANADA HILLS EQUINEKEEPING “K” SUPPLEMENTAL USE DISTRICT  
BOUNDARY MAP AND CONDITIONS ORDINANCE**

An ordinance amending the boundaries and conditions for an Equinekeeping “K” Supplemental Use District for the Granada Hills-Knollwood Community Plan area. This ordinance map and the Conditions shall be made part of Article 2, Chapter 1 of the Los Angeles Municipal Code.

**THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:**

**Section 1. Amendment of the Granada Hills Equinekeeping “K” Supplemental Use District.**

This ordinance hereby amends the existing Equinekeeping “K” Supplemental Use District, established by Ordinance No. 151,602 as part of Section as part of Section 13.05.B, on lots in whole or in part within the area identified by the shaded area on the attached map.

**Section 2. Conditions for Lots within the Granada Hills Equinekeeping “K” Supplemental Use District.**

This ordinance hereby establishes the following Conditions for lots in the R and A zones located within the Granada Hills Equinekeeping “K” Supplemental Use District, as part of Section 13.05.C(3), to be imposed as part of discretionary actions including, but not limited to approvals for division of land, pursuant L.A.M.C sections 17.03, 17.05 and 17.52 et seq. The subdivision of single-family residential lots in the Granada Hills Equinekeeping “K” Supplemental Use District requires review of the details of the proposed layout, the locations of structures, equine pad and stable areas, lot access for equines and trailers, and equestrian trails and trail linkages. No grading permit or subdivision map shall be issued for single family lots until a review of these details of subdivision design is completed by the Advisory Agency or other decision-maker.

**a. Lot Conditions for all Lots in the R and A Zones**

1. Any lot shall be a minimum of 20,000 square feet.
2. In addition to requirements set forth in the LAMC, any lot shall have a designated equinekeeping area, permanently reserved for equestrian use, which includes a level 2,400 contiguous square foot area, with a minimum width of 24 feet.
3. The equine pad area shall include a minimum 288 (12'x24') square foot area for a stable, and 144 (12'x12') square foot area for storage of feed and equipment.

May 23, 2013

4. Hillside equinekeeping lots shall include a minimum 11,000 square foot combined pad area for the primary residence and equine keeping area. Front yard setbacks may be reduced to better accommodate an equine pad area on hillside lots.
5. Permanent structures that are not for equinekeeping purposes, including, but not limited to swimming pools and tennis courts, shall not be constructed or located within any portion of the required equine pad and stable areas. Such structures may be permitted only outside of the required equine stable and pad areas.
6. Equine access into the lot from the public right-of-way shall be provided on lots where access is taken from a front-facing street and shall be a minimum 12-foot wide path extending from the right-of-way to the equine pad area. A driveway which is a minimum 12 feet in width may function dually as an equine access path for the portion of the equine path that extends from the street to the end of the driveway.

**b. Easement and Trail Condition for all Lots in the R and A Zones.**

New development that fronts a trail, as identified in the Granada Hills-Knollwood Community Plan, shall be required to dedicate an easement for pedestrian and equestrian trail purposes and to construct a trail adjacent to the front of the lot, in compliance with the Granada Hills-Knollwood Community Plan and to the satisfaction of the Advisory Agency.

Note: Layout of lots shown below is an example. Exact configuration of lots may vary.

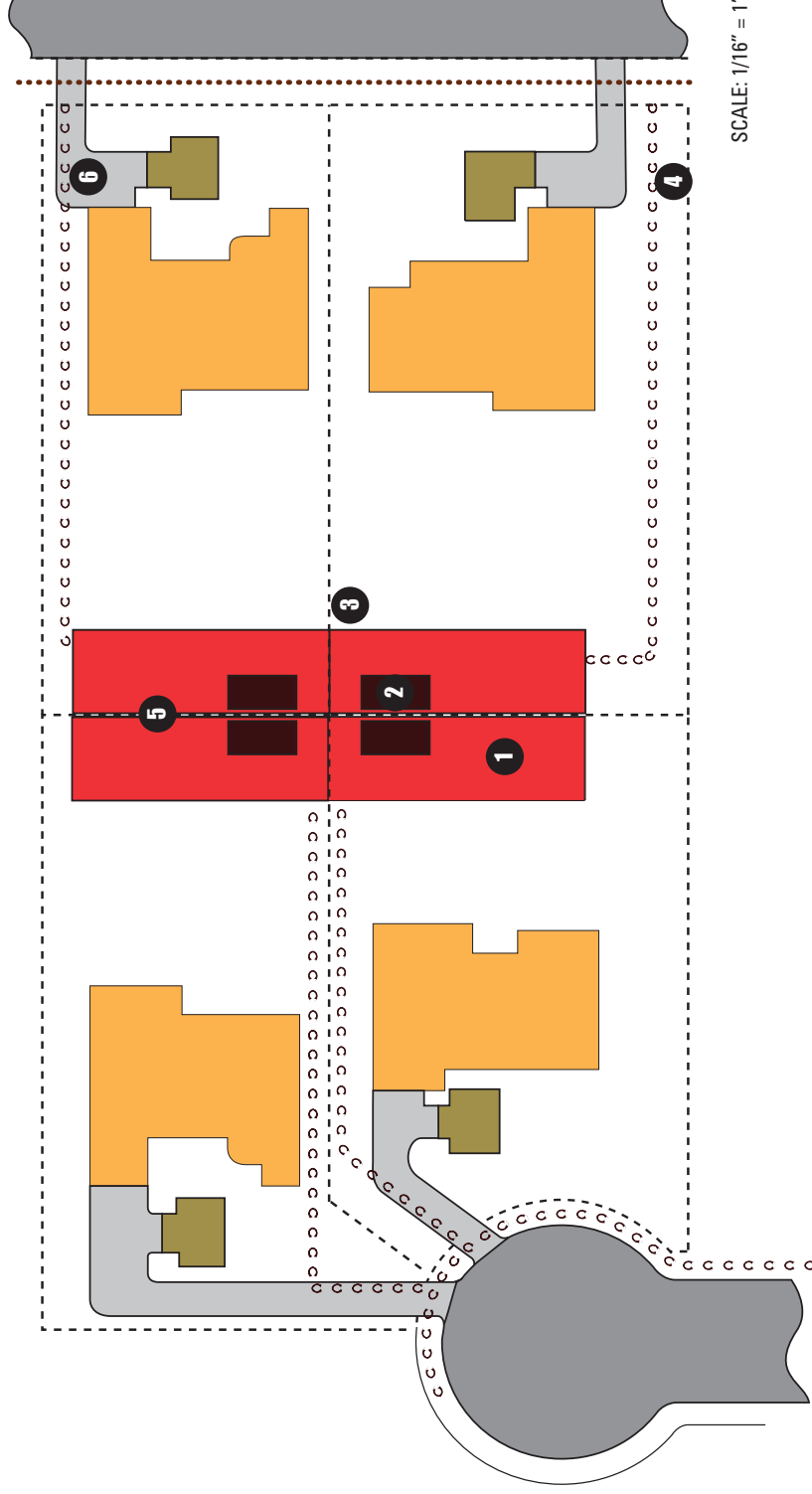


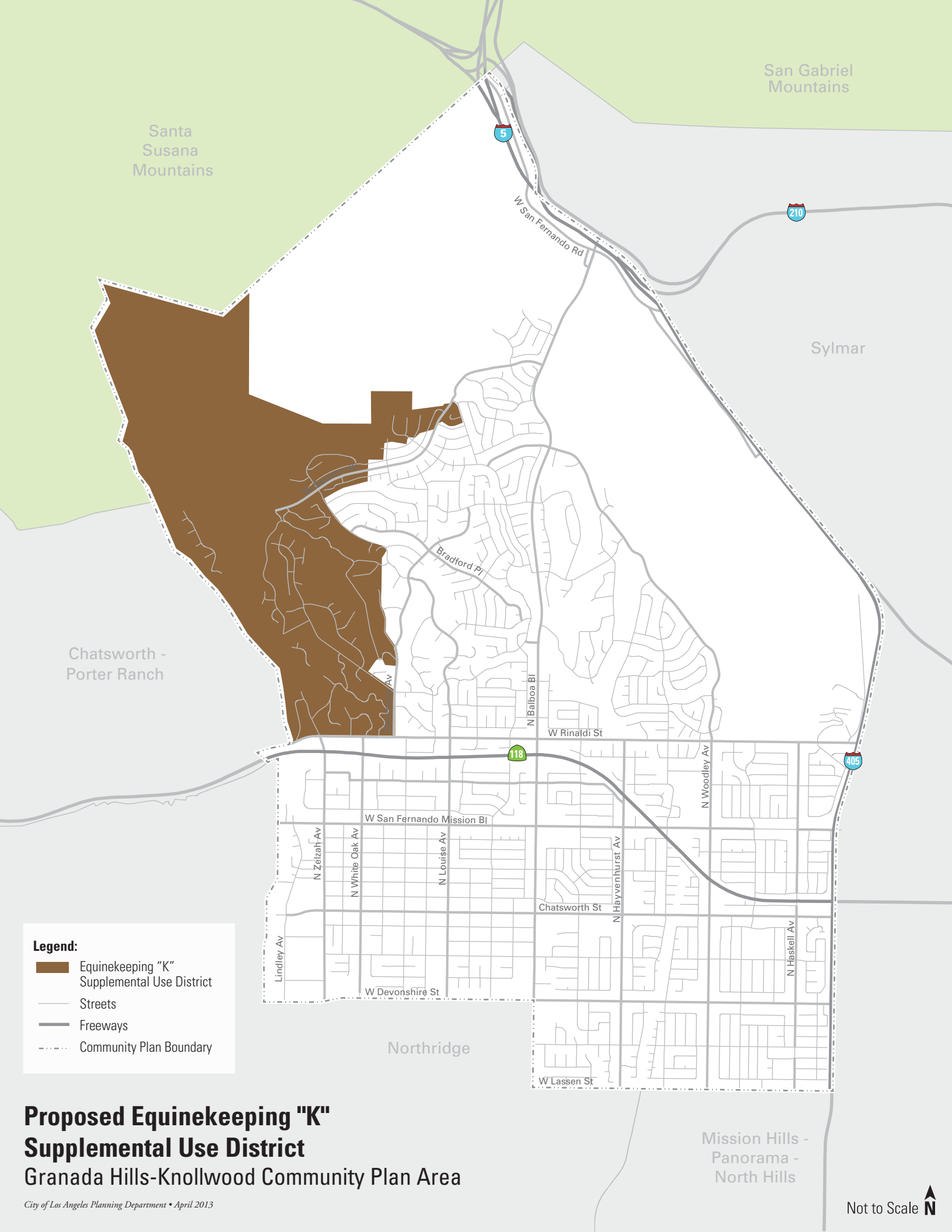
# Equinekeeping Lots Within the K-District

## Legend:

- Equinekeeping area/Corral
- Stable/Stall
- Residence
- Garage
- Street
- Driveway
- Easement and equine trail
- Equine access path
- Lot line

- 1** Minimum 2400 sq. ft. equinekeeping area
- 2** Minimum 12' x 24' stable
- 3** Minimum 10' from side property line to stable
- 4** 12' wide equine access path clear of obstructions from equinekeeping area to trail
- 5** Equinekeeping area may be located at rear property line and side property line
- 6** May use driveway for portion of equine access path





**Legend:**

- Equinekeeping "K" Supplemental Use District
- Streets
- Freeways
- Community Plan Boundary

**Proposed Equinekeeping "K" Supplemental Use District**  
**Granada Hills-Knollwood Community Plan Area**

## **Appendix J**

## **Attachments to Comment Letters**



**Attachment to GHSNC Letter Dated 12/10/2012**





# L.A. REGIONAL TEMPERATURE PROJECTIONS

## SUMMARY OF FINDINGS – JUNE 21, 2012

*Summary of Hall, et al. study “Mid-Century Warming in the Los Angeles Region.” Prepared by Paul Bunje PhD*

The first results from the “Climate Change in the Los Angeles Region” project, sponsored by the City of Los Angeles and US Department of Energy covers temperature changes. Future results will cover other elements of climate change (precipitation, snowpack, winds, clouds, etc.). These studies are expected to be released throughout the summer and autumn of 2012.

### BACKGROUND

- Global climate models (GCMs) are too coarse for our geography – they break the globe up into grid cells that are 100-200km wide (~62-124 miles).
- L.A. County is about 100km wide, which has mountains, coastline, and a climate that varies considerably – Santa Monica and Pomona have very different ecosystems.
- Climate change estimates must be done for a timeframe of relevance to policy makers; the end of the 21<sup>st</sup> Century is too far away. Appropriate planning timeframes follow a 30-50 year horizon.

### METHOD

This study addresses these issues by modeling temperature change at high-resolution (2km as opposed to 200km) and for a useful timeframe (mid-century; the years 2041-2060).

- 2 GHG emissions scenarios: The model estimates temperature change for different amounts of greenhouse gas emissions: business-as-usual and an aggressive emissions mitigation (reduction) effort.
  - Business-as-usual is called RCP 8.5 and the mitigation scenario is called RCP 2.6. These are new terms for the new IPCC 5<sup>th</sup> Assessment Report, and represent the high and low range of policy options being discussed in international negotiations (representing GHG concentrations of approximately 1200 ppm or 460 ppm of CO<sub>2</sub> equivalent concentration by 2100, respectively.)
- 19 Global Climate Models downscaled for L.A.: State-of-the-art regional modeling techniques:
  - The regional focus of the model is produced through a technique called dynamical downscaling. This technique uses intense computation to model the physical processes of the climate at a high-resolution, including the specific climate features of this region (similar to a GCM but for the Greater Los Angeles Region).
    - While the dynamical downscaled model provides a more accurate representation of our region’s climate than the Global Climate Models, it takes months of super computer time. One GCM was dynamically downscaled, and three additional GCMs were then dynamically downscaled in order to validate the statistical model.
  - The second step of the downscaling was performed statistically, which are very fast to run on a computer. These models were trained using the statistical relationships derived from the initial dynamical downscaling procedure, and run for all available GCMs. These were then used to estimate climate change for all 19 Global Climate Models. This is important because:
    - GCMs all differ in how they model features of the climate.

- Averaging the results for all 19 GCMs (referred to as the “ensemble-mean”) is regarded as the most accurate projection of future climate conditions.

## RESULTS

- For the years 2041-2060, dynamical modeling, under the business-as-usual GHG scenario, shows great variation in temperature from the coast to the deserts. Three elements drive this pattern:
  1. Warming over the ocean is slower because water has a very high heat capacity (it can absorb a lot of energy without changing temperature much) and evaporation cools.
  2. Warming over the deserts is faster because it is dryer resulting in a build up of energy that leads to higher temperatures (the opposite of when there is a lot of water).
  3. Local processes due to land/sea breezes and mountains/valleys change how the ocean and desert airs move throughout the region.
- The ensemble (average) prediction of all GCMs, statistically downscaled for the L.A. region and under business-as-usual GHG emissions shows annual average temperature increases between 3.7°F and 5.4°F, depending on location (area average of 4.6°F over land).
  - All areas of the region are projected to get warmer by mid-century, mountains and desert areas warm the most, coastal areas warm the least and summer gets warmer faster than any other season.
  - Uncertainty in future warming is represented by range projections. For example, the uncertainty range for the warming averaged over the region’s land areas is from 1.7 to 7.5°F. This is a 95% uncertainty range, so that there is a 19 out of 20 chance that the correct value lies in this range. The uncertainty is due to variation in the global models and the complex seasonal and topographical features of the L.A. regional climate. Even the lower bound is positive though, indicating extremely high confidence in the likelihood of warming by mid-century.
- Coast and oceans warm more slowly than the deserts and mountains; (values are all  $\pm \sim 2.5$ -3°F)
  - Oceans and coasts are likely to warm  $\sim 3.5$ -4°F.
  - The dense urban portions of the region warm  $\sim 4$ -4.5°F.
  - Mountains and deserts warm  $\sim 4.5$ -5.5°F on average.
- Hot months warm more: warming is greater in summer and fall than in winter and spring and the contrast between the coasts and inland areas is also greater in summer/fall than in winter/spring.
- The hottest places of the region, during the hottest times of year, will get hotter at a faster rate
- Mountains create significant differences in the rate of climate warming
  - The Santa Monica Mountains, which are fairly low, are enough of a barrier to ocean influence that the San Fernando Valley warms  $\sim 10\%$  more than the L.A. Basin ( $\sim 4.2$ -4.3°F for the Valley vs. 3.8-4°F for most of the L.A. Basin).
  - Warming also increases with distance from the coast.
  - Cities separated from the coast by high mountains (Lancaster, Palmdale) show warming of about 4.9-5.2°F.
  - The tops of the San Gabriel and San Bernardino mountains warm the most—more than 5°F in the annual average.
- Looking broadly, the number of “extreme hot days” (defined as those that are as warm as the 7 warmest days of the year in each location) is expected to increase substantially.
  - Coastal areas and central L.A.—the areas with the largest populations—will see the number of extremely hot days approximately triple

- The San Fernando Valley and San Gabriel Valley will see extreme hot days almost quadruple (3.5 to 4 times the current number reaching the local high temperature).
  - Desert and mountain areas will see extreme hot days increase by 4.5 to 6 times the current number.
- Specifically, the number of days where the temperature reaches over 95°F will increase by 2-5 times; the number of projected days is a range, see the report's tables for the exact range of values.
  - Coastal areas are already cooler and thus additional warming is unlikely to increase the number of days that surpass the absolute 95°F threshold in the future (which is why the relative definition for extreme heat is used above—different communities are used to different temperatures).
  - Santa Monica, Venice, San Pedro: from ~0 days to ~1 day
  - Downtown LA: from 1.4 days to 4.6 days ( $\pm 4$ )
  - Long Beach: from 1 day to 2.5 days ( $\pm 2$ )
  - Santa Ana: from 1 days to 3.1 days ( $\pm 3$ )
  - Woodland Hills: from 4 days to 16.7 days ( $\pm 13$ )
  - Eastern and Northern San Fernando Valley (Sylmar, San Fernando, Porter Ranch): from 7-8 days to 25-30 days ( $\pm 18$ )
  - Pasadena: from 3 days to 9.5 days ( $\pm 8$ )
  - Riverside: from 10 days to 34.2 days ( $\pm 21$ )
  - Lancaster: from 20 days to 55.7 days ( $\pm 25$ )
  - Palm Springs: from 75 days to 119 days ( $\pm 20$ )
- Even under the aggressive GHG mitigation (reduction) scenario (RCP 2.6), temperatures are likely to nonetheless increase throughout the L.A. Region.
  - Generally, warming is about 30% less under this scenario (the values are ~70% of those reported for RCP 8.5).

## MEANING

- Significant warming is projected in Los Angeles between the years of 2041-2060.
  - To accurately predict future climates modeling at a regional scale as opposed to a global scale is very important for places that have complex climates due to mountains, seasonal variation, and a coastal location such as L.A.
- The amount of warming varies considerably across the complex geography of the L.A. region, but everywhere gets significantly warmer.
- Inland areas will get hotter faster than the coast.
- The warming shows strong seasonality meaning there will be greater warming in summer and fall and less in winter and spring.
- The number of extreme hot days is likely to triple or quadruple for the vast majority of people living in Southern California. In some places like the mountains and deserts, days with extremely hot temperatures may quintuple (up to 5 times as many super-hot days.)
- Warming will impact the L.A. region even if the world slows the rate of GHG emissions.
- Adaptation to a changing climate is a necessity in the Los Angeles region.



## California Climate Change Legislation

Date	Legislation	Description
April 12, 2011	<a href="#">Senate Bill X1-2</a> (Simitian, Chapter 1, Statutes of 2011)	Governor Edmund G. Brown, Jr. signed Senate Bill X1-2 into law to codify the ambitious 33 percent by 2020 goal. SBX1-2 directs California Public Utilities Commission's Renewable Energy Resources Program to increase the amount of electricity generated from eligible renewable energy resources per year to an amount that equals at least 20% of the total electricity sold to retail customers in California per year by December 31, 2013, 25% by December 31, 2016 and 33% by December 31, 2020. The new RPS goals applies to all electricity retailers in the state including publicly owned utilities (POUs), investor-owned utilities, electricity service providers, and community choice aggregators. This new RPS preempts the California Air Resources Boards' 33 percent Renewable Electricity Standard.
September 29, 2011	<a href="#">Assembly Bill 1504</a> (Skinner, Chapter 534, Statutes of 2010)	Forest resources and carbon sequestration. Bill requires Department of Forestry and Fire Protection and Air Resources Board to assess the capacity of its forest and rangeland regulations to meet or exceed the state's greenhouse goals, pursuant to AB 32.
September 30, 2008	<a href="#">Senate Bill 375</a> (Steinberg, Chapter 728, Statutes of 2008)	Sustainable Communities & Climate Protection Act of 2008 requires Air Resources Board to develop regional greenhouse gas emission reduction targets for passenger vehicles. ARB is to establish targets for 2020 and 2035 for each region covered by one of the State's 18 metropolitan planning organizations.  For more information on SB 375, see the ARB <a href="#">Sustainable Communities</a> page.
October 14, 2007	<a href="#">Assembly Bill 118</a> (Núñez, Chapter 750, Statutes of 2007)	Alternative Fuels and Vehicles Technologies The bill would create the Alternative and Renewable Fuel and Vehicle Technology Program, to be administered by the Energy Commission, to provide funding to public projects to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies.
August 24, 2007	<a href="#">Senate Bill 97</a> (Dutton, Chapter 187, Statutes of 2007)	Directs Governor's Office of Planning and Research to develop CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions."  For more information see the OPR <a href="#">CEQA and Climate Change</a> page.
July 18, 2006	<a href="#">Assembly Bill 1803</a>	Greenhouse gas inventory transferred to Air Resources Board from the



	(Committee on Budget, Chapter 77, Statutes of 2006)	Energy Commission.
August 21, 2006	<a href="#">Senate Bill 1</a> (Murray, Chapter 132, Statutes of 2006)	California's Million Solar Roofs plan is enhanced by PUC and CEC's adoption of the California Solar Initiative. SB1 directs PUC and CEC to expand this program to more customers, and requiring the state's municipal utilities to create their own solar rebate programs. This bill would require beginning January 1, 2011, a seller of new homes to offer the option of a solar energy system to all customers negotiating to purchase a new home constructed on land meeting certain criteria and to disclose certain information.
September 26, 2006	<a href="#">Senate Bill 107</a> (Simitian, Chapter 464, Statutes of 2006)	SB 107 directs California Public Utilities Commission's Renewable Energy Resources Program to increase the amount of renewable electricity (Renewable Portfolio Standard) generated per year, from 17% to an amount that equals at least 20% of the total electricity sold to retail customers in California per year by December 31, 2010.
September 27, 2006	<a href="#">Assembly Bill 32</a> (Núñez, Chapter 488, Statutes of 2006)	California Global Warming Solutions Act of 2006. This bill would require Air Resources Board (ARB) to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. ARB shall adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program. AB 32 directs Climate Action Team established by the Governor to coordinate the efforts set forth under Executive Order S-3-05 to continue its role in coordinating overall climate policy.  See <a href="#">more information on AB 32 at ARB</a> .
September 12, 2002	<a href="#">Senate Bill 1078</a> (Sher, Chapter 516, Statutes of 2002)	This bill establishes the California Renewables Portfolio Standard Program, which requires electric utilities and other entities under the jurisdiction of the California Public Utilities Commission to meet 20% of their renewable power by December 31, 2017 for the purposes of increasing the diversity, reliability, public health and environmental benefits of the energy mix.
September 7, 2002	<a href="#">Senate Bill 812</a> (Sher, Chapter 423, Statutes of 2002)	This bill added forest management practices to the California Climate Action Registry members' reportable emissions actions and directed the Registry to adopt forestry procedures and protocols to monitor, estimate, calculate, report and certify carbon stores and carbon dioxide emissions that resulted from the conservation-based management of forests in California.
July 22, 2002	<a href="#">Assembly Bill 1493</a> (Pavley, Chapter 200, Statutes of 2002)	The "Pavley" bill requires the registry, in consultation with the State Air Resources Board, to adopt procedures and protocols for the reporting and certification of reductions in greenhouse gas emissions from mobile sources for use by the state board in granting the emission reduction credits. This bill requires the state board to develop and adopt, by January 1, 2005, regulations that achieve the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks.  For more information on AB 1493 Pavley I, see the ARB <a href="#">Clean Car Standards</a> page.
October 11, 2001	<a href="#">Senate Bill 527</a> (Sher, Chapter 769, Statutes of 2001)	This bill revises the functions and duties of the California Climate Action Registry and requires the Registry, in coordination with CEC to adopt third-party verification metrics, developing GHG emissions protocols and qualifying third-party organizations to provide technical assistance and certification of emissions baselines and inventories. SB 527 amended SB 1771 to emphasize third-party verification.

September 30, 2000	<a href="#">Senate Bill 1771</a> (Sher, Chapter 1018, Statutes of 2000)	SB 1771 establishes the creation of the non-profit organization, the California Climate Action Registry and specifies functions and responsibilities to develop a process to identify and qualify third-party organizations approved to provide technical assistance and advice in monitoring greenhouse gas emissions, and setting greenhouse gas (GHG) emissions baselines in coordination with CEC. Also, the bill directs the Registry to enable participating entities to voluntarily record their annual GHG emissions inventories. Also, SB 1771 directs CEC to update the state's greenhouse gas inventory from an existing 1998 report and continuing to update it every five years.
September 28, 1988	Assembly Bill 4420 (Sher, Chapter 1506, Statutes of 1988)	The California Energy Commission (CEC) was statutorily directed to prepare and maintain the inventory of greenhouse gas emissions (GHG) and to study the effects of GHGs and the climate change impacts on the state's energy supply and demand, economy, environment, agriculture, and water supplies. The study also required recommendations for avoiding, reducing, and addressing related impacts - and required the CEC to coordinate the study and any research with federal, state, academic, and industry research projects.

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# SCS BACKGROUND DOCUMENTATION APPENDIX



*Southern California Association of Governments*  
**ADOPTED APRIL 2012**

# SCS BACKGROUND DOCUMENTATION

<b>A. Overall Land Use Pattern Maps</b>	<b>1</b>	<b>F. Methodology for Calculating SB 375 CO2 Emissions per Capita for 2012 RTP/SCS</b>	<b>89</b>
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## A. Overall Land Use Pattern Maps

Given the number of square miles the SCAG region encompasses, SCAG developed a simplified series of Community Types to represent the dominant themes taken from the region's many General Plans. This was developed in order to facilitate regional modeling of land use information from nearly 200 distinct jurisdictions.

The Community Types employed in the RTP/SCS are not intended to represent detailed land use policies, but are used to describe the general conditions likely to occur within a specific area if recently emerging trends, such as transit-oriented development, were to continue in concert with the implementation of the 2012–2035 RTP/SCS. These land use maps are shown by county and subregion.



EXHIBIT 1 Land Use Pattern Map – SCAG Region 2008

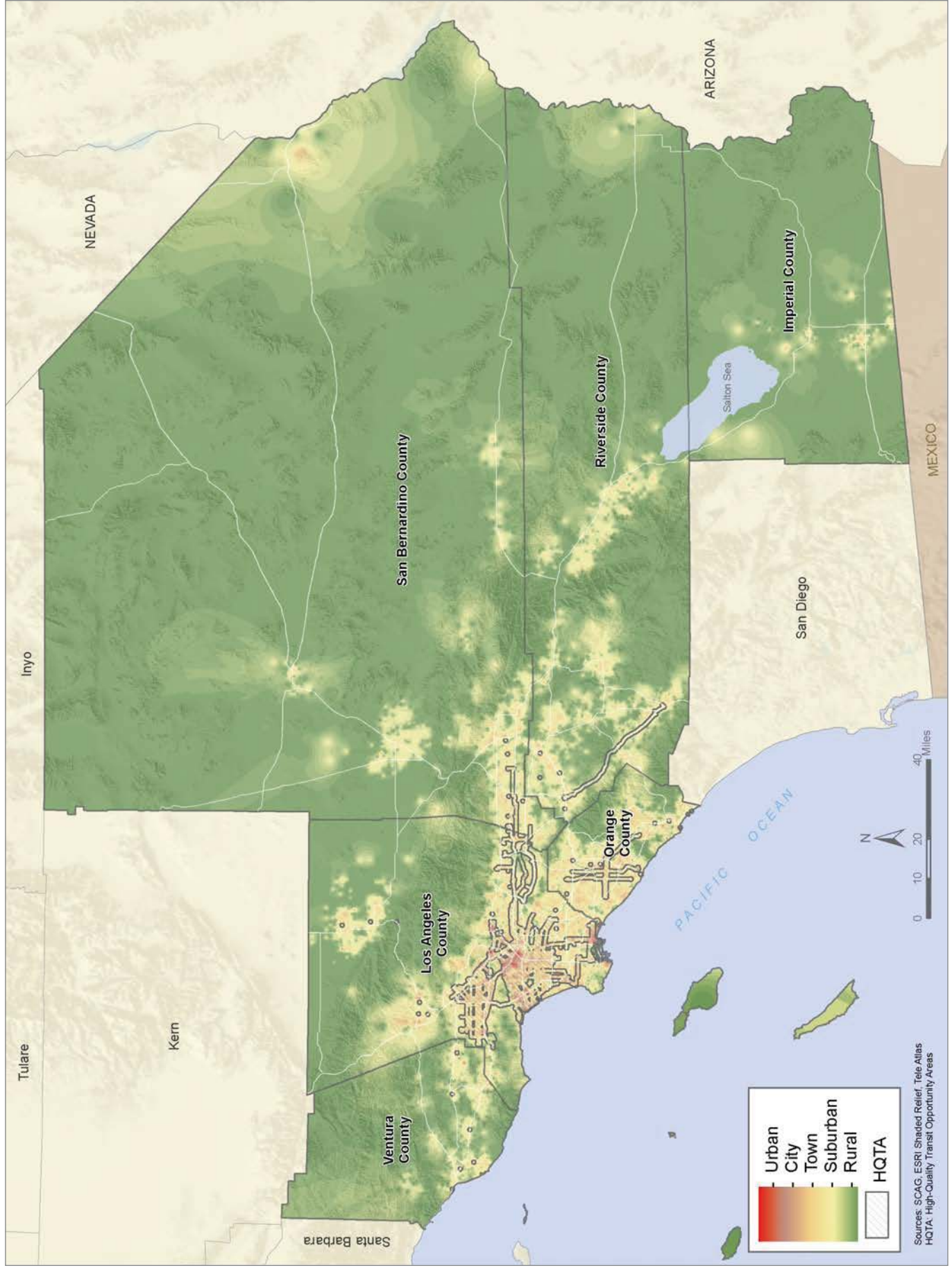


EXHIBIT 2 Land Use Pattern Map – SCAG Region 2020

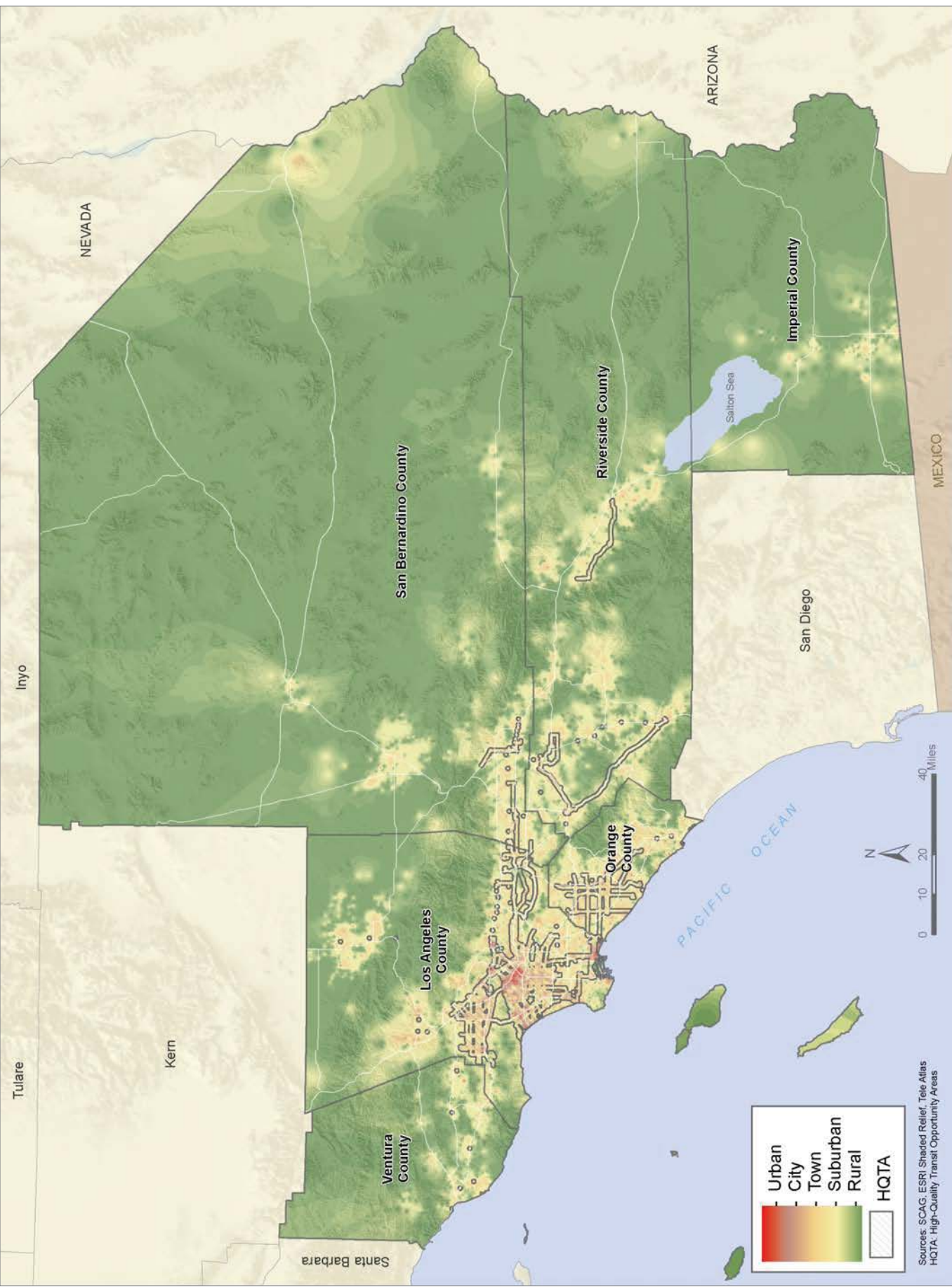




EXHIBIT 3 Land Use Pattern Map – SCAG Region 2035

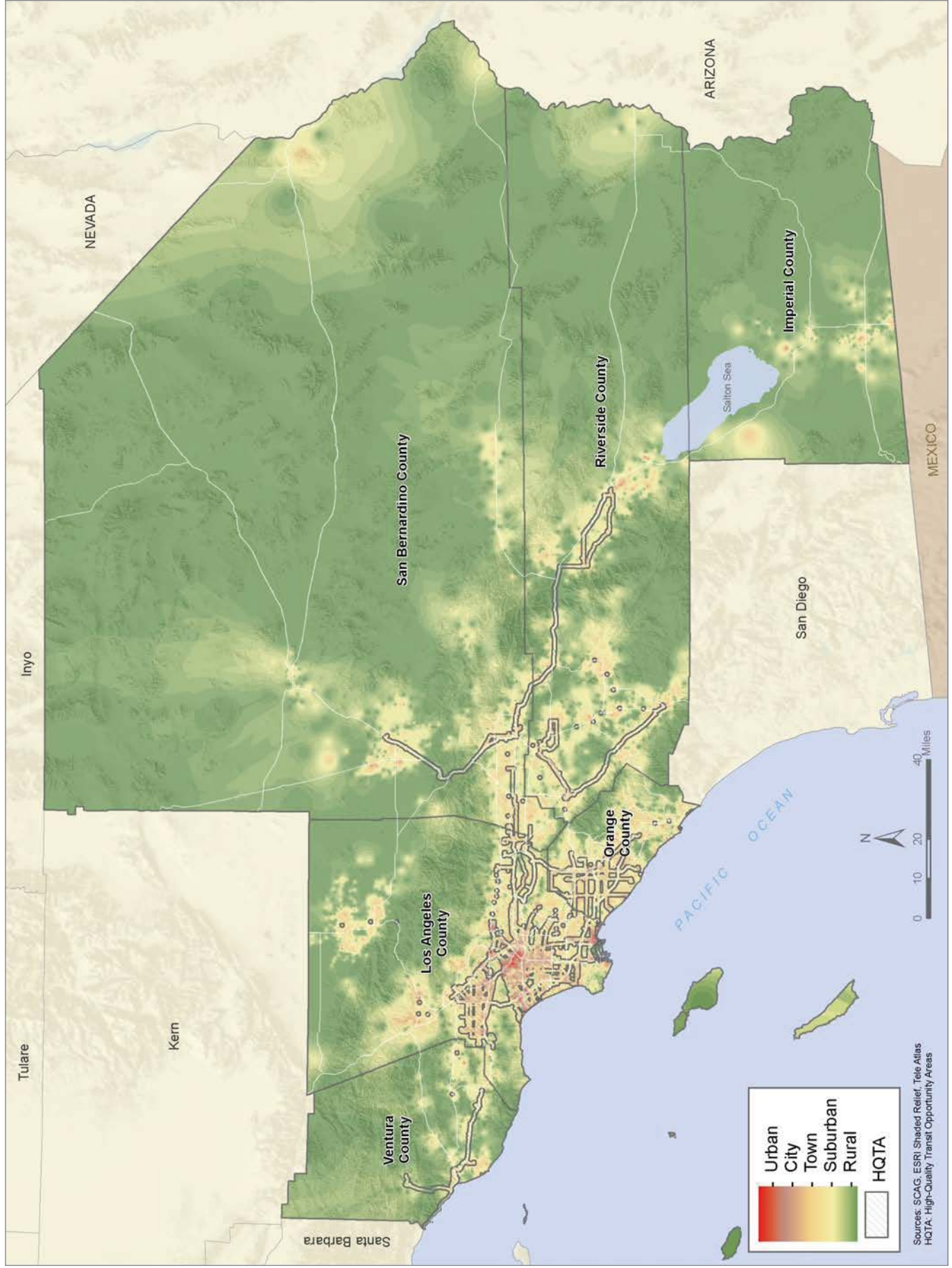


EXHIBIT 4 Land Use Pattern Map – Imperial County 2008

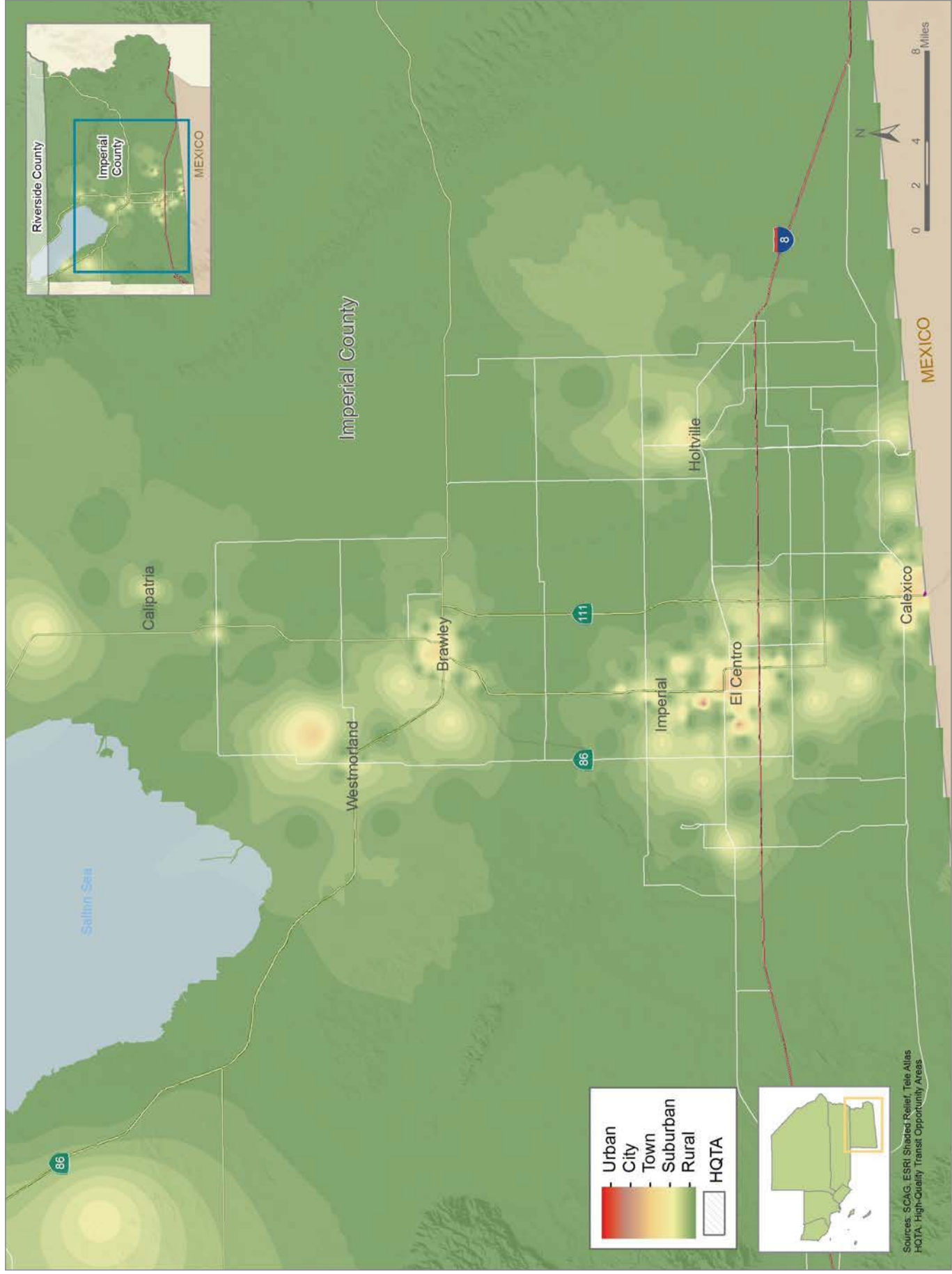


EXHIBIT 5 Land Use Pattern Map – Imperial County 2020

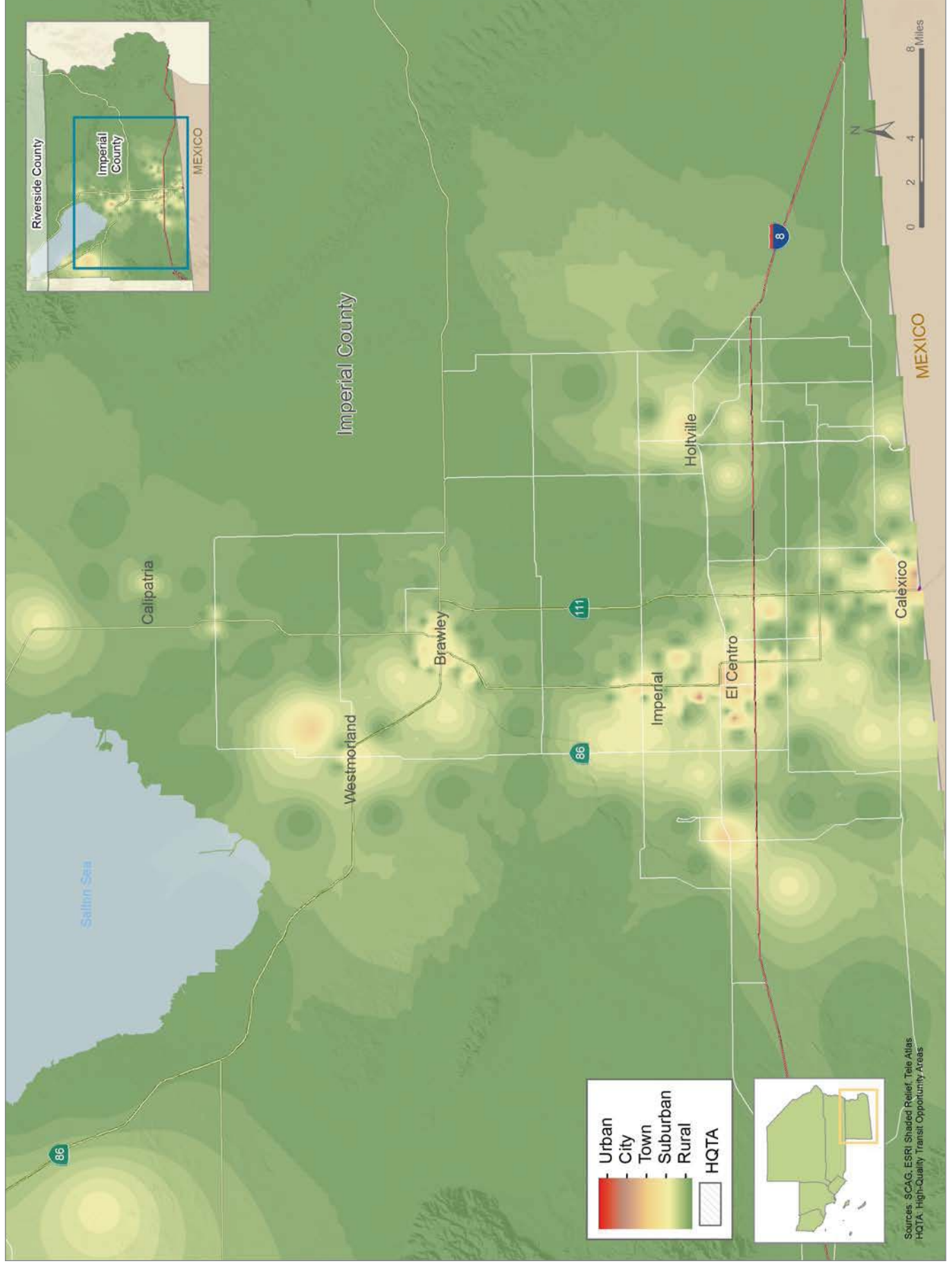
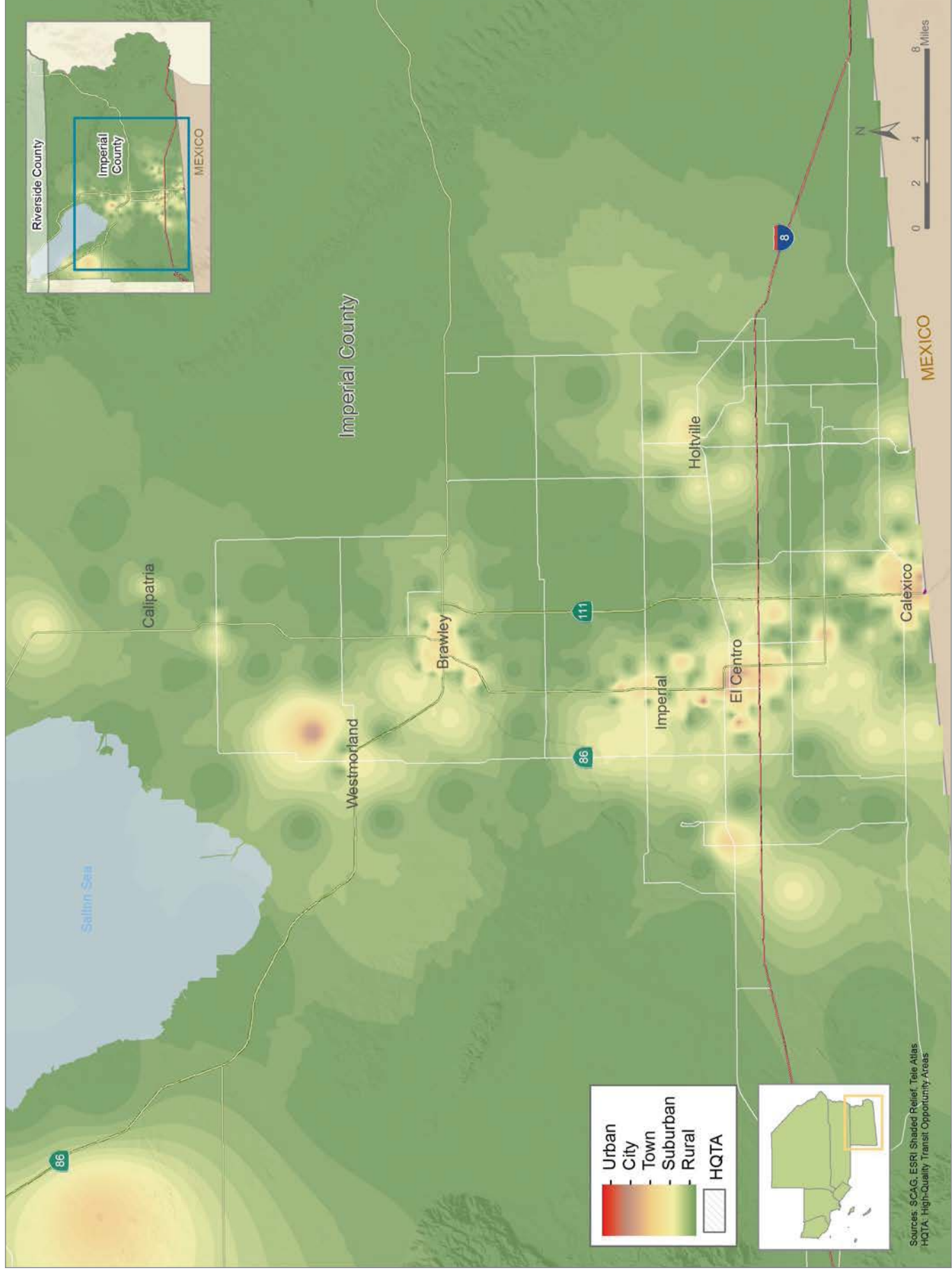




EXHIBIT 6 Land Use Pattern Map – Imperial County 2035



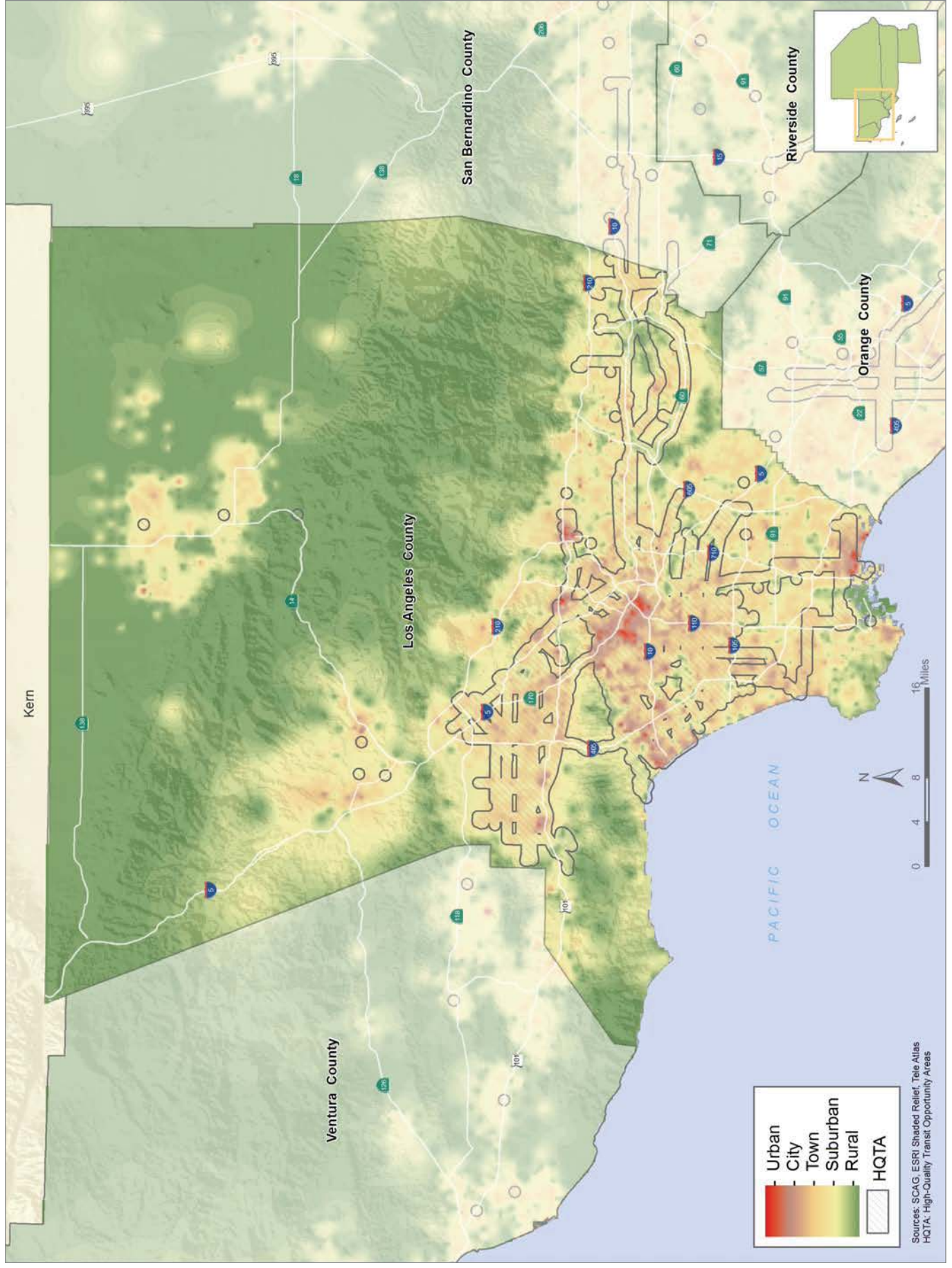








EXHIBIT 9 Land Use Pattern Map – Los Angeles County 2035

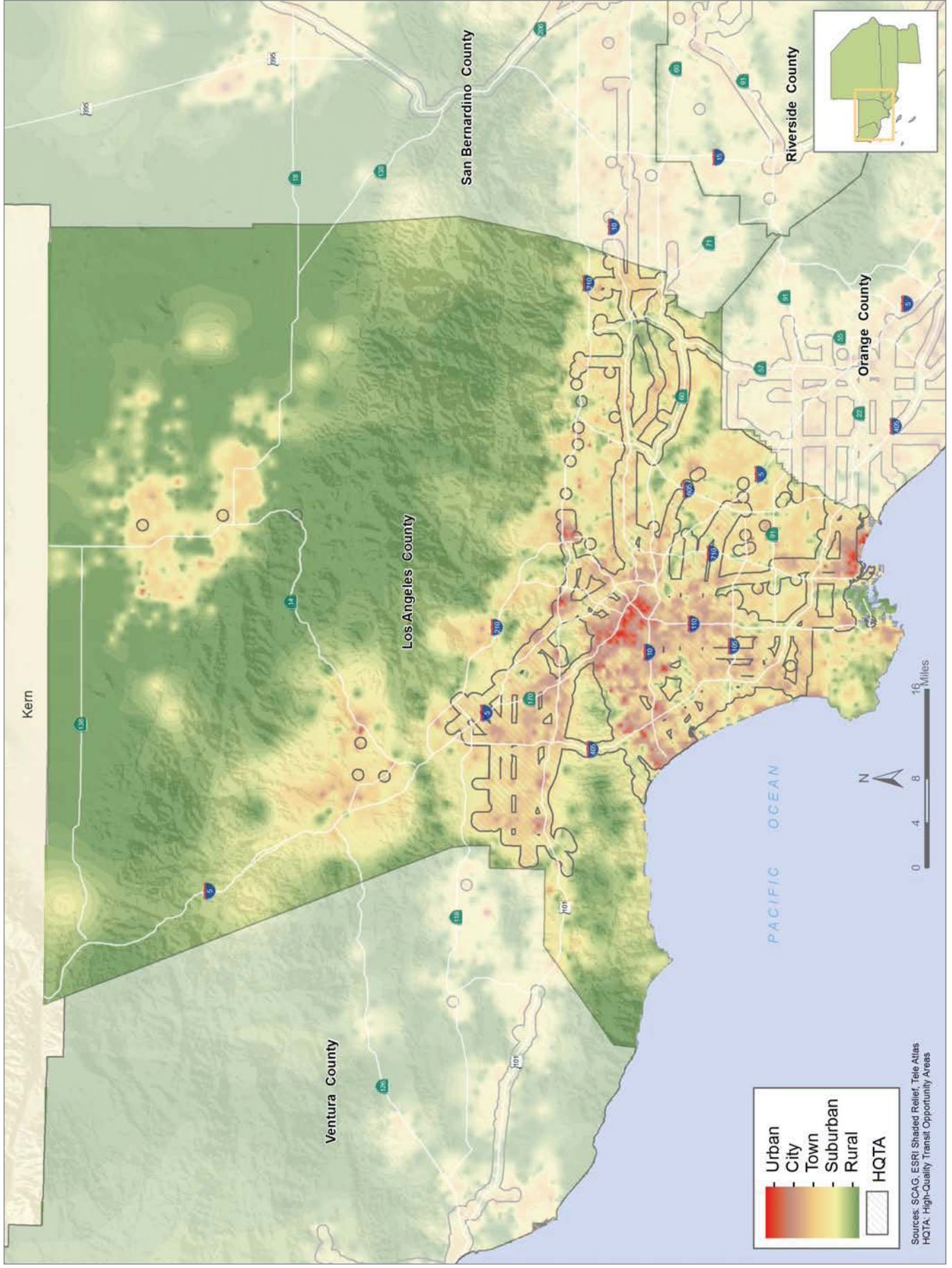


EXHIBIT 10 Land Use Pattern Map – Arroyo Verdugo 2008

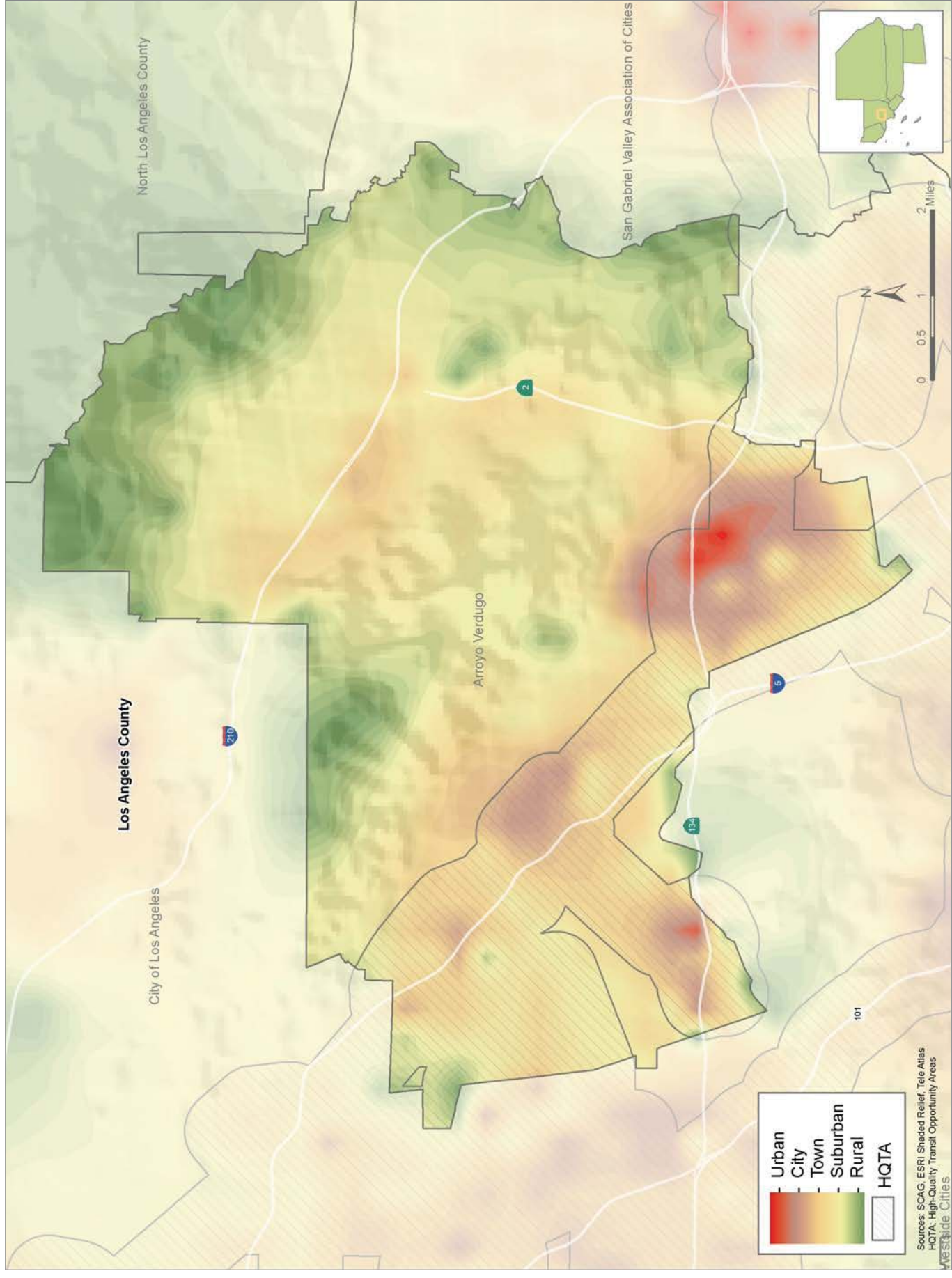




EXHIBIT 11 Land Use Pattern Map – Arroyo Verdugo 2020

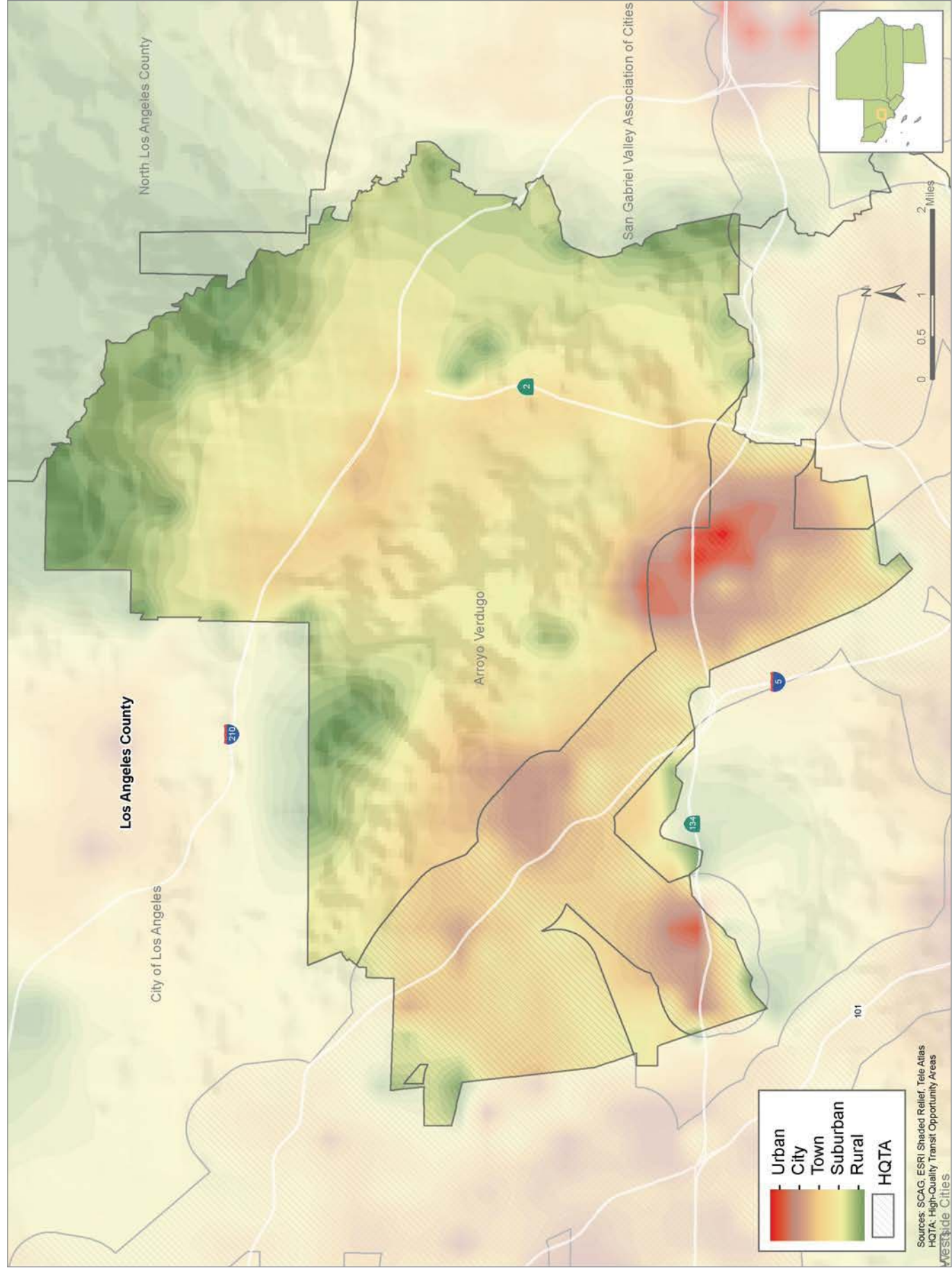


EXHIBIT 12 Land Use Pattern Map – Arroyo Verdugo 2035

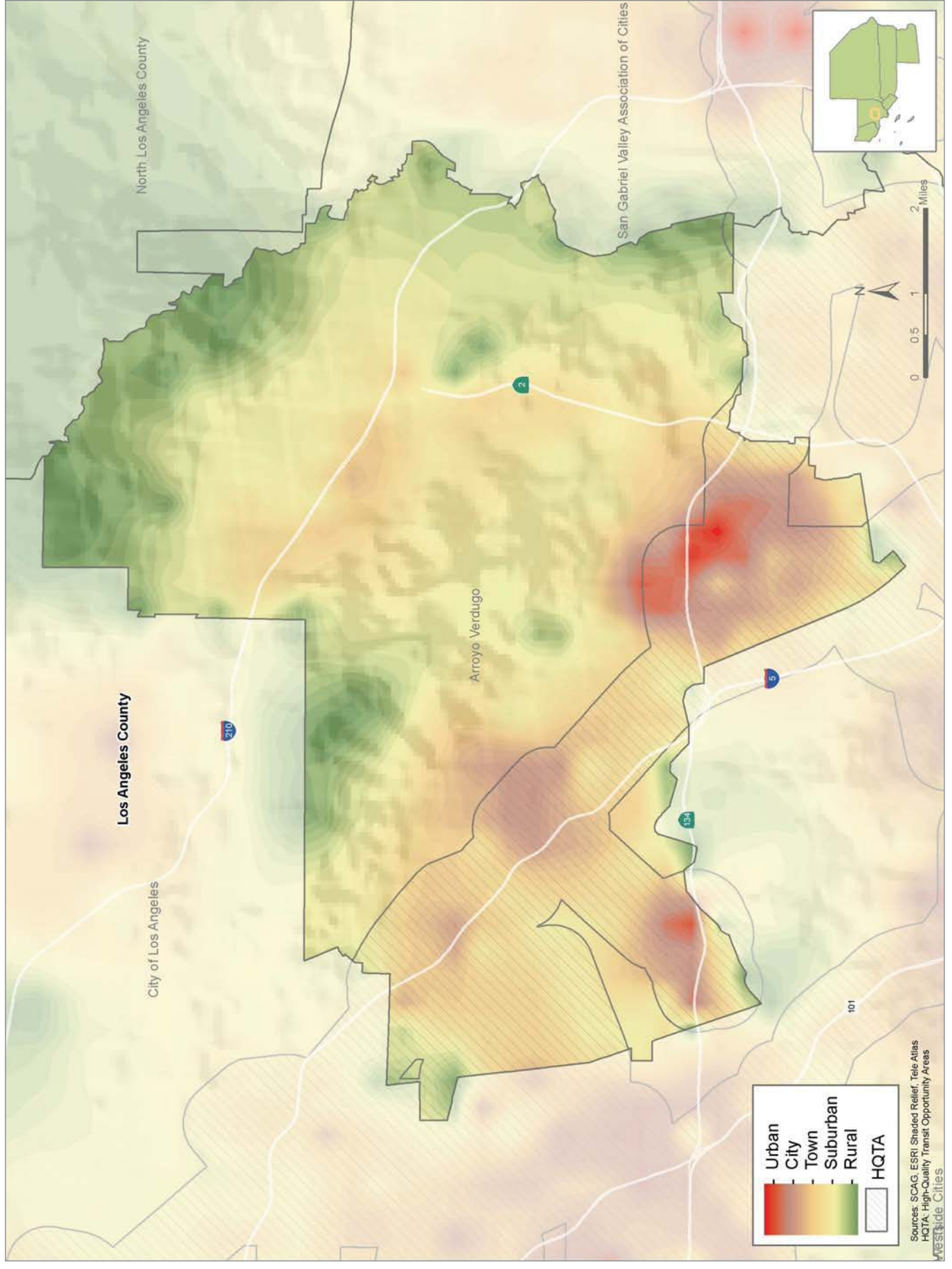




EXHIBIT 13 Land Use Pattern Map – Gateway Cities 2008

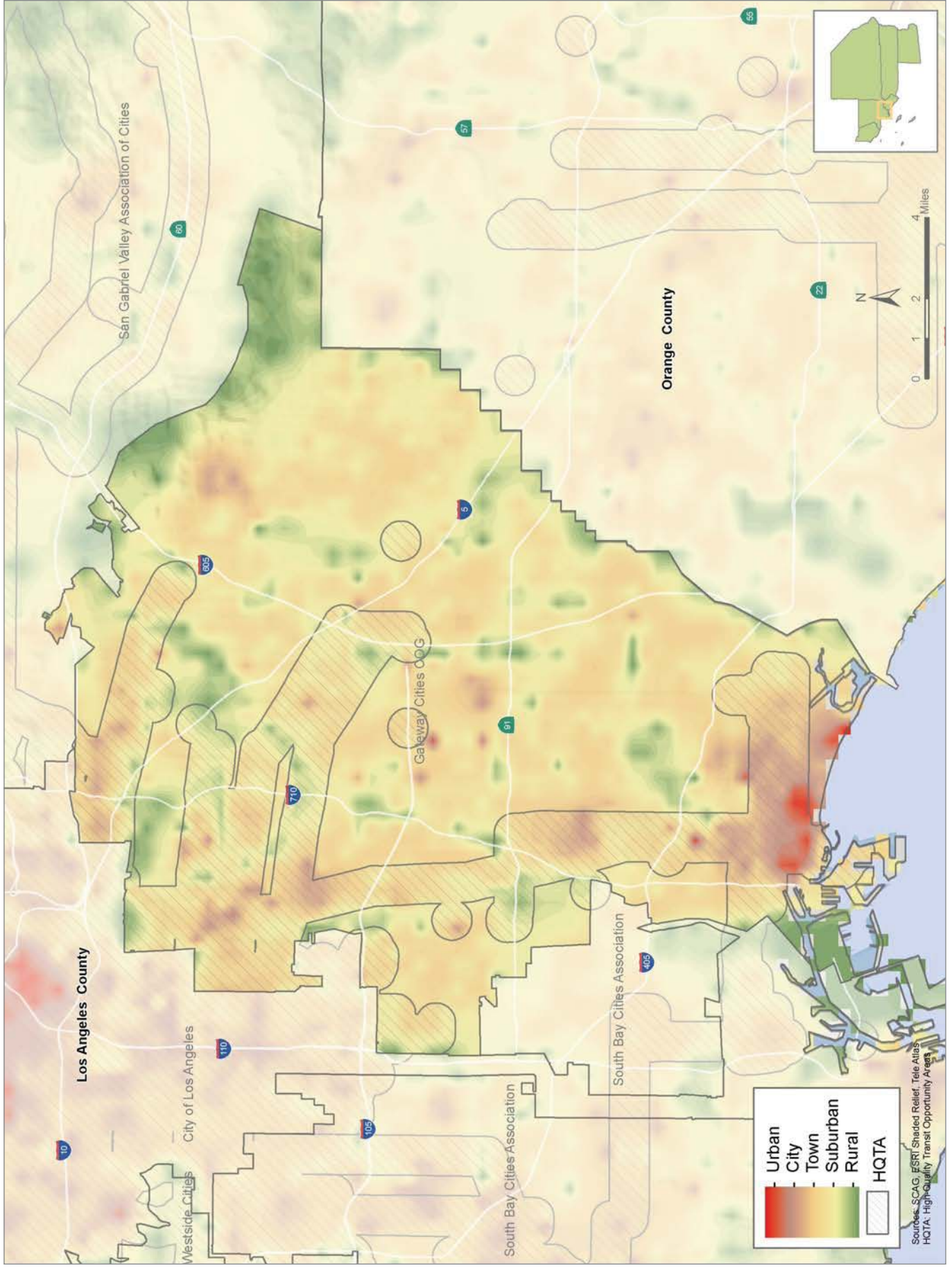




EXHIBIT 14 Land Use Pattern Map – Gateway Cities 2020

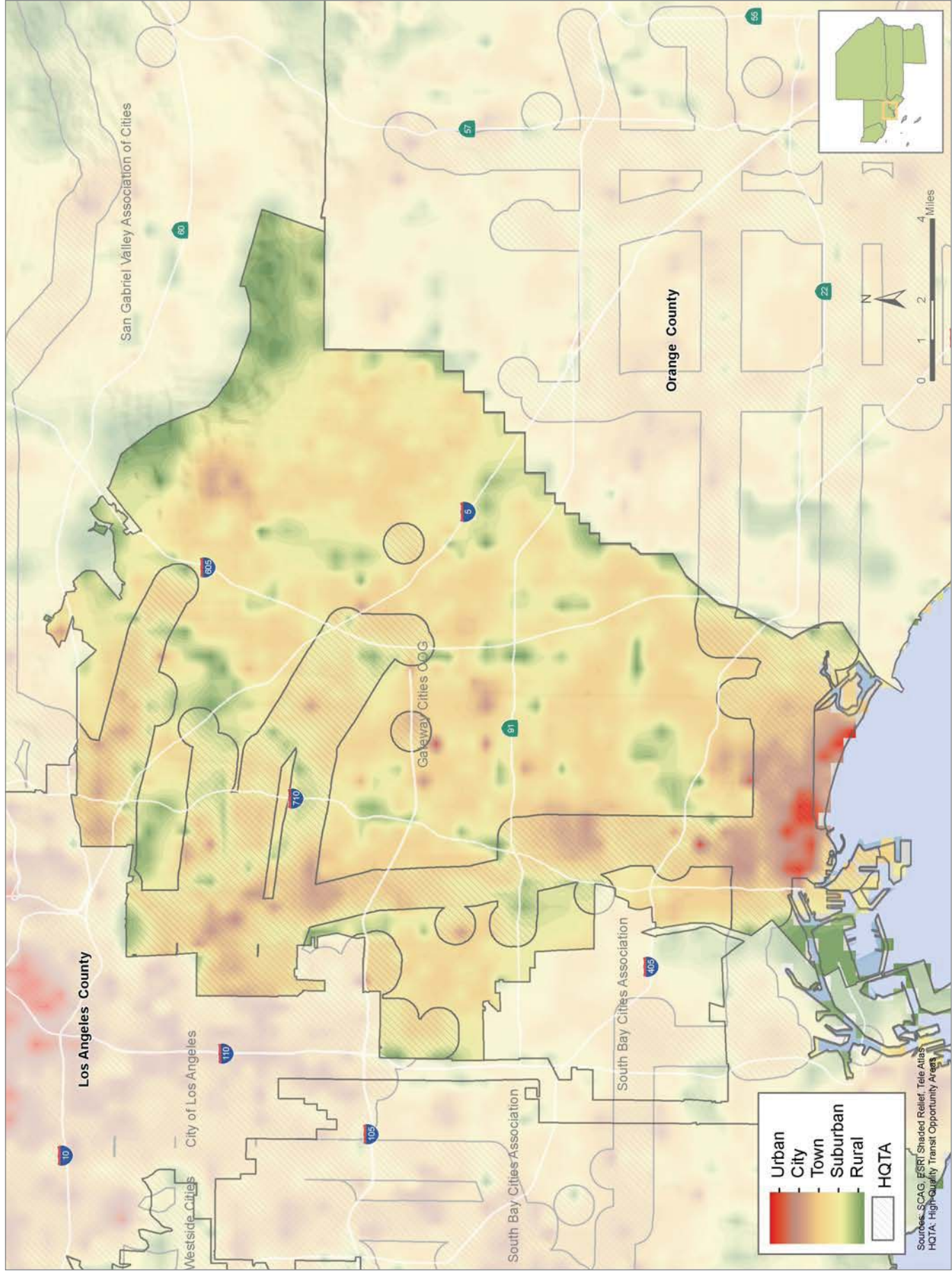
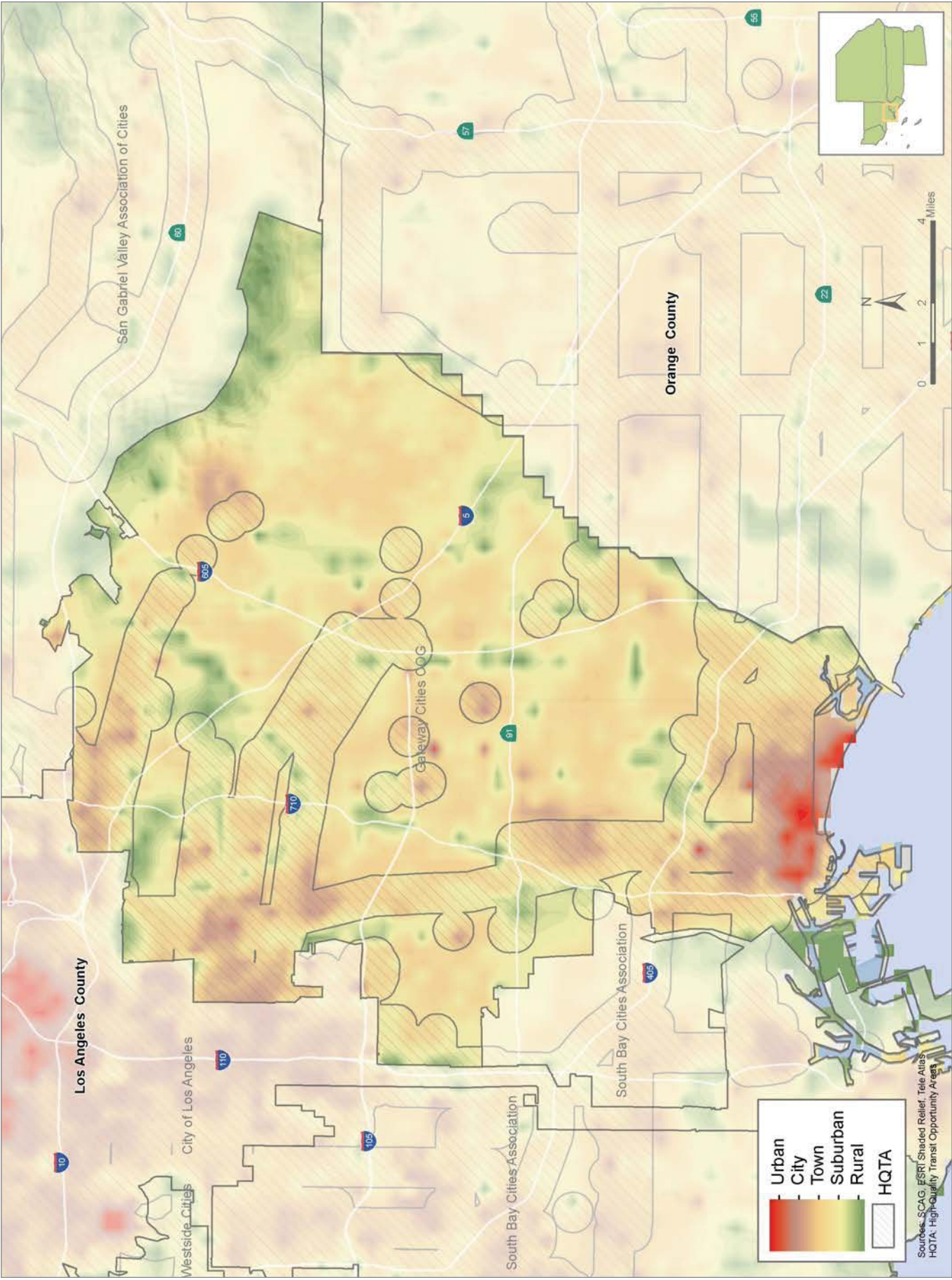




EXHIBIT 15 Land Use Pattern Map – Gateway Cities 2035





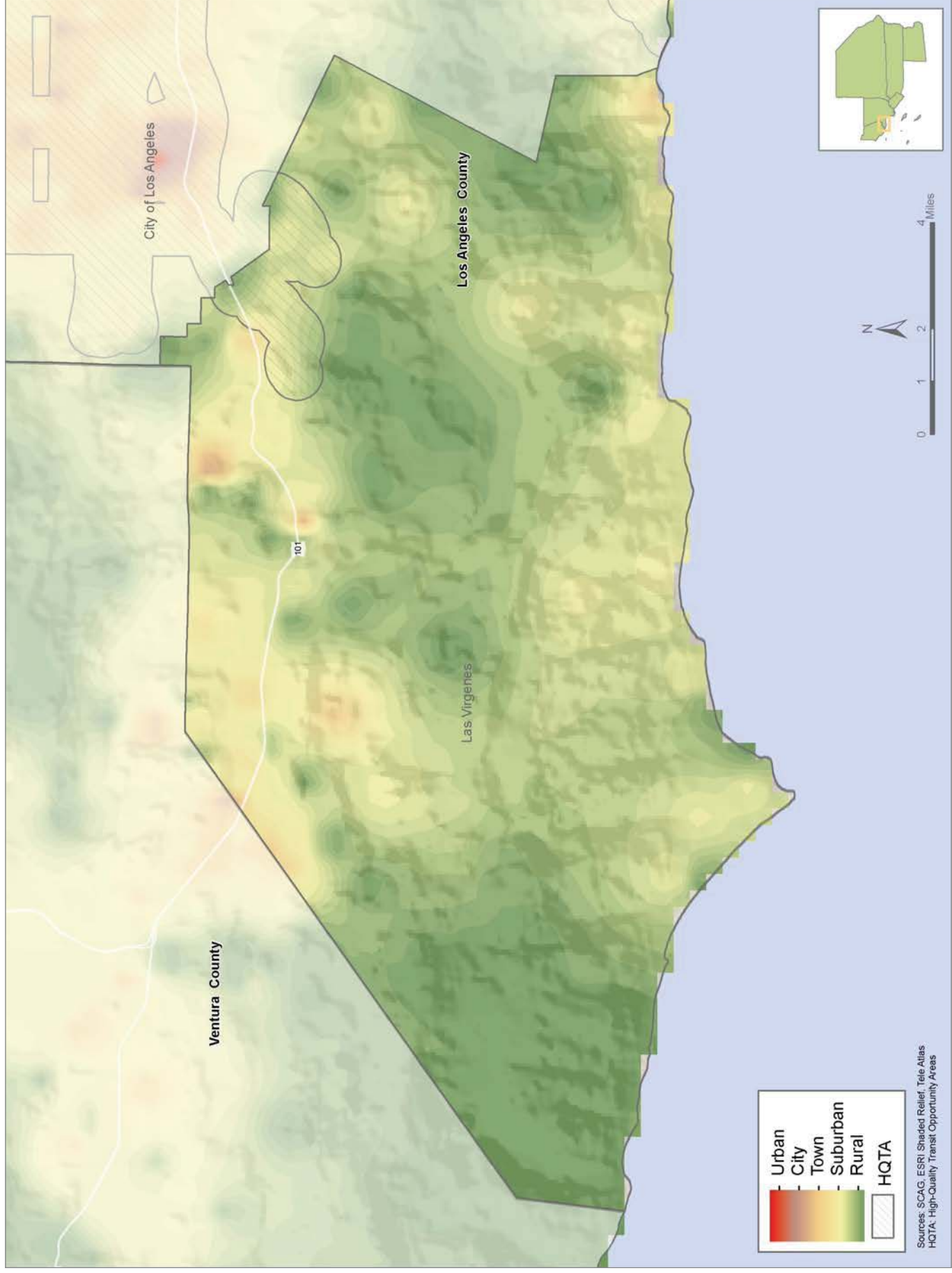


EXHIBIT 17 Land Use Pattern Map – Las Virgenes – Malibu 2020

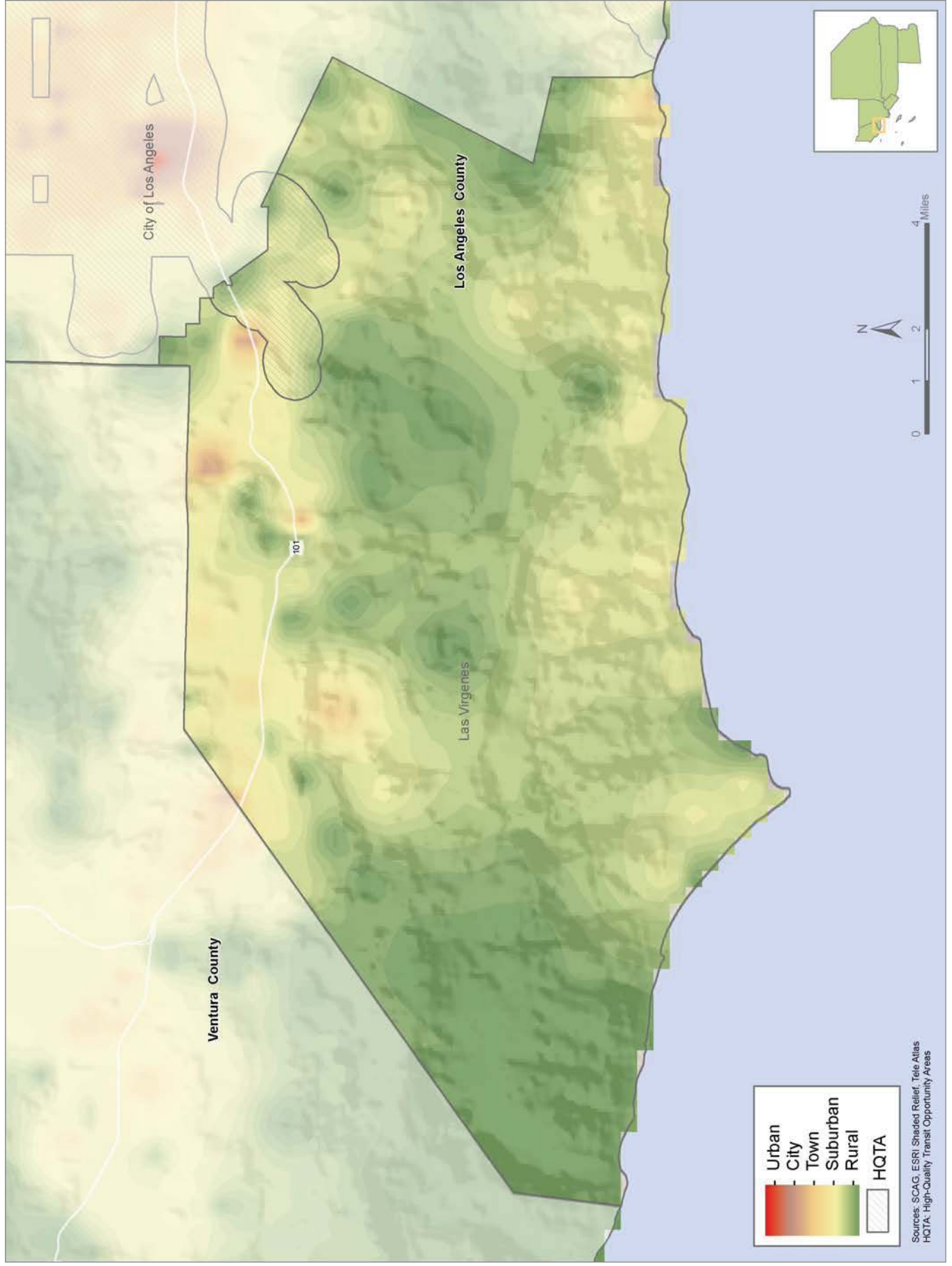
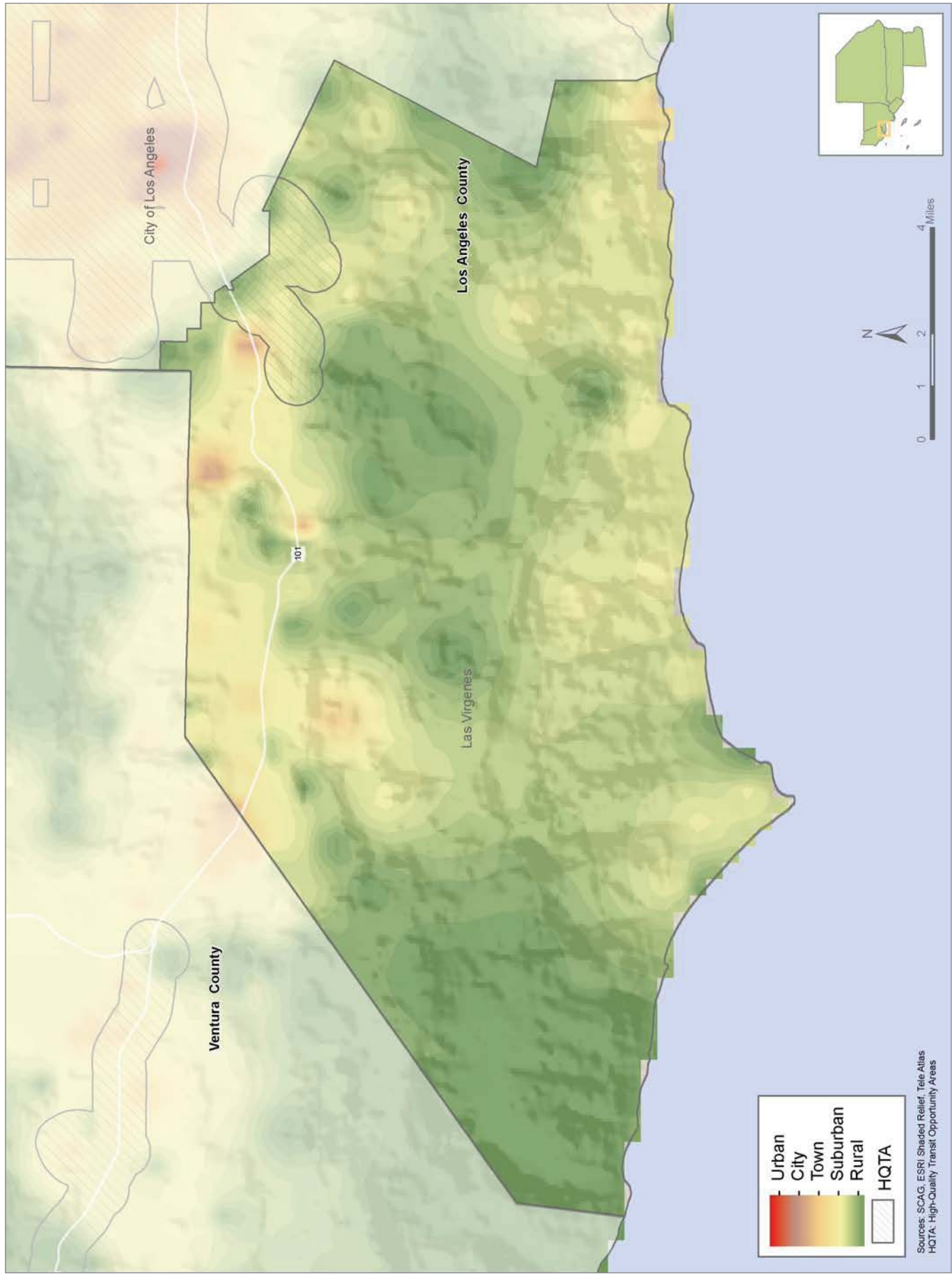
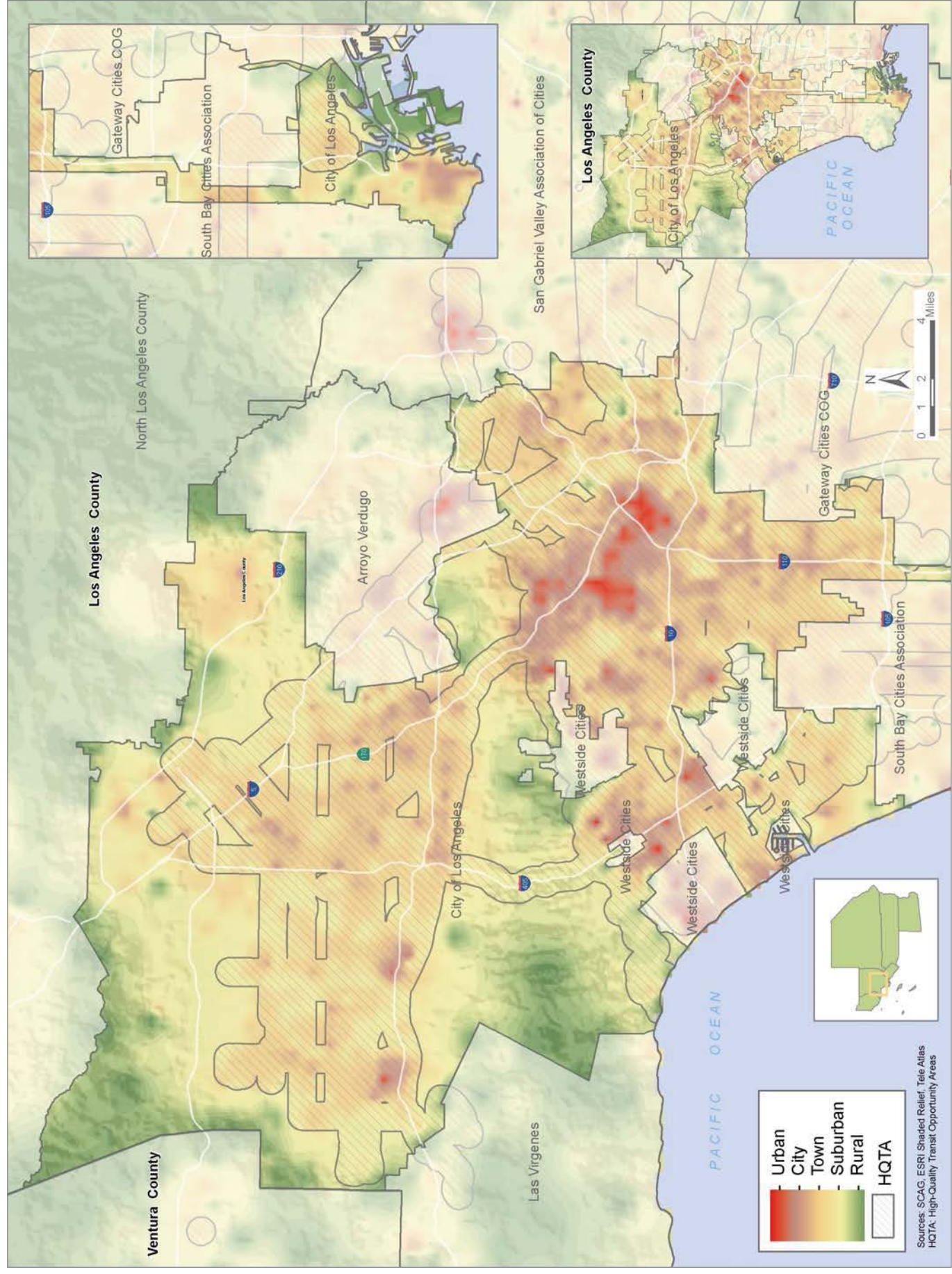


EXHIBIT 18 Land Use Pattern Map – Las Virgenes – Malibu 2035









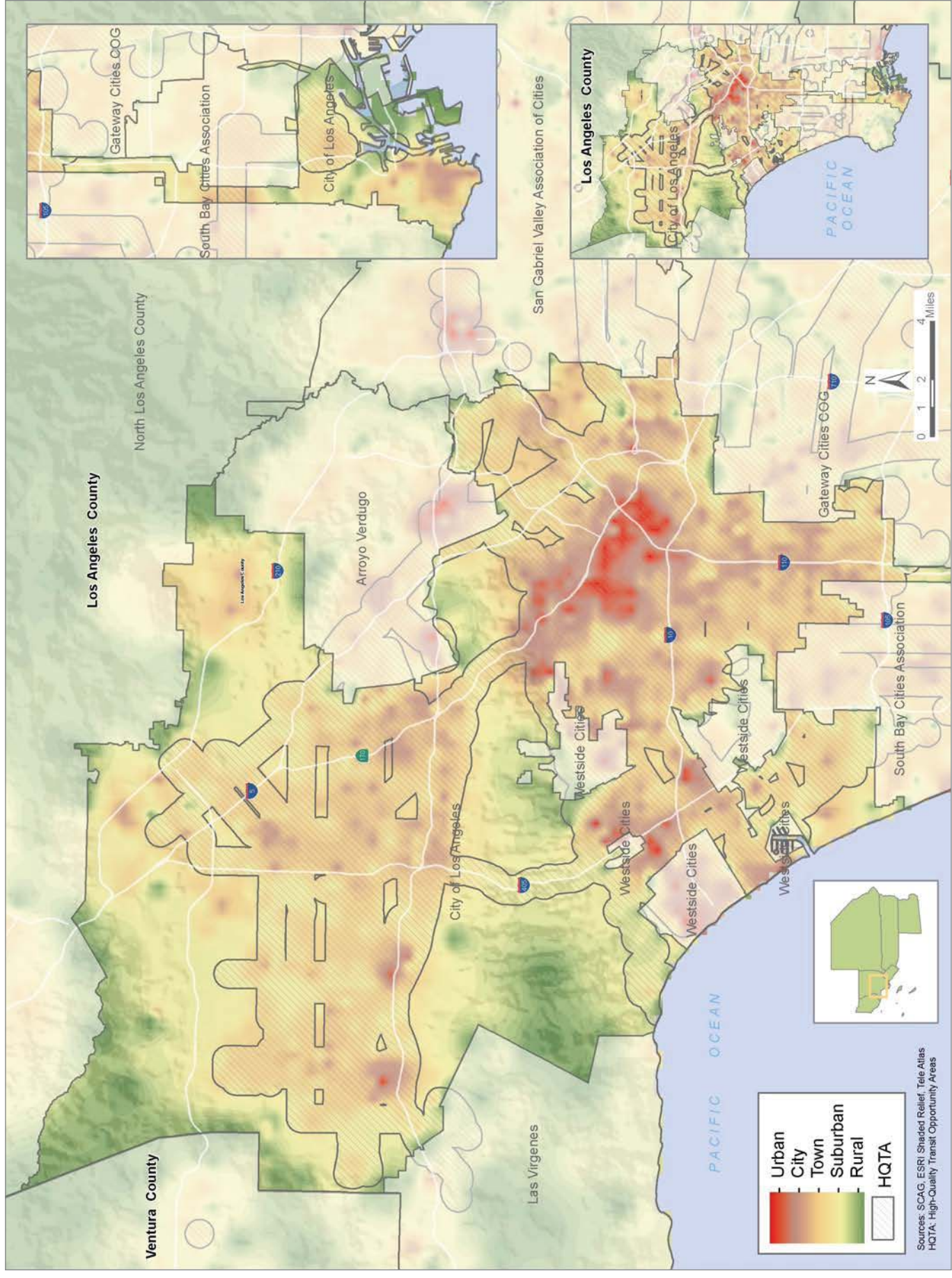
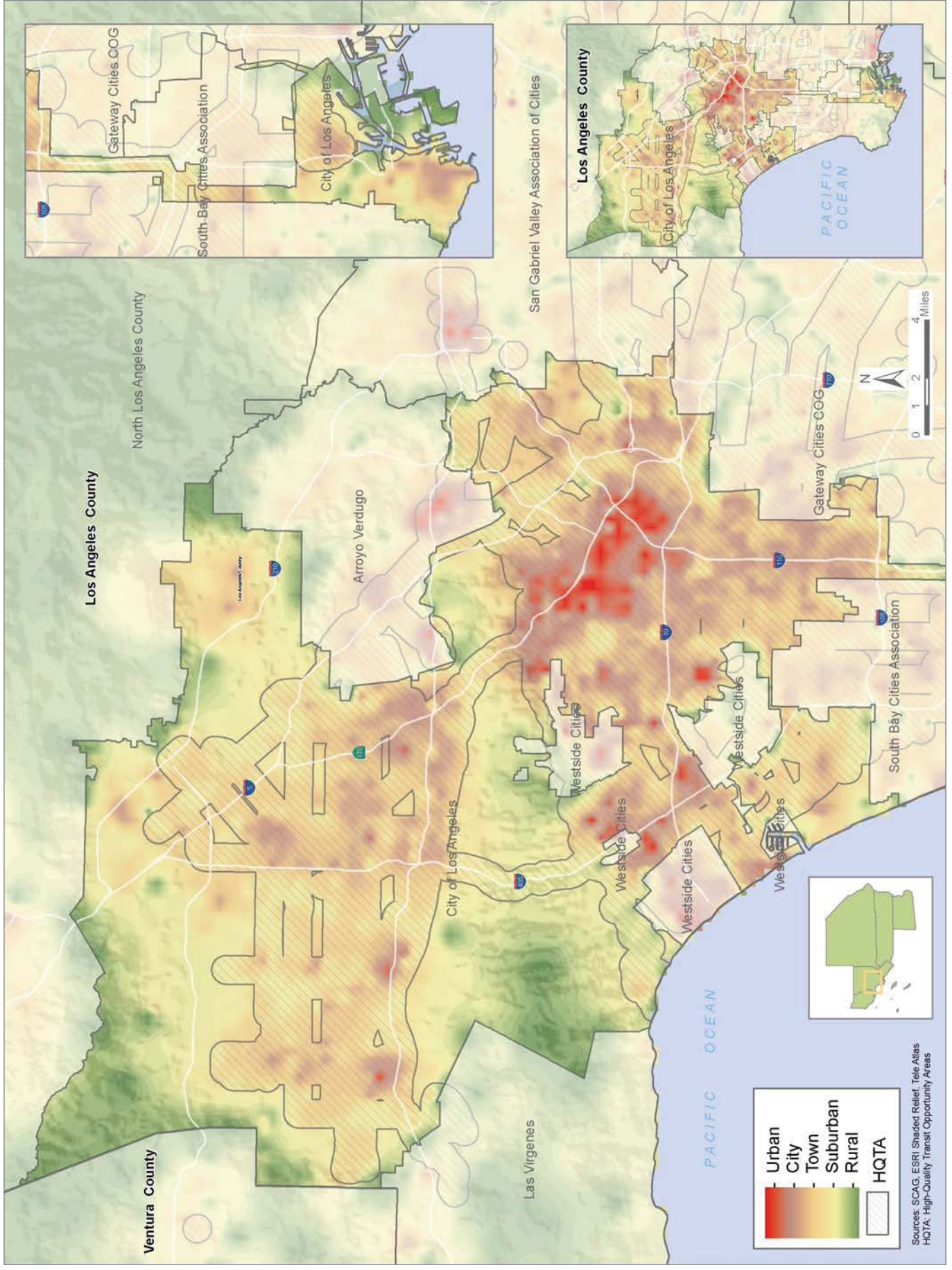
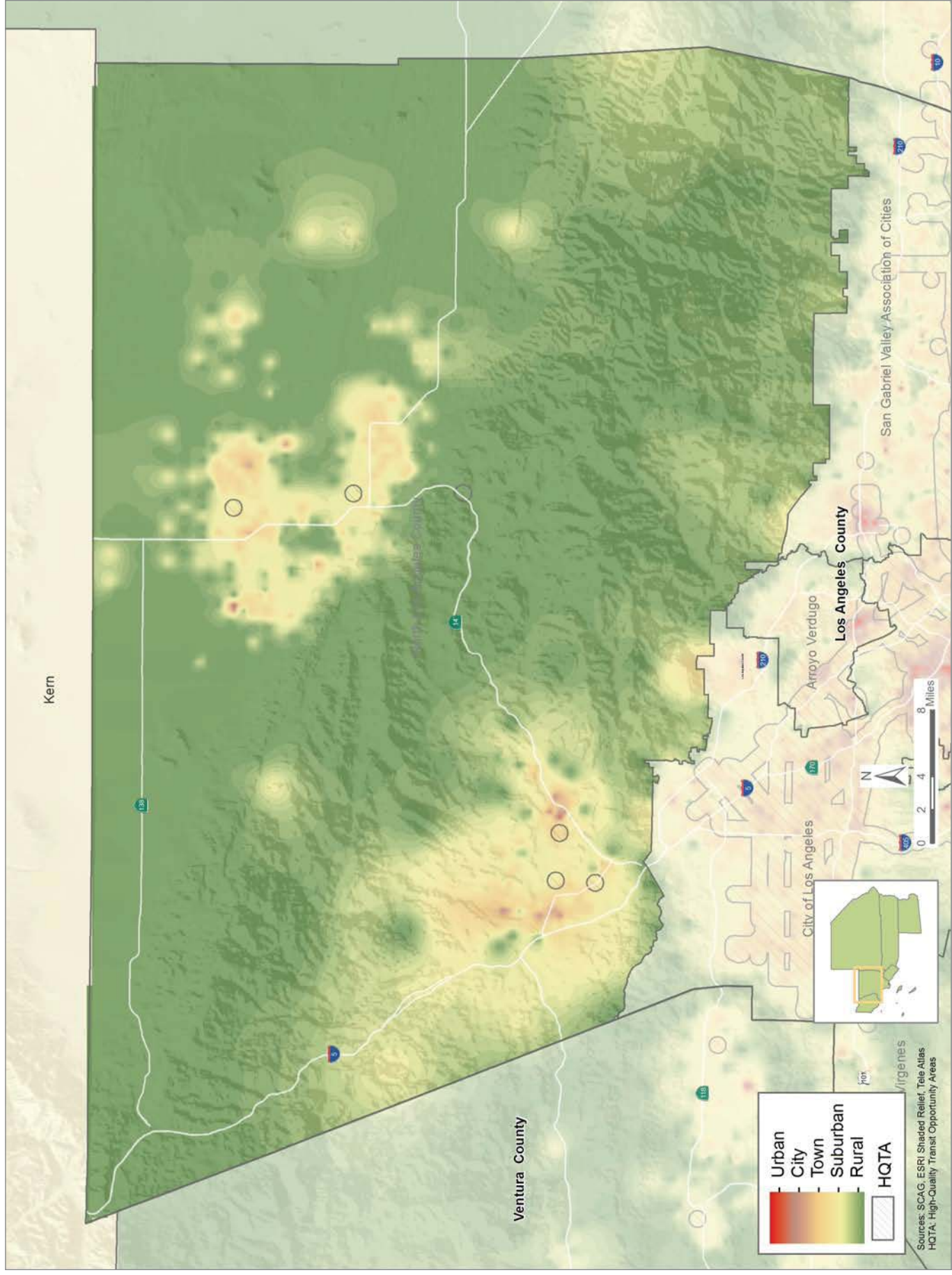




EXHIBIT 21 Land Use Pattern Map – City of Los Angeles 2035







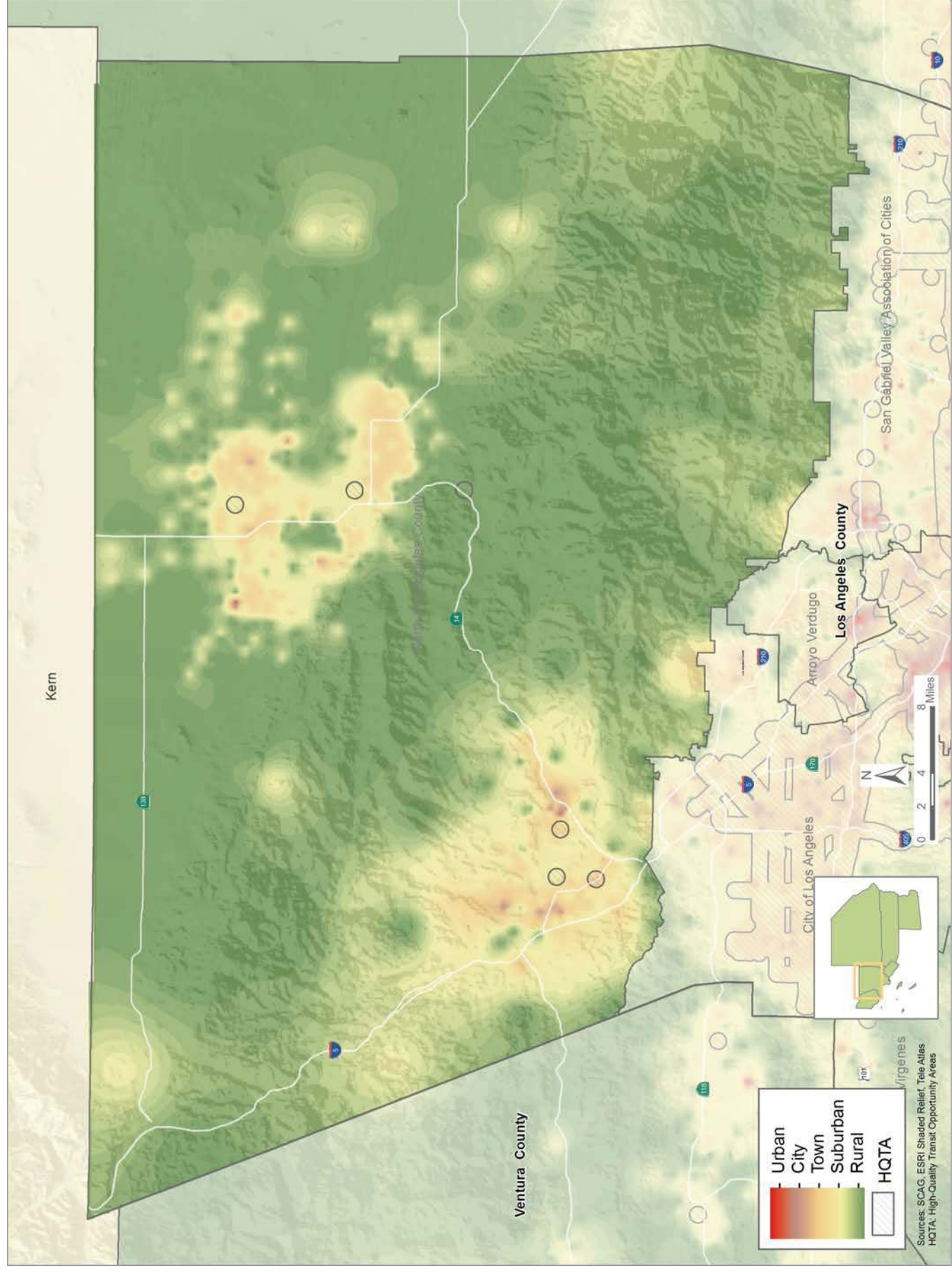




EXHIBIT 24 Land Use Pattern Map – North Los Angeles 2035

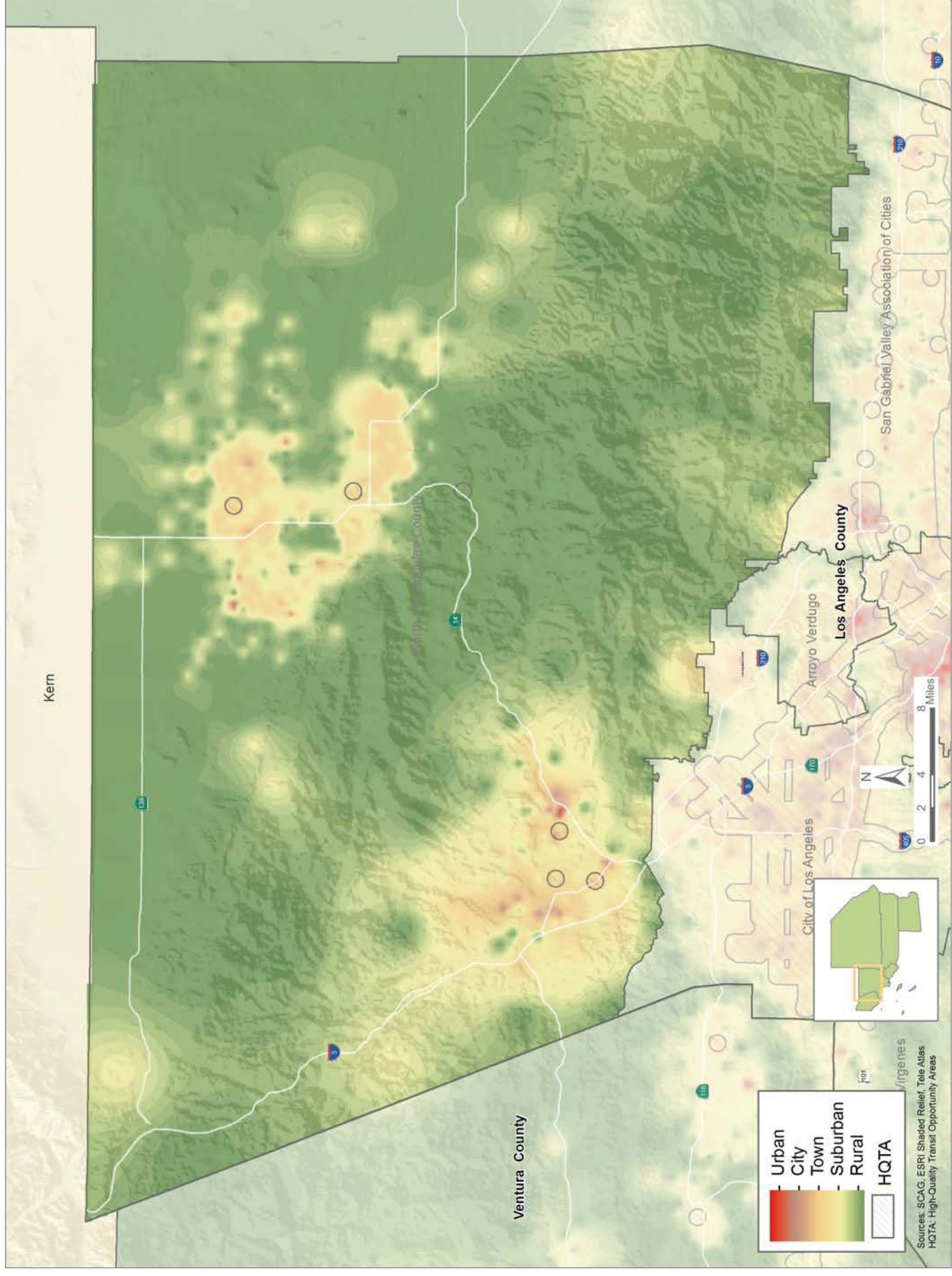
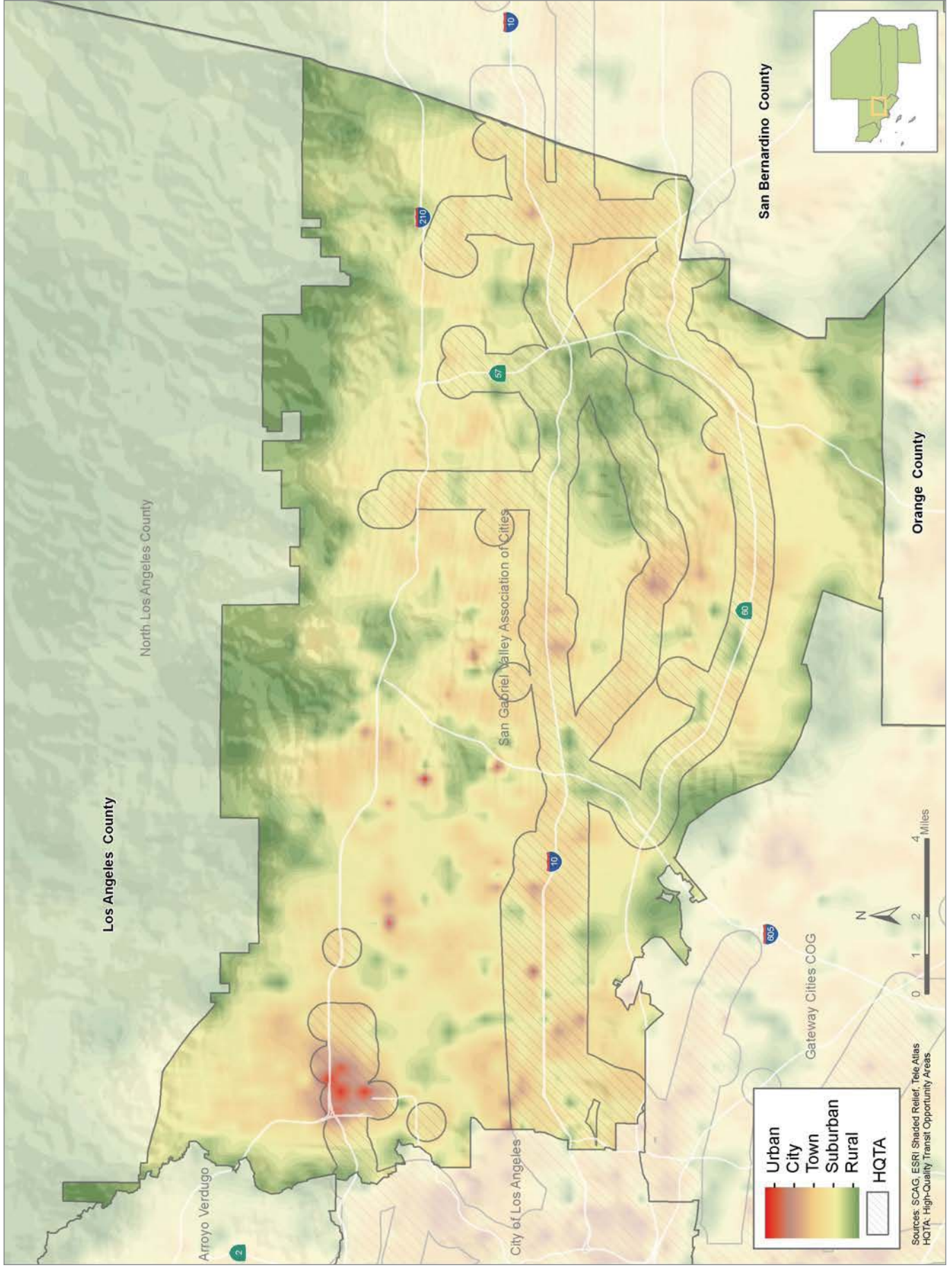


EXHIBIT 25 Land Use Pattern Map – San Gabriel Valley 2008





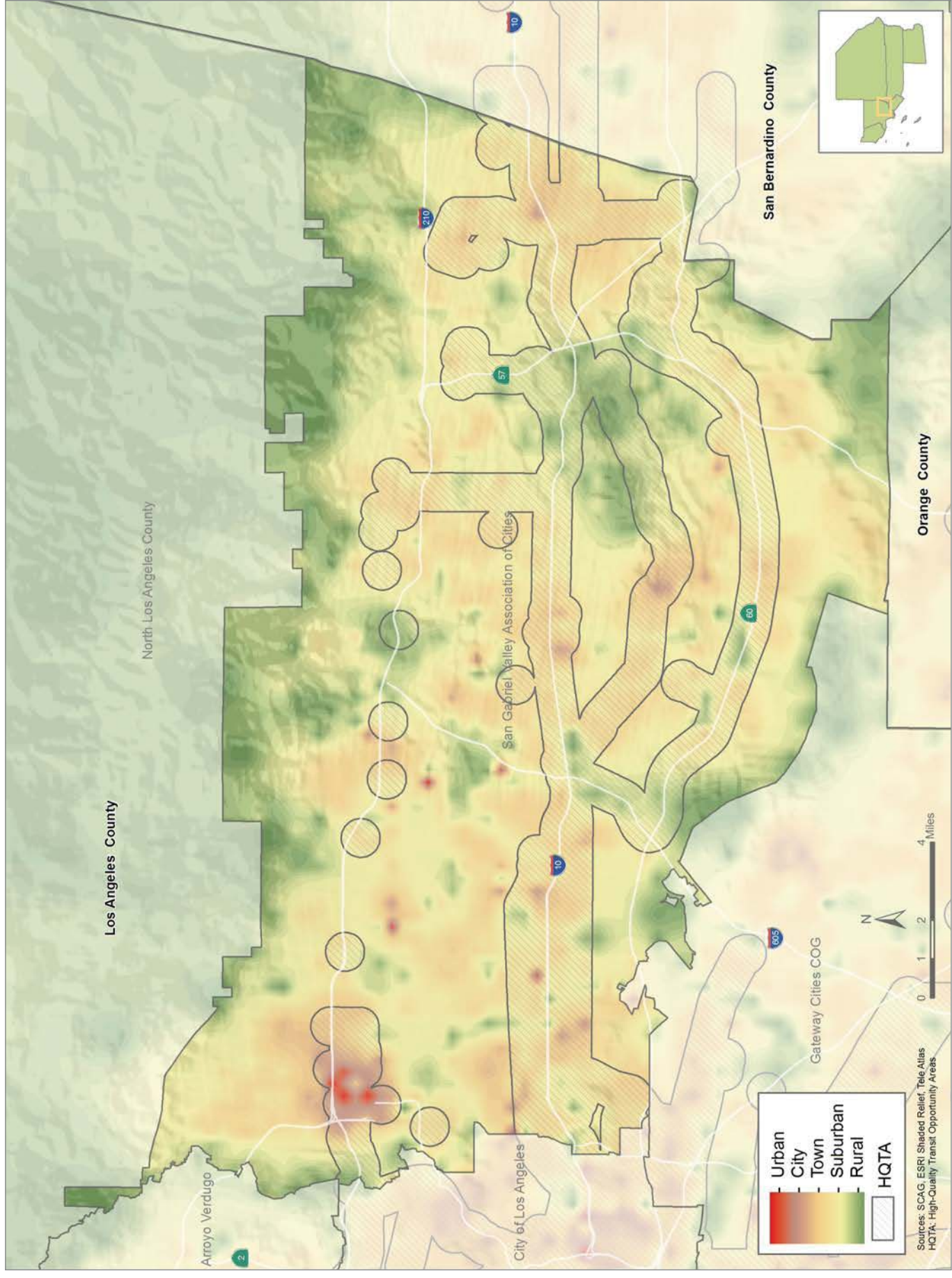
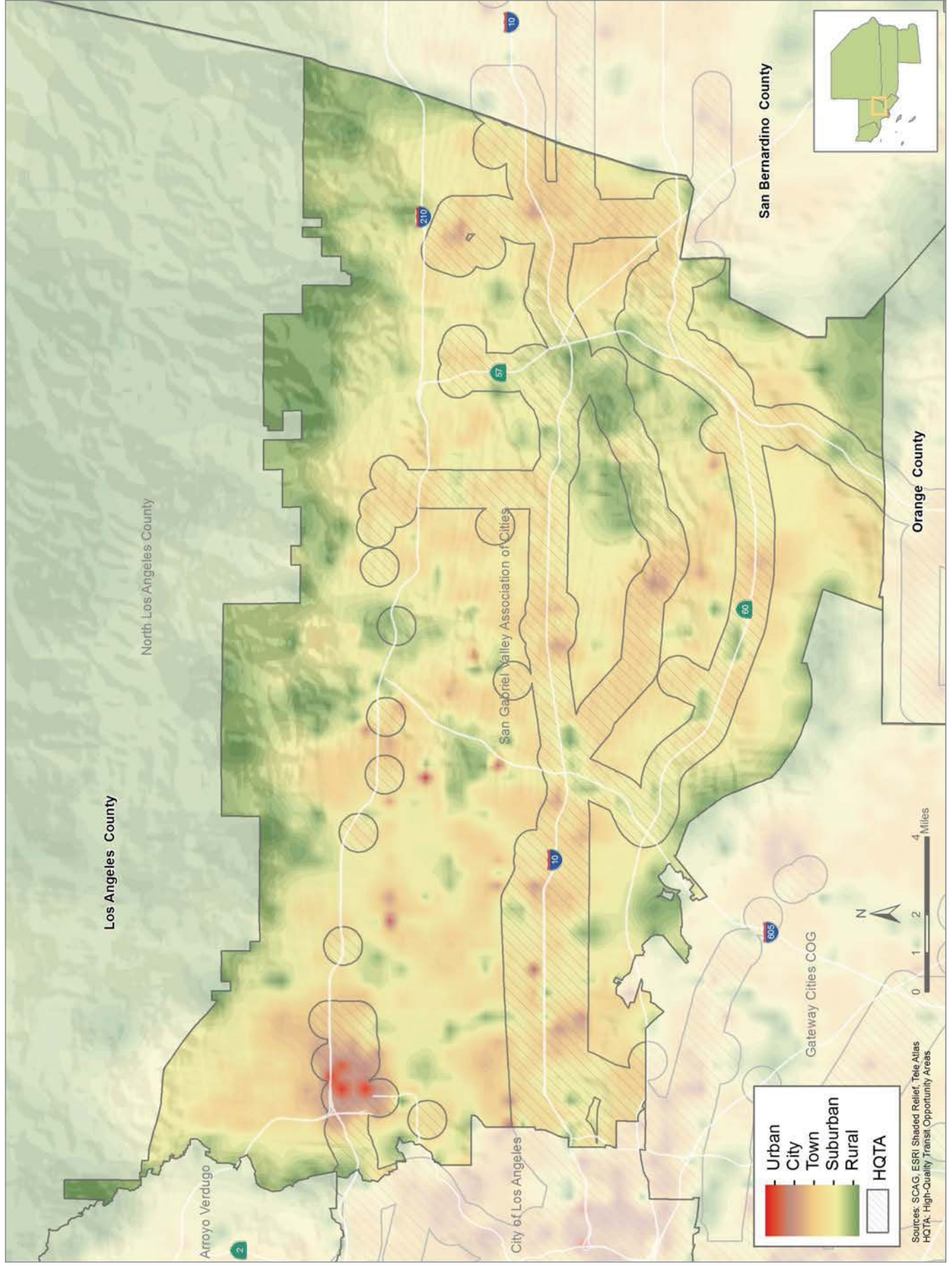




EXHIBIT 27 Land Use Pattern Map – San Gabriel Valley 2035



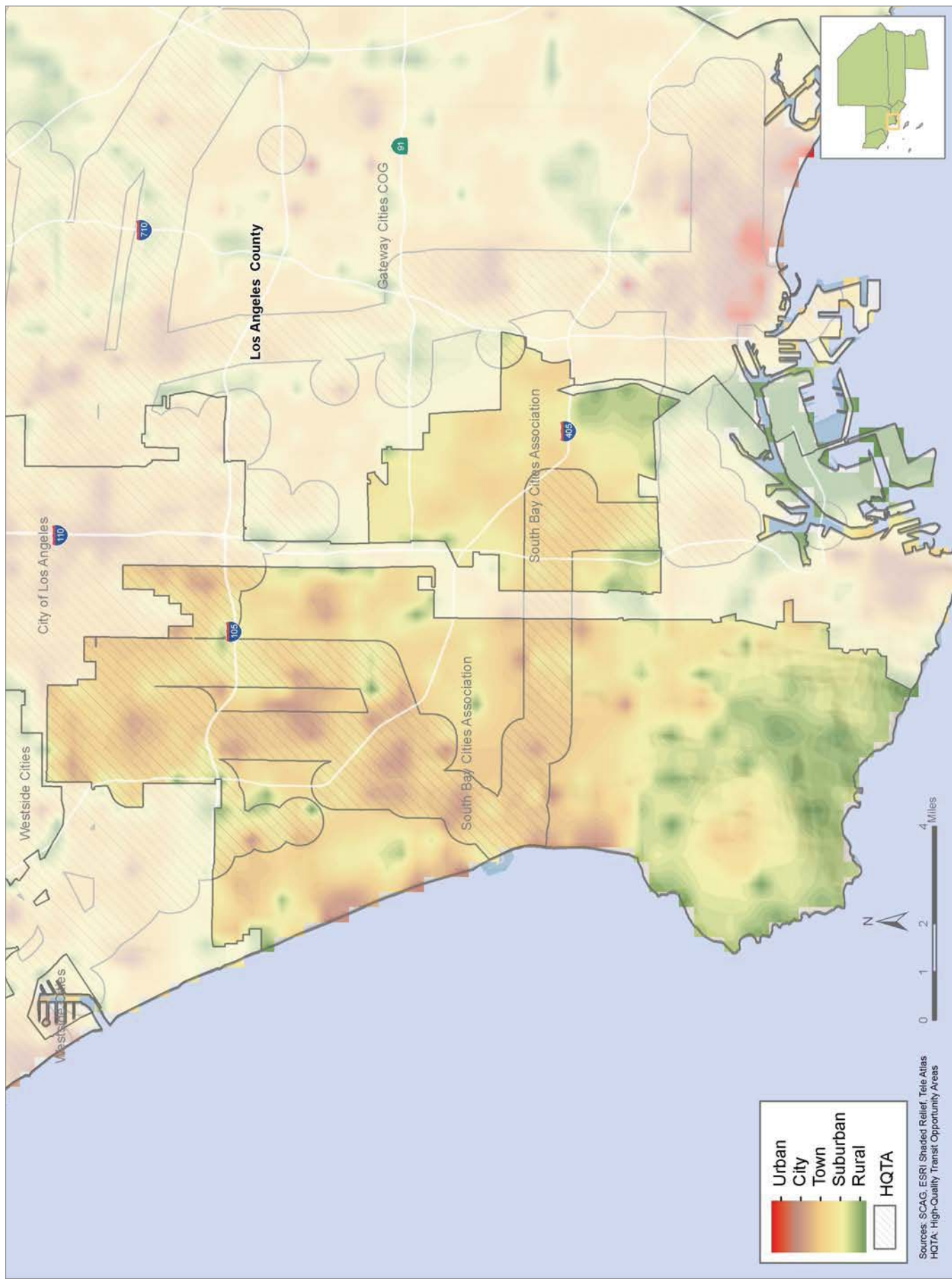
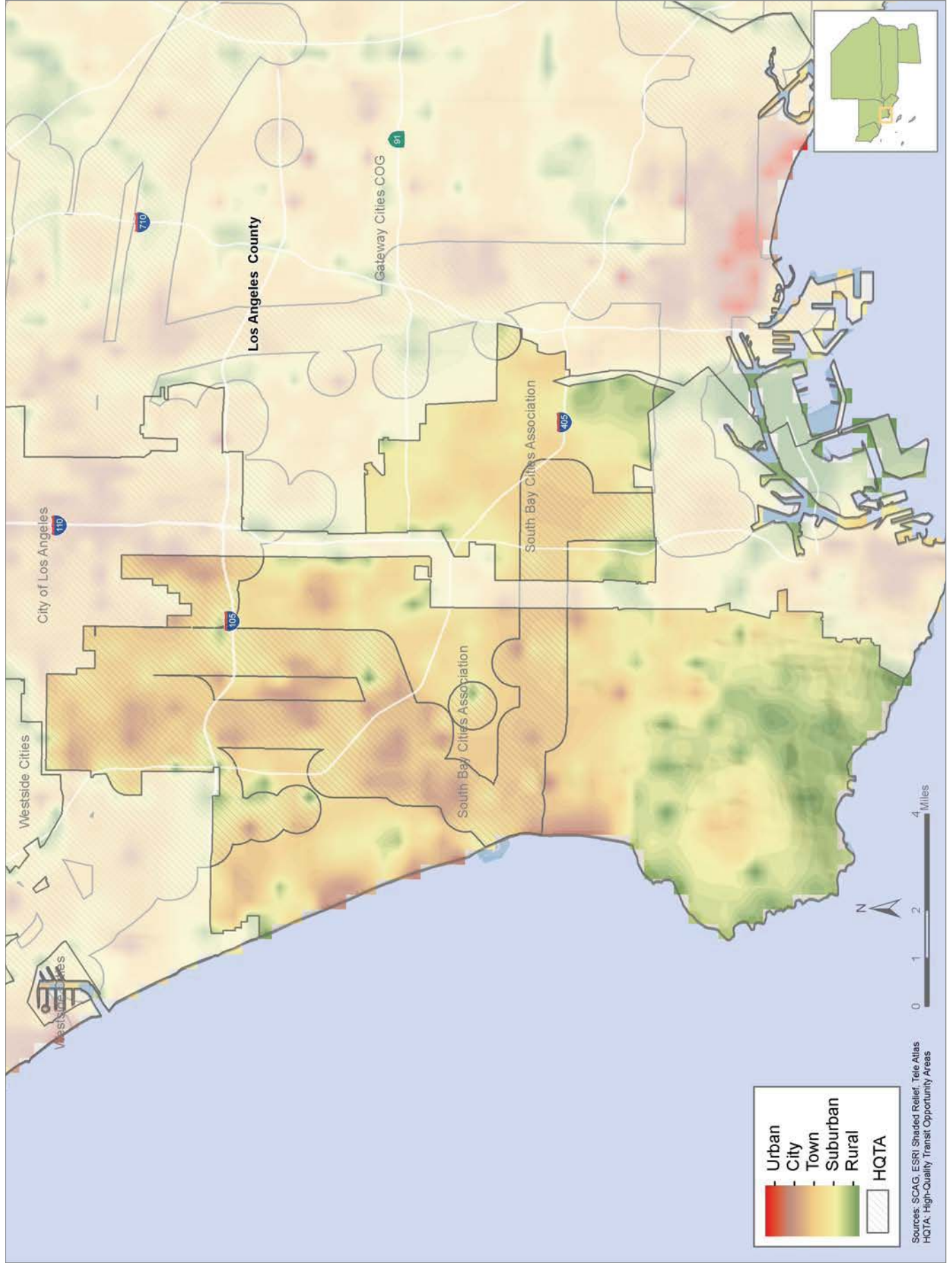




EXHIBIT 29 Land Use Pattern Map – South Bay Cities 2020



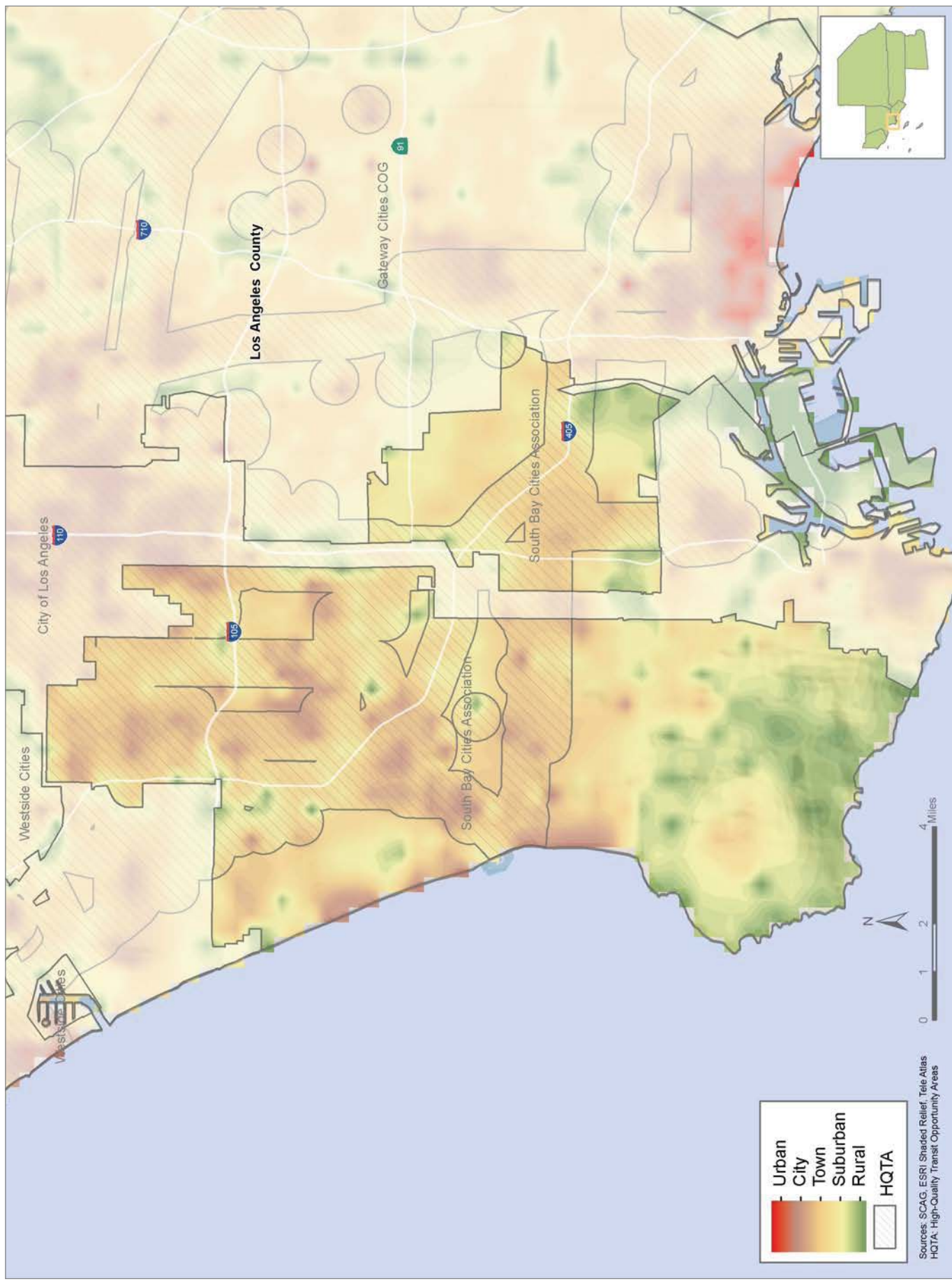




EXHIBIT 31 Land Use Pattern Map – Westside Cities 2008

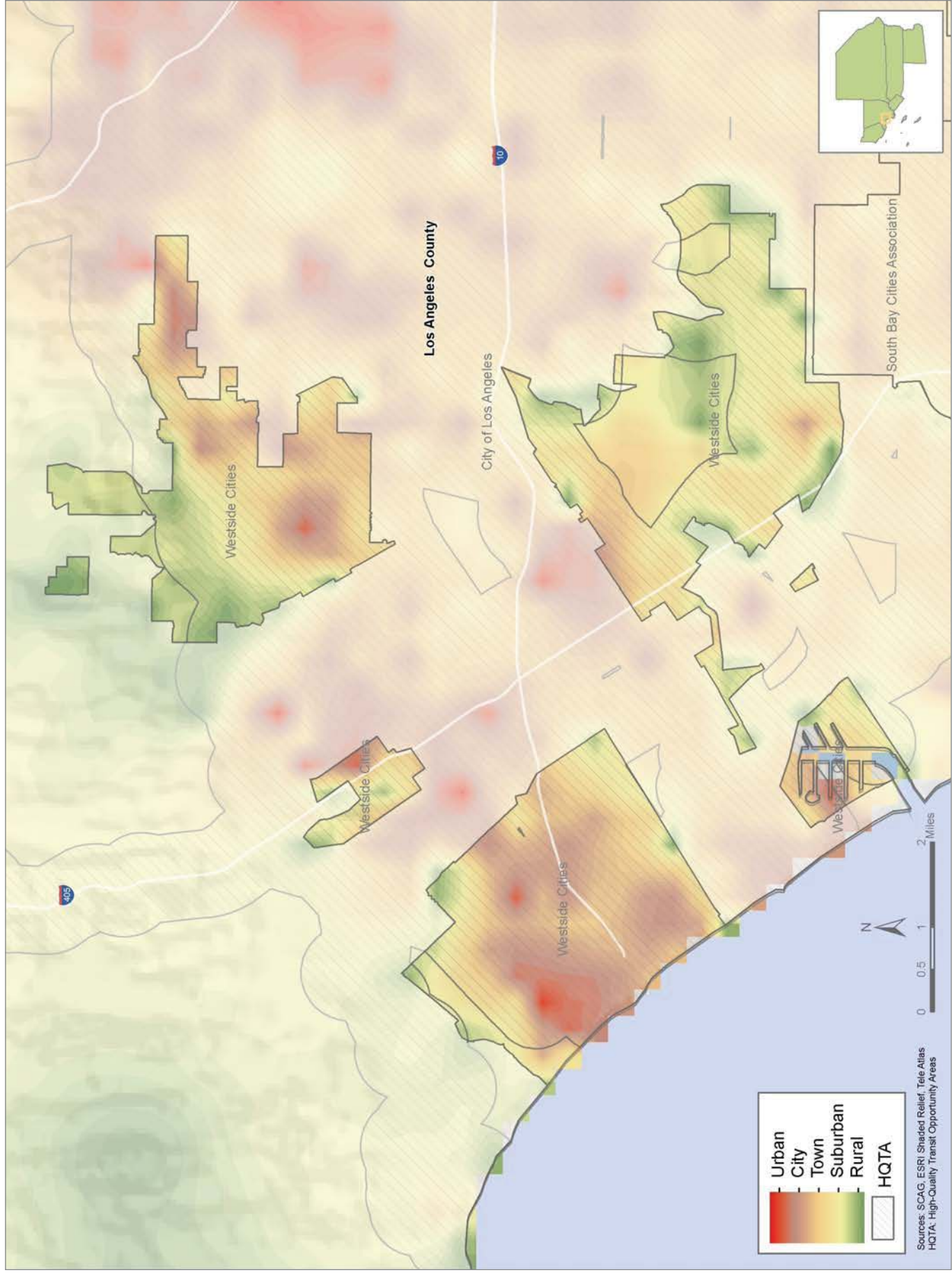
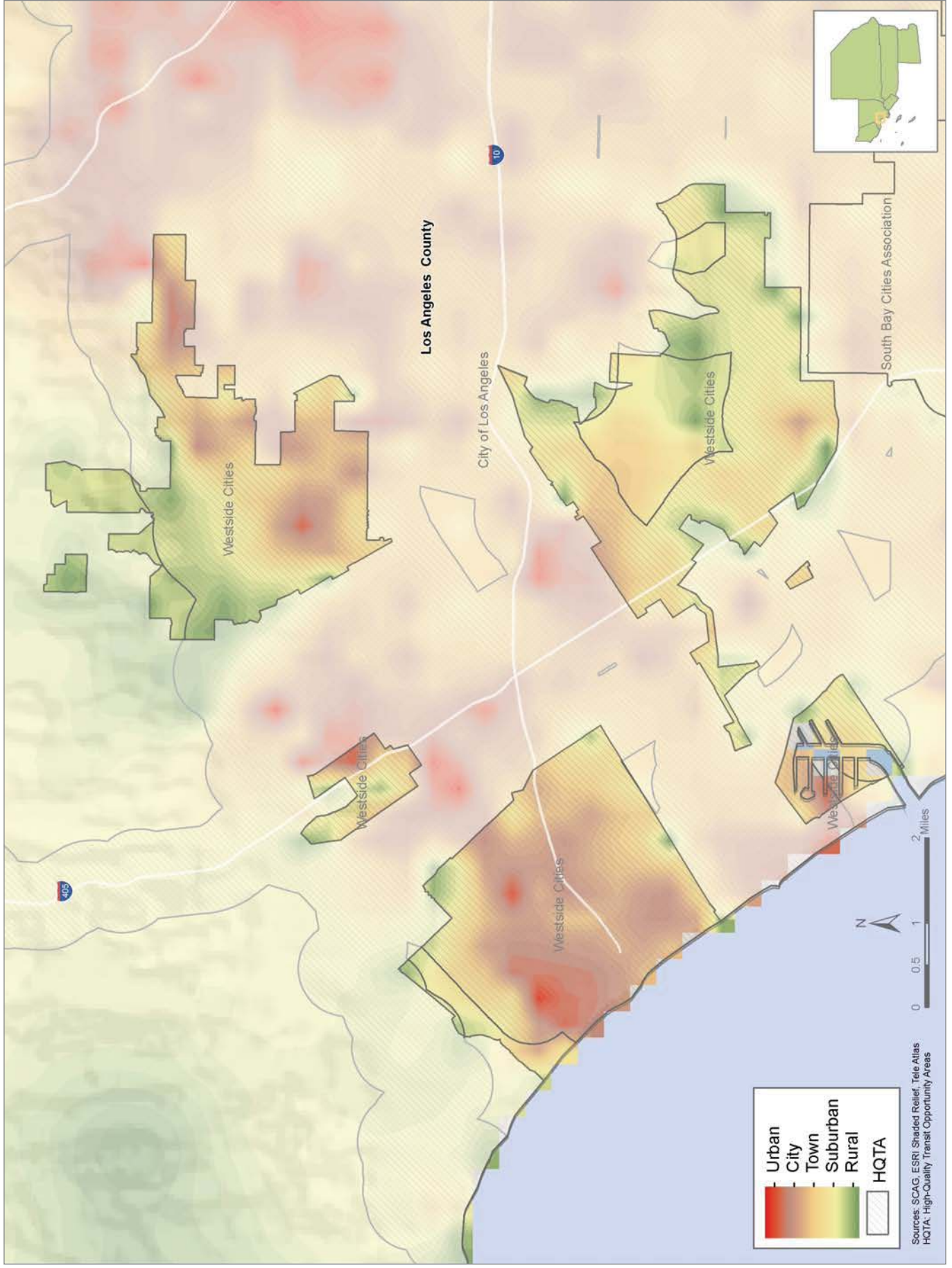
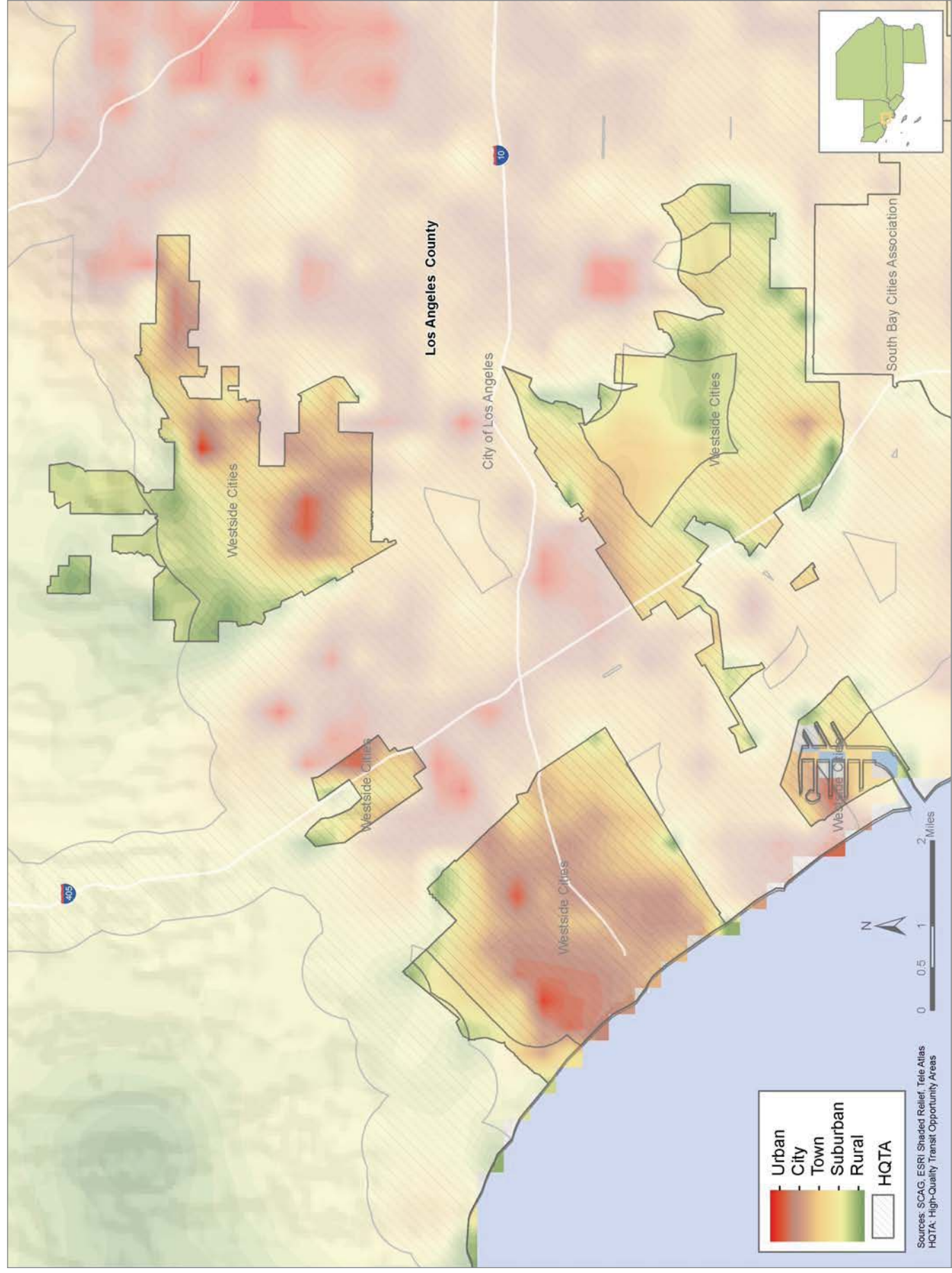


EXHIBIT 32 Land Use Pattern Map – Westside Cities 2020







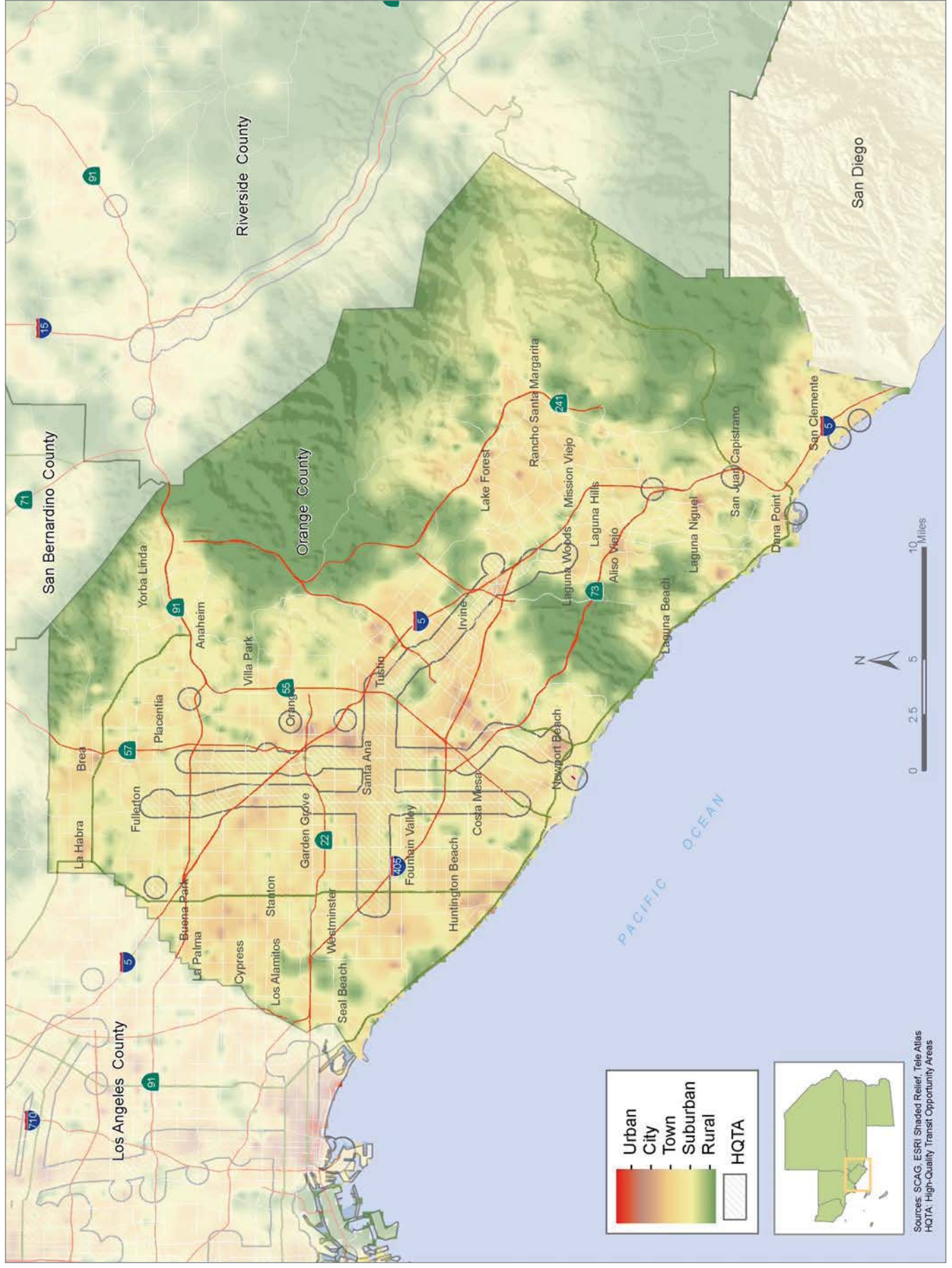




EXHIBIT 35 Land Use Pattern Map – Orange County 2020

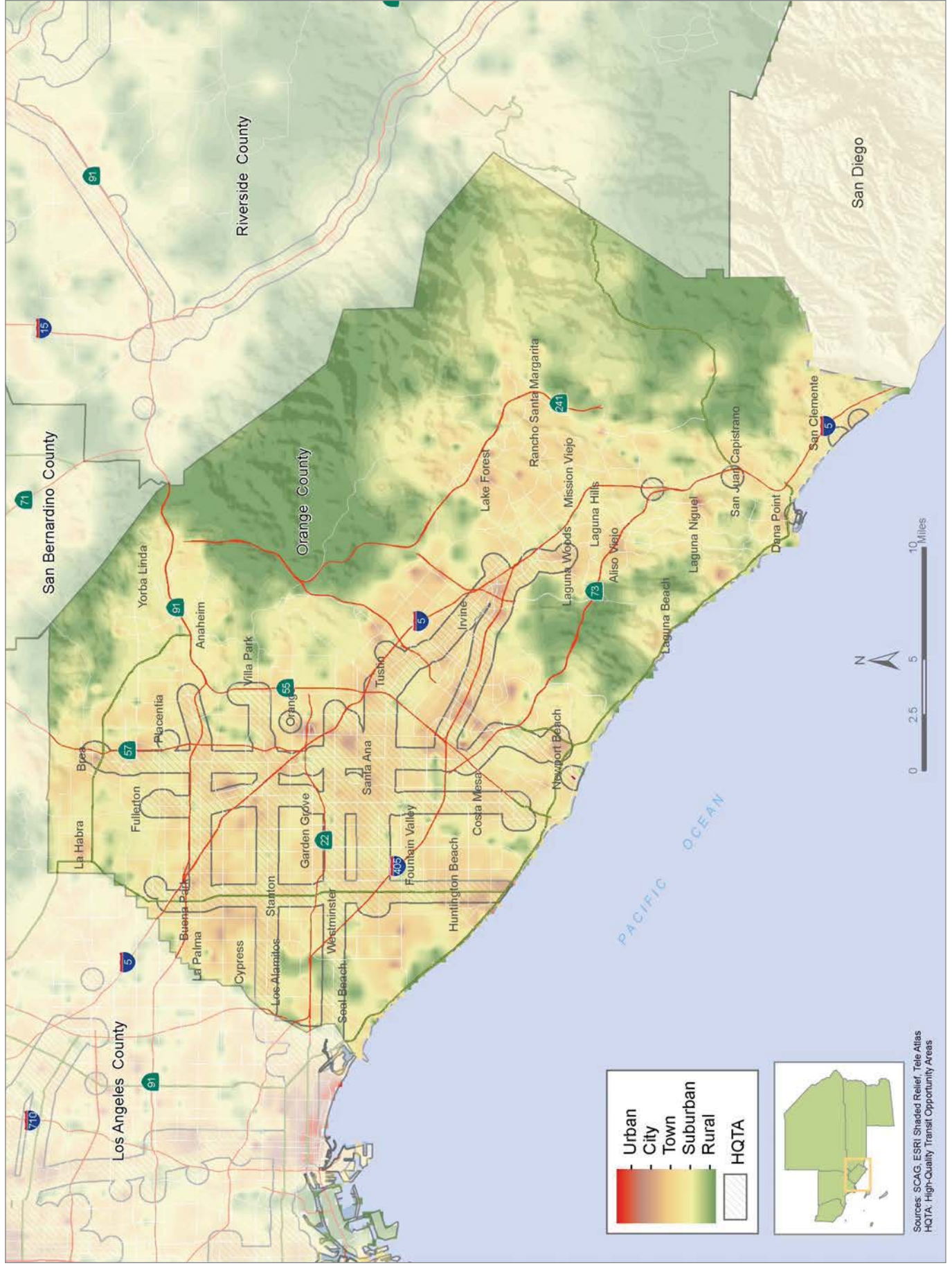




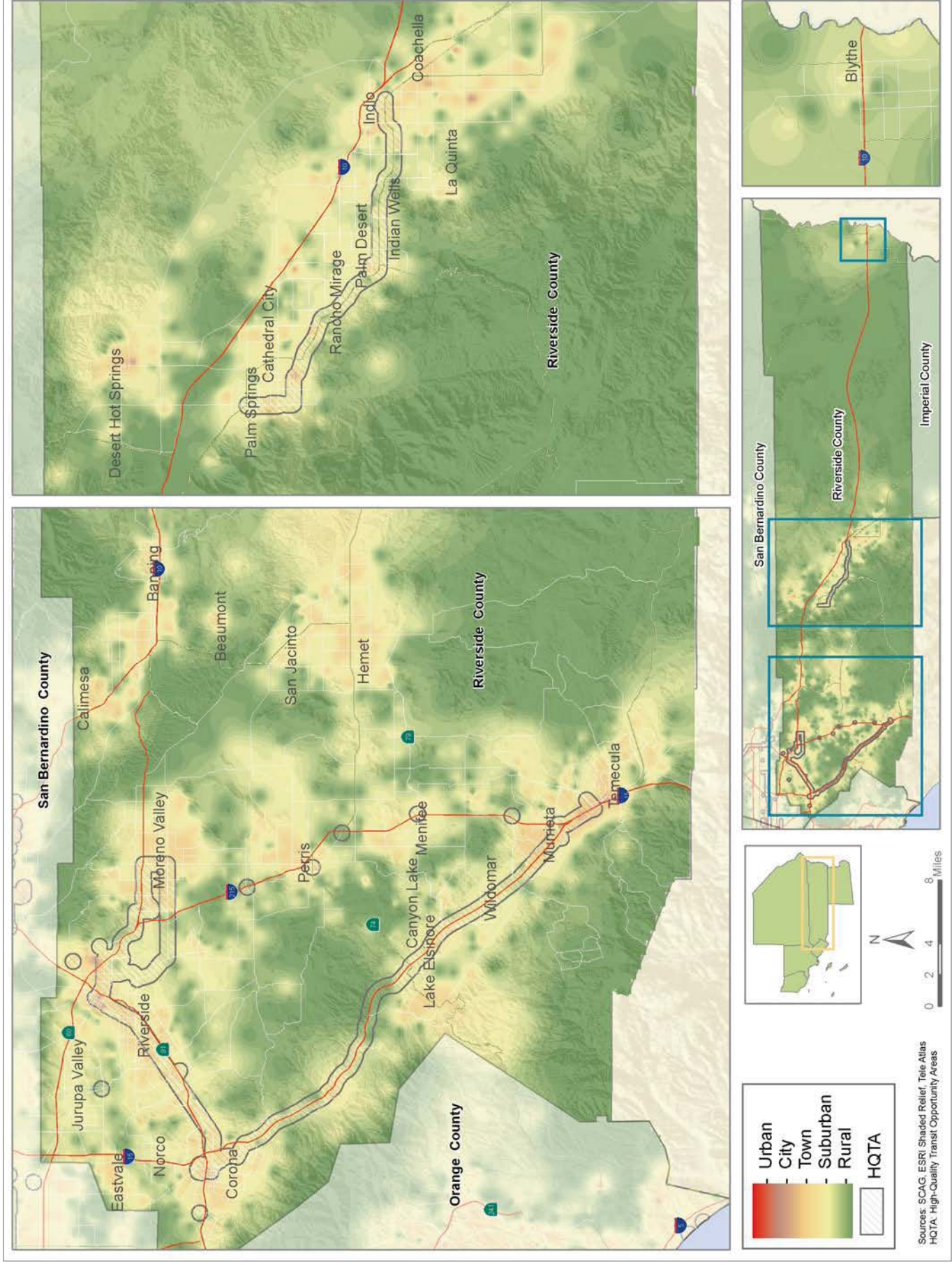








EXHIBIT 38 Land Use Pattern Map – Riverside County 2020









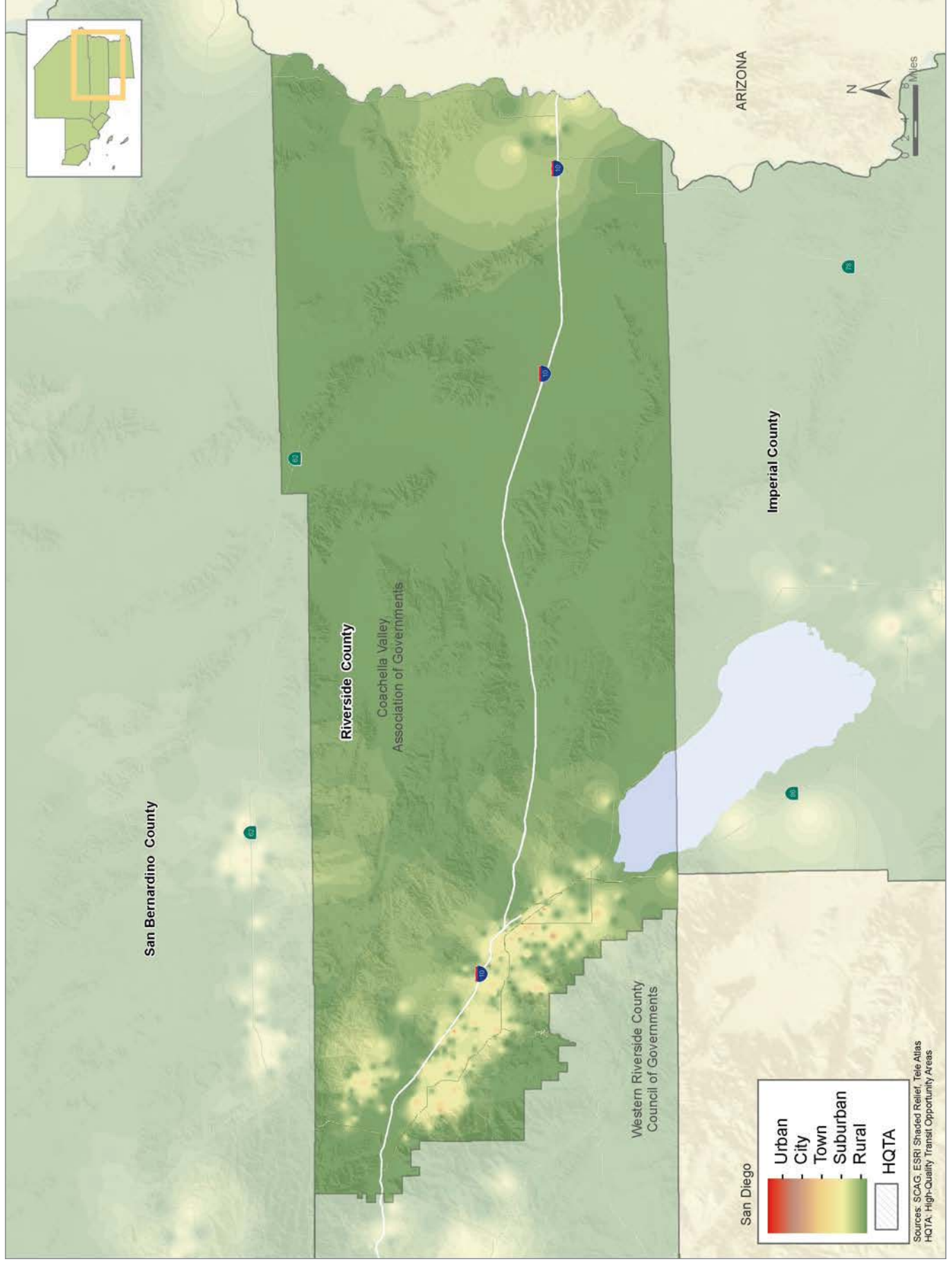


EXHIBIT 41 Land Use Pattern Map – Coachella Valley 2020

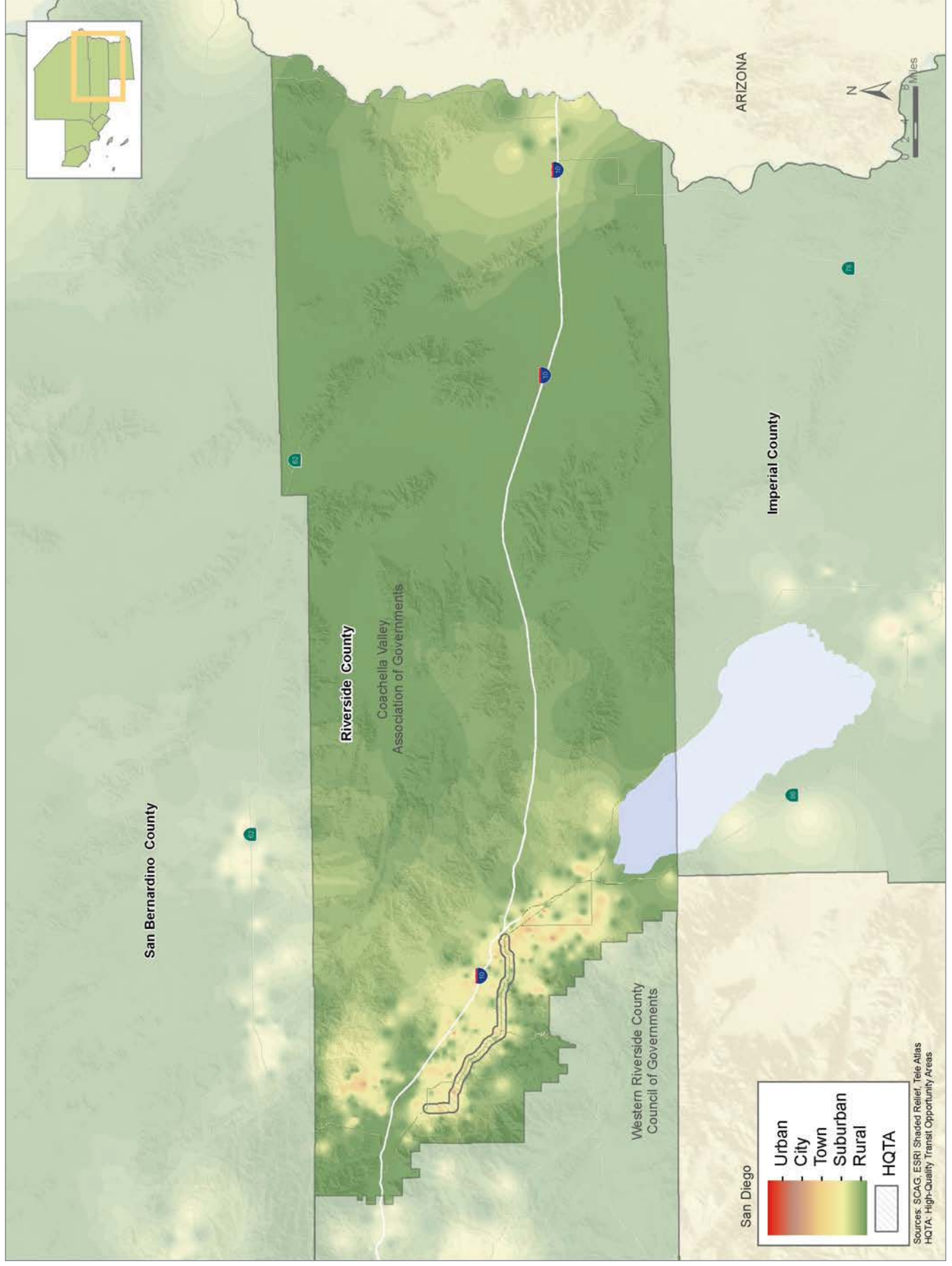
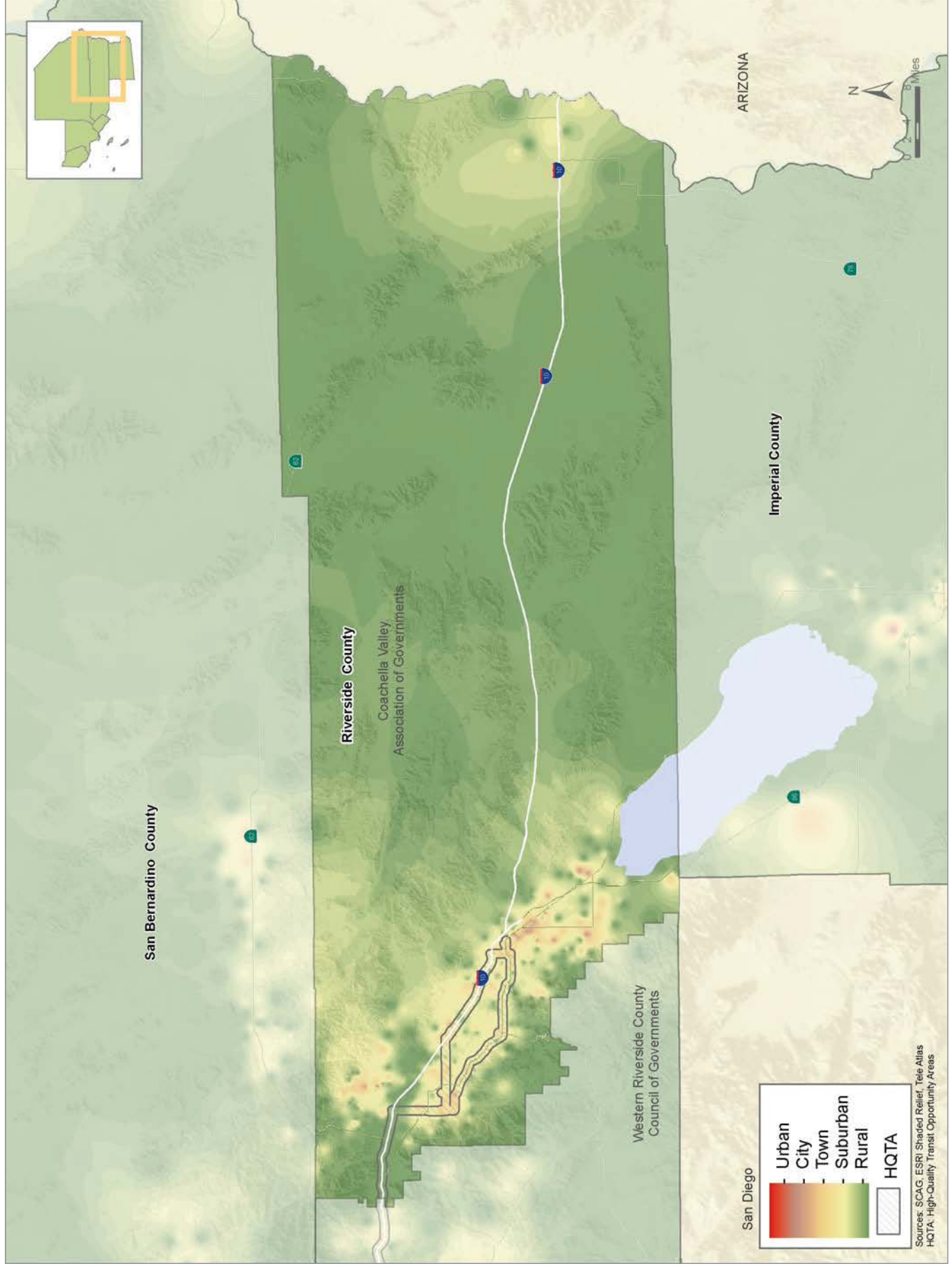
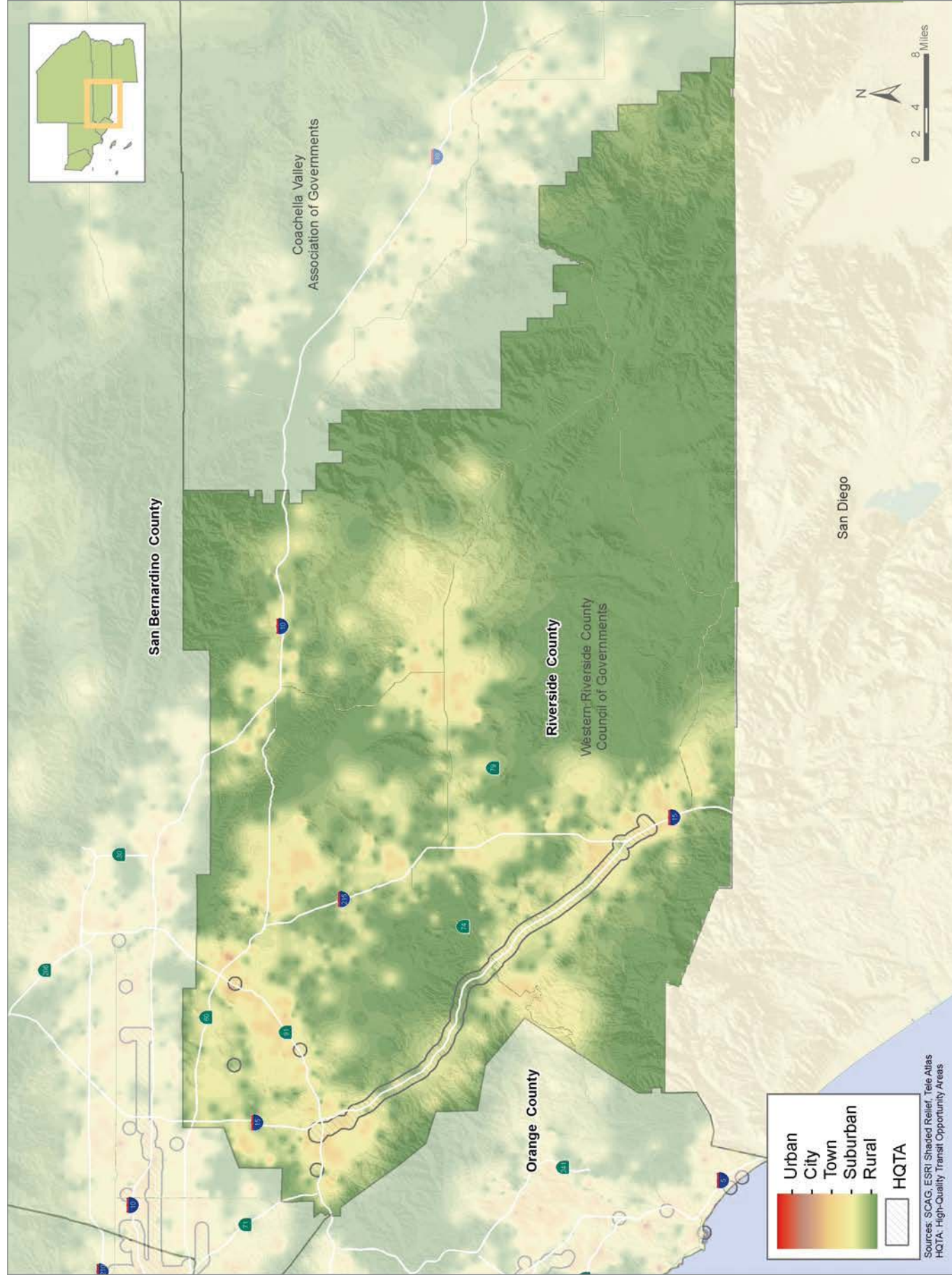


EXHIBIT 42 Land Use Pattern Map – Coachella Valley 2035



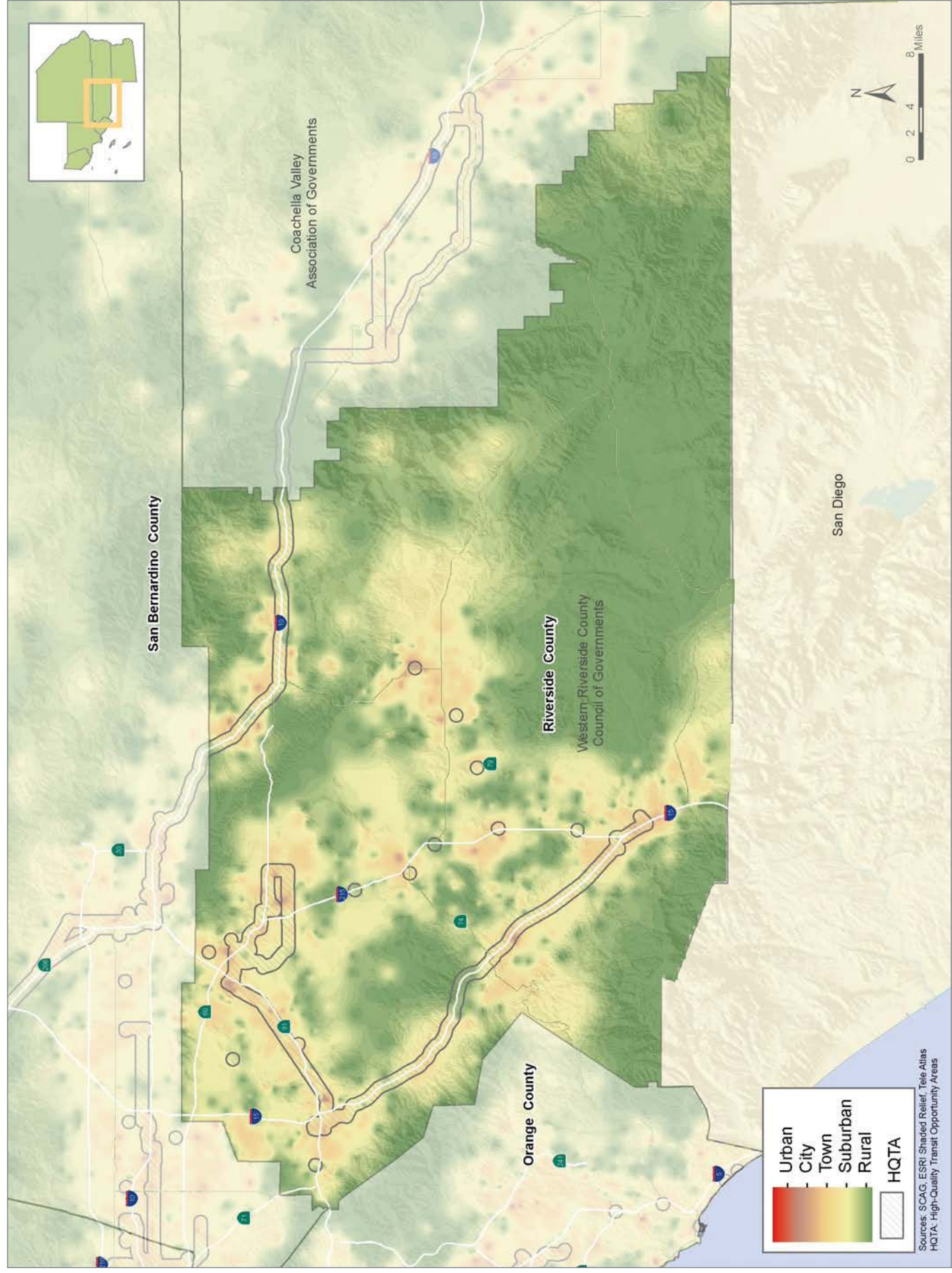






















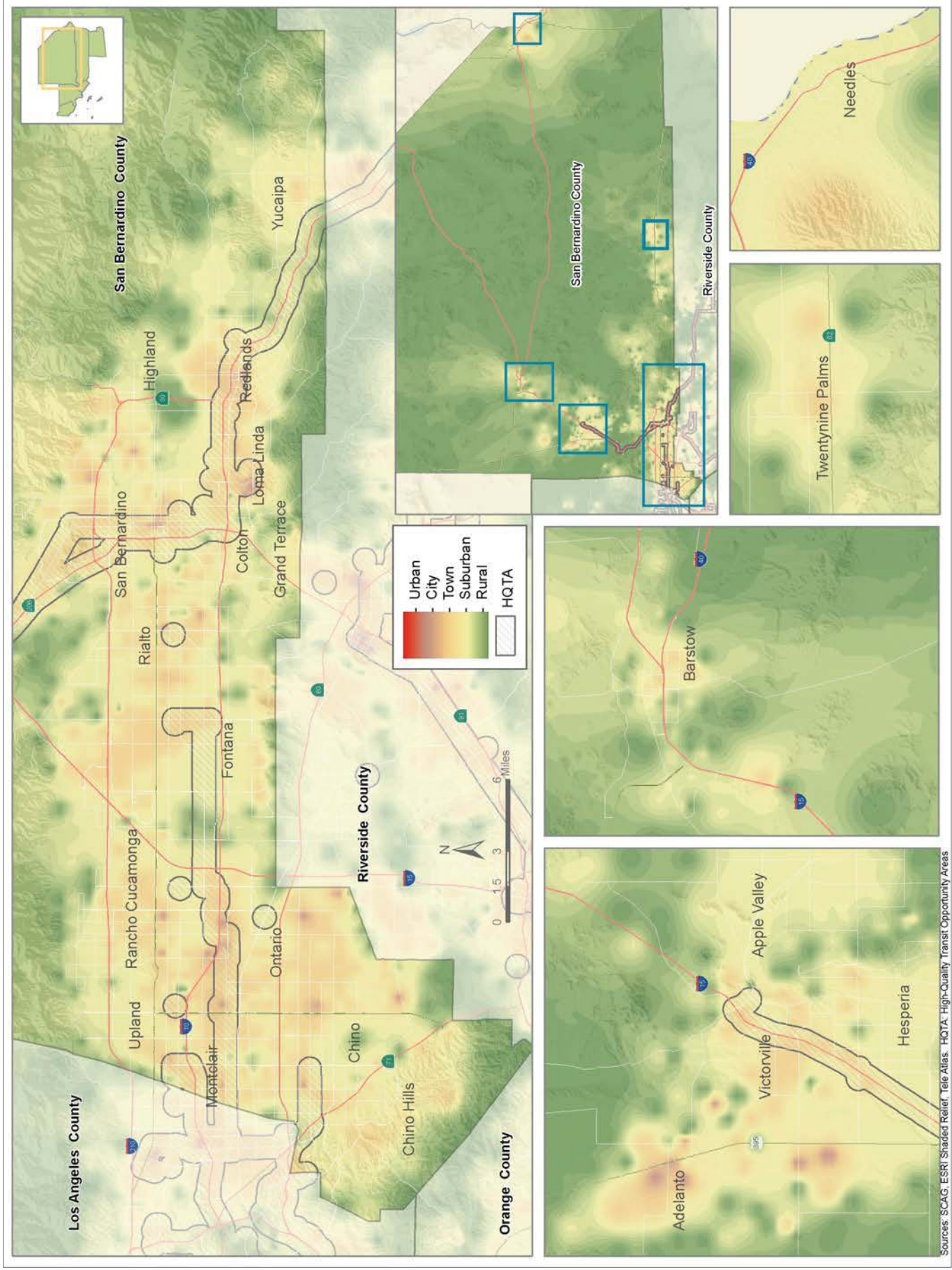
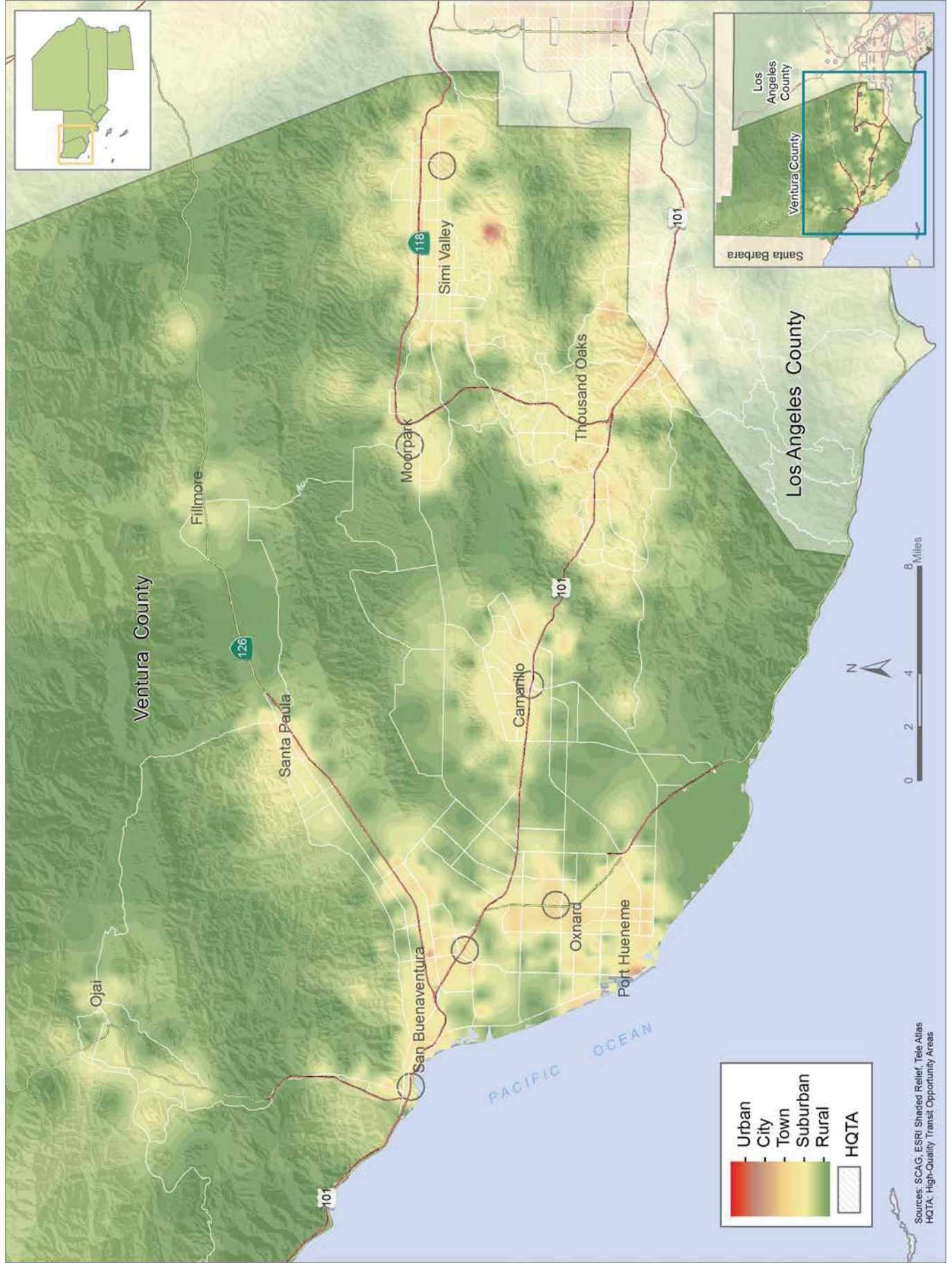




EXHIBIT 49 Land Use Pattern Map – Ventura County 2008





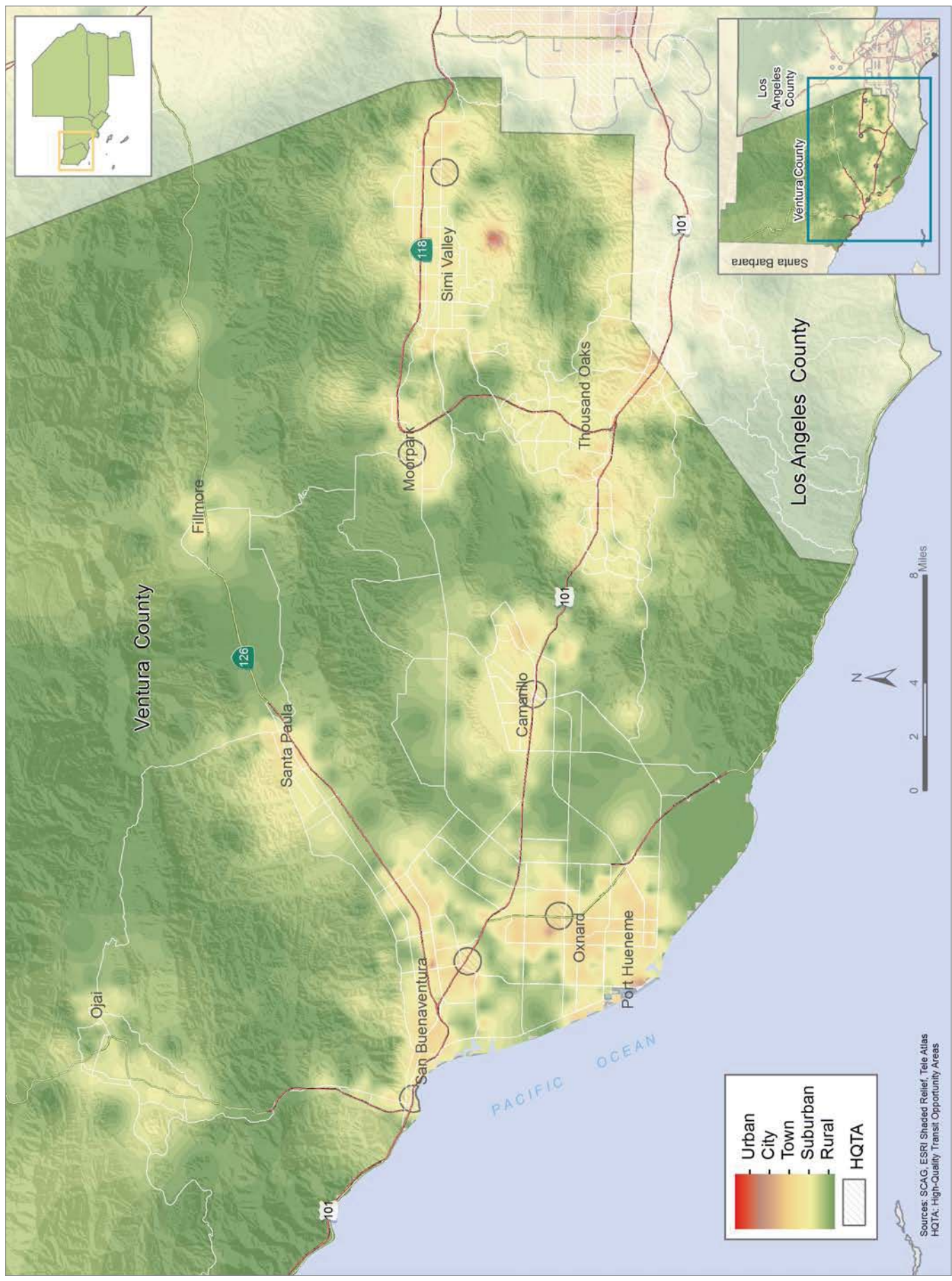
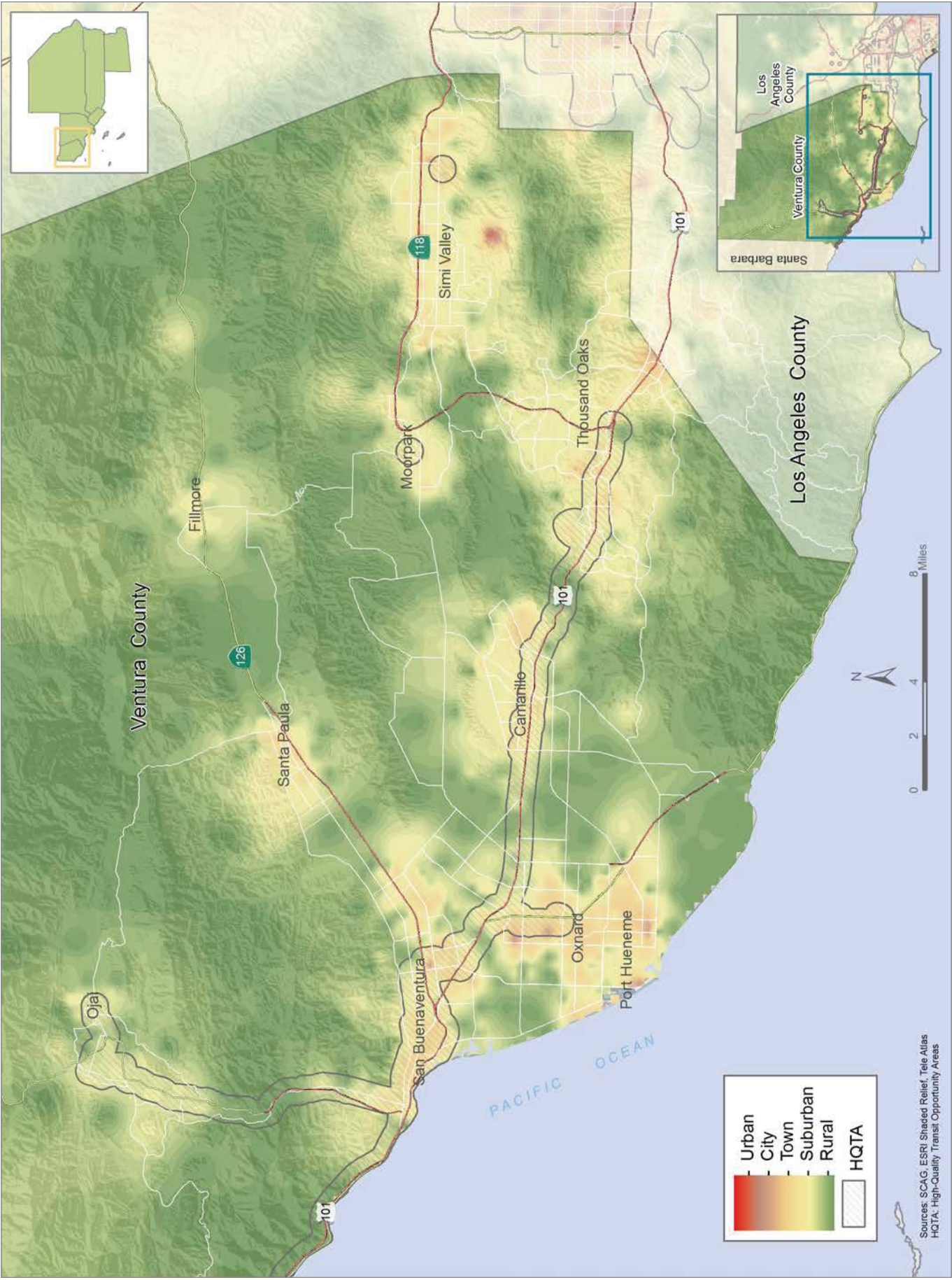




EXHIBIT 51 Land Use Pattern Map – Ventura County 2035





## B. 2012–2035 RTP/SCS Scenarios for Public Outreach Workshops

### The Rapid Fire Model

The four scenarios presented at the 2012–2035 RTP/SCS Public Outreach Workshops were produced using the Rapid Fire scenario modeling tool developed by Berkeley, CA-based planning and design firm Calthorpe Associates. The model is a user-friendly, spreadsheet-based tool that produces and evaluates scenarios at the national, state, regional, and county scales across a range of critical metrics. It constitutes a single framework into which data and research-based assumptions about the future can be loaded to test the impacts of varying land use patterns.

The Rapid Fire model emerged out of the near-term need for a comprehensive modeling tool that could inform state, regional, and local agencies and policy makers in evaluating climate, land use, and infrastructure investment policies. The model produces results for a range of metrics including:

- GHG (CO<sub>2</sub>e) emissions from cars and buildings
- Air pollution and public health impacts
- Fuel use and cost
- Building energy and water use, and cost
- Land consumption
- Fiscal impacts, including capital infrastructure costs, operations and maintenance costs, and local revenues

Results are summarized so that users can compare the impacts of different scenarios. All assumptions are clearly identified and can be easily modified to test varying land use and policy choices. A detailed description of the Rapid Fire model can be found in the Section D. Rapid Fire Technical Summary.

### The Scenarios

The scenarios were designed to explore and clearly convey the impact of both where the 6-county SCAG region grows over the next 25 years—to what extent growth is focused within existing cities and towns; and how it grows—the shape and style of the neighborhoods and transportation systems that will shape growth over the period. These scenarios were precursors to the 2012–2035 RTP/SCS alternatives. The scenarios facilitated public dialogue and feedback, which in turn allowed SCAG to develop substantially more detailed and refined Plan alternatives. In addition, the 2012–2035 RTP/SCS scenarios also helped to refine the California Environmental Quality Act (CEQA) alternatives considered in the Program Environmental Impact Report (PEIR). These Plan alternatives were extensively analyzed in the 2012–2035 RTP/SCS and the potential impacts of the 2012–2035 RTP/SCS Plan alternative were evaluated in the PEIR. Note that the 2012–2035 RTP/SCS Plan alternatives are separate and distinct from the scenarios discussed here.

The scenarios vary in their land use programs and in the package of transportation investments that support the quality and location of growth in the scenarios. The range of the scenarios can be described by how they address the following key elements:

- Development Location (Dispersed Growth vs. Focused Development): The four scenarios vary in the proportion of growth accommodated at the edges of cities and the region's urbanized areas versus that located in and around existing cities and towns, particularly in the region's designated High-Quality Transit Areas (HQTAs). An HQTAs is generally a walkable transit village or corridor, consistent with the adopted RTP/SCS, and is within one half-mile of a well-serviced transit stop or corridor with 15-minute or less service frequency during peak commute hours. This is represented by the proportion of Greenfield versus Refill (infill and redevelopment) growth in each of the scenarios.
- Community/Neighborhood Design (Auto-Oriented vs. Walkable): The shape and quality of growth in the scenarios vary, from a focus on walkable and transit-oriented places where most daily needs are within walking, biking, or short driving distance from homes, to a future in which most new communities are centered around the car as the dominant form of transportation for nearly all trips. This is represented across the four scenarios by the proportion of Standard Suburban, Mixed-Use/Walkable, and Urban Infill development in each of the scenarios.

- Housing Options and Mix (Single-Family Subdivisions vs. Multifamily Focus): The four workshop scenarios varied future housing mix in order to depict the impacts of meeting (or not meeting) measured housing demand and the changing demographics and preferences of current and future southern Californians. Trend-based housing programs that focus more on larger-lot (>5,500 SF) single-family options are compared to varying mixes of single-family, townhome, and multifamily options. Housing demand profiles are informed by the recent work of A.C. Nelson and other state and national studies which connect changing demographic and economic conditions with housing demand.
- Transportation Investments (Road/Highway vs. Transit/Non-Auto Strategies): While all scenarios are supported by a range of transportation options, they vary in the proportion of new investments that are focused on transit and non-auto modes versus highway and roadway improvements that facilitate local and regional automobile travel. These transportation 'packages' are informed by past and present RTPs and incorporate a range of transit emphasis up to and including the recent Measure R and 30/10 Initiative. Each scenario's land use pattern and specific mix of place and location types are matched to a generalized transportation package that supports the pattern and quality of growth. The scenarios were designed to capture a range of potential strategies and investments under consideration for the RTP/SCS by considering the relative emphasis on investment by mode, or the inclusion of policy mechanisms such as TDM or congestion pricing. The scenarios do not consider or evaluate specific transportation networks, or individual projects.

The scenarios illustrate different 'themes' for how the region can grow, and the transport system that supports that growth. Each theme mixes a unique combination of the above factors and in turn varies in its impact on critical fiscal, environmental, and transportation challenges facing the region.

**Scenario 1.** This scenario is based on the General Plans prepared by cities and compiled by SCAG, with assistance from local planners, using the Local Sustainability Planning Tool (LSPT). It includes a significant proportion of suburban, auto-oriented development, but also recognizes the recent trend of increased growth in existing urban areas and around transit. New housing is mostly single-family (58 percent), with an increase in smaller-lot single-family homes, as well as an increase in multifamily homes (42 percent). The transportation system is based on the package of improvements in the 2008 RTP. While these

investments tend to favor automobile infrastructure, they also support new transit lines and other non-auto strategies and improvements.

**Scenario 2.** This scenario focuses more growth in walkable, mixed-use communities and in existing and planned high-quality transit areas. Under this scenario, there would be an increase in investments in transit and non-auto modes as compared to the 2008 RTP. Employment growth is focused in urban centers, around transit. Fewer new homes (29 percent) are single-family homes, as this scenario comes closer to meeting demand for a broader range of housing types, with new housing weighted less toward large-lot (>5,500) single-family homes (two percent) and more towards smaller-lot single-family homes (27 percent), and multifamily condos, townhomes and apartments (70 percent).

**Scenario 3.** This scenario builds on the walkable, mixed-use focus of the growth in Scenario 2, and also aims to improve fiscal and environmental performance by shifting even more of the region's growth into areas that are closer to transit, and less auto-centric. Like Scenario 2, this scenario, aims to meet demand for a broader range of housing types, with new housing weighted towards smaller-lot single-family homes, townhomes, multifamily condos and apartments. In terms of percentage, the mix of housing types is very similar to Scenario 2, but the location of the growth within the region is shifted more toward transit-rich locations. Also like Scenario 2, transportation system investments would be more weighted towards transit investments, TDM, and non-auto strategies, which would support the move away from more auto-oriented development patterns.

**Scenario 4.** This scenario maximizes growth in urban and mixed-use configurations in already developed areas, and around existing and planned transit investments. To support this shift, transportation system investments are heavily weighted towards transit infrastructure and operational improvements (i.e., higher frequencies and more transit feeder service), as well as improvements to bicycle and pedestrian infrastructure. In order to maximize the transit investments and accommodate population in already developed areas, the vast majority of new housing (96 percent) is multifamily, while four percent is single-family development.

## Pricing and Vehicle Policy Assumptions

The scenarios were designed to highlight the impacts of land use and transportation infrastructure options within the SCAG region. Transportation system pricing, vehicle and fuels technology, and power generation policies will also play a role in meeting the region's fiscal, climate, mobility, and public health goals. Pricing and technology components were held constant in order to more clearly communicate the impacts of land use and infrastructure policy options.

### PRICING ASSUMPTIONS

Each of the scenarios presented at the 2012–2035 RTP/SCS Workshops assumed a hypothetical two-cent per mile VMT charge, which on average, results in a two percent reduction in VMT. More detailed pricing schemes and analyses are being developed to support refined scenarios and detailed 2012–2035 RTP/SCS options.

### VEHICLE AND FUEL POLICY

Meeting greenhouse gas (GHG), pollutant emissions, and energy goals will include a suite of strategies and policies. In addition to the land use and transportation strategies explored in these first 2012–2035 RTP/SCS scenarios, the efficiency of cars and the fuels used to power them will also play a role, as will energy and water conservation measures for homes and businesses. While these first scenarios focus on the impact of land use and transportation investments and strategies in meeting VMT, GHG, pollution, and energy challenges, subsequent analysis will explore the impacts of emerging vehicle technologies, renewable power generation, building measures, and a host of state, regional, and local environmental and energy policies.

## Scenario Outcomes

Variations among the scenarios highlight the impacts of land use and transportation infrastructure options within the SCAG region. The Rapid Fire model was used to estimate a broad set of fiscal, environmental, and transportation impacts in order to facilitate comparison among the scenarios.

## LAND CONSUMPTION – NEW LAND CONSUMED

The amount of land consumed to accommodate new population growth varies substantially among the 2012–2035 RTP/SCS scenarios. New land consumption includes all land that will be newly urbanized, including residential and employment areas, roadways, open space, and public lands. Through infill, redevelopment, and more efficient use of new “greenfield” land (lands, including agricultural areas, not previously developed for urban uses) to accommodate new growth, scenarios with a greater share of Urban Infill and Mixed-Use Walkable (Compact) development consume less land overall. By contrast, scenarios that place a greater share of new growth in dispersed Standard development patterns, consume more land.

Scenario 1, which is based on the General Plans prepared by cities, consumes 251 square miles of greenfield land—nearly twice as much as Scenario 2, which consumes 127 square miles—to accommodate growth to 2035. Scenario 3 consumes 84 square miles, and Scenario 4, which maximizes growth in urban and mixed-use configurations in already developed areas, brings that number down to 46 square miles.

## FISCAL IMPACTS – LOCAL INFRASTRUCTURE CAPITAL AND OPERATIONS AND MAINTENANCE COSTS

Increased land consumption can lead to higher costs for local and sub-regional infrastructure, as new greenfield development requires significant capital investments to extend or build new local roads, water and sewer systems, and parks. Conversely, growth focused in existing urban areas takes advantage of existing infrastructure and capitalizes on the efficiencies of providing service to higher concentrations of jobs and housing. This cost variation amplifies when operations and maintenance (O&M) costs are taken into account. O&M costs include the ongoing city expenditures required to operate and maintain the infrastructure serving new residential growth. Engineering and public works costs are strongly linked to the physical form of infrastructure. More dispersed development, which entails greater lengths of roads and sewer pipes, incur higher O&M costs to local jurisdictions than more compact development, which capitalizes on the economic efficiencies of shared infrastructure capacity.

The 2012–2035 RTP/SCS scenarios show that growth in urban and mixed-use configurations in already developed areas can reduce costs significantly, as demonstrated by

adding up capital infrastructure and ongoing O&M costs to 2035 for each scenario. As compared to Scenario 1, following the development pattern of Scenario 2 would save \$3.3 billion; Scenario 3 would save \$3.7 billion; and Scenario 4 would save \$6.7 billion—an average savings of \$4,500 per new home, or over 25 percent less on the whole than Scenario 1.

Note that the capital infrastructure and O&M costs detailed here represent those associated with residential growth only. It is expected that the inclusion of non-residential fiscal impacts would compound the cost and revenue differences that have been evidenced between dispersed and compact development patterns.

## FISCAL IMPACTS – LOCAL REVENUES

The Rapid Fire model estimates potential revenues from property and property transfer taxes, sales taxes, and vehicle license fees generated by new households. Due to the price premiums of higher-intensity locations, more compact development can generate higher local revenues than more dispersed development. This relationship is clear particularly on a per-acre basis—by 2035, Scenario 2 generates \$18,500 more, Scenario 3 generates \$23,500 more, and Scenario 4 generates nearly \$27,000 more per acre per year than Scenario 1. On a per-unit basis, results vary: the cumulative revenues through 2035 of Scenario 2 are \$2.9 billion lower than Scenario 1, and those of Scenario 4 are \$12 billion lower. Scenario 3, on the other hand, yields \$2.7 billion more in revenues—demonstrating the magnitude of the benefits that result from a strategic nexus between compact development patterns and housing mix.

## TRANSPORTATION

Transportation system impacts—including vehicle miles traveled (VMT), fuel use and cost, and greenhouse gas (GHG) and air pollutant emissions—vary significantly across the 2012–2035 RTP/SCS scenarios. The different land use patterns of the scenarios result in different rates of passenger auto use, measured as vehicle miles traveled, or VMT, which then impact fuel consumption, fuel cost, and emissions.

## VEHICLE MILES TRAVELED

Scenario results for VMT indicate a wide variation in passenger vehicle use related to the form of new growth. Scenario 1, which accommodates 41 percent of new growth in more

auto-oriented Standard Suburban development, results in an annual VMT of 153 billion miles by 2035. This is almost 17 billion miles more than Scenario 2, 20 billion miles more than Scenario 3, and 21 billion miles, or 14 percent, more than Scenario 4. Scenario 1 averages 20,920 miles driven per household, per year; Scenario 4 averages 17,990 miles.

## AUTOMOBILE FUEL USE AND COST OF DRIVING

Variations in passenger VMT lead to differences in the amount of gas (or equivalent) used. These differences will vary depending on how efficient cars become. Assuming the same modest vehicle fuel economy improvements (in line with California's "Pavley 1" Clean Car Standards) for all scenarios, there would be substantial differences in fuel use due to land use-related VMT variations. By 2035, Scenario 1 would require 5.5 billion gallons of fuel annually. Scenario 2 would require 600 million gallons less, Scenario 3 would require more than 700 million gallons less, and Scenario 4 would require 800 million fewer gallons per year. 800 million gallons of gas is equivalent to 1.1 percent of the oil imported to the entire United States in 2008.

Reduced VMT and fuel use leads to lower costs for all households in Southern California. When compared to Scenario 1, Scenario 2 saves the average Southern California household more than \$1,380 per year in driving costs in 2035 (including auto ownership, maintenance, and other driving-related costs); Scenario 3 saves \$1,600; and Scenario 4 saves \$1,770—significant savings that could be applied to housing and other essentials. For the entire SCAG region, the savings total as much as \$12.9 billion per year in Scenario 4.

GHG emissions from passenger vehicles are determined by VMT (related to land use patterns), vehicle fuel economy, and the carbon intensity of automobile fuel. Assuming the same modest improvements in fuel emissions (in line with California's Low Carbon Fuel Standard) for all scenarios, there would be substantial differences in CO<sub>2</sub>e emissions (carbon dioxide equivalent, which includes the main forms of greenhouse gases). The land use-related variations in GHG are directly proportional to VMT and fuel use.

## AIR POLLUTANT EMISSIONS FROM PASSENGER VEHICLES

Differences in VMT lead to different levels of air pollutants (including nitrogen oxides, carbon monoxide, sulfur dioxide, volatile organic compounds, and particulate matter) among the 2012–2035 RTP/SCS scenarios. Accounting for vehicle technology improvements, Scenario 1, with higher VMT, sees 2035 passenger-vehicle pollutant emissions that are



11 percent higher than emissions in Scenario 2, 13 percent higher than Scenario 3, and 14 percent higher than Scenario 4. These results translate to significant public health impacts, as described in the following section.

## HEALTH INCIDENCES AND COSTS

Auto-related air pollution results in a spectrum of health incidences, including cases of chronic bronchitis; acute myocardial infarction; respiratory and cardiovascular hospitalizations; respiratory-related ER visits; acute bronchitis; work loss days; premature mortality; asthma exacerbation; and acute, lower, and upper respiratory symptoms. Health incidences, and their related costs, are reduced along with miles driven (VMT). Using research-based rates and valuations produced by the American Lung Association, the Rapid Fire model estimates savings (rather than absolute totals) in health incidences and costs to 2035.

Relative to a status quo scenario, the 2012–2035 RTP/SCS scenarios show reductions in health incidences and costs. In 2035, Scenario 1 results in a 20 percent reduction; Scenario 2 results in a 29 percent reduction; Scenario 3 results in a 30 percent reduction; and, Scenario 4 results in a 31 percent reduction. In terms of costs, Scenarios 1, 2, 3, and 4 save \$648 million, \$932 million, \$980 million, and \$1.01 billion per year, respectively.

## BUILDING ENERGY USE

The 2012–2035 RTP/SCS scenarios vary in their building energy use profiles due to their different mixes of housing types, and the proportion of development in more or less temperate climate zones in the SCAG region. Scenarios that contain more Mixed-Use/Walkable and Urban Infill development accommodate a higher proportion of growth in more energy-efficient housing types like townhomes, apartments, and smaller single-family homes, as well as more compact commercial building types. By contrast, a large proportion of Standard development leads to a higher proportion of larger single-family homes, which are typically less energy-efficient. Location also comes into play—buildings in the warmer areas at the edges of the region and beyond use more energy each year, in part because they require more energy to cool during the summer months.

Variations in land use patterns lead to substantial differences in the amount of electricity and natural gas used. These differences will vary depending on policies regulating how

efficient buildings become. Assuming the same efficiency standards for all scenarios, there would be marked differences in energy use due to land use-related variations. Compared to Scenario 1, Scenario 2 uses 7 percent less energy per year; Scenario 3 uses 9 percent less; and Scenario 4 uses 11 percent less.

The overall energy savings that come from developing more compactly translate to meaningful savings in residential energy bills. On average, Scenario 2 saves \$700 million per year in total by 2035, or about \$100 per household; Scenario 3 saves \$900 million, or \$120 per household; and Scenario 4 saves \$1.2 billion, or \$170 per household. Note that these estimates assume only modest, trend-based rises in energy prices—if energy prices climb higher, the savings will be even more substantial.

Conserving energy also reduces GHG emissions. The progressively more compact land uses of Scenarios 2, 3, and 4 would reduce emissions in proportion to energy use as compared to Scenario 1. When combined with the effects of more stringent clean energy policies, which would reduce the amount of GHG emissions for every kilowatt-hour of electricity used, building energy emissions can be reduced even further.

## RESIDENTIAL WATER USE

Variations in land use patterns and their related building profiles also lead to substantial differences in residential water use and cost. Residential water use is a function of both indoor and outdoor water needs, with outdoor use (landscape irrigation) accounting for the majority of the difference among housing types. Because homes with larger yards require more water for landscape irrigation, lot size is generally correlated with a household's overall water consumption. Thus, scenarios with a greater proportion of the Standard development, which includes more large-lot (5,500 SF and above) single-family homes, require more water than scenarios with a greater proportion of Mixed-Use/Walkable and Urban Infill development, which include more attached and multifamily homes. And, as is the case for energy use, the location of new development has a significant bearing on water use—homes in warmer areas use more water to maintain lawns and other landscaping.

Water use will vary based on efficiency and conservation policies, which will be increasingly important as California faces future constraints to water supply. Assuming the same modest improvements for all scenarios, we can see the potential savings attributable to land use patterns alone. Compared to Scenario 1, which uses 996 billion gallons of water

per year by 2035, Scenario 2 uses 47 billion gallons, or 4.7 percent, less; Scenario 3 uses 51 billion gallons, or 5.1 percent, less; and Scenario 4 uses 63 billion gallons, or 6.3 percent, less. These savings are equivalent to the average new home using 6,400 fewer gallons per year in Scenario 2; 6,900 fewer gallons in Scenario 3; and 8,700 fewer gallons in Scenario 4.

Saving water also saves on residential water costs. On the whole, Scenario 2 saves \$176 million per year in total by 2035; Scenario 3 saves \$191 million; and Scenario 4 saves \$239 million. These estimates assume trend-based rises in water costs; if water prices rise higher, the cost differences will be greater.

## HOUSEHOLD COSTS

Breaking scenario costs down to the household level exposes the impact of land use and policy choices on Southern California households: by 2035, Scenario 1 would cost the average household \$15,100 in costs associated with driving and residential energy and water use (2009 dollars). By comparison, Scenario 2 would cost \$1,500 less; Scenario 3 would cost \$1,750 less; and Scenario 4 would cost nearly \$2,000 less. Over time, the differences in annual expenditures would amount to a significant sum for each household—money that could instead be applied to a home mortgage or other living expenses. This difference is further exacerbated if considering the effect of local infrastructure cost burdens, which are typically passed on to homeowners and renters in the form of taxes, fees, home prices, and assessments.

## GREENHOUSE GAS (GHG) EMISSIONS FROM PASSENGER VEHICLES AND BUILDINGS

Combined transportation and building sector impacts provide the most complete picture of the greenhouse gas emissions and fiscal implications of the futures presented by the 2012–2035 RTP/SCS scenarios. Passenger vehicle transportation, along with residential and commercial building energy use, currently account for over half of total carbon emissions in California. Land use and transportation planning at the regional level, in conjunction with statewide policies in regulating energy emissions and efficiency, will be crucial to meeting the state's goals for GHG reductions, as well as its fiscal health.

Total GHG emissions—including those from passenger vehicles, and emissions associated with residential and commercial building energy consumption—vary across the 2012–2035 RTP/SCS scenarios due to their differences in land use patterns. In 2035, Scenario 1, with the highest proportion of growth occurring as Standard development, would produce 96 MMT of annual GHG emissions from buildings and passenger vehicle transportation. Emissions decrease as land use patterns become more compact: in comparison to Scenario 1, Scenario 2 results in 8 percent lower emissions; Scenario 3 results in 10 percent lower emissions, and Scenario 4 results in nearly 12 percent lower emissions.

## C. Rapid Fire Model Technical Summary

# RAPID FIRE MODEL

### Technical Summary Model Version 2.0

CALTHORPE ASSOCIATES  
URBAN DESIGNERS, PLANNERS, ARCHITECTS

Revised: Jan 2011

## INTRODUCTION and RAPID FIRE MODEL OVERVIEW

This technical summary provides an overview of the key features and functionality of the *Rapid Fire* model developed by Calthorpe Associates. The *Rapid Fire* model is designed to produce and evaluate statewide, regional, and/or county-level scenarios across a range of metrics. This document is intended to impart a fundamental understanding of how *Rapid Fire* scenarios are formulated and analyzed. A more detailed description of the model, including a step-by-step tour through the model's user interface and technical information about all model calculations and assumptions, is available in the *Rapid Fire White Paper and Technical Guide*.

### The Rapid Fire Modeling Framework

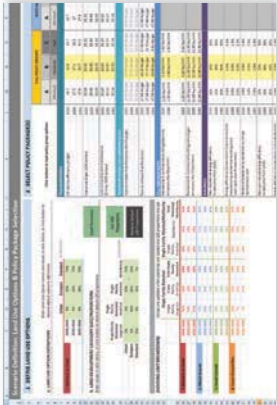
The *Rapid Fire* model emerged out of the near-term need for a comprehensive modeling tool that could inform state, regional, and local agencies and policy makers in evaluating climate, land use, and infrastructure investment policies. Results are calculated using empirical data and the latest research on the role of land use and transportation systems on automobile travel; emissions; public health; infrastructure cost; city revenues; and land, energy, and water consumption. The model constitutes a single framework into which these research-based assumptions can be loaded to test the impacts of varying land use patterns. The transparency of the model's structure of input assumptions makes it readily adaptable to different study areas, as well as responsive to data emerging from ongoing technical analyses by state, regional, and local agencies.

The model allows users to create scenarios at the national, statewide, or regional scales. Results are produced for a range of metrics, including:

- GHG (CO<sub>2</sub>e) emissions from cars and buildings
- Air pollution
- Fuel use and cost
- Building energy use and cost
- Residential water use and cost
- Land consumption
- Fiscal impacts (local capital infrastructure and O&M costs; city revenues)
- City revenues
- Public health impacts

The *Rapid Fire* model is not meant to replace more complex travel models or map-based models; rather, it is designed to fill a timely need for defensible comparative analysis that can inform land use and climate policy development and provide a credible and flexible sounding board for state and regional entities as they review and analyze plans and policies. More information about model results and the Vision California process can be found at [www.visioncalifornia.org](http://www.visioncalifornia.org) and at [www.calthorpe.com/vision-california](http://www.calthorpe.com/vision-california).

This document starts with an overview of the operational flow of the model, continues with an explanation of how study areas are set and how scenarios are composed, and finally describes how assumptions are applied to calculate results in each metrics category.



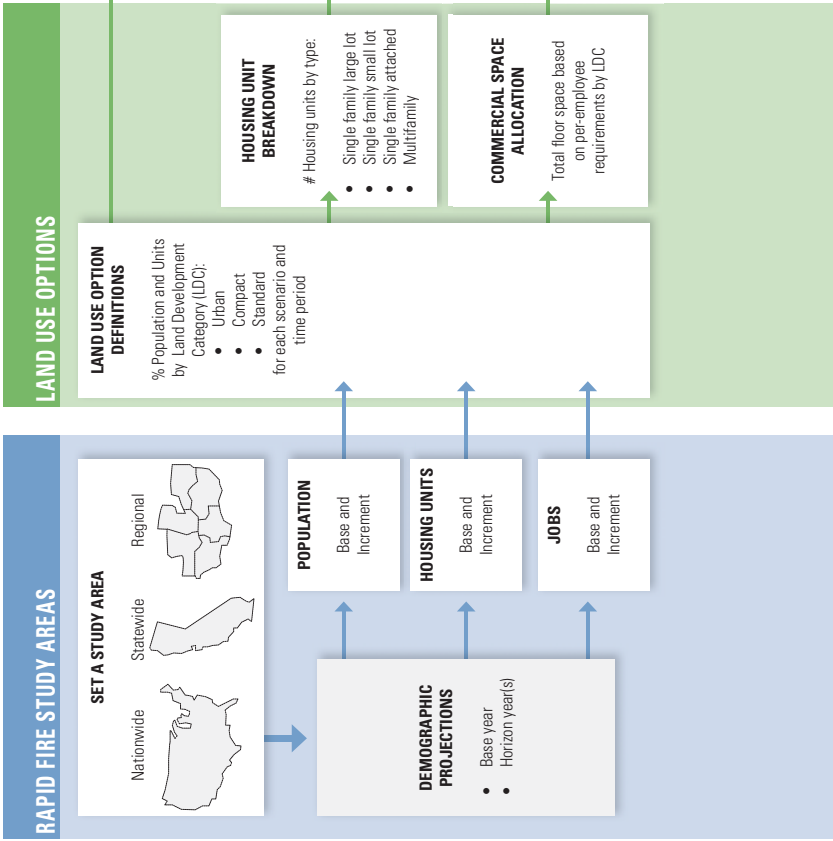
**Technical Requirements.** The *Rapid Fire* model is a user-friendly, spreadsheet-based tool that allows for efficient testing of different combinations of compact, urban, and more sprawling growth. The model, which runs in Microsoft Excel, is designed to be flexible and transparent. All assumptions are clear and can be easily modified or customized.

RAPID FIRE OPERATIONAL FLOW

From Input Assumptions to Output Metrics

The Rapid Fire model uses a full range of inputs, from demographic projections to travel behavior projections to technical factors for fuel and energy emissions, to calculate output metrics that demonstrate the relative effects of different land use scenarios and policy options. The following chart gives an overview of the operational flow of the model, starting from the selection of a

study area, through the application of land use options and policy packages, to the final stage of metrics output. The chart generally categorizes the input assumptions by type; all assumptions are discussed in greater detail in the later sections of this paper.





## RAPID FIRE STUDY AREAS

Study areas can range in size, from the local to the national scale, so long as data are available. Study areas are defined by baseline demographic and performance data for an initial base year, and demographic projections for three horizon years. By default, the model uses a base year of 2005 and horizon years of 2020, 2035, and 2050, though these can be modified.

### Demographics

- Baseline and projected population
- Baseline and projected households
- Baseline and projected jobs

### Transportation

- Average per-capita vehicle miles traveled (VMT)
- Average LDV fuel economy
- Baseline GHG emissions per gallon of fuel
- Baseline auto ownership and maintenance costs per mile

### Building Energy

- Baseline average energy use per existing residential unit and commercial square foot (can be derived from total residential and commercial energy use)
- Baseline energy use by commercial building type and commercial square foot
- GHG emissions per kilowatt-hour (kWh) of electricity
- GHG emissions per therm of natural gas
- Baseline energy costs per kWh and therm

### Water

- Baseline residential water use per existing unit (can be derived from total water use)
- Baseline per-capita water use

## LAND USE OPTIONS

The Rapid Fire model analyzes up to four scenarios at a time. Each scenario consists of two components: a *land use option* and a *policy package*. The land use options vary the patterns of new growth, while the policy packages vary standards for automobile technology and fuel composition, building energy and water efficiency, and energy generation.

### Land Use Options

The land use options all accommodate the same amount of projected population and job growth, but differ in how that growth is allocated. The user defines a land use option by varying the proportions of growth in each of three *Land Development Categories (LDCs)* – Urban, Compact, and Standard. The LDCs represent distinct forms of land use, ranging from dense, walkable, mixed-use urban areas that are well served by transit, to lower-intensity, less walkable places where land uses are segregated and most trips are made via automobile. Each LDC is associated with different travel behaviors and a different mix of housing types and commercial space profiles, as described generally on the next page.

The Rapid Fire model is loaded with four default land use options – *Business as Usual*, *Mixed Growth*, *Smart Growth*, and *Smart Growth Plus* – all which can be modified by the user. The figure at right shows the area of the Scenario Definition sheet in which land use options and the housing unit mixes of each LDC are defined. The definition and resulting housing type mix of an example land use option is outlined in the diagram on page 9.

### Land Use Option Section of Scenario Definition Sheet.

Proportions for land use options and LDCs are set in the Land Use Option section of the Scenario Definition sheet.

1. DEFINE LAND USE OPTIONS									
Enter Land Use Option names and values in cells below. An Excel formula to return option values is shown.									
B. LAND USE OPTION DEFINITIONS									
Enter values in cells below. An Excel formula to return option LDC proportions.									
C. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
D. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
E. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
F. Scenario Proportions									
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G. Scenario Proportions									
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H. Scenario Proportions									
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I. Scenario Proportions									
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J. Scenario Proportions									
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K. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
L. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
M. Scenario Proportions									
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N. Scenario Proportions									
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O. Scenario Proportions									
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P. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
Q. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
R. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
S. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
T. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
U. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
V. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
W. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
X. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
Y. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									
Z. Scenario Proportions									
Enter values in cells below. An Excel formula to return option LDC proportions.									

### Study Area Selection Sheet. Input data are entered, stored, and loaded from the Study Area Selection sheet.

Study Area Selection

CALIFORNIA

	2005 Baseline	Load Inputs	2015	2050
Demographic inputs				
Population	36,678,911	44,135,031	53,723,423	59,597,876
Households	12,184,688	14,667,307	17,188,732	19,779,733
Non farm jobs	14,603,100	17,787,442	20,010,558	23,928,659
Transportation				
Light duty vehicle LDC VMT	8,100 mi			
Baseline LDC fuel economy	38.7 MPG			
Baseline fuel emissions (MTW)	26.5 lbs/gal			
Baseline LDC fuel economy	38.7 MPG			
Baseline LDC fuel cost, per gallon	\$3.75			
Baseline LDC auto ownership, cost, per mile	\$0.24			
Building Energy				
Baseline LDC commercial building energy use, per sq. ft.	10.0 Btu/sq. ft.			
Baseline LDC commercial building energy use, per sq. ft.	10.0 Btu/sq. ft.			
Electricity generation (Btu/MWh)	0.83 Btu/MWh			
Electricity generation (Btu/MWh)	11.68 Btu/MWh			
Water				
Residential building LDC use				
Electricity				
Natural Gas				
Baseline average annual energy use per unit, by				
Annual energy use by building type	7,664 kWh	401 Btu		
Single family Detached- Large Lot	9,355 kWh	475 Btu		
Single family Detached- Small Lot	7,664 kWh	401 Btu		
Single family Attached	4,745 kWh	228 Btu		

UNITED STATES

	2005 Baseline	Load Inputs	2015	2050
Demographic inputs				
Population	295,410,643	389,531,000	449,012,000	489,012,000
Households	111,070,617	147,759,734	167,274,434	186,274,434
Non farm jobs	139,458,810	159,909,486	179,458,810	218,458,810
Transportation				
Light duty vehicle LDC VMT	9,270 mi			
Baseline LDC fuel economy	18.9 MPG			
Baseline fuel emissions (MTW)	23.0 lbs/gal			
Baseline LDC fuel economy	18.9 MPG			
Baseline LDC fuel cost, per gallon	\$1.87			
Baseline LDC auto ownership, cost, per mile	\$0.34			
Building Energy				
Baseline LDC commercial building energy use, per sq. ft.	20.0 Btu/sq. ft.			
Baseline LDC commercial building energy use, per sq. ft.	20.0 Btu/sq. ft.			
Electricity generation (Btu/MWh)	1.33 Btu/MWh			
Electricity generation (Btu/MWh)	11.68 Btu/MWh			
Water				
Residential building LDC use				
Electricity				
Natural Gas				
Baseline average annual energy use per unit, by				
Annual energy use by building type	11,140 kWh	670 Btu		
Single family Detached- Large Lot	14,800 kWh	743 Btu		
Single family Detached- Small Lot	11,140 kWh	670 Btu		
Single family Attached	9,440 kWh	680 Btu		

LAND USE OPTIONS

Land Development Categories

The Urban, Compact, and Standard LDCs represent distinct forms of land use. Their general land use characteristics and transportation infrastructure are described below. These characteristics are all determined by model inputs that can be entered or adjusted by the user.

Land Use Characteristics

**URBAN**

Most intense and most mixed LDC, often found within and directly adjacent to moderate and high density urban centers. Virtually all 'Urban' growth would be considered infill or redevelopment. The majority of housing in Urban areas is multifamily and attached single family (townhome). These housing types tend to consume less water and energy than the larger single family types found in greater proportion in less urban locations.

**COMPACT**

Less intense than Urban LDC, but highly walkable with rich mix of retail, commercial, residential, and civic uses. The Compact form is most likely to occur as new growth on the urban edge or large-scale redevelopment. Rich mix of housing, from multifamily and attached single family (townhome) to small- and medium-lot single family homes. Housing types in Compact areas tend to consume less energy and water than the larger types found in the Standard LDC.

**STANDARD**

Represents the majority of separate-use auto-oriented development that has dominated the American suburban landscape over the past decades. Densities tend to be lower than Compact LDC, and are generally not highly mixed or organized to facilitate walking, biking, or transit service. Can contain a wide variety of housing types, though medium- and larger-lot single family homes comprise the majority of this development form; these larger single family tend to consume more energy and water than those in the Urban or Compact LDCs.

**Transportation Infrastructure**

Supported by high levels of regional and local transit service. Well-connected street networks and the mix and intensity of uses result in a highly walkable environment and relatively low dependence on the automobile for many trips.

**Per-capita VMT range: ~ 1,500 to 4,000 per year.**

Well served by regional and local transit service, but may not benefit from as much service as Urban growth, and is less likely to occur around multimodal hubs. Streets are well connected and walkable, and destinations such as schools, shopping, and entertainment areas can typically be reached via a walk, bike, transit, or short auto trip.

**Per-capita VMT range: ~ 4,000 to 7,500 per year.**

Not well served by regional transit service (typically), with most trips made via automobile.

**Per-capita VMT range: ~ 9,500 to 18,000 per year.**

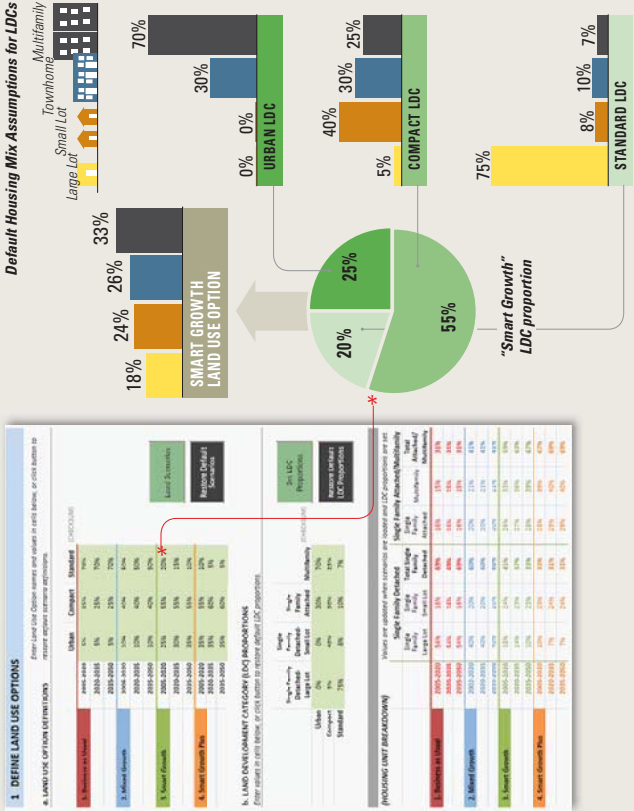
Housing Unit Mix

The housing mix assumptions for the three LDCs lead to an overall mix of housing units for each land use option and time period. The default housing mix assumptions for the LDCs are intended to reflect existing land use patterns and policies, and thus remain constant for each LDC over time. Housing unit mix assumptions can be changed to represent shifts in housing demand over time, or to represent different market conditions among land use options.

Urban areas are comprised of multifamily and attached single family units. Compact areas contain the widest range of housing types, from multifamily and attached single family to small-lot single family units, with a small proportion of large-lot single family units. Standard development is dominated by large-lot single family units, with small proportions of other housing types. The LDC and housing unit mix assumptions for the default 'Smart Growth' land use option are shown below.

Assumptions by Land Development Category

The housing unit mix assumptions are applied to the housing growth projected for each LDC (determined by the proportion of population growth allocated to the LDC within a scenario/time period) to produce housing counts by type.



## POLICY PACKAGE ASSUMPTIONS

Rapid Fire policy packages vary standards for automobile technology and fuel composition, building energy and water efficiency, and energy generation. *Auto and Fuel* Technology assumptions include those that guide vehicle efficiency, fuel emissions, and costs; *Building Efficiency* assumptions include building energy and water use standards as well as utility costs; and *Utility Portfolio* assumptions drive the carbon intensity of the power generation sector.

Policy-based input assumptions are grouped to represent different levels of improvement in each of these categories. While users can enter any combination of input assumptions, the policy packages allow users to instantly activate and switch between sets of assumptions to compare results. The components of the policy package categories are outlined in the table below.

As with the land use options, the policy packages can reflect a range of futures, from a business-as-usual case that continues current trends, to a progressive case that represents significant policy action. Users can enter values to define up to three alternate policy packages in each category.

**Policy Package Selection Section of Scenario Definition Sheet.** The policy packages are organized in sections on the 'Scenario Definition' sheet as shown below. Clicking on the buttons labeled A, B, and C at the top of each column loads input values to the 'Active Policy Portfolio' column located at the right of the 'Utility Portfolio' section (not shown). Users can select a 'Full Policy Group' of minimum, moderate, or high options, or they can select an option for each individual policy group. Once selected, the cells containing the active input values are highlighted in yellow *★*. In this sample view, the 'moderate level full policy group' is selected.

## 2. SELECT POLICY PACKAGE(S)

Click below to find policy group options

	SAIL POLICY REPORTS					AUTO AND PARTS	
	A	B	C	A	B	A	B
	Amount	2015 right	2016 right	Amount	2015 right	Amount	2015 right
WALKER MOTORCYCLES							
100 Walker Motorcycles (right)							
2008	21.7	20.5	24.9	28.3	20.5		
2009	21.8	21.8	25.8	27.1	21.1		
2010	21.9	21.9	26.8	28.1	21.2		
2011	22.0	22.0	27.8	29.1	21.3		
2012	22.1	22.1	28.8	30.1	21.4		
2013	22.2	22.2	29.8	31.1	21.5		
2014	22.3	22.3	30.8	32.1	21.6		
2015	22.4	22.4	31.8	33.1	21.7		
2016	22.5	22.5	32.8	34.1	21.8		
2017	22.6	22.6	33.8	35.1	21.9		
2018	22.7	22.7	34.8	36.1	22.0		
2019	22.8	22.8	35.8	37.1	22.1		
2020	22.9	22.9	36.8	38.1	22.2		
2021	23.0	23.0	37.8	39.1	22.3		
2022	23.1	23.1	38.8	40.1	22.4		
2023	23.2	23.2	39.8	41.1	22.5		
2024	23.3	23.3	40.8	42.1	22.6		
2025	23.4	23.4	41.8	43.1	22.7		
2026	23.5	23.5	42.8	44.1	22.8		
2027	23.6	23.6	43.8	45.1	22.9		
2028	23.7	23.7	44.8	46.1	23.0		
2029	23.8	23.8	45.8	47.1	23.1		
2030	23.9	23.9	46.8	48.1	23.2		
2031	24.0	24.0	47.8	49.1	23.3		
2032	24.1	24.1	48.8	50.1	23.4		
2033	24.2	24.2	49.8	51.1	23.5		
2034	24.3	24.3	50.8	52.1	23.6		
2035	24.4	24.4	51.8	53.1	23.7		
2036	24.5	24.5	52.8	54.1	23.8		
2037	24.6	24.6	53.8	55.1	23.9		
2038	24.7	24.7	54.8	56.1	24.0		
2039	24.8	24.8	55.8	57.1	24.1		
2040	24.9	24.9	56.8	58.1	24.2		
2041	25.0	25.0	57.8	59.1	24.3		
2042	25.1	25.1	58.8	60.1	24.4		
2043	25.2	25.2	59.8	61.1	24.5		
2044	25.3	25.3	60.8	62.1	24.6		
2045	25.4	25.4	61.8	63.1	24.7		
2046	25.5	25.5	62.8	64.1	24.8		
2047	25.6	25.6	63.8	65.1	24.9		
2048	25.7	25.7	64.8	66.1	25.0		
2049	25.8	25.8	65.8	67.1	25.1		
2050	25.9	25.9	66.8	68.1	25.2		
2051	26.0	26.0	67.8	69.1	25.3		
2052	26.1	26.1	68.8	70.1	25.4		
2053	26.2	26.2	69.8	71.1	25.5		
2054	26.3	26.3	70.8	72.1	25.6		
TRANSCONTINENTAL MOTOR VEHICLES							
100 Transcontinental Motor Vehicles (right)							
2008	21.7	20.5	24.9	28.3	20.5		
2009	21.8	21.8	25.8	27.1	21.1		
2010	21.9	21.9	26.8	28.1	21.2		
2011	22.0	22.0	27.8	29.1	21.3		
2012	22.1	22.1	28.8	30.1	21.4		
2013	22.2	22.2	29.8	31.1	21.5		
2014	22.3	22.3	30.8	32.1	21.6		
2015	22.4	22.4	31.8	33.1	21.7		
2016	22.5	22.5	32.8	34.1	21.8		
2017	22.6	22.6	33.8	35.1	21.9		
2018	22.7	22.7	34.8	36.1	22.0		
2019	22.8	22.8	35.8	37.1	22.1		
2020	22.9	22.9	36.8	38.1	22.2		
2021	23.0	23.0	37.8	39.1	22.3		
2022	23.1	23.1	38.8	40.1	22.4		
2023	23.2	23.2	39.8	41.1	22.5		
2024	23.3	23.3	40.8	42.1	22.6		
2025	23.4	23.4	41.8	43.1	22.7		
2026	23.5	23.5	42.8	44.1	22.8		
2027	23.6	23.6	43.8	45.1	22.9		
2028	23.7	23.7	44.8	46.1	23.0		
2029	23.8	23.8	45.8	47.1	23.1		
2030	23.9	23.9	46.8	48.1	23.2		
2031	24.0	24.0	47.8	49.1	23.3		
2032	24.1	24.1	48.8	50.1	23.4		
2033	24.2	24.2	49.8	51.1	23.5		
2034	24.3	24.3	50.8	52.1	23.6		
2035	24.4	24.4	51.8	53.1	23.7		
2036	24.5	24.5	52.8	54.1	23.8		
2037	24.6	24.6	53.8	55.1	23.9		
2038	24.7	24.7	54.8	56.1	24.0		
2039	24.8	24.8	55.8	57.1	24.1		
2040	24.9	24.9	56.8	58.1	24.2		
2041	25.0	25.0	57.8	59.1	24.3		
2042	25.1	25.1	58.8	60.1	24.4		
2043	25.2	25.2	59.8	61.1	24.5		
2044	25.3	25.3	60.8	62.1	24.6		
2045	25.4	25.4	61.8	63.1	24.7		
2046	25.5	25.5	62.8	64.1	24.8		
2047	25.6	25.6	63.8	65.1	24.9		
2048	25.7	25.7	64.8	66.1	25.0		
2049	25.8	25.8	65.8	67.1	25.1		
2050	25.9	25.9	66.8	68.1	25.2		
2051	26.0	26.0	67.8	69.1	25.3		
2052	26.1	26.1	68.8	70.1	25.4		
2053	26.2	26.2	69.8	71.1	25.5		
2054	26.3	26.3	70.8	72.1	25.6		
TOP MOTORCYCLES							
100 Top Motorcycles (right)							
2008	21.7	20.5	24.9	28.3	20.5		
2009	21.8	21.8	25.8	27.1	21.1		
2010	21.9	21.9	26.8	28.1	21.2		
2011	22.0	22.0	27.8	29.1	21.3		
2012	22.1	22.1	28.8	30.1	21.4		
2013	22.2	22.2	29.8	31.1	21.5		
2014	22.3	22.3	30.8	32.1	21.6		
2015	22.4	22.4	31.8	33.1	21.7		
2016	22.5	22.5	32.8	34.1	21.8		
2017	22.6	22.6	33.8	35.1	21.9		
2018	22.7	22.7	34.8	36.1	22.0		
2019	22.8	22.8	35.8	37.1	22.1		
2020	22.9	22.9	36.8	38.1	22.2		
2021	23.0	23.0	37.8	39.1	22.3		
2022	23.1	23.1	38.8	40.1	22.4		
2023	23.2	23.2	39.8	41.1	22.5		
2024	23.3	23.3	40.8	42.1	22.6		
2025	23.4	23.4	41.8	43.1	22.7		
2026	23.5	23.5	42.8	44.1	22.8		
2027	23.6	23.6	43.8	45.1	22.9		
2028	23.7	23.7	44.8	46.1	23.0		
2029	23.8	23.8	45.8	47.1	23.1		
2030	23.9	23.9	46.8	48.1	23.2		
2031	24.0	24.0	47.8	49.1	23.3		
2032	24.1	24.1	48.8	50.1	23.4		
2033	24.2	24.2	49.8	51.1	23.5		
2034	24.3	24.3	50.8	52.1	23.6		
2035	24.4	24.4	51.8	53.1	23.7		
2036	24.5	24.5	52.8	54.1	23.8		
2037	24.6	24.6	53.8	55.1	23.9		
2038	24.7	24.7	54.8	56.1	24.0		
2039	24.8	24.8	55.8	57.1	24.1		
2040	24.9	24.9	56.8	58.1	24.2		
2041	25.0	25.0	57.8	59.1	24.3		
2042	25.1	25.1	58.8	60.1	24.4		
2043	25.2	25.2	59.8	61.1	24.5		
2044	25.3	25.3	60.8	62.1	24.6		
2045	25.4	25.4	61.8	63.1	24.7		
2046	25.5	25.5	62.8	64.1	24.8		
2047	25.6	25.6	63.8	65.1	24.9		
2048	25.7	25.7	64.8	66.1	25.0		
2049	25.8	25.8	65.8	67.1	25.1		
2050	25.9	25.9	66.8	68.1	25.2		
2051	26.0	26.0	67.8	69.1	25.3		
2052	26.1	26.1	68.8	70.1	25.4		
2053	26.2	26.2	69.8	71.1	25.5		
2054	26.3	26.3	70.8	72.1	25.6		

**Auto and Fuel Technology**

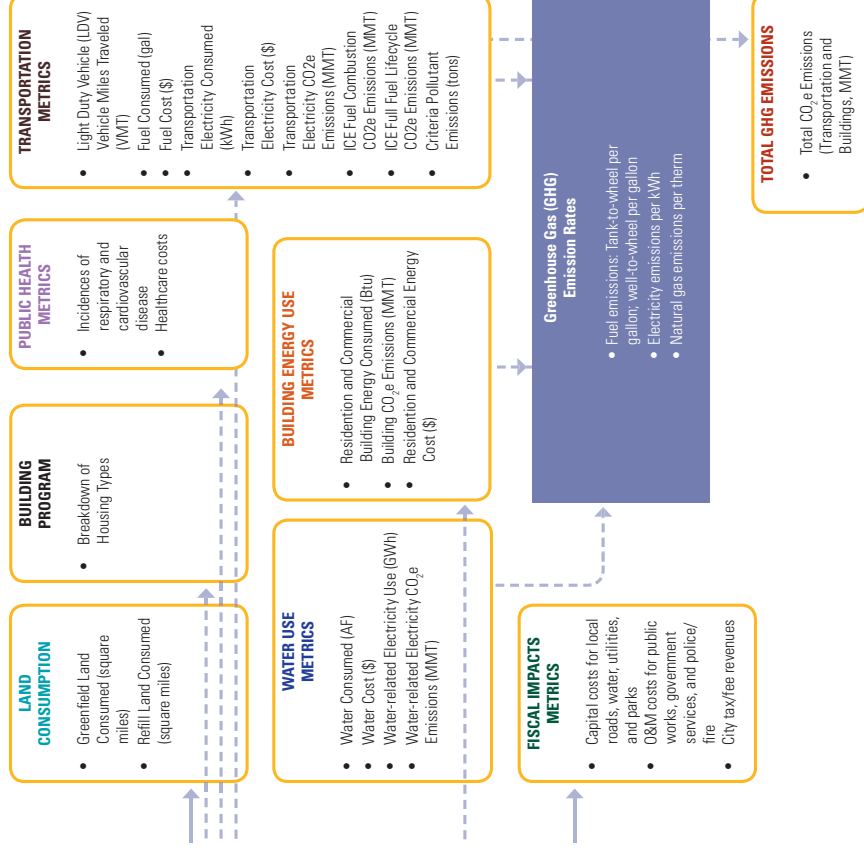
- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>Internal combustion engine (ICE) vehicle fuel efficiency (miles per gallon)</li> <li>Fuel price (\$ per gallon)</li> <li>Well-to-wheels GHG emissions from fuel (lbs CO<sub>2</sub> per gallon)</li> <li>Tank-to-wheels GHG emissions from fuel (lbs CO<sub>2</sub> per gallon)</li> <li>Percent alternative/electric vehicles</li> <li>Battery electric vehicle efficiency (miles/kWh)</li> <li>Plug-in hybrid electric vehicle efficiency (miles/kWh)</li> </ul> | <ul style="list-style-type: none"> <li>New residential energy efficiency (% reduction from 2005 baseline use)</li> <li>New commercial energy efficiency (% reduction from 2005 baseline use)</li> <li>New residential water efficiency (% reduction from 2005)</li> <li>Energy efficiency/conservation improvements for baseload/conservation residential building stock (year-upon-year % reduction)</li> <li>Energy efficiency/conservation improvements for baseload/conservation</li> </ul> |
|---|---|

## Building Efficiency

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• New residential energy efficiency (% reduction from 2005 baseline use)</li> <li>• New commercial energy efficiency (% reduction from 2005 baseline use)</li> </ul> | <ul style="list-style-type: none"> <li>• Residential &amp; commercial building electricity emissions (lbs CO<sub>2</sub>e per kWh)</li> <li>• Residential &amp; commercial building natural gas emissions (lbs CO<sub>2</sub>e per therm)</li> </ul> |
|---|--|

## OUTPUT METRICS

The following sections describe how the model uses input assumptions to calculate results in each of the metrics categories. The categories of output metrics are summarized below:



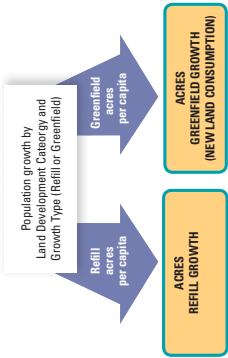
LAND CONSUMPTION

Land consumption includes all land that will be developed to accommodate population and job growth, including residential and employment areas, transportation alignments, open space, and public lands. The Rapid Fire model estimates land consumption using per-capita rates of land consumption, which vary by Land Development Category and the distribution of growth into greenfield or refill development. Default rates are based on studies of existing and planned development, and can be adjusted by the user.

Land consumption includes both refill and greenfield growth. Refill growth includes all development that may occur within the bounds of already-developed, urbanized areas, including infill, redevelopment, and greyfield and brownfield development. Greenfield growth refers to development that occurs on land that has not previously been developed or otherwise impacted, including agricultural land, forest land, desert land and other virgin sites. Only greenfield growth is counted towards the "new land consumption" of a scenario. The default land consumption characteristics for the three LDCs are as follows:

**Urban:** Comprised entirely of infill, redevelopment, greyfield, and brownfield growth, the Urban LDC consumes no greenfield acreage per capita.

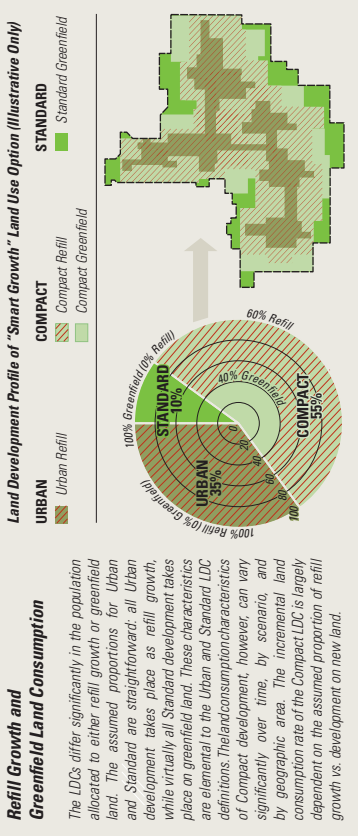
**Compact:** Representing a combination of smart mixed-use growth in and around the urban edge (greenfield growth) as well as larger-scale greyfield growth within urban areas, the Compact LDC consumes a moderate acreage per capita. The land consumption rate for Compact growth is determined in part by the proportion of growth allocated to refill versus greenfield sites.



**Standard:** Generally consisting of lower-density, auto-oriented residential and commercial development, the Standard LDC consumes the highest acreage per capita since most, if not all, growth occurs on greenfield land. The new land consumption of a scenario is largely dictated by its proportion of Standard development.

The specific allocation of growth to either refill or greenfield land in each LDC and time period can vary by land use option. By setting assumptions for the proportion of refill growth and greenfield land consumption, as well as the intensity of greenfield growth in terms of acres consumed per capita, users can model a range of land-use policy options, from business-as-usual growth, to the application of urban growth boundaries, to a restriction of growth to refill parcels and sites only.

A land development profile resulting from the LDC mix of the Rapid Fire default "Smart Growth" land use option is illustrated in the figure below.



FISCAL IMPACTS

The Rapid Fire model's fiscal impacts analysis module allows users to compare the cost and budget implications of varying scenarios and forms of development. The Rapid Fire model incorporates cost and revenue data from a number of local, regional, state, and utility sources to derive infrastructure cost factors on a per-housing unit basis according to land use option and development condition (refill or greenfield). Estimates are made for capital infrastructure costs, operations and maintenance costs, and city revenues from taxes and fees.

**Capital costs** for the following infrastructure elements are included:

- City costs for streets and transportation
- Water supply
- Sewage and wastewater
- Local parks

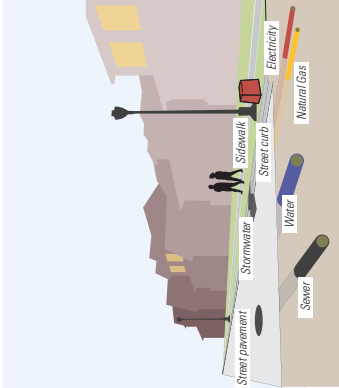
**Operations and maintenance (O&M) costs** estimates include the following categories of general fund spending:

- Public works functions
- General government services
- Public safety (police and fire)
- Community services

**Jurisdictional revenues** are estimated from the following tax and fee types:

- Property tax
- Property transfer tax
- Vehicle license fees

Calthorpe Associates worked with the firm Strategic Economics to develop the assumptions that drive infrastructure cost estimates and jurisdictional revenues. Assumptions are sensitive to development type and condition, including cost and revenue variations for both refill (infill and redevelopment) and greenfield locations. Note that the current version of the model estimates the impacts of variations in residential development unit types and patterns; future versions will incorporate the fiscal impacts due to commercial development variations.

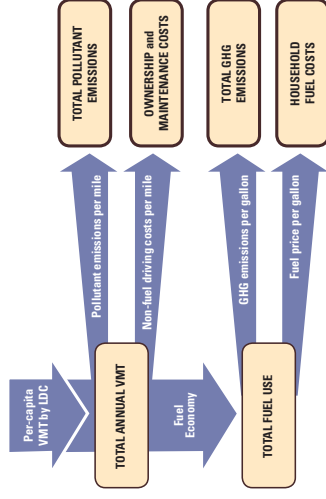




## TRANSPORTATION

All transportation metrics in the Rapid Fire model are calculated on the basis of light-duty/passenger vehicle miles traveled (VMT). From VMT, the model estimates fuel use, greenhouse gas (GHG) and criteria pollutant emissions, and fuel and other driving costs.

Criteria pollutant emissions and non-fuel driving costs are calculated by applying per-mile assumptions to VMT. Fuel use is calculated according to vehicle fuel economy assumptions. In turn, GHG emissions are calculated based on per-gallon emission rates. All metrics are calculated on a total annual basis for every year leading up to the final horizon year. Per-capita and per-household averages are derived from annual and cumulative totals.



## Vehicle Miles Traveled

The Rapid Fire model calculates VMT by applying assumptions about per-capita annual VMT to population growth. These assumptions, which differ by Land Development Category, are based on research and empirical evidence that per-capita VMT of both incremental (new) population and base year (existing) population vary based on the form of new growth.<sup>1</sup> Moreover, this variation is expected to change over time as areas become either more urban or compact, or more sprawling (determined on the proportions of LDCs in a scenario).

Variances in VMT across the scenarios is a result of year-by-year variation in per capita VMT by form of new growth (Urban, Compact, or Standard), and also the impact of new growth on the travel behavior of those already living in the study area in the base year (2005). For example, if one is living in an area 20 years from now that has seen increased transit service and/or new retail development in close proximity to their home or workplace, it is likely that they will drive less and walk, bike, or take transit more) because daily destinations and services are closer.

It is an *a priori* assumption of the Rapid Fire model that transportation investments go hand in hand with growth patterns, such that scenarios with a greater focus on Compact and Urban development would see increased transit, bicycle, pedestrian, streetscape, and livability investments. Conversely, scenarios dominated by Standard development would see large budget outlays to highway and road expansion.

### Base and Increment VMT Rates

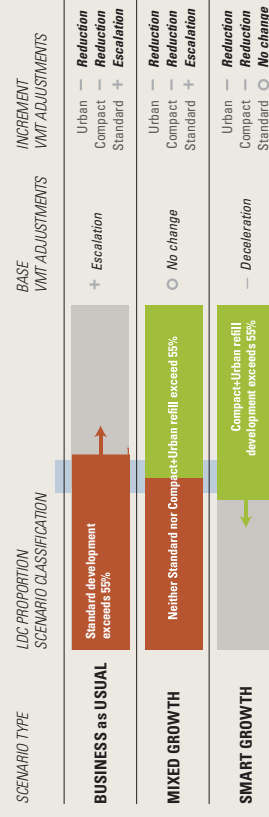
The Rapid Fire VMT assumptions are applied as adjustment factors to both incremental growth and the base year (existing) population. The user defines specific percentage increases or reductions from a baseline average VMT rate (which is specific to a study area).

For the growth increment, adjustment factors for each LDC within a land use option are applied to the baseline per-capita VMT rate. For the base population, adjustment factors are applied to total base year VMT. Varying factors are applied depending on the mix of LDCs in a specific scenario, and the amount of growth that occurs on refill or greenfield land (see the Land Consumption section for more information about refill and greenfield growth). The figure on the next page summarizes the relationship between scenario mix and the application of VMT adjustment factors.

All VMT assumptions can be readily changed in the Rapid Fire model to test alternative hypotheses, integrate new empirical data, or calibrate to regional travel or other model outputs. For more detailed information about specific assumptions and their application, please refer to the *Rapid Fire Model White Paper and Technical Guide*.

## TRANSPORTATION

**Base and Increment VMT Adjustment Factors by Scenario Type.** If a scenario is more oriented towards Standard development, then VMT is calculated to increase at a greater rate than if a scenario is more focused towards Urban and Compact growth. Overall scenario orientation is determined using a "tipping point" range. If Standard development falls below the range, adjustment factors reflective of



Scenario Tipping Point Range:  
45 - 55%

**Detailed VMT Assumptions Sheet.** Inputs are entered, stored, and loaded from the Study Area Selection sheet.

## Detailed VMT Assumptions

Baseline year: 2014  
 2014  
 2014

Local trip assumptions

Network demands

### BASE VMT ADJUSTMENT ASSUMPTIONS

BASE VMT ADJUSTMENT ASSUMPTIONS

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### INDICATOR VMT ASSUMPTIONS

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INDICATOR VMT ASSUMPTIONS

Baseline year: 2014

Baseline year: 2014

Baseline year: 2014

Baseline year: 2014

Baseline year: 2014

Baseline year: 2014

Baseline year: 2014

Baseline year: 2014

Baseline year: 2014

Baseline year: 2014

TRANSPORTATION

The Rapid Fire model calculates transportation fuel use, GHG and criteria pollutant emissions, and costs by applying policy-based assumptions to output VMT. Each metric is calculated on a total annual basis for all years in the model.

Fuel Use

LDV fuel consumption is determined by applying on-road average fuel economy assumptions (miles per gallon of gasoline equivalent<sup>2</sup>, or MPG) to VMT in each year for each scenario. Fuel economy changes year upon year according to horizon-year projections. Policy-based projections significantly affect fuel consumption, and thus GHG emission and fuel cost results. Users can easily input and test alternate assumptions, such as compliance with California's Pavley Clean Car Standards or the federal CAFE standard, either in isolation or in combination with fuel carbon intensity assumptions.

Electric and other low-emission vehicles will play an important role in reducing GHG emissions. The Rapid Fire model can reflect their impacts in either of two ways: through the use of fuel economy and emission assumptions that implicitly capture the effects of their inclusion in the fleet<sup>3</sup>, or through the use of separate assumptions for electric and conventional (internal combustion engine) vehicles. More information about how the model estimates electric and alternative vehicle impacts can be found in the *Rapid Fire Model White Paper and Technical Guide*.

GHG Emissions

Transportation GHG emissions are calculated by applying carbon intensity assumptions, expressed in pounds of carbon dioxide equivalent (CO<sub>2</sub>e) per gallon, to fuel consumption. Carbon intensity changes year upon year according to horizon-year projections. Projections can represent a range of standards, from a trend future in which carbon intensity remains constant or sees limited improvement, to a more aggressive policy-based future in which the carbon intensity of fuel declines significantly as low-carbon fuels, such as cellulosic ethanol and renewable biodiesel, comprise a higher proportion of fuel use.

The Rapid Fire model was designed to calculate emissions that occur upon fuel combustion ("tank-to-wheel" emissions), as well as those emitted during the full fuel lifecycle, from extraction and processing to transport and storage ("well-to-wheel" emissions). Users can look to either or both: typically, emission inventories compare tank-to-wheel emissions, although full well-to-wheel assessments are critical to developing climate change mitigation strategies. The Rapid Fire model is able to calculate both types of emission rates based on fuel mix assumptions, enabling an analysis of the role of fuel carbon intensity standards in meeting GHG reduction goals. More often, though, users will opt to model tank-to-wheel emissions on the basis of a baseline carbon intensity factor and projected reductions from it to each horizon year.

Fuel and other Driving Costs

The Rapid Fire model estimates three components of transportation costs, including fuel, auto ownership, and tires and maintenance. These costs are calculated separately using different assumptions. Fuel costs are calculated by multiplying fuel consumed by fuel price per gallon. Auto ownership and tire and maintenance costs are each calculated by multiplying VMT by an average price-per-mile factor. All per-gallon and per-mile prices change year upon year according to horizon-year projections.

Pricing Effects

Because fuel price, along with other driving costs, have been shown to have both short- and long-term effects on driving decisions, the Rapid Fire model allows users the option to "turn on" sensitivity to changes in per-mile driving costs to estimate changes in VMT due to pricing. Research into historic patterns has quantified relationships among the interrelated factors of VMT and automobile fuel economy with costs including fuel price and taxes; automobile ownership, insurance, and maintenance costs; and parking, toll, and congestion charges. The results, expressed as an "elasticity" of change in one factor with respect to change in another, can be used to estimate the effects of specific policy- or program-based assumptions on VMT.

RESIDENTIAL and COMMERCIAL BUILDING ENERGY

The Rapid Fire model calculates residential and commercial building energy use for both new and existing buildings. Scenarios vary in their building energy use profiles due to their building program and policy-based assumptions about improvements in energy efficiency.

Residential Energy Consumption

Residential energy use in the Rapid Fire model is calculated as a function of three basic sets of assumptions: a) average base-year energy use for existing units; b) base-year (2005) energy use for new units by building type; and c) reductions in building energy use resulting from advances in building energy efficiency policy and technology.

Energy Use of Base/Existing Buildings

Average per-household energy use for existing units is derived from total residential sector electricity and gas use and number of housing units in the baseline year (2005). The energy used by the population of existing units is expected to decline over time, as buildings are replaced, retrofitted, or upgraded. The extent of future energy savings due to each of these conditions are determined by user-specified rates.

Energy Use of New Buildings

Energy use for new units is calculated using per-unit factors for annual electricity and gas use. Reductions are applied to the baseline factors to reflect the assumption that, year-upon-year, new construction will be built to meet higher efficiency standards. It is also expected that new buildings can see further improvement over the time span of the model (for instance, a building built in 2011 may be retrofitted by 2035 to meet even higher standards). The application of the energy use reduction assumptions applied to both new and existing units is shown in the flow chart on the following page.

Commercial Energy Consumption

As for residential energy use, commercial energy use in the Rapid Fire model is calculated as a function of three basic sets of assumptions: a) per-employee floorspace factors; b) baseline (2005) energy intensity factors; and c) reductions in building energy use resulting from advances in building energy efficiency policy and technology.

Energy Use of Base/Existing Buildings

Average per-square foot energy use for existing commercial buildings is derived from total commercial sector electricity and gas use and a floorspace estimate for the baseline year (2005). The energy used by existing buildings is expected to decline over time, as buildings are replaced, retrofitted, or upgraded. The extent of future energy savings due to each of these conditions are determined by user-specified rates.

Energy Use of New Buildings

Energy use for new commercial floorspace is calculated using per-square foot energy intensity factors for annual electricity and gas use. Reductions are applied to the baseline factors to reflect the assumption that, year-upon-year, new construction will be built to meet higher efficiency standards. It is also expected that new buildings can see further improvement over the time span of the model (for instance, a building built in 2011 may be retrofitted by 2035 to meet even higher standards). The application of the energy use reduction assumptions applied to both new and existing units is shown in the flow chart on the following page.

The amount of new commercial space in each scenario is calculated using assumptions about the number of employees by commercial space type (office, retail, or warehouse), and the amount of floorspace required per employee in each of the three Land Development Categories. Floorspace requirements are highest in the Standard LDC, and lowest in the Urban LDC. The number of employees by type, which is held constant for all scenarios, is projected based on demographic assumption inputs.

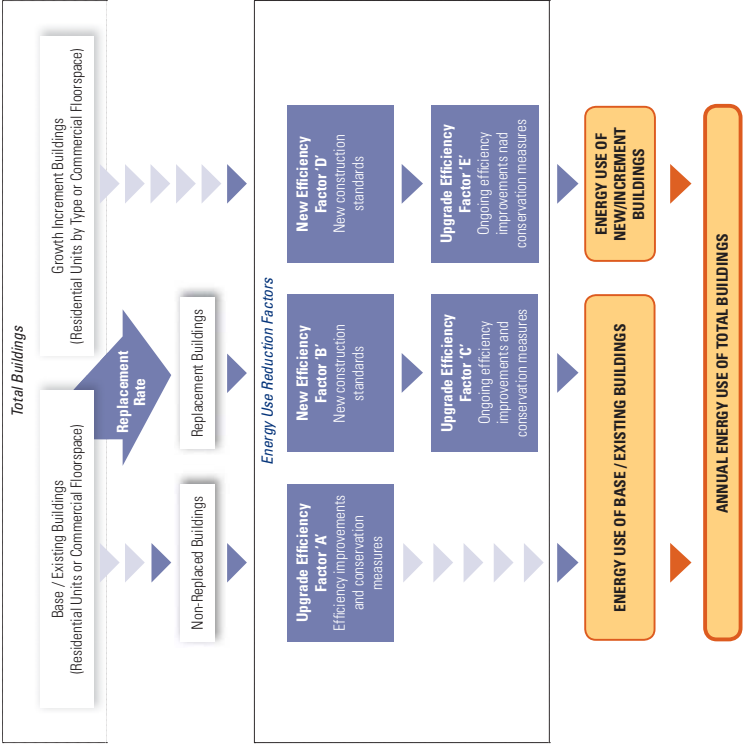
Baseline Annual Household Energy Use by Building Type\*



\* California averages, including residential electricity and natural gas use. Derived from the California Energy Commission Statewide Residential Appliance Saturation Survey (RASS), 2004.

**Baseline Residential Energy Use.** Because larger homes require more energy to heat and cool, home size is generally correlated with a household's overall energy consumption. Scenarios with a greater proportion of the Standard Land Development Category, which include primarily single-family detached homes, will require more energy – and produce more GHG emissions – than scenarios with a greater proportion of Compact or Urban areas, which include more attached and multifamily homes. Energy use also varies by climate zone, which can be reflected in the Rapid Fire model.

RESIDENTIAL and COMMERCIAL BUILDING ENERGY



RESIDENTIAL and COMMERCIAL BUILDING ENERGY

Greenhouse Gas Emissions

Building GHG emissions include total emissions from residential and commercial electricity and natural gas use. Emission results are calculated based on energy consumption and emission rates, which are assumed to vary according to the mix of resources used to generate energy. The baseline and projected emission rates are measured per unit of energy consumed (kilowatt-hour or therm), and include carbon dioxide, methane, and nitrous oxide emissions in units of carbon dioxide equivalent (CO<sub>2</sub>e). The same emission rates are applied to the energy used by residential and commercial buildings.

Emission Rate Assumptions

Projections are made for the horizon years of 2020, 2035, and 2050, with rates following a straight-line trend in between. The emission rate for electricity generation can be expected to decline over time, while that for natural gas use can be expected to remain constant. As with all Rapid Fire assumptions, users can enter different inputs to test the results of different policy-based projections, for instance comparing the effects of achieving California's 33% Renewables Portfolio Standard (RPS) by 2020, or by a later date.

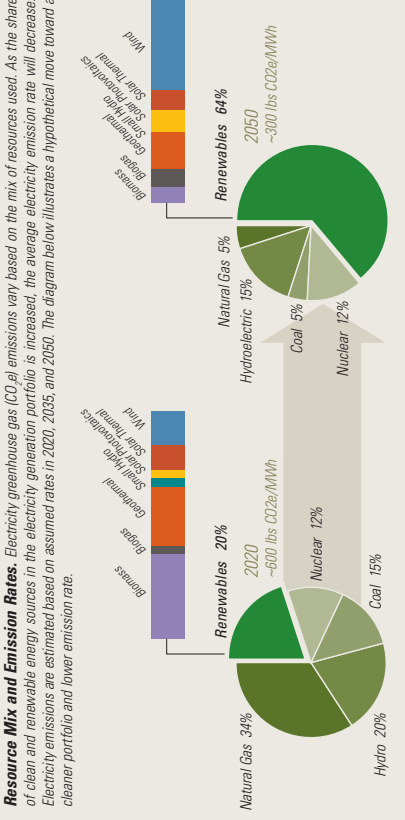
When available, absolute projections based on analyses specific to a state or region should be used. Because emissions from electricity are subject to a number of interrelated variables that can affect resource mix and emission rates into the future – including fuel price and availability, generation costs, energy use efficiency,

the market penetration of renewable energy technologies, and the amount of electricity imported from other areas – rates are technically challenging to estimate. In the absence of such projections, users can enter emission rate projections calculated as simple percentage reductions from the baseline emission rate. For a detailed discussion of energy emission rate assumptions and their application in the model, please refer to the *Rapid Fire Model White Paper and Technical Guide*.

Energy Costs

Residential and commercial energy costs are calculated on the basis of energy use and price assumptions. The model applies separate retail price factors to residential and commercial electricity and natural gas use. Price projection assumptions are expressed in constant dollars, and like all assumptions are entered for the horizon years of 2020, 2035, and 2050. Between horizon years, prices are assumed to follow a straight-line trend.

Electricity prices are expected to increase over time, in response to changes in the portfolio mix and other factors such as the cost of electricity generation resources, various infrastructure costs, overall supply and demand, and potential regulations. Electricity price projections can be estimated to correspond generally with the portfolio mix inherent to the chosen GHG emission rate assumptions, or estimated as simple percentage increases over the baseline price. Natural gas price projections can be estimated similarly.



RESIDENTIAL WATER USE

Water Consumption

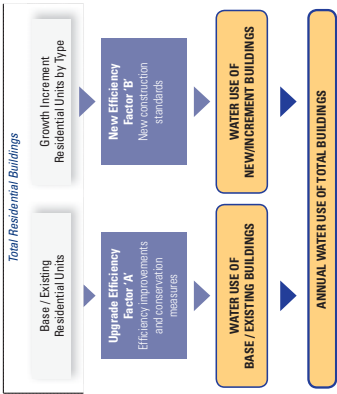
Residential water use in the Rapid Fire model is calculated as a function of three basic sets of assumptions: a) average base-year water use for existing units; b) base-year (2005) water use for new units by building type; and c) reductions in building water use resulting from advances in water efficiency policy and technology.

Water Use of Base/Existing Buildings

Average per-household water use for existing units is derived from total residential sector water use and housing units for the baseline year (2005). The energy used by the population of existing units is expected to decline over time, as water-saving measures are implemented. The extent of future energy savings due to each of these conditions are determined by user-specified rates – expressed as percentage reductions from baseline use – to each horizon year.

Water Use of New Buildings

Water use for new units is calculated using annual per-unit usage factors, which vary by building type. Reductions are applied to the baseline factors to reflect the assumption that, year-upon-year, new homes will be built with the technology to meet higher efficiency standards. It is also expected that new buildings can see further improvement over the time span of the model (for instance, a building built in 2011 may be upgraded by 2035 to meet even higher standards). The application of the water use reduction assumptions applied to both new and existing units is represented in the flow chart below.



Water Costs

Residential water costs are calculated on the basis of water use and retail water price assumptions. Water price projections are expressed in constant dollars per acre-foot, and like all assumptions are made for the horizon years of 2020, 2035, and 2050. Between horizon years, prices are assumed to follow a straight-line trend.

Water prices are expected to increase over time in response to limited supply and the potential application of pricing strategies to promote water conservation. Users can make absolute price assumptions based on specific policies, or assume a year-upon-year rate of increase.

GHG Emissions from Water-Related Energy Use

Water-related GHG emissions result from two main categories of energy use: a) system uses, including the transport, treatment, and distribution of water consumed; and b) end uses, including all uses of water that occur within homes (e.g., water heating).<sup>22</sup> The Rapid Fire model calculates energy use and emissions for system uses, while emissions resulting from end uses are accounted for as a component of residential and commercial building energy emissions.

**Baseline Water Use.** Because larger homes with larger yards require more water for landscape irrigation, lot size is generally correlated with a household's overall water consumption. Scenarios with a greater proportion of the Standard Land Development Category, which include primarily single-family detached homes, will require more water – and produce more GHG emissions – than scenarios with a greater proportion of Compact or Urban areas, which include more attached and multifamily homes. Outdoor water needs also vary with climate. For California, the Rapid Fire model estimates outdoor water needs according to reference evapotranspiration (climate-based irrigation factors) for different geographic areas.



PUBLIC HEALTH

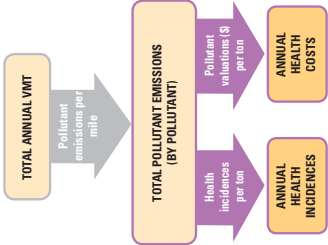
The Rapid Fire model calculates the public health impacts of automobile transportation-related air pollution. The number of health incidences, and their related costs, are calculated on the basis of criteria air pollutant emissions (measured in tons).<sup>4</sup> Note that these metrics express differences among scenarios, rather than as measurements of total health incidences or costs.

Health Incidences

Health incidences include cases of: premature mortality; chronic bronchitis; acute myocardial infarction; respiratory and cardiovascular hospitalizations; respiratory-related ER visits; acute bronchitis; work loss days; asthma exacerbation; and acute, lower, and upper respiratory symptoms. Per-ton assumptions for each of these incidences are individually applied to emissions of the following criteria pollutants: PM2.5, SOx, NOx, and VOC. The incidences are then totaled.

Health Costs

Health costs are based on per-ton valuations of emissions of the following pollutants: PM2.5, SOx, NOx, CO, VOC, and indirect PM from NOx, SOx, and VOC. As for health incidences, these valuations are applied to emissions of individual pollutants, and then totaled.





## MODEL RESULTS

### Viewing Model Results

Users can view model outputs through the model's static results summary (the "Results" sheet) or the automated interface of the "Interactive Results" sheet. The automated interface allows users to customize the results display according to the following parameters:

- Horizon year (2020, 2035, or 2050)
- Annual (single-year) or cumulative (multiple-year leading up to horizon year) metrics
- Total, per capita, or per household basis for metrics
- Comparison of annual metrics against historic baseline year (1990 or 2005)

Below is a sample view of the "Interactive Results" sheet.

RESULTS (Interactive)									
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Interactive Results Sheet. Results are automatically displayed according to the parameters selected.


## THE VISION CALIFORNIA PROCESS

The development and application of the Rapid Fire model is part of the Vision California process, an unprecedented effort to explore the role of land use and transportation investments in meeting the environmental, fiscal, and public health challenges facing California over the coming decades. Funded by the California High Speed Rail Authority ([calhighspeedrail.ca.gov](http://calhighspeedrail.ca.gov)) and the California Strategic Growth Council ([www.sgc.ca.gov](http://www.sgc.ca.gov)), Vision California will:

- Highlight the unique opportunity presented by California's planned High Speed Rail network in shaping growth and other investments.
- Frame California's development issues in a comprehensive manner, illustrating the role of land use in meeting greenhouse gas (GHG) reduction targets through robust analysis.
- Illustrate the connections between land use and other major challenges, including water and energy use, housing affordability, public health, farmland preservation, infrastructure provision, and economic development.
- Clearly link land use and infrastructure priorities to mandated targets as set forth by AB 32, SB 375, and the California Air Resources Board (CARB).
- Produce scalable tools, for use by state agencies, regions, local governments, and the non-profit community, which can defensibly measure the impacts of land use and transportation investment scenarios.
- Build upon Blueprints and other regional plans to produce statewide growth scenarios that go beyond regional boundaries and assess the combined impact of these plans.
- Connect state and national goals for energy independence, energy efficiency, and green job creation to land use and transportation investments.

Vision California is driven in part by the challenges set forth by the 2006 passage of the California Global Warming Solutions Act (AB 32), which sets aggressive targets for the reduction of greenhouse gas emissions (GHGs). The project is designed to provide critical context for the implementation of Senate Bill 375 (SB 375) and land use-related GHG-reduction targets for local governments, as it will illustrate and comprehensively measure the role of land use and SB 375-mandated regional "Sustainable Communities Strategies" in meeting AB 32 GHG targets.

Two new scenario development and analysis tools are being used to compare physical growth alternatives – the Rapid Fire model, and the "Urban Footprint" map-based model. These related tools serve distinct purposes: while the spreadsheet-based Rapid Fire model quickly produces metrics that bracket the range of potential impacts, the map-based Urban Footprint model produces a more refined analysis that is greatly sensitive to land use and demographic characteristics.



**The Urban Footprint Map-Based Model.** Currently under development, the Urban Footprint model uses geographic information system (GIS) technology to create and evaluate physical

## BACKGROUND

### Rapid Fire Model Output Metrics and Input Assumptions

#### Summary of Output Metrics

<b>Land Consumption</b> <ul style="list-style-type: none"> <li>Land Consumed (square miles)</li> <li>Non-Residential Land Consumed (square miles)</li> </ul>	<b>Infrastructure Cost</b> <ul style="list-style-type: none"> <li>Capital Costs for Roads and Water and Dry Utility Provision (\$)</li> <li>Operations and Maintenance Costs (\$)</li> <li>City Revenues from Residential Development (\$)</li> </ul>
<b>Transportation System Impacts and Emissions</b> <ul style="list-style-type: none"> <li>Vehicle Miles Traveled (VMT) (miles)</li> <li>Fuel Consumed (gal)</li> <li>Fuel Cost (\$)</li> <li>Transportation Electricity Consumed (kWh)</li> <li>Transportation Electricity Cost (\$)</li> <li>Transportation Electricity CO<sub>2</sub>e Emissions (MMT)</li> <li>ICE Fuel Combustion CO<sub>2</sub>e Emissions (MMT)</li> <li>ICE Full Fuel Lifecycle CO<sub>2</sub>e Emissions (MMT)</li> <li>Criteria Pollutant Emissions (tons)</li> </ul>	<b>Building Energy, Cost, and Emissions</b> <ul style="list-style-type: none"> <li>Residential Energy Consumed (Btu)</li> <li>Commercial Energy Consumed (Btu)</li> <li>Total Energy Consumed (Btu)</li> <li>Residential Building CO<sub>2</sub>e Emissions (MMT)</li> <li>Commercial Building CO<sub>2</sub>e Emissions (MMT)</li> <li>Residential Energy Cost (\$)</li> <li>Building Water Use, Cost, and Emissions</li> <li>Water Consumed (AF)</li> <li>Water Cost (\$)</li> <li>Water-Related Electricity Use (GWh)</li> <li>Water-Related Electricity CO<sub>2</sub>e Emissions (MMT)</li> </ul>
<b>Public Health Impacts Related to Transportation Emissions</b> <ul style="list-style-type: none"> <li>Respiratory and Cardiovascular Health Incidences (#)</li> <li>Health Costs associated with Health Incidences (\$)</li> </ul>	
<b>Total Greenhouse Gas (GHG) Emissions</b> <ul style="list-style-type: none"> <li>Total CO<sub>2</sub>e Emissions (Transportation &amp; Buildings, MMT)</li> </ul>	<b>Building Program</b> <ul style="list-style-type: none"> <li>Housing type mix (# and %)</li> </ul>

#### Summary of Input Assumptions

<b>Demographics</b> <ul style="list-style-type: none"> <li>Baseline population and population growth</li> <li>Baseline households and household growth</li> <li>Baseline housing units and housing unit growth</li> <li>Baseline non-farm jobs and job growth</li> </ul>	<b>Scenarios</b> <ul style="list-style-type: none"> <li>Land Development Category (LDC) proportions for each scenario and time period</li> <li>Housing unit composition for each LDC</li> </ul>
<b>Infrastructure Cost</b> <ul style="list-style-type: none"> <li>Per-unit capital cost assumptions for roads and wet and dry utility provision by building type and Land Development Category (LDC)</li> <li>Per-unit operations and maintenance cost assumptions for roads, utilities, and public services by building type and LDC</li> <li>Per-unit revenue assumptions by building type and LDC</li> </ul>	<b>Land Consumption</b> <ul style="list-style-type: none"> <li>Percent greenfield vs. infill/greyfield/brownfield growth for each land development category, scenario, and time period</li> <li>Acres per capita required for greenfield development in each land development category, scenario, and time period</li> </ul>

<b>Vehicle Miles Traveled (VMT)</b> <ul style="list-style-type: none"> <li>Baseline Per Capita Light Duty Vehicle (LDV) VMT</li> <li>VMT adjustment factors by LDC and scenario for growth increment population</li> <li>VMT escalation and deceleration rates for the baseline environment population</li> <li>Elasticity of VMT with respect to driving costs per mile*</li> </ul>	<b>Vehicle Fuel Economy and Cost</b> <ul style="list-style-type: none"> <li>Baseline fuel economy for total fleet, internal combustion engine vehicles alone, and alternative/electric vehicles alone</li> <li>Fuel economy in horizon years for total fleet, internal combustion engine vehicles alone, and alternative/electric vehicles alone</li> <li>Elasticity of fuel economy with respect to fuel cost</li> </ul>
<b>Transportation Emissions</b> <ul style="list-style-type: none"> <li>Baseline fuel emissions: full lifecycle (well-to-wheel) for total fleet, internal combustion engine vehicles alone, and alternative/electric vehicles alone</li> <li>Baseline fuel emissions: combustion (tank-to-wheel) for total fleet, internal combustion engine vehicles alone, and alternative/electric vehicles alone</li> <li>Percent gasoline vs. diesel in liquid fuel mix</li> <li>Composition of gasoline and diesel fuel mix</li> <li>Criteria pollutant emissions per mile traveled</li> </ul>	<b>Public Health Impacts Related to Transportation Emissions</b> <ul style="list-style-type: none"> <li>Health incidences per ton of pollutant</li> <li>Health costs per ton of pollutant</li> </ul> <b>Building Energy Emissions</b> <ul style="list-style-type: none"> <li>Electricity generation emissions (lbs/kWh)</li> <li>Natural gas combustion emissions (lbs/therm)</li> <li>Electricity generation emissions in horizon years (lbs/kWh)</li> <li>Natural gas combustion emissions in horizon years (lbs/therm)</li> </ul>
<b>Residential Building Energy Use &amp; Price</b> <ul style="list-style-type: none"> <li>Baseline average annual energy use per unit for base/existing population</li> <li>Annual energy use by building type</li> <li>Housing unit replacement rate for base/existing housing stock</li> <li>Upgrade efficiency reduction factor 'A' for base/existing housing stock</li> <li>New efficiency reduction factor 'B' for replacement units of base/existing housing stock</li> <li>Upgrade efficiency reduction factor 'C' for replacement units of base/existing housing stock</li> <li>New efficiency factor 'D' for new units of the growth increment</li> <li>Upgrade efficiency factor 'E' for new units of the growth increment</li> <li>Baseline residential electricity and gas prices</li> <li>Residential electricity and gas prices in horizon years</li> </ul>	<b>Commercial Building Energy Use &amp; Price</b> <ul style="list-style-type: none"> <li>Non-farm job proportion by floorspace-type category</li> <li>Floorspace per employee by category for each LDC</li> <li>Commercial space replacement rate for base/existing housing stock</li> <li>Baseline average annual energy use per square foot for base/existing commercial space</li> <li>Annual baseline energy use for new commercial space</li> <li>Replacement rate for base/existing commercial space</li> <li>Upgrade efficiency reduction factor for base/existing commercial space</li> <li>New efficiency reduction factor for replacement commercial space</li> <li>Upgrade efficiency reduction factor for replacement commercial space</li> <li>New efficiency factor for new floorspace of the growth increment</li> <li>Upgrade efficiency factor for new floorspace of the growth increment</li> <li>Baseline commercial electricity and gas prices</li> <li>Commercial electricity and gas price in horizon years</li> </ul>
<b>Residential Building Water Use</b> <ul style="list-style-type: none"> <li>Baseline per capita indoor water demand by building type</li> <li>Baseline per-unit outdoor water demand by building type</li> <li>New residential water efficiency (% reduction from 2005)</li> <li>Baseline water price (\$/acre foot)</li> <li>Water price in horizon years (\$/acre foot)</li> </ul>	<b>Residential Water-Related Energy Use and Emissions</b> <ul style="list-style-type: none"> <li>Average water energy proxy (electricity required per million gallons water used)</li> </ul>

## D. Technical Methodology for 2012–2035 RTP/SCS Land Use Development Pattern

### 2012–2035 RTP/SCS Alternatives Creation Process

Using the public dialogue and feedback from the analysis of the 2012–2035 RTP/SCS Scenarios, SCAG developed the 2012–2035 RTP/SCS Plan alternatives. These land use alternatives tested the influence of future land use changes on a variety of metrics, including travel behavior and associated greenhouse gas emissions. A side-by-side comparison of alternative visions of the future is provided, which is helpful for weighing the costs and benefits of different policy choices.

The following steps were undertaken before the alternative creation process could proceed:

1. Implemented a public outreach process;
2. Using public input, determined the range of alternatives, and the associated parameters, policies and controls to be tested; and
3. Defined the appropriate building blocks for the alternatives, known as Community and Development Types.

## The Alternatives and Parameters

### FOUR ALTERNATIVES

Four alternatives were modeled as part of the alternative creation process. The alternatives were modeled to the years 2020 and 2035. The first alternative was a trend-based alternative called No Project Alternative. The second alternative, Alternative A, was based on the adopted regional RTP growth forecast and local General Plans. The Plan Alternative (B) maintains city-level growth forecasts, but makes shifts within cities to focus future growth around existing and planned High-Quality Transit Areas (HQTAs) and other opportunity areas. The fourth alternative, Alternative C, has the fewest fixed parameters and shifts a substantial amount of regional growth from suburban areas not well served by transit into compact communities clustered around transit.

### No Project Alternative

The No Project Alternative represents a future in which growth continues based on past trends. The alternative includes significant growth in suburban areas not well served by transit. New housing growth in this alternative is predominately in single-family subdivisions. Housing and jobs continue to be built separate from one another. The overwhelming majority of travel around the region continues to be made by car with relatively few new opportunities for walking or biking.

### Alternative A

Alternative A is a combination of the adopted RTP Forecast and local General Plans. The alternative is controlled to the TAZ-level RTP forecast in terms of single-family and multi-family housing, and retail, office and industrial employment. These detailed forecasts are accommodated in accordance with the local General Plans. The alternative represents the most likely future for the region assuming the implementation of local General Plans. For this alternative, no adjustments were made to the land use, socioeconomic, and transportation data of the two delegated subregions (GCCOG and OCCOG).

### Plan Alternative (B)

The Plan Alternative is driven by two main policy objectives: focusing more regional growth around High-Quality Transit Areas (HQTAs) and accommodating future housing market demand. The alternative maintains city-level forecast control totals for both population, households, and jobs, however, within city boundaries, shifts are made to focus a much larger share of future growth in more compact communities around HQTAs. Future housing market demand is expected to shift significantly to small lot single-family, townhomes and multifamily housing. Again, for this alternative, no adjustments were made to the land use, socioeconomic, and transportation data of the two delegated subregions (GCCOG and OCCOG).

Alternative C

Alternative C has the fewest growth parameters and controls. The alternative assumes that all growth is accommodated according to where HQTAs are located. As a result very suburban communities may not experience new housing or employment growth, while some urban areas with very good access to regional transit may experience significant increases in housing and/or employment growth. Any revisions contemplated within Alternative C will be identified and discussed with GCCOG and OCCOG as stated in the Memoranda of Understanding, and Framework and Guidelines for Subregional SCSs.

Alternatives should be clearly distinguished from one another while also being plausible visions of the future. Establishing clear parameters for an alternative is important in order to understand the impact of a specific policy on the outcome of an alternative. The 2012–2035 RTP/SCS process resulted in four alternatives that each capture a unique vision for how future growth can be accommodated and the associated impacts to the region.

While each alternative is distinctive, a number of parameters remained constant across each alternative: the regional 2012–2035 RTP/SCS forecast total for population, households, and jobs; the detailed Tier 2 Transportation Analysis Zone (TAZ) boundaries that include jurisdiction boundaries (aligned to city boundaries to ensure that no TAZs are split between multiple cities); and the exclusion of regional parks and open space from the developable lands used in the alternatives.

The parameters that varied across the alternatives were:

- Detailed forecast- the detailed distribution of population, households, and jobs across the region;
- Housing profile- the mix of single-family and multifamily housing;
- Transit network- the transit network varied from planned to enhanced;
- High Quality Transit Areas (HQTA)- the HQTAs varied based on the variations in the transit network; and
- General Plans- the local General Plans were used to varying degree across the alternatives.

TABLE D1 Alternative Parameters<sup>1</sup>

Parameters	No Project Alternative	Alternative A	Alternatives Plan Alternative (B)	Alternative C
Parks and Open Space	Excluded from Developable Land Capacity			
Regional Forecast Totals	Fixed			
Detailed Forecast	Trend-based for both 2020 and 2035	Adopted RTP Forecast: Controlled at TAZ level for both 2020 and 2035	Controlled to TAZ-based RTP/SCS Forecast for 2020; Controlled to city-level RTP/SCS Forecast for 2020–2035	Regional Totals Only
Transit Network	Plan Network	Plan Network	Enhanced Cost Constrained Network	Enhanced Cost Constrained Network
High Quality Transit Areas (HQTAs)	Based on Plan Network	Based on Plan Network	Based on Enhanced Cost Constrained Network	Based on Enhanced Cost Constrained Network
General Plans	Based on growth trends, not necessarily General Plans	Based on local General Plans	General Plans considered, but intensity exceeded in some transit-accessible areas	General Plans considered, but growth intensity significantly exceeded in transit-accessible areas and General Plan growth areas with no transit access receive no growth

<sup>1</sup> For Alternatives A and B, no adjustments were made to the land use, socioeconomic, and transportation data of the two delegated subregions (GCCOG and OCCOG) per their subregional SCS delegation agreements.



## POLICIES TESTED BY EACH ALTERNATIVE

Each alternative represents a plausible future for the region based on a different set of policy options. The 2012–2035 RTP/SCS public outreach process helped identify and prioritize the policies that should be tested as part of the process. The first policy focuses on improving the pattern of recent growth by shifting dispersed single-use development into a more compact, walkable and mixed-use development pattern. The second policy is aimed at improving transit access through land use changes. Specifically, this policy option is meant to test where land uses can be intensified around transit facilities in order to improve access and mobility. The third policy tested is an attempt to match future housing market demand through land use changes. Future demographic shifts, such as an aging population, increasing immigrant population and changes in young people's housing preferences, are shifting the demand for housing away from traditional and large-lot (>5,500 SF) single-family homes to smaller single-family, townhome and multifamily housing products. The fourth policy objective is to improve the jobs-housing balance in the region.

The policies tested in each alternative are as follows:

- Growth Pattern- focus growth into more compact, walkable, mixed-use development patterns;
- Transit Access- improve regional transportation efficiency by focusing growth around transit facilities;
- Housing Profile- match future housing market demand through land use changes; and
- Jobs-Housing Balance- integrate land uses together and adjacent to one another to reduce the amount of regional auto travel and improve quality of life.

TABLE D2 Alternative Policies<sup>2</sup>

Policies	Existing (2008)	Alternatives		
		No Project Alternative	Alternative A	Plan Alternative (B) Alternative C
<b>Growth Pattern</b>	Current development patterns include a diversity of places; growth in recent decades has been predominantly separated and single-use, however	Continues growth trends of the past 20 years; predominantly single-use growth on vacant land	Growth pattern follows local General Plans	Growth controlled at city level, however, focused almost exclusively around existing or planned transit  No city or subregional growth controls; all new growth focused around HQTAs transit facilities
<b>Transit Access</b>	Currently 39 percent of houses have access to regional transit	Transit access declines to 36 percent of households with access to regional transit	General Plans result in an improvement in transit access; 43 percent of households have access	Focusing all new growth in transit areas results in 62 percent of houses having access to regional transit
<b>Housing Profile</b>	45 percent of all housing is multifamily and 55 percent is single-family	47 percent multifamily No significant shift in total housing profile 52 percent of new housing growth is multifamily	47 percent multifamily Slight shift in housing profile 54 percent of new housing growth is multifamily	50 percent multifamily Significant shift in housing towards multifamily as a result of focusing growth around transit 71 percent of new housing growth is multifamily
<b>Jobs-Housing Balance</b>		No significant subregional improvement in jobs-housing balance or increase in mixed-use development	Many General Plans include expanded areas of mixed-use; while others contain large areas planned for separated, single-use growth	All new population, households, and jobs were located together, in mixed-use districts, near regional transit  In cities with transit facilities, new population, households, and jobs were located near each other to reduce the need for auto trips; however, there are still significant areas, particularly in unincorporated areas, with significant growth forecast but limited or no transit facilities

<sup>2</sup> For Alternatives A and B, no adjustments were made to the land use, socioeconomic, and transportation data of the two delegated subregions (GCCOG and OCCOG) per their subregional SCS delegation agreements.

## Summary of Methodology and Process

The Plan Alternative was created using a three-tiered process for locating new growth from 2020 to 2035. The purpose of the Plan Alternative was to test the potential regional transportation benefits that could be accrued from a policy of focused growth near High Quality Transit Areas (HQTAs). In addition to this policy objective (which represents the first tier of the process), the scenario also optimized areas served by local transit (not designated as HQTAs) in communities with limited or no HQTA. This represents the second tier of the process. The final tier of the process involved allocating new growth in areas where no transit exists, nor is being planned. In those instances, the relative distribution from Alternative A was observed. Exhibit 53 illustrates the different areas where additional housing and jobs from 2020 to 2035 will be located in the Los Angeles Basin. At each point in the process, existing land use patterns, local General Plans and an understanding of regional variations in the market feasibility of different new development patterns served as additional design constraints.

### STEP ONE: OPTIMIZE REGIONAL TRANSIT AREAS

The starting point for the Plan Alternative was Alternative A at year 2020, which reflected local General Plans. The first step in creating the Plan Alternative was to reallocate a portion, or in some cases all, of the 2020-2035 growth increment to TAZs well served by regional transit (with 25 percent or more of their land area within an HQTA boundary). These TAZs were designated as “HQTA TAZs.”

In highly urbanized cities, where large portions are well served by regional transit, most, if not all, of their 2020-2035 growth increment could be accommodated within HQTAs. Suburban communities and unincorporated areas often had limited areas served by HQTA facilities, and thus very little of their growth increment could reasonably be accommodated in these areas.

The reallocation process attempted to balance the policy goal of optimizing growth within HQTAs with an understanding of variations in both acceptance for and market feasibility of certain levels of development intensity across the region. For instance, cities like Lancaster and Palmdale have HQTAs but allocating their entire 2020-2035 growth increment into these areas would result in development patterns that are not market feasible, and likely exceed local General Plans with regard to development intensity.

The expectation is that there is a market for Development Types such as Town Center or Town Neighborhood around transit facilities within these types of suburban communities, whereas, Urban Center and even City Center would likely not be the predominant new land use type. Conversely, urban centers such as Los Angeles, Long Beach, Anaheim and others, have significant regional transit service and significant market demand for more intense land use patterns.

### STEP TWO: OPTIMIZE LOCAL TRANSIT AREAS

Nearly half of the region's transit trips occur on local transit. While the development potential around this system is not assumed to be as extensive as in areas near HQTAs, there are certainly opportunities to increase development intensity along some of these corridors.

In many instances, the amount of new growth forecast for a jurisdiction could not be reasonably accommodated within the TAZs near HQTAs, such as the following example of Palmdale. In these jurisdictions, areas adjacent to local transit facilities served as the second tier location for focusing growth.

In suburban communities with limited or no HQTA facilities, organizing growth near local transit facilities was a key strategy for achieving higher transportation efficiencies across the region than would have otherwise been achieved.

### STEP THREE: ALLOCATION FOR AREAS NOT SERVED BY TRANSIT

In areas not served by transit or with very limited transit service, the growth pattern from Alternative A was assumed to remain. In areas with no transit service, the growth patterns in Alternative A were mirrored. In areas with limited transit, the area around the transit was optimized but, in most instances, could not reasonably accommodate the full growth increment. In these instances, the remaining growth was allocated proportionately based on the distribution in Alternative A.

### Example Process: Palmdale

Palmdale is a suburban community located north of the City of Los Angeles, across the San Gabriel Mountains. Palmdale, along with the other cities in the Antelope Valley, have



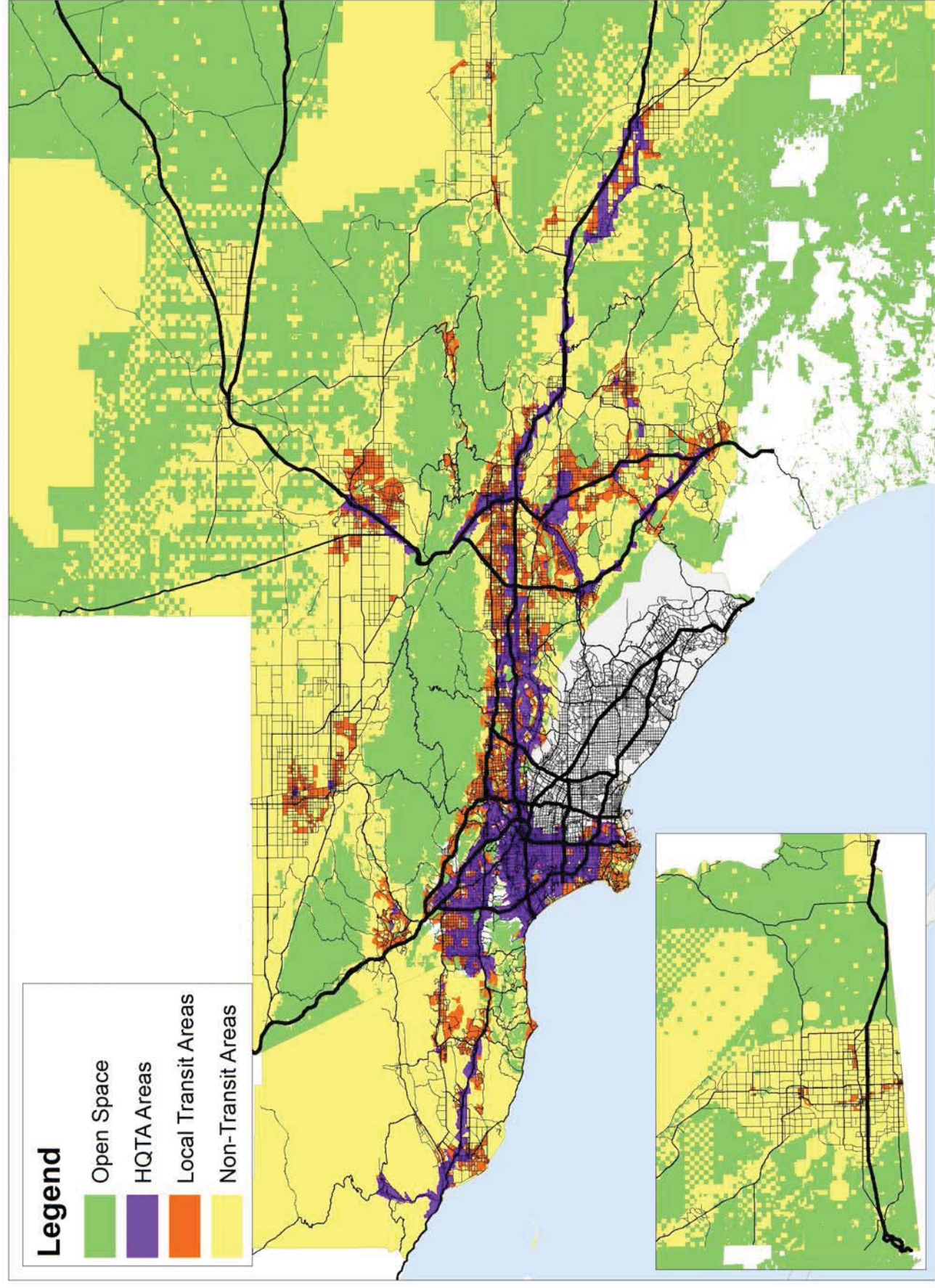
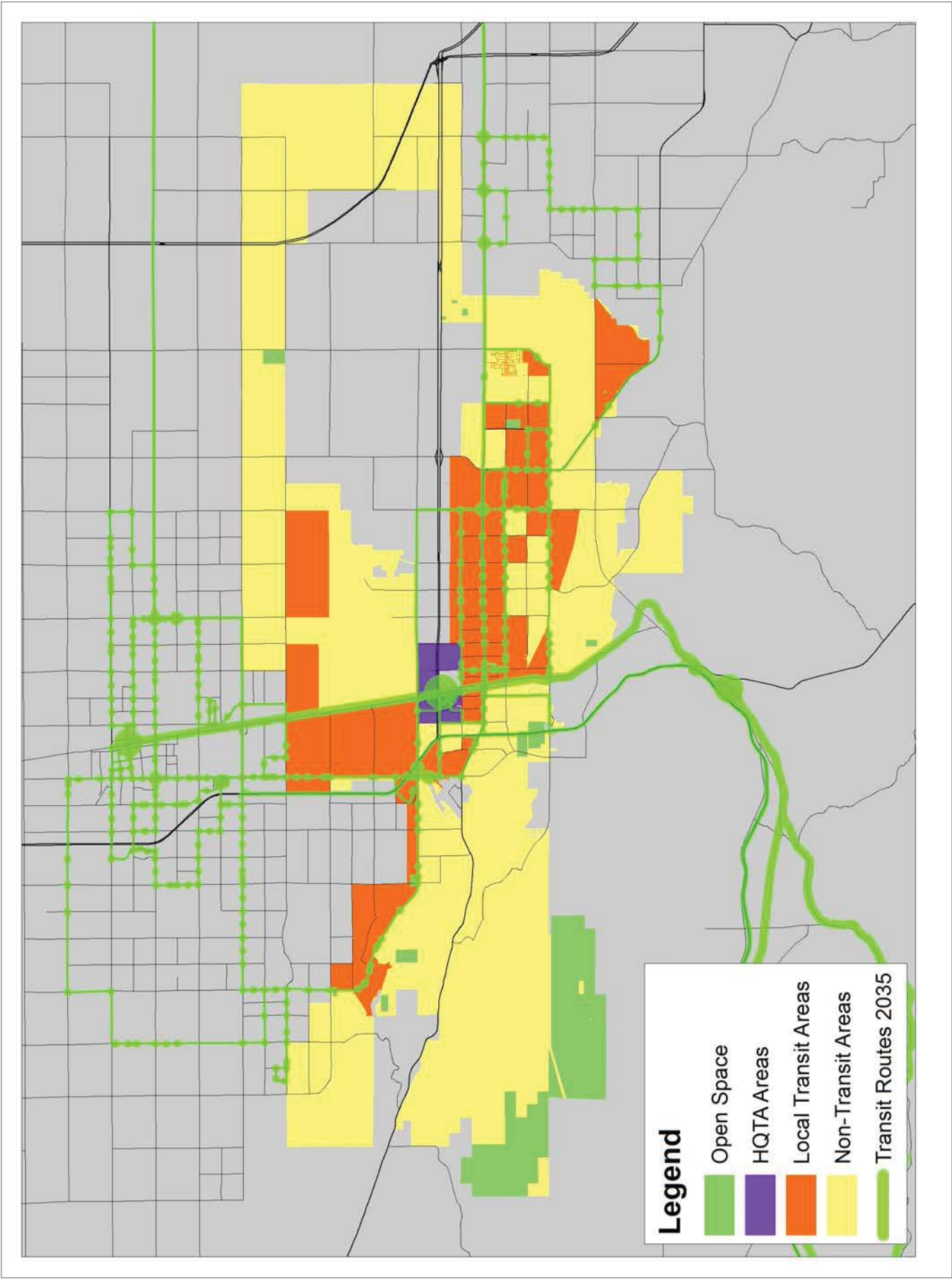




EXHIBIT 54 Palmdale – Areas for Additional Housing and Job Growth (2020 to 2035)



been, until the recent housing downturn, one of the fastest growing areas of the SCAG region. In fact, Palmdale was the fastest growing city in Los Angeles County in 2010. Between 2020 and 2035, Palmdale is forecast to add an additional 7,500 new households. This represents a 15 percent increase over the 51,273 total households forecast in 2020. Palmdale has a single Metrolink commuter rail station and several bus lines serving the city. As a result the HQTAs are quite small compared to the vacant land available at the urban fringe, as illustrated in **EXHIBIT 54**. While the HQTA is relatively small, there are over 500 acres of vacant land within the three HQTA TAZs adjacent to the Metrolink station.

It seems reasonable to expect a low- to moderate-intensity center to emerge surrounding the Metrolink station area in Palmdale by the year 2035. However, it would be unreasonable to assume that the entire growth increment could be accommodated within the HQTA. As a result, a mix of Suburban Center and Town Center were applied to the Metrolink station area.

Table D3 shows that Alternative A allocates only 52 new households on this land between 2020 and 2035, which is less than one percent of the city's housing forecast. The Plan Alternative, by contrast, envisions the HQTA becoming a low- to moderate-scale center with a mix of single-family, townhomes, and some apartments, with integrated employment and services. The resulting change would add 1,900 new households in the HQTA, representing 26 percent of the forecast for 2020 to 2035. In a suburban community like Palmdale, there is virtually no market for the very intense building types one would expect farther south in the City of Los Angeles. However, there is market demand for less expensive compact single-family, townhomes and even moderate density multifamily units.

Palmdale has a local bus network that covers a sizeable portion of the city, primarily southeast of the Metrolink station area. Local transit carries nearly half of all transit trips regionally every day. Focusing growth within walking distance of these facilities is a key strategy for reducing regional greenhouse gas emissions, particularly in areas with limited HQTAs.

The HQTA in Palmdale is not able to absorb all of the new growth for the City. However, there is significant vacant and underutilized land along several of the local transit routes. The Plan Alternative adds additional small lot single-family and townhomes onto vacant land adjacent to these transit routes. The changes are so modest that the

additional households do not increase the overall density of the TAZs enough to alter the Development Type designation in most cases. With these modest changes in development intensity, the Plan Alternative was able to increase the housing capture for areas served by local transit to 62 percent—up from 48 percent in Alternative A.

The combined impact of creating a modest density center surrounding the Metrolink station and adding a broader range of housing types within a short distance of local bus service resulted in a significant reduction of housing growth in areas not served by transit. Over half of all new households allocated in Alternative A from 2020 to 2035 are in areas not served by transit. In contrast, only 12 percent of new households in the Plan Alternative are in areas not served by transit. Through relatively modest changes in density, the land use pattern in Palmdale can become much more transportation efficient.

**TABLE D3 Palmdale – Household Distribution by Area**

Scenario	HQTA		Local Transit Area		Non-Transit Area	
Alternative A	52	1%	3,600	48%	3,851	51%
Plan Alternative	1,926	26%	4,665	62%	910	12%

**Example Process: San Bernardino**

In urban areas, the process of scenario design was the same, however, in many instances the HQTAs were able to absorb a significantly higher share of new growth. The market for higher intensity buildings exists in many urban areas in the region, particularly those with higher achievable rents and places well served by regional and local transit.

The City of San Bernardino is one such example. The majority of the City is within HQTAs, and most of the areas outside of the HQTAs are served by local transit, as illustrated by Exhibit 55. Through strategic increases in density in areas immediately adjacent to the station areas, the HQTAs could capture over three-quarters of the new housing growth in the Plan Alternative compared to just over one-third in Alternative A, as shown in **TABLE D4**.

EXHIBIT 55 San Bernardino – Areas for Additional Housing and Job Growth (2020 to 2035)

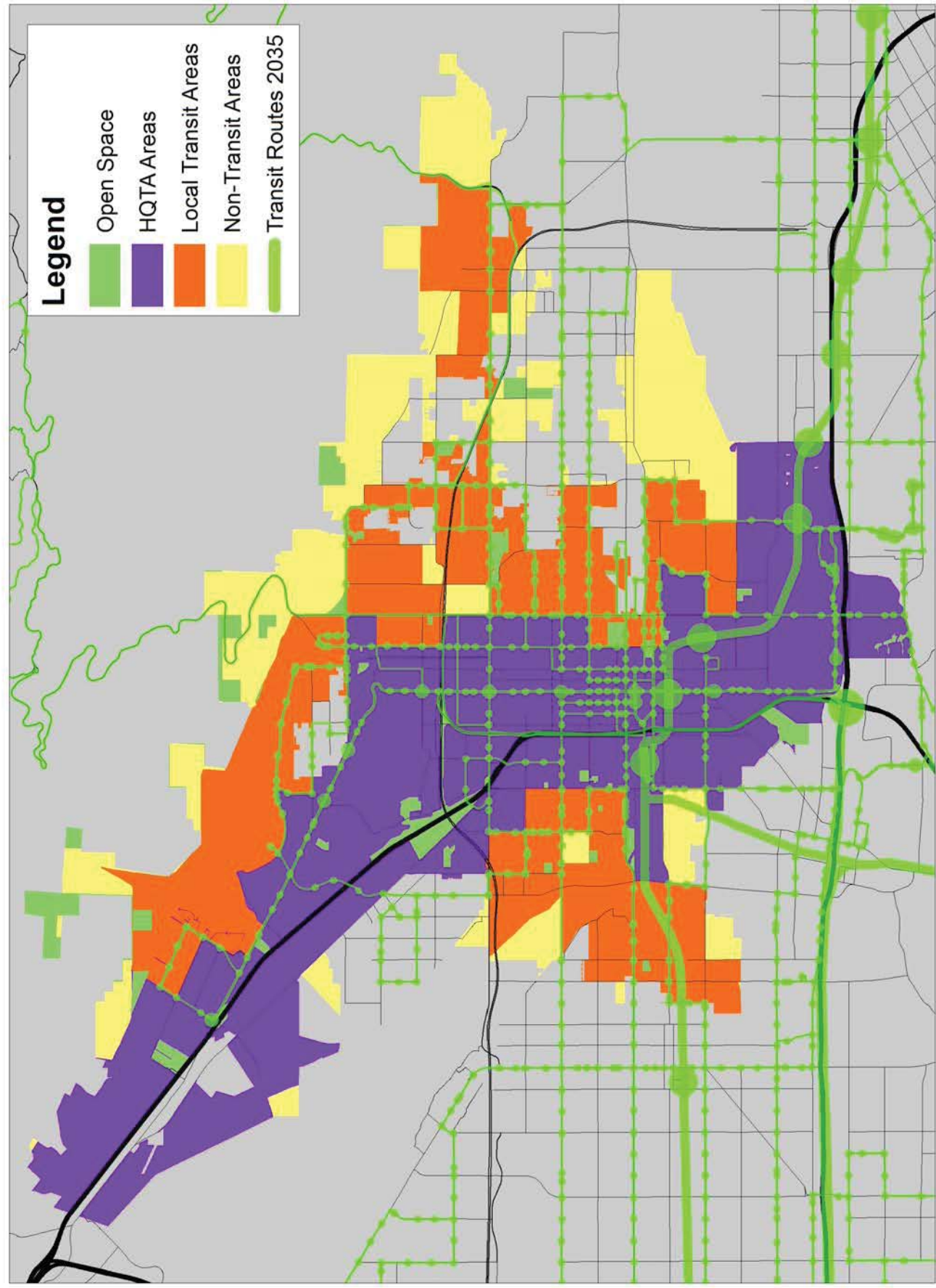




TABLE D4 San Bernardino – Household Distribution by Area

Scenario	HQTA	Local Transit Area		Non-Transit Area	
Alternative A	6,750	38%	8,400	47%	2,700
Plan Alternative	13,800	77%	3,200	18%	800
					5%

THE SCENARIO: ONE OUTCOME WITH MULTIPLE PATHS

The scenario planning process involves experimenting with policy options to measure potential regional costs or benefits associated with a variety of different choices. This scenario planning exercise attempted to quantify the regional benefits from improving land use efficiency around transit facilities. Undoubtedly there are multiple ways to achieve these efficiencies at the local level.

While the Plan Alternative shifted the distribution of development intensity within city boundaries, the overall city forecasts did not change. As a result of this three-tiered approach to growth location, the Plan Alternative may exceed growth expectations in some locations.

The process of creating Development Type-based regional forecasts and scenarios allows for local jurisdictions to experiment with different land use patterns at the local level that produce the same regional transportation and greenhouse gas benefits. This process allows for that level of local input to be incorporated quickly and modeled ensuring equivalent regional efficiency. A framework that allows for this local input and regional dialogue is of critical importance in the ultimate implementation of the regional policy objectives.

Community and Development Types

The Local Sustainability Planning Tool (LSPT) employs a series of Community and Development Types to describe the different types of land uses in the region. These Community and Development Types are comprised of a mix of different types of buildings along with assumptions about characteristics such as the amount of land devoted to streets, parks, and civic areas. There are two levels of detail. The first level, Community Types, is a simplified classification intended for conveying land use alternative and maps

to the broader public. At a more detailed level, the Development Types are intended for modeling purposes at the Split TAZ level.

DEVELOPMENT TYPES

The Development Types were virtually painted onto the map of the region using the LSPT. Each Development Type carries with it values that describe the characteristics of the place it represents. It was important to establish a set of Development Types that represent the full range of development patterns and forms that make up the region today and into the future. In addition, these Development Types must be easy to communicate to the public and key policy decision makers. The Development Types contain a large amount of information relating to the characteristics of the landscape, including jobs and housing density, urban design and mix of land uses, and lend themselves to clear communication through photo-simulations and other types of renderings.

Through use of the LSPT, Development Types are the foundation of the land use alternatives. The LSPT uses the typologies to calculate results for a range of evaluation criteria, in advance of the four-step travel demand model including housing and job mix, densities and VMT. The alternatives are built upon, and provide data at the TAZ level including households and employment. This represents the data that is fed into the regional transportation model to determine how the potential land use pattern impacts travel behavior.

When assembling the Development Types within the sketch planning tool, SCAG began with Compass Blueprint Development Types. These Development Types were previously employed at a scale of roughly five acres through an artificial raster or ‘grid’ draped onto the virtual landscape. For the Plan Alternative, the Development Types were re-calibrated to fit the appropriate scale represented by the region’s TAZ map. The calibration was done by modifying the proportions of buildings within each Development Type to best represent the types of places represented by the scale of the TAZ within the Southern California landscape. The purpose was not to create a category to match every jurisdiction’s comprehensive plan category, but rather a description of all of the places that exist today, and those that may exist in the future.

Within the LSPT, Development Types were assigned a mix of building types, each having an associated job and housing density. Examples of building types include: mixed-use residential four stories, garden apartment, compact single-family home, office, main street retail, business flex and many others. Because Development Types make it possible



to measure evaluation criteria that rely on information tied directly to individual buildings and uses, many of the assumptions are built into the individual building spreadsheets (called prototype buildings) that were then grouped together to form Development Types.

## STEPS FOR CREATING DEVELOPMENT TYPES

1. Developed prototype buildings
  - a. Devised a list or selection buildings that match or represent the current and potential future characteristics of the SCAG region.
  - b. Populated the prototype building spreadsheets with data relating to the physical form, intensity and mix of uses and financial attributes.
2. Assembled prototype buildings into Development Types
  - a. Selected a set or mix of buildings that would likely be found in each building block. Some Development Types are fairly homogenous. For example, a typical lower density Suburban Residential is comprised of four or fewer prototype buildings. Other Development Types, such as Town Center, require a mix of more than one dozen types of buildings to adequately represent the range of uses today, and those that will likely occur in 2035.
  - b. Assigned each building a percentage to indicate the portion of the Development Type that is comprised of each prototype building.
  - c. Added in net land reductions to account for streets, civic space and parks. The values for these reductions can usually be found in any previous land use capacity developed by the jurisdictions.

Development Types are primarily used in the sketch planning tools to perform land use analysis. The Development Types themselves do not include transportation network information, but are intended to match or complement specific transportation investments included in the scenario. Using the LSPT, the Development Types were applied to the TAZs within the SCAG region for places where growth could be located. The transportation design and assumptions served as a guide so that placement of Development Types is consistent with, and takes advantage of, planned transportation improvements and programs. For example, it may not have been highly effective to locate auto-oriented low-density Development Types in areas with existing or planned transit investments. Conversely, it would have been effective to place high-density and mixed-use Development Types in areas along transit lines and with well-connected streets.

Following is a list of the Development Types employed in the 2012–2035 RTP/SCS Plan Alternative.

### Urban Center

(82–120+ housing units/acre; 260–320+ jobs/acre)

Urban Centers are the highest intensity areas. The best examples would be places such as Downtown Los Angeles or high intensity corridors such as Wilshire Boulevard. These centrally-located areas are jobs rich with significant amounts of employment, typically located in high-rise office buildings. Housing is also typically located in multi-story buildings located in more urbanized neighborhoods. These areas are well-served by transit and typically represent the convergence of a number of high capacity transit facilities. The Urban Center development type can be used in several parts of the region to signify high density land uses, mixing of uses and a saturation of non-auto transport options.

### City Center

(48–82 housing units/acre; 120–260 jobs/acre)

City Centers are similar to Urban Centers. The mix of jobs to housing is similar as they too are significant employment centers. They are on average roughly one-half the intensity of urban centers. They share similar levels of transit and other non-auto infrastructure. They are likely home to one or two high capacity transit facilities and a number of bus routes. The City of Pasadena provides a relevant reference for the City Center development type.

### Town Center

(16–48 housing units/acre; 30–120 jobs/acre)

Town Centers are another highly mixed-use development type. They are roughly one-third the level of intensity as found in the City Centers. They are employment centric but also provide housing opportunities that are located very close to daily services and jobs, but in a smaller town type of setting. Cities such as Ventura or Santa Monica are examples of Town Centers. Buildings are generally less than six stories on average. Sidewalks and bike facilities are plentiful and the areas typically benefit from one high capacity transit facility and local buses.

### Suburban Center

(Up to 16 housing units/acre; Up to 30 jobs/acre)

Suburban Centers can contain a mix of uses, but may alternately have a focus towards either jobs or housing with very little mix. These areas are predominately served by automobiles, but likely have bus service or in some cases commuter rail. Buildings are typically one or two stories, but in some cases will go higher when surrounded by ample landscaping. These areas do provide some travel choice, but not at the scale of the Town or City Centers.

### Urban Residential

(At least 60 housing units/acre; Up to 10 jobs/acre)

Urban residential areas represent high density concentrations of housing, typically in residential high-rise buildings. Because of the high number of residents, these areas provide a large number of customers for business districts located nearby. Within the district there may also be pockets of shopping, restaurants and some professional services. These neighborhoods benefit from excellent transit service, and are typically situated along or near at least one high capacity transit corridor.

### City Residential

(30–60 housing units/acre; 4–10 jobs/acre)

These are relatively high density residential areas. They are typified by pre-war development patterns containing a mix of single- and multifamily housing. Buildings range from one- and two-story bungalows to five- or ten-story apartments and condos. Major streets in and near the neighborhood have high frequency bus service. Jobs in these areas are limited to some home offices and small, local-serving shops and restaurants. Residents in these areas have quick access to a range of activities and job locations using multiple modes of transportation.

### Town Residential

(14–30 housing units/acre; 2–4 jobs/acre)

This typology is characterized by common prewar neighborhoods of single-family homes on modest lots, with the some garden apartments located near commercial streets. Townhomes, duplexes and accessory dwelling units will be interspersed, likely on corners or between apartments and single-family homes. The streets in these neighborhoods are generally low volume and include full sidewalk coverage and parking on the street. They are easily navigable via car, bike or on foot, with transit service often located within one-quarter- to half-mile of homes.

### Suburban Residential

(Up to 14 housing units/acre; Up to 2 jobs/acre)

These neighborhoods have been the dominant form of housing in the region for the last several decades. These areas are the least dense form of development typified by homes with larger lots and are separated from active commercial and service areas. Utilizing transit often requires residents to drive to nearby park-and-ride facilities.

### Urban Employment

(Up to 10 housing units/acre; At least 180 jobs/acre)

The Urban Employment development type is focused on jobs. Buildings are typically high-rise with parking in multi-level structures or underground. These districts are typically located in the center of an urban core and served by multiple high capacity transit lines. These districts will draw their employees from throughout the region.

### City Employment

(Up to 10 housing units/acre; 90–180 jobs/acre)

This development type represents the employment core of a city. Jobs are typically in high-rise structures with a mix of surface and structured parking. These areas are often served by one or more high capacity transit lines. They will draw workers from nearby neighborhoods and cities.

## Town Employment

(Up to 6 housing units/acre; 30–90 jobs/acre)

This development type represents the employment core of a smaller town, or an independent job node. Jobs are typically in low- to mid-rise structures with mostly surface parking. These areas are often served by one high capacity transit line, or frequent bus service. They will draw workers from nearby neighborhoods and some from adjacent cities.

## Suburban Employment

(Up to 2 housing units/acre; 6–30 jobs/acre)

This development type represents job nodes that are typically situated along major arterials or near interchanges. The job density is low and likely to take the form of retail, restaurants or personal services. Jobs are typically in one-story structures with surface parking. These areas are served primarily by automobiles, but may have bus access or be located near commuter rail facilities.

## Rural

(Up to 2 housing units/acre; Up to 6 jobs/acre)

This development type is more diverse. While it includes both jobs and housing, the two are rarely found together. Housing is typically in acreage lots or ranchettes, often far from services or jobs. Jobs are likely to be located in isolated nodes such as rural cross-roads or highway service areas. These areas are rarely served by transit, and the few people who occupy these areas greatly rely on their automobiles.

## COMMUNITY TYPES

As previously mentioned, the future land use pattern of the region also employs a series of Community Types, which serve as a simplified classification used to describe the general conditions likely to occur within a specific area. These Community Types are aggregations of the thirteen Development Types used for modeling purposes. Following is a listing of the Community Types employed in the 2012–2035 RTP/SCS Plan Alternative.

## Urban

Urban areas are the highest intensity Community Type. These centrally located districts have significant amounts of employment and corresponding residential uses and retail, typically located in a dense cluster of multi-story buildings and high-rise buildings. Urban areas are also typically located at the convergence of a number of high capacity transit facilities complemented by non-auto infrastructure that also provide access and connectivity.

## City

The City community type is on average one-half the intensity of the Urban community type. These areas contain significant employment centers and a mix of medium- and high-density housing, supported by retail and daily services. One to two high capacity transit facilities, a number of bus routes, and non-auto infrastructure provide access and connectivity to a range of activities and locations.

## Town

The Town community type provides low- to medium-density housing opportunities that are located close to local-serving retail and daily services. These areas are characterized by an employment core or an independent job center in low- to mid-rise structures. Sidewalks and bike facilities are adequate and the areas benefit from one high capacity transit facility and local buses.

## Suburban

Suburban areas contain a mix of uses, but often have one predominant use, such as residential or office. Residential areas are typically low-density with larger lots and are separated from retail and other daily service uses. Though these areas are predominantly served by automobiles, bus service and commuter rail may also operate in certain neighborhoods.

## Rural

Rural areas include both jobs and housing, though these two uses are rarely found in close proximity to each other. Housing is characterized by acreage lots and ranches, and is often far from commercial and employment activities, which occur in isolated nodes located on rural cross-roads and highway services zones. Transit and non-auto facilities rarely serve these areas, making automobile use the most frequent mode of travel.

## E. 2012–2035 RTP/SCS Alternatives

### Alternatives Analysis Framework

The alternatives analysis framework recognizes that this region is fortunate to have its citizens approve all the half-cent sales tax measures presented to the voters to date (three in Los Angeles; one in Riverside, San Bernardino, Orange, and Imperial counties). These and other local funds account for 71 percent of available transportation funding in the region. Together with state and federal funding, the region has over \$300 billion available moving forward. These funds will allow for transit expansion, maintenance of the highway system, some congestion relief improvements, bikeway improvements, non-motorized enhancements, and several community mitigation investments. As a result, the \$300 billion transportation investment will lead to improved mobility and accessibility, cleaner air, more jobs, and a more competitive regional economy.

In order to provide the kind of 2035 future Southern California deserves and needs in transportation and overall quality of life opportunities, additional investments should be considered by policy leaders to ensure a safe, reliable, and state of good repair for the transportation network. The alternatives developed for the 2012–2035 RTP/SCS address these challenges by assuming funding from various pricing strategies.

It should be noted that significant progress has been made throughout the region over the past decade towards sustainable growth. Such positive trends are largely reflected in the locally supported socio-economic data (growth forecast) through 2035 that serve as the foundation for each of the alternatives.

The discussion regarding alternatives began at the Plans and Programs Technical Advisory Committee (P&P TAC) with an initial set of three preliminary scenarios that used varying land use scenarios with progressively higher levels of investments on non-auto strategies including transit, bike and pedestrian improvements, and TDM and TSM strategies. Subsequently, these scenarios were further refined and analyzed using the Rapid Fire Model. Results from this effort were utilized to create refined scenarios for the 18 2012–2035 RTP/SCS workshops SCAG conducted through the months of July and August throughout the region. Information gathered through this process has helped further refine and shape the alternatives.



Each of the alternatives will be defined by its components. Key components associated with each of the alternatives are as follows:

- Growth Forecast/Socio-Economic Data (SED)/Land Use;
- Transportation Network (highways and arterials, light and heavy rail, commuter rail, inter-city rail, bus rapid transit, fixed route buses, high speed rail);
- Transportation System Preservation Investment level;
- Pricing Strategies (user fee, HOT Network, cordon pricing);
- Bicycle and Pedestrian Investments;
- Transportation Demand Management (TDM) Investments;
- Transportation Systems Management (TSM) Investments; and
- Planning and Policy assumptions (transit fares, tolls, auto operating costs, etc.).

The guiding principles that keep the 2012–2035 RTP/SCS alternatives grounded in reality are as follows:

- Alternatives should strongly consider regional economic competitiveness and overall economic development to help the region recover and prosper.
- Transportation investment commitments made by the CTCs through their sales tax expenditure plans, adopted long-range plans, and board-adopted resolutions will be fully respected.
- Subregional SCSs submitted by the Gateway Cities Council of Governments (GCCOG) and the Orange County Council of Governments (OCCOG) will be unchanged and integrated into the alternatives (with possible revisions for Alternative C only). Any revisions contemplated within Alternative C will be identified and discussed with GCCOG and OCCOG as stated in the Memoranda of Understanding, and Framework and Guidelines for Subregional SCSs.
- New investment strategies proposed over and beyond the county submitted commitments will only be funded through new funding sources identified and approved by the Regional Council.
- Ensuring an appropriate level of funding for system preservation will be given a priority.
- Each of the alternatives will be evaluated using a set of accepted performance measures.

Based on these considerations, three alternatives are defined and refined for detailed analysis. A fourth alternative is recommended simply to test the sensitivity of a dramatic increase in the price of gas, however, it is not viewed as a true alternative in the same sense as the first three alternatives. These alternatives address the issues and challenges discussed earlier in different ways. To be consistent with the principle of respecting county decisions, all four alternatives include all projects and strategies committed by the CTCs in their long-range transportation plans. The description of the four alternatives will therefore focus only on policies and investments over and beyond these existing long-range transportation plans.

In addition, each alternative will be compared to a “No Project Baseline.” This Baseline only includes projects that are fully programmed in the current 2011 Federal Transportation Improvement Program (2011 FTIP) and that have already received full environmental clearance. In other words, it only includes projects that are already under way. Moreover, this Baseline reflects historical trends of the land use that currently exist. It does not reflect land use changes already approved by local agencies for the future to increase densities, create mixed-use neighborhoods, create transit-oriented developments, and improve jobs/housing balance.

## Alternatives

### ALTERNATIVE A

This alternative evaluates how the region’s transportation system will perform in the future with only currently committed policies and investments included, as embodied in the current six county transportation commissions’ adopted long-range transportation plans. Funding for bicycle/pedestrian improvements, TDM and TSM projects, and strategies were based on currently funding trends. So, the investments represent “business-as-usual” levels and do not add any additional transportation strategies and investments. However, it should be noted that this alternative does include significant transit investments already committed by the CTCs. Some of these transit investments include:

- Purple Line Extension to Westwood
- Gold Line Extension to Glendora
- Metrolink San Jacinto and Temecula Extensions
- High-frequency Metrolink service from Laguna Niguel to Los Angeles

- Rail feeder service in Orange County
- Anaheim Rapid Connection
- New BRT services in Orange County
- Redlands Rail
- E-Street Corridor

This alternative represents commitments in the 2008 RTP updated with the latest information submitted by the CTCs and includes almost 3,000 separate transportation projects.

Alternative A includes updated land use and socio-economic forecasts based on 2012–2035 RTP/SCS local jurisdiction input. This growth input was developed through an extensive bottom-up process dating back to May 2009. The population, household and employment totals for cities and counties are based on information from the most up-to-date local General Plans. The distribution of land uses within cities and counties reflects not only the local input on growth forecasts, but also the specific distribution of those land uses as currently reflected in those General Plans. For this alternative, no adjustments were made to the land use, socioeconomic, and transportation data of the two delegated subregions (GCCOG and OCCOG).

The resulting land use pattern shows some departure from the historical suburban development pattern toward a greater emphasis on infill and redevelopment in many parts of the region. This is due to a decreasing amount of greenfields available for development within local jurisdictions in the future. This shift follows an emerging trend of a certain level of transit-oriented developments located near existing and planned transit stations in the core metro area, as well as in established cities in the region's periphery. The land use pattern provides an improved mix of uses within close proximity to each other to make transit, walking and bicycling increasingly viable travel choices for many activities.

This alternative shows significant performance improvements over the Baseline since it incorporates more progressive land use as well as county transportation investments of more than \$300 billion.

#### ALTERNATIVE A: HOW IT DIFFERS FROM THE BASELINE

- Land Use- Local input as opposed to historic land use trend

- Investments- All committed county projects are included as opposed to only projects fully programmed in the 2011 FTIP

#### ALTERNATIVE B

Alternative B is the 2012–2035 RTP/SCS Plan Alternative. This alternative addresses many of the unfunded needs over and beyond Alternative A. Specifically, it dedicates significant funding to system preservation, non-motorized transportation, TDM, the East-West freight corridor, and grade separation projects. It also includes the cost of developing a regional High Occupancy Toll (HOT) lane network building on components already considered by the transportation commissions in Los Angeles, Orange, Riverside, and San Bernardino Counties.

Some of the specific transportation strategies included in this alternative over and beyond what is already included in Alternative A are as follows:

- Implementation of LA Metro's 30/10 initiative that would accelerate the completion of 12 major transit projects in LA County
- Implementation of the East-West Clean Freight Corridor
- Implementation of the Strategic HOT Network
- Consideration of Cordon Pricing in Downtown LA
- More than doubling of funding for Active Transportation to ensure expansion of bike/pedestrian network from the current 4,300 miles to 10,200 miles
- Significant increase in funding for TDM and TSM programs and strategies, including "First Mile/Last Mile" strategies that would enhance connectivity with existing and planned transit services
- Targeted expansion of existing and planned fixed guideway system to close the gaps
- Add BRT services on targeted corridors
- Add express bus services on proposed HOT Network

Additional funding needed to implement this alternative will be derived from revenues generated from the HOT lane network, from a cordon pricing implementation around Downtown Los Angeles, and a user fee to replace existing gas tax revenues enacted by the state legislature and Congress by 2020. This user fee will be proportional to system

use (e.g. proportional to vehicle miles traveled or VMT) and would not diminish over time due to improved fuel efficiency or the adoption of electric vehicles.

Regarding land use, Alternative B expands upon the Growth Forecast in Alternative A. It continues to respect local growth input for both 2020 and 2035. Adjustments have been made to the expected location of growth within cities to improve transportation performance and regional sustainability by assuming that many of the recent development trends within jurisdictions of locating growth nearer to current or future transit hubs will continue. In some cases, jurisdictions have agreed to increase or decrease their projected household growth to reflect the adequacy of infrastructure expected to accommodate this new growth. For this alternative, no adjustments were made to the land use, socioeconomic, and transportation data of the two delegated subregions (GCCOG and OCCOG).

Therefore, for 2035, the resulting land use pattern intensifies both residential and employment development in High-Quality Transit Areas (HQTAs) within cities and counties that will have such areas, while keeping the jurisdictional growth totals consistent with local input. It moves the region towards more walkable, mixed-use development leading to significant VMT reductions and other benefits due to higher walk/bike mode share, more transit use and shorter auto trips. This alternative strives to meet demand for a broader range of housing types, with new housing focused towards the development of smaller-lot single-family homes, townhomes, and multifamily condominiums and apartments.

Finally, Alternative B also includes Phase I of the state High Speed Rail (HSR) initiative as well as enhancements to the LOSSAN corridor and Metrolink services to upgrade them to support higher speeds.

## ALTERNATIVE B: HOW IT DIFFERS FROM BASELINE

- Land Use – Local input and additional changes agreed to by locals as opposed to technical trends. Allocation of growth within cities to more emphasize HQTAs and other transit hubs and corridors, per recent development trends within jurisdictions.
- Investments – All committed county projects, plus increased preservation funding, implementation of HOT lane network, E-W freight corridor, HSR Phase I, LOSSAN corridor rail improvement, expanded regional bicycle network, and TDM investments, are included as opposed to only projects fully programmed in the 2011 FTIP
- Incremental Revenues – HOT lane, Cordon Pricing, and user fee revenues

## ALTERNATIVE C

This final alternative is similar to Alternative B except for these key aspects:

- More aggressive growth in fixed guideway transit-oriented development (TOD) districts
- More aggressive transit and transportation funding to be consistent with the additional land use changes

Land use for this alternative shifts growth across jurisdictional boundaries in a manner that would be different from local input and different from both Alternatives A and B. This alternative adjusts densities and infill rates in order to present a more aggressive land use strategy within Southern California. In Alternative C, a small percentage of new growth is located on previously undeveloped greenfield land, with the significant majority occurring as infill or redevelopment. The growth redistributions that shape Alternative C consist of shifting future growth from areas with typically long commutes to transit station-adjacent areas with development potential and to employment centers with existing capacity to an extent even greater than Alternative B. Any revisions contemplated within Alternative C will be identified and discussed with GCCOG and OCCOG as stated in the Memoranda of Understanding, and Framework and Guidelines for Subregional SCSs.

Additional transportation investments for this alternative over and beyond Alternative B would include:

- Additional investments in Active Transportation (Non-motorized transportation), TDMs and TSMs
- Further expanded Metrolink services
- Additional transit services on the most utilized transit corridors
- Consider additional express bus services in key corridors featuring headways less than 15 minutes
- Phased implementation of the 5 percent of major arterials to have dedicated bus lanes
- Full implementation of point-to-point bus network
- Additional targeted expansion of fixed guideway system to close gaps

### ALTERNATIVE C: HOW IT DIFFERS FROM BASELINE

- Land Use – Local input and additional changes agreed to by locals as opposed to technical trends. In addition, further changes from the trend and will reflect additional shifts of population, households, and jobs across jurisdictions to achieve a better jobs/housing balance and additional growth in fixed guideway transit oriented development (TOD) districts.
- Investments – All committed county projects, plus increased preservation funding (although less than Alternative B), implementation of HOT lane network, E-W freight corridor, HSR Phase I, LOSSAN corridor rail improvement, expanded regional bicycle network, TDM investments, and increased transit funding, are included as opposed to only projects fully programmed in the 2011 FTIP
- Incremental Revenues – HOT lane revenues, Cordon Pricing, and user fee revenues

### ALTERNATIVE D

This alternative is identical to Alternative A except that it takes into consideration the possible (if not likely) increase in fuel prices. Since 2002, fuel prices in American cities have increased by more than 150 percent reflecting an average annual increase of almost 10 percent.<sup>3</sup> During that same time period, inflation, as captured by the Consumer Price Index (CPI) grew by only 30 percent reflecting an average increase of 2.6 percent annually.<sup>4</sup>

Therefore this alternative reflects similar increases going forward. However, using the same trend would lead to almost unbelievable costs. For instance, net of inflation, this previous trend starting in 2002 would translate into a cost of \$40 per gallon (in 2011 dollars) by 2035. Instead of assuming such an ominous scenario that would undoubtedly alter transportation drastically (a 20 gallon tank would cost \$800 in today's dollars), staff recommends using an \$8 per gallon cost for fuel in 2011 dollars. This would approximately correspond to fuel costs growing at twice the aforementioned rate of inflation of 2.6 percent.

This alternative is likely to reduce overall travel to some extent due to cost increases. In addition, there should be an increase in transit use, a reduction in congestion, and

a reduction in pollution and GHG emissions. SCAG utilized the regional travel demand model to quantify these impacts. Though SCAG does not anticipate assuming these price increases in the 2012–2035 RTP/SCS, it does believe that the 2012–2035 RTP/SCS should discuss the ramifications of such developments and potential strategic changes to be considered if this scenario becomes reality.

### ALTERNATIVE D: HOW IT DIFFERS FROM BASELINE

- Land Use – Local input as opposed to technical trend
- Investments – All committed county projects are included as opposed to only projects fully programmed in the 2011 FTIP
- Incremental Revenues – Gas tax increase to address funding gap between base revenues and committed costs
- Energy Costs – Increase in fuel costs to \$8 per gallon in 2011 dollars

<sup>3</sup> US Energy Information Agency at: [http://www.eia.gov/totalenergy/data/monthly/pdf/sec9\\_6.pdf](http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf)  
<sup>4</sup> Bureau of Labor Statistics at: <ftp://ftp.bls.gov/pub/special/request/cpi/cpia1.txt>



## **F. Methodology for Calculating SB 375 CO2 Emissions per Capita for 2012 RTP/SCS**

The methodology for calculating the SB 375 CO2 emissions per capita includes the following five steps.

### **STEP 1. PERFORM REGIONAL TRAVEL DEMAND MODEL RUNS FOR 2005, 2020, AND 2035**

SCAG's Regional Travel Demand Model represents the current state-of-the-practice regional transportation modeling tool. The Regional Travel Demand Model produces detailed link-level attributes including VMT by vehicle class, speed, and time period.

### **STEP 2. CREATE 2005, 2020, AND 2035 INPUT FILES TO ARB'S EMFAC2007 MODEL**

EMFAC2007 is the official emissions model developed by ARB. The detailed link-level 2005, 2020, and 2035 VMT data from SCAG's Regional Travel Demand Model is converted into EMFAC2007 input files. The EMFAC2007 input file contains sub-air basin level VMT by speed and time period.

### **STEP 3. RUN EMFAC2007 FOR 2005, 2020, AND 2035**

EMFAC2007 emissions model runs were performed for 2005, 2020, and 2035 with the input files from Step 2. The EMFAC2007 model runs produce sub-air basin level CO2 emissions by vehicle classification.

### **STEP 4. CALCULATE 2005, 2020, AND 2035 CO2 EMISSIONS PER CAPITA FROM REGIONAL TRAVEL DEMAND MODEL**

The sub-air basin level CO2 emissions for light- and medium-duty vehicles were aggregated to the regional total CO2 emissions for 2005, 2020, and 2035. The regional total CO2 emissions are divided by the corresponding resident population to derive the 2005, 2020, and 2035 CO2 emissions per capita.

### **STEP 5. CALCULATE ADDITIONAL 2035 CO2 EMISSIONS REDUCTION PER CAPITA FROM NHTS (4-D) MODEL**

CO2 emission reductions per capita for 2035 in addition to that derived from Regional Travel Demand Model are based on the 2035 modeling results of SCAG's NHTS Model. The NHTS Model provides additional VMT reductions not accounted for in the Regional Travel Demand Model. CO2 emission reductions associated with these VMT reductions are then calculated based on the ratio of VMT per capita reduction to CO2 emissions reduction per capita derived from Steps 1 - 4.

### **STEP 6. CALCULATE FINAL 2035 CO2 EMISSIONS REDUCTION PER CAPITA**

The final 2035 CO2 emission reductions per capita is a sum of the 2035 CO2 emission reductions per capita from Step 4 and Step 5.

## G. CEQA Exemption Criteria

SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for CEQA exemption for certain projects, as well as reduced CEQA analysis. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining consistency of any future project with the SCS. Cities and counties maintain their existing authority over local planning and land use decisions, including discretion in certifying the environmental review for a project, regardless of eligibility for streamlining. SCAG staff may provide a lead agency at the time of its request readily available data and documentation to help support its finding upon request. In addition to a project's consistency with the SCS, below are additional criteria for CEQA streamlining eligibility.

### Types of CEQA Streamlining

#### CEQA EXEMPTION

A full CEQA exemption is provided for a special class of Transit Priority Project (TPP) determined to be a Sustainable Communities Project (SCP) (§21155.1 (a)). As a threshold matter, to qualify as a TPP, a project must be consistent with the general use designation, density, building intensity, and applicable policies in an approved SCS or APS. The TPP must also:

- Be at least 50 percent residential use based on area;
- Be at least 20 units/acre; and
- Be within ½ mile of a major transit stop or high-quality transit corridor included in the RTP/SCS (a high-quality transit corridor is defined as one with 15-minute frequencies during peak commute hours)

Consequently, a Sustainable Communities Project (SCP) is a TPP that is consistent with the SCS or APS and meets additional criteria including numerous land use and environmental standards, such as being 15 percent more efficient than Title 24 standards and using 25 percent less water than the regional average household. In addition, the site cannot be more than eight acres or contain more than 200 units. The proposed project must be located within ½ mile of rail transit station or ferry terminal included in RTP/SCS or ¼ mile from a high quality transit corridor. Lastly, the project must meet additional

requirements for the provision of affordable housing and open space. After a public hearing where a legislative body finds that a TPP meets all the requirements, a project can be declared to be an SCP and be exempted from CEQA.

### SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA)/LIMITED EIR

CEQA relief is provided for TPPs that incorporate all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted in findings as described in (§21155.2 (a), (b), and (c)). This type of streamlining applies to initial studies that meet the following criteria:

- Avoids or mitigates impacts to a level of less than significant;
- Incorporates all feasible mitigation measures, performance standards, or criteria set forth in applicable EIRs; and
- Identifies all significant/potentially significant impacts and identify adequately addressed cumulative effects in prior applicable certified EIRs

An SCEA is not required to reference, describe, or discuss growth-inducing impacts; project-specific impacts; and cumulative impacts from cars and light duty truck trips generated by the project. If a lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable, and the SCEA will be reviewed under the substantial evidence standard. The lead agency is required to circulate the document for a 30-day comment period, consider all comments received, conduct a public hearing, and make findings that the project has fully mitigated impacts.

If a TPP requires an EIR, certain CEQA relief also applies for projects that incorporate all feasible mitigation measures, identify all significant and potentially significant impacts, and identify adequately addressed cumulative effects in prior applicable certified EIRs. The streamlined EIR is not required to analyze off-site alternatives to the TPP or discuss a reduced residential density alternative to address the effects of car and light duty truck trips generated by the project. Furthermore, the EIR is not required to include an analysis of growth inducing impacts or any project specific or cumulative impacts from cars and light duty truck trips generated by the project on global warming or the regional transportation network. The initial study must identify any cumulative effects that have been

adequately addressed and mitigated in prior applicable certified EIRs and these cumulative effects are not to be treated as cumulatively considerable in the EIR. As with the SCEA, the Streamlined EIR will be reviewed under the substantial evidence standard. The certification process is consistent with CEQA Guidelines Section 15090.

streets, highways, intersections, or mass transit if the local jurisdiction has adopted these traffic mitigation measures. The traffic mitigation measures must be updated at least every five years.

### LIMITED ANALYSIS FOR RESIDENTIAL/MIXED-USE PROJECTS

SB 375 also provides for general CEQA streamlining for residential and mixed-use residential projects as well as TPPs pursuant to Section 21159.28 of the Public Resources Code. Projects that meet the following requirements can be eligible for streamlined CEQA review:

- A residential or mixed-use residential project (or a TPP) consistent with the designation, density, building intensity, and applicable policies specified for the project area in an accepted SCS or APS (a residential or mixed-use residential project where at least 75 percent of the total building square footage consists of residential use or a project that is a transit priority project)
- A residential or mixed-use project that incorporates the mitigation measures required by an applicable prior environmental document
- If a project meets these requirements, any exemptions, negative declarations, mitigated negative declarations, SCEA, EIR or addenda prepared for the projects shall not be required to reference, describe, or discuss:
  - Growth inducing impact;
  - Any project specific or cumulative impacts from cars and light duty truck trips generated by the project on global warming or the regional transportation network; and
  - A reduced density alternative (EIRs only)

### TRAFFIC MITIGATION MEASURES

Pursuant to Section 21155.3, a legislative body or a local jurisdiction may adopt traffic mitigation measures that would only apply to TPPs which may include requirements for the installation of traffic control improvements, street or road improvements, and contributions to road improvement or transit funds, transit passes for future residents, or other measures that will avoid or mitigate traffic impacts of TPPs. A TPP does not need to comply with any additional mitigation measures for the traffic impacts of that project on



## H. SCAG Regional Housing Needs Allocation (RHNA) from HCD

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN, JR., GOVERNOR

### DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT DIVISION OF HOUSING POLICY DEVELOPMENT

1800 Third Street, Suite 430  
P. O. Box 92083  
Sacramento, CA 95833-0083  
(916) 323-3177 / FAX (916) 327-2643  
[www.hcd.ca.gov](http://www.hcd.ca.gov)



August 17, 2011

Mr. Hasan Ikhrata  
Executive Director  
Southern California Association of Governments  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, CA 90017-3435

Dear Mr. Ikhrata:

#### RE: Regional Housing Need Assessment Determination

This letter provides the Southern California Association of Governments (SCAG) its Regional Housing Need Assessment Determination (RHNA Determination) for the projection period beginning January 2014 and ending October 2021. Pursuant to State housing element law (Government Code Section 65584, et seq.), the Department of Housing and Community Development (Department) is required to determine SCAG's existing and projected housing need.

As you know, Chapter 728, Statutes of 2008 (SB 375) strengthened coordination of housing and transportation planning and requires Metropolitan Planning Organizations (MPOs) to develop a new sustainable communities strategy (SCS) in the regional transportation plan (RTP) to achieve greenhouse gas emission reductions and ensure the SCS accommodates the RHNA Determination. Amendments to the law included revisions to the Department's RHNA schedule and methodology and also definitions addressing the RHNA projection period, housing element planning period, and coordination with updating the RTP. For SCAG, the Department's RHNA Determination is made on the basis of partial demographic data available at this time from Census 2010 complemented by the American Community Survey (ACS) data. In assessing SCAG's regional housing need, the Department considered the critical role housing plays in developing sustainable communities and supporting employment growth.

The Department has determined a range of housing need (409,060 – 438,030 units) for the period 2014-2021. This range considered the extraordinary uncertainty regarding national, State, and local economies and housing markets. For this RHNA cycle only, the Department made an adjustment to account for abnormally high vacancies and unique market conditions due to prolonged recessionary conditions, high unemployment, and unprecedented foreclosures.

Mr. Hasan Ikhrata  
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The RHNA low range (409,060) reflects the Department's acceptance of SCAG's projections and assumptions as the minimum need after evaluating the reasonableness of data, assumptions and support documentation submitted by SCAG. This figure considers household growth for the projection period derived from using the 2005-2007 ACS household formation rates and includes an adjustment for projected household growth on tribal land, and for existing high unit vacancies resulting from the unusual turmoil in housing markets. The RHNA high range (438,030) considered SCAG's strong socio-economic assets and demographic trends to grow, become more diverse, and generate increased housing demand, particularly among older age groups.

SCAG's plan to distribute its RHNA must equal or exceed the minimum of the range shown in Attachment 1 for the Total and for Very-Low, Low, and Moderate income categories. The Department encourages planning for housing need above the minimum of the range, in which case the income category percentages applicable to very-low, low, and moderate households remain the same. The regional housing need to be allocated to each jurisdiction represents the minimum amount of residential development capacity to zone for and is not to be used within local general plans as the maximum amount of residential development to plan for or approve.

In assessing the RHNA for the SCAG region, the Department applied methodology and assumptions that considered all of the factors specified in Government Code Section 65584.01(c)(1). In addition, the Department consulted with SCAG and Department of Finance (DOF) staff as required by statute. A meeting with Mary Heim, DOF Chief Demographer, occurred in late February 2011 and was attended by SCAG representatives Frank Wen, Manager, Simon Choi, Chief Demographer, and Joe Carreras, Housing Project Manager. Subsequent consultation meetings, as well as correspondence, included Doug Williford, Deputy Executive Director, Huasha Liu, Director of Planning, and Joann Africa, Legal Counsel. Also consulted was Stephen Levy, Director for the Center for Continuing Study of the California Economy (CCSCE), who prepared employment, population, and household projections for SCAG.

The data, assumptions, and descriptive information provided by SCAG and CCSCE, included DOF's population estimates for 2011, American Community Survey household formation rates controlled for the 2010 Census data, and SCAG population projections. Information provided and/or discussed also included the region's relationship between jobs and housing, including information about inter- and intra-regional commute patterns, and assumptions about the rate with which existing "for sale" and "for rent" housing units will be absorbed by the beginning of the projection period in 2014.

The Attachments to this letter describe the RHNA methodology used by the Department and the income category distribution to be used by SCAG in allocating among all local governments within the region at least the minimum total RHNA and minimum amounts for very-low, low, and moderate income categories. The projection period (also described in the Attachments) was determined pursuant to Government Code Section 65588(e)(6), to coordinate housing and transportation planning based on notification from SCAG of its estimated RTP adoption date of April 5, 2012. As you know, if the actual RTP adoption date significantly differs from the estimated date, the RHNA determination and projection period will not change, however the housing element due date, and implicitly the planning period, would change.



Mr. Hasan Ikhata  
Page 3

SCAG is responsible for developing a RHNA distribution methodology and adopting a RHNA Plan for the period beginning January 1, 2014 and ending October 1, 2021. Housing element law (Section 65584, et seq.) requires SCAG's methodology and RHNA Plan be consistent with the following objectives:

- (1) increasing the housing supply and mix of housing types, tenure, and affordability;
- (2) promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patterns;
- (3) promoting an improved intraregional relationship between jobs and housing;
- (4) balancing the distribution of households by income category.

Pursuant to Government Code Section 65584.05(h), within three days of adopting the Plan, SCAG is required to submit its RHNA Plan to the Department for approval. Once the Department has approved the RHNA Plan, local governments must be notified of their share of the regional housing need, by income category, for use in updating the housing element for the *planning* period, anticipated to be from October 2013 until October 2021. In updating their housing elements, local governments may credit units permitted since the January 1, 2014 start date of the RHNA projection period. The element must describe the methodology for crediting units to different income categories such as based on the actual or projected sale price or rent level.

The Department commends SCAG for its leadership and efforts in fulfilling its important role in advancing the State's housing, transportation, and environmental goals. SCAG's successful Compass Blueprint has played a tremendous role in leading local organizations to improve community planning to expand housing and transportation choices.

The Department especially thanks Doug Williford, Huasha Liu, Frank Wen, and Simon Choi for their efforts and assistance. The Department looks forward to its continued partnership with SCAG and its member jurisdictions and assisting SCAG in its planning efforts to accommodate the region's share of housing need. If the Department can provide any assistance, or answer any questions, please contact me or Anda Draghici, Senior Housing Policy Specialist, at (916) 445-4728.

Sincerely,



Glen A. Campora  
Assistant Deputy Director

Enclosures

## ATTACHMENT 1

### HCD REGIONAL HOUSING NEED DETERMINATION: SCAG

Projection Period: January 1, 2014 through October 1, 2021

Income Category	Percentage	Range of Housing Unit Need (Rounded)
	(1)	(2)
Very-Low	24.4%	99,810 - 106,880
Low	15.8%	64,630 - 69,210
Moderate	17.5%	71,590 - 76,650
Above-Moderate	42.3%	173,030 - 185,290
<b>Total</b>	<b>100.0%</b>	<b>409,060 - 438,030</b>

<sup>1</sup> The 409,060 low end of the range (see Attachment 2) reflects SCAG's projected minimum housing need (rounded), using 2005-2007 household formation rates from the American Community Survey (ACS) controlled for 2010 census household population. This column represents the rounded minimum housing need that SCAG's RHNA Plan must address in total and the minimum percentage and amount for very-low, low, and moderate income categories.

<sup>2</sup> The 438,030 high end of the range (see Attachment 3) reflects HCD's determined higher housing need (rounded), using the 2005-2007 ACS household formation rates controlled for 2010 Census household population and applied to SCAG's population projections. In planning for RHNA above the low range, income category percentages for very-low, low, and moderate income households remain the same.

<sup>3</sup> The income category percentages reflect the minimum percentage to apply against the total RHNA chosen by SCAG (at or above the minimum range) in determining housing need for very-low, low, and moderate income households.

<sup>4</sup> For this RHNA cycle only (due to unique conditions not expected to recur to impact future RHNA cycles), two downward adjustments were made: (1) projected households were adjusted (-2,810) for household growth on tribal land as tribal housing data had not been requested by Department of Finance in its annual survey to local jurisdictions regarding housing unit change, and (2) housing need was adjusted by -75,390 units at the low range (Attachment 2) and by -25,130 units at the high range (Attachment 3) to account for different absorption estimates for unprecedented high vacancies in existing stock due to extraordinary conditions including high foreclosures and recession uncertainties.

Notes:

Housing Need Determination

Refer to Attachments 2 and 3 for a description and explanation of methodology.

The Department and SCAG staff acknowledge important differences between the "projection" methodology specified in statute to determine housing need and the methodology SCAG uses in developing its Integrated Forecast for purposes of its Regional Transportation Plan and Sustainable Community Strategy. The statutory planning objective of the RHNA is to accommodate housing "capacity" for projected household growth.

Income Categories

Each category is defined by Health and Safety Code (Section 50093, et seq.). Percentages are derived from Census-reported household income brackets, from the 2005-2009 American Community Survey's number of households by income over 12 months, by County. Housing unit need under each income category is derived from multiplying the portion of households per income category against the total RHNA determination.



## ATTACHMENT 2

## HCD REGIONAL HOUSING NEED DETERMINATION (LOW RANGE): SCAG

HCD Determined Population, Households, & New Housing Need: January 1, 2014-October 1, 2021 (7.75 years)									
1	Population: October 1, 2021 (SCAG Projection)								19,730,980
2	Less: Group Quarters Population (SCAG's estimate)								-347,750
3	Household (HH) Population								19,383,230
Household Formation Groups		HH Population	HH Formation or Headship Rate (ACS)	Households					
Age Groups (DOF)		19,383,230		6,516,345					
Under 15		4,103,915	-	-					
15 - 24 years		2,625,930	8.31%	218,223					
25 - 34 years		2,825,093	38.62%	1,091,002					
35 - 44 years		2,494,520	49.16%	1,226,416					
45 - 54 years		2,380,969	52.39%	1,247,429					
55 - 64 years		2,236,911	53.97%	1,207,223					
65 and older		2,715,892	56.19%	1,526,052					
4	Projected Households								6,516,345
5	Less: Households at Beginning of Projection Period (January 1, 2014, interpolated)								-6,044,940
6	Household Growth: 7.75 Year Projection Period (New Housing Unit Need)								-2,810
7	Vacancy Allowance								468,595
Tenure Percentage		54.39%	45.61%						
HH Growth (New Unit Need)		254,869	213,726	468,595					
Vacancy Rate (SCAG)		1.50%	4.50%						
Vacancy Allowance		3,825	9,620	13,445					
9	Replacement Allowance (minimum)		0.50%						2,410
10	Less: Adjustment for Absorption of Existing Excess Vacant Units								-482,040
Estimate 10% Absorbed, 90% Not Absorbed by 2014		Effective	Healthy						
Derived (2010 Census, HH Growth, & Vacancy Rate)		Vacant Units	Market Units	Differential					
Total 2011 Housing Stock		(252,023)	175,240	-76,783					
Existing Vacant Unit (Others) Adjustment		6,348,741							
Total Adjusted Existing Vacant Units (Others)		1.39%	1.28%						
Estimated Units (Others) Not Absorbed by 2014		(88,247)	81,264	-6,984					
Estimated Units (Others) Not Absorbed by 2014		90%		-83,766					
FINAL REGIONAL HOUSING NEED DETERMINATION (Low Range of New Housing Unit Need)				409,060					

## Explanation and Data Sources

- Population:** Population reflects SCAG's October 2021 projection. Pursuant to Government Code 65584.01(b), SCAG's 2021 population projection was compared to the 2021 population derived from Department of Finance (DOF) 2011 Interim Projections P3 for 2020 and DOF's E5 estimate for 2011. Based on SCAG's population projection being within 3% of the DOF Population Interim projections and consultation with SCAG, SCAG's population projection was used in determining housing need for the region. As such, this number reflects SCAG's October 2021 population projection.
- Group Quarter Population:** Figure is SCAG's estimate of persons residing in group home / institution / military / dormitory quarters that is 1.76% of total population (DOF estimate for 2010 was 1.78%) in which proportion is maintained throughout the projection period. As this population doesn't constitute a "household" population generating demand for a housing unit, the group quarter population is excluded from the calculation of the household population, and is not included in the housing need.
- Household (HH) Population:** The population projected to reside in housing units after subtracting the group quarter population from total projected population.

## ATTACHMENT 2

## HCD REGIONAL HOUSING NEED DETERMINATION (LOW RANGE): SCAG (continued)

- Projected Households (HHs):** Calculated by applying (to the 2021 HH population) SCAG's HH formation rates from DOF rates per 2005-2007 American Community Survey (ACS) controlled for the 2010 Census household population. HH formation rates were evaluated for reasonableness in conjunction with ACS HH formation rates for the region provided by DOF and with the vacancy assumptions as described below.
- Households at Beginning of Projection Period:** For the first time since inception of RHNA, the baseline number of households at the beginning of the projection period (January 2014) must be projected, as a direct effect of amendment to Section 65588(e)(6), specifying the new projection period to start on either June 30 or December 31 whichever date most closely precedes the end of the current housing element period (June 30, 2014 for SCAG). As such, the January 1, 2014 household number was calculated as an interpolation between the DOF E5 Estimate for 2011 and the projected 2021 number of households.
- Household Growth on Tribal Land:** For this RHNA cycle only, an adjustment (-2,810) was made for household growth on tribal land as tribal housing data had not been requested by Department of Finance in its annual survey to local jurisdictions regarding housing unit change. Calculated based on 2000 and 2010 Census and SCAG's Draft 2012 RTP Growth forecast.
- Household (HH) Growth:** This figure reflects projected HH growth and need for new units.
- Vacancy Allowance:** An allowance (unit increase) is made to facilitate availability and mobility among owner and renter units. Owner/Renter % is based on Census 2010 data. A smaller rate is applied to owner units due to less mobility than for renter households. Information from a variety of authoritative sources supports an acceptable range of 1 to 4% for owner units and 4 to 8% for renter units depending on market conditions.
- Replacement Allowance:** Rate (0.5%) reflects housing losses that localities annually reported to DOF each January for years 2000-2010, or 0.5%, whichever is higher.
- Adjustment for Absorption of Existing Excess Vacant Units:** For this RHNA cycle only (due to extraordinary uncertainty regarding conditions impacting the economy and housing market not expected to similarly impact future RHNA cycles), a new 1-time adjustment was made to account for unprecedented high vacancies in existing stock, due to unusual conditions including high foreclosures and recession uncertainties. A slow absorption rate of 10% of existing excess vacant units is assumed to occur in shrinking current excess vacant units before the start of 2014 RHNA projection period resulting in applying a 90% adjustment to account for units not absorbed that decreases new housing need by -75,390 units. Existing housing stock consists of two components: (1) housing units for sale and rent in existing housing stock that are above the housing units required to maintain the healthy market condition, calculated as the number of units in housing stock (for sale-for-rent+sold, not occupied+rented, not occupied + occupied units).

- (2) housing units in the "vacant units others" category of existing housing stock above the simple average of 1.28% calculated based on Census data from 1980 to 2010. To evaluate the reasonableness of vacancy adjustments proposed by SCAG to account for the unprecedented economic downturn, the Department used 2010 Census Demographic profile data (DP-1) and desirable "normal" vacancy rates by tenure, in conjunction with the region's household growth and proposed household formation rates. The proposed vacancy adjustment is limited to not exceed the differential between the 2010 Census vacant units and the healthy market vacant units rate associated with the region's annual household growth. As the adjustment was below the differential, the vacancy adjustment was applied in calculating the low RHNA range.

**RHNA Projection Period January 1, 2014 to October 1, 2021:** Per SB 375, the start of the projection period (in effect January 1, 2014) was determined pursuant to GC 65588(e)(6), which requires the new projection period to start on June 30 or December 31 whichever date most closely precedes the end of the current housing element period, which for SCAG region is June 30, 2014. The end of the projection period was determined pursuant to GC 65588(e)(5) to be the end of the housing element planning period. *Note: For projection purposes the end of the projection period is rounded to the nearest start/end of the month.*

**Housing Element Planning Period October 1, 2013 to October 1, 2021:** Per SB 375, the start of the planning period was determined pursuant to GC 65588(e)(5), 18 months from the estimated adoption date of the SCAG's Regional Transportation Plan per SCAG's notice to the Department (April 5, 2012) with the date rounded to the nearest start/end of month for projection purposes. The end of the planning period was calculated pursuant to GC 65588(e)(3)(A), 18 months after the adoption of the second RTP, provided that it is not later than eight years from the adoption of the previous housing element. If the actual RTP adoption date differs from the estimated date, the RHNA determination and the projection period will not change, however the housing element due date, and implicitly, the planning period would change.

## ATTACHMENT 3

## ATTACHMENT 3

## HCD REGIONAL HOUSING NEED DETERMINATION (HIGH RANGE): SCAG

HCD Determined Population, Households, & New Housing Needs: January 1, 2014-October 1, 2021 (7.5 years)									
1	Population: October 1, 2021 (SCAG Projection)								19,740,980
2	less: Group Quarters Population (SCAG's estimate)								-347,750
3	Household (HH) Population								19,383,230
		Household Formation Groups	HH Population	HH Formation or Headship Rate (ACS)	Households				
		Age Groups (DOF)	19,383,230		6,487,790				
		Under 15	4,103,915	-	-				
		15 - 24 years	2,625,930	7.42%	194,964				
		25 - 34 years	2,825,093	37.48%	1,058,923				
		35 - 44 years	2,494,520	49.52%	1,235,224				
		45 - 54 years	2,380,969	52.74%	1,255,834				
		55 - 64 years	2,236,911	54.03%	1,208,550				
		65 and older	2,715,892	56.49%	1,534,295				
4	Projected Households								6,487,790
5	less: Households at Beginning of Projection Period (January 1, 2014, interpolated)								-6,036,970
6	less: Household Growth on Tribal Lands								-2,810
7	Household Growth: 7.75 Year Projection Period (New Housing Unit Need)								448,010
8	Vacancy Allowance								
		Tenure Percentage	54.39%						
		HH Growth (New Unit Need)	243,673	45.61%					
		Vacancy Rate (SCAG)	1.50%	204,337	448,010				
		Vacancy Allowance	3,655	4.50%					
9	Replacement Allowance (minimum)								12,850
10	less: Adjustment for Absorption of Existing Excess Vacant Units								2,300
		Estimate 70% Absorbed, 30% Not Absorbed by 2014	Effective Vacant Units	Healthy Market Units	Differential				
		Derived (2010 Census, HH Growth, & Vacancy Rate)	(252,023)	175,240	-76,783				
		Total 2011 Housing Stock	6,348,741						
		Existing Vacant Unit (Others) Adjustment	1,394	1.28%					
		Total Adjusted Existing Vacant Units (Others)	(88,247)	81,264	-6,984				
		Estimated Units (Others) Not Absorbed by 2014	30%		-83,766				
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## I. SCAG RHNA Allocation to Jurisdictions and Related Reports

Final RHNA Allocation to Jurisdictions is anticipated for release in October 2012.

## J. Compass Blueprint Program

The Southern California Association of Governments (SCAG) is the largest regional planning agency in the country; encompassing over 38,000 square miles, and serving a population of 19 million people. SCAG Compass Blueprint policies reflect deep engagement between SCAG, as the regional MPO and regional planning agency, and its member jurisdictions and agencies. The Compass Blueprint Growth Vision for the region is based on four guiding principles: mobility, livability, prosperity, and sustainability.

### Compass Blueprint Demonstration Projects

SCAG offers direct funding of innovative planning initiatives for member agencies through the Compass Blueprint Demonstration Projects. SCAG manages all of the funding and administrative duties, enabling the municipalities to craft forward-thinking planning efforts.

Since 2005, the program has grown rapidly from nine projects in the first year to 49 projects funded for the 2011-2012 fiscal year. Projects have been approved or are currently underway in over 50 percent of the cities in the SCAG region. In addition to local municipalities, SCAG has worked in collaboration with county planning departments, County Transportation Commissions, as well as sub-regional Councils of Governments.

### TOD & Station Area Planning

One of the earliest Compass Blueprint Demonstration Projects comprised of a collection of discrete projects to assist the Western Riverside Council of Governments, a regional partner, in studying the planned Metrolink Perris extension transportation corridors. SCAG provided WRCOG with station area planning around existing and planned Metrolink stations, and a Bus Transit Station in the City of Temecula. SCAG has continued to work with regional Councils of Governments, and other coalitions of cities to provide regional context, and corridor level planning assistance.

Since then, SCAG has continued to assist cities, transportation agencies, and coalitions of agencies in planning for higher density, mixed-use, and transit supportive land uses within station areas. An important evolution in planning for transit-supportive activity has been to expand the definition of Transit Oriented Development (TOD). Originally, TOD referred to building higher density housing adjacent to stations. However, due to the diversity of characteristics of stations in the region, from populated urban centers to suburban sending stations, regional planners are now focusing on holistic visions for the entire ½ mile radius in and around the station. In addition planners are focusing on employment and light industrial around stations, as employment preservation and office TOD become more important in the region.

**WRCOG METROLINK PERRIS LINE EXTENSION VISION PLANNING**

**Corona Metrolink Station**



This study was conducted on the Corona Metrolink Station in order to guide the transition of the area from a stand-alone train station to a vibrant transit village.

**Hemet Metrolink Station Area Plan**



This Demonstration Project enabled City of Hemet to envision a plan for a new transit village that would connect new development to the regional transit system.

**March AFB/Moreno Valley Metrolink Station Concepts**



The City of Moreno Valley and the March Air Force Base redevelopment authority teamed up with the Western Riverside Council of Governments and Compass Blueprint to plan for integrated development around their new Metrolink station.

**Riverside Metrolink Station Area Plan**



The City of Riverside, the Western Riverside Council of Governments and Compass Blueprint teamed up to plan a development vision around the existing Downtown Riverside Metrolink Station area.

**Perris Metrolink Station Area Plan**



The Perris Station Demonstration Project analyzed the existing conditions and the development potential of the project site.

**Temecula Transit Station**



The City of Temecula, the Western Riverside Council of Governments and Compass Blueprint teamed up to look at development options and opportunities around a proposed Bus transit station.

**TRANSIT ORIENTED DESIGN & STATION AREA PLANNING**

**South Pasadena Mission Street Gold Line Station**



The Gold Line light rail came to South Pasadena in 2003. This station represents a major public investment, and rail station areas are of strategic importance to the region. This feasibility study serves as a model for local communities to calculate return on investment and transit-conducive design in conjunction.

**Montclair North Montclair Parking Analysis**



The City of Montclair worked with Compass Blueprint to analyze key development and logistical issues for the North Montclair Specific Plan, including, shared and reduced parking requirements.

**San Bernardino E Street Station Plan**



A New Public Transit station being built in downtown San Bernardino opens up the opportunity to create new, retail and mixed-use development.

**SANBAG Transportation Land Use Integration**



The San Bernardino Associated Governments (SANBAG) worked with six cities to identify sites near potential transit station locations for transit-oriented development (TOD). This study represented an innovative approach to TOD by preparing TOD proformas to better plan for the type of density that could be expected in a traditionally dispersed area.

**Los Angeles Expo Light Rail Station Areas**



In 2007 The City of Los Angeles Planning Department and Compass Blueprint prepared a vision report for the proposed station areas in order to visualize TOD, terms of scale and mass of new transit supportive development.

## NORTH ORANGE COUNTY CITIES COALITION PROJECTS

This next set of projects, completed in 2008, represented an important innovation in Compass Blueprint Demonstration projects. Like the earlier WRCOG Metrolink stations, these were all part of one demonstration. These four cities established an informal coalition in order to pursue OCTA Go Local, transportation funding. They leveraged this relationship and secured funding for four separate, different approaches to what TOD means at the local level. Examining Industrial, arterial corridor and station placement.

### Brea Bus Rapid Transit Concepts



This project received grant funding to explore opportunities for transit-oriented development surrounding proposed Bus Rapid Transit (BRT) stations near the Brea Mall.

### Fullerton Southeast Industrial Area



This project explored opportunities for transit-oriented development around an emerging high-capacity transit system in the Southeast Industrial Area (SIA) in the City of Fullerton.

### Placentia Metrolink Concepts



Compass Blueprint provided the City of Placentia with urban design concepts and strategies for a proposed Metrolink station in the Placita Santa Fe district.

### La Habra Boulevard Corridor



This Demonstration Project provided design concepts and policy recommendations to improve the economic performance, functionality, and identity of the La Habra Boulevard corridor.

## TOD DISTRICTS & STATION AREA PLANNING

### Azusa Citrus Station TOD Concepts



The intent of this demonstration project was to examine the potential market demand for commercial development around the Citrus Station and identify the most appropriate mix of uses.

### Culver City Washington/National Catalytic Projects



The project assisted Culver City to analyze a study area that includes specific catalytic project sites and commercial corridors adjacent to the future Exposition Light Rail Transit Line.



### Los Angeles La Cienega / Jefferson Station Area TOD



In 2007, Compass Blueprint partnered with the City of Los Angeles to develop the first ever comprehensive Transit-Oriented District (TOD) plan for the City.

### Laguna Niguel Gateway Specific Plan



Compass Blueprint assisted the City of Laguna Niguel with an update to the Specific Plan for the area around Laguna Niguel's Metrolink station.

### Long Beach Boulevard Corridor Study



Long Beach has a long-term goal of developing more mixed-use and transit oriented neighborhoods in growing areas of the City.

### Fontana Downtown Overlay District



This project conducted an opportunities analysis for TOD redevelopment in the Downtown Overlay District to capitalize on Downtown Fontana's Metrolink commuter rail station.

### Los Angeles Tarzana Crossing



This Demonstration Project provided site analysis, open space and connectivity design opportunities, development prototypes, and parking and market analysis to create a transit oriented development district.

### Santa Clarita North Newhall Specific Plan



This project will assist in developing a Specific Plan focused on transit-oriented and mixed-use development, walkable and bike-friendly land use, and economic and redevelopment opportunities.

### Los Angeles Sustainable Transit Communities



This report describes and rates the key principles for creating successful Sustainable Transit Communities (STCs) in the City of Los Angeles.

## SR-60 Coalition of Cities Gold Line Corridor Study



The SR-60 Coalition, made up of the cities of Monterey Park, Montebello, Rosemead, El Monte, South El Monte, and the City of Industry, initiated a study of potential freeway adjacent TOD Districts.

## General Land Use & Suburban Retrofits

The following projects include early-stage vision plans, as well as land use plans in process of adoption, that reflect a desire on the part of these communities to facilitate density, encourage infill, and link to nearby transit networks. The following projects are grouped into four broad categories: Vision Studies & Scenario Planning, Land Use Studies & Plans, Visualizations & Graphical Tools, and Economic Development & Feasibility Studies. In this section, Vision Studies & Scenario Planning refer to public outreach efforts, and design charrettes intended to foster a publicly supported vision for local and sub-regional communities. They often arrive at policy recommendations to be taken forward for further study and official adoption. Land Use Studies & Plans refer to official planning documents such as Specific Plans, overlay districts, and other planning and zoning tools. These plans are generally adopted by local elected officials, and may require environmental compliance provided by the local agency.

This section also contains innovative uses of photo-simulations and graphical visualization tools. Compass Blueprint projects usually produce visualizations. The selected projects in this section highlight uniquely innovative approaches to using visualizations. These tools can be used to provide laypersons with a more understandable picture of what these plans may produce. However, these visualizations are more than pretty pictures, they serve to test concepts, and give local leaders a sense of design needs. Finally this section contains economic development and economic feasibility studies aimed at further testing and refining communities' abilities to realize their visions.

## VISION STUDIES AND SCENARIO PLANNING

### Inland Empire ULI Visioning Workshop



In 2006, the Western Riverside Council of Governments, the Urban Land Institute and Compass Blueprint held a visioning workshop and Inland Empire residents came together to share a vision of future growth.

### Compton General Plan Update and Small-Area Visioning



The Compass Blueprint Program facilitated a visioning process for the City of Compton that engaged residents, community leaders and other stakeholders to outline priorities for the City's future. The study identified community vetted funding priority areas in the city.

### Coachella Sphere of Influence Sustainability Project



Once a small farming town, Coachella is currently the sixth fastest growing city in California. This study studied the implications of various settlement patterns for areas that will eventually be incorporated into the city. The study helped identify sustainable connectivity needs in the study area.

## Los Angeles County Florence Firestone (Phase 1)



In 2009, hundreds of residents, businesses, and other stakeholders in Florence-Firestone came together to develop a comprehensive, long-term vision for their community.

## WRCOG I-15 Smart Growth Concept Map



This Compass Blueprint project developed land use and transit planning factors that support smart growth opportunities centered on the I-15 and I-215 freeway corridors. The study produced a set of land use characteristics and related them to relevant transit services and investments.

## Desert Hot Springs Citywest Visioning Plan



The project provided a plan to develop the CityWest Area within Desert Hot Springs to responsibly accommodate anticipated growth in both housing and employment.

## Los Angeles County Vision Lennox



This project created a Vision Plan for the unincorporated community of Lennox to help guide the changes and improvements sought by the people who live and work in the area.

## Ventura County Compact for a Sustainable Ventura County (Phase 1 & 2)



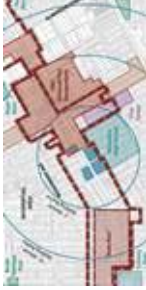
Ventura County is a region that has always valued preserving its natural heritage and maintaining livability. Residents, community leaders, local officials, and public agency staff met and developed a coherent vision of sustainable growth for the region.

## SBCCOG Shared Vision for a Sustainable South Bay



The purpose of this project was to assist the SBCCOG with a series of workshops to refine, present and build local government support for a “Sustainable South Bay Strategy.” There are many components to sustainability, and the process of developing the vision was based on the values and needs of the unique area. The resulting Neighborhood Oriented Design model is one relevant to 2nd generation suburbs based on the extended arterial grid.

## Alhambra Vision 2035



This current project will provide the City of Alhambra with a shared vision that will help guide the city’s future growth and related policies.

LAND USE STUDIES, PLANS AND CODES

Ontario New Model Colony



This demonstration project analyzed several future scenarios for the New Model Colony (NMC) General Plan Amendment.

Burbank Downtown Development Standards



This project evaluated the potential for revised zoning to accommodate residential, mixed-use, and live-work development in commercial and light industrial areas in Downtown Burbank and along two corridors in the downtown.

Rolling Hills Estates Peninsula Village Specific Plan



Through the demonstration project, a study was done to test the application, feasibility and appropriateness of the proposed Peninsula Village Overlay Zone.

Chino Focus Area Revitalization Strategy



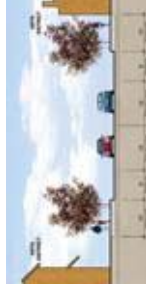
This project quantified the feasibility of redeveloping six opportunity sites under the envisioned mixed-use development standards provided in the current General Plan update.

Holtville Economic Development and Master Plan



Compass Blueprint worked with the City of Holtville to assess the historic downtown district's economic viability and develop a master plan to guide the future of Holtville and its downtown.

Banning Paseo San Geronio



This Demonstration Project provided technical planning services for codifying and implementing the policies in the Paseo San Geronio Specific Plan and the City's General Plan policies.



### Coachella Pueblo Viejo Revitalization



This Coachella Pueblo Viejo project assisted in the revitalization of the “heart” of the City’s downtown in concert with the city-wide General Plan update underway. The city used the results to secure and implement downtown façade renovation program funding.

### Brawley Downtown Overlay District



This Demonstration Project enabled the development of a Downtown Brawley Specific Plan that evaluates development options in the City’s new Downtown Overlay District.

### Los Angeles County Florence Firestone (Phase 2)



The strategies identified in the Florence Firestone Vision Study process were further developed to create the Florence-Firestone Community Plan which will guide the future development of the area.

### Grand Terrace Business Corridor Specific Plan



This Demonstration Project served to update the Barton Road Specific Plan with a focus on economic development in order to reduce congestion and improve the jobs-housing balance in south western San Bernardino.

### Redlands Transferring Development from Greenfields to Infill



The City of Redlands is faced with a series of choices about how it will grow in terms of population, housing and employment.

### Los Angeles County Antelope Valley Area Plan Update



This Demonstration Project assisted in the development of a rural smart growth and preservation strategy through new land use designations in the Antelope Valley Area Plan update.

### Bellflower Alondra Mixed-Use Overlay Zone



The City of Bellflower developed a clear vision and set of development standards aimed at attracting and managing growth in this underserved area adjacent to the downtown area and the West Santa Ana Branch transit station.

### VISUALIZATIONS AND GRAPHICAL TOOLS

#### El Centro Project SHAPE Downtown



El Centro, a fast growing town near the Mexican border and the hub of the agriculturally rich Imperial Valley, prepared a plan to draw investment into its historic downtown. Using dramatic visualizations to envision a much higher density than has been traditional, the city discovered wide acceptance for the images in the community.

#### Fullerton Downtown 3D Model & Database



This Demonstration Project provided funding for the creation of a three-dimensional digital model and database of the Downtown Fullerton area. The three dimensional model will help the city with a wide range of analyses and scenario planning for the burgeoning downtown.

### San Gabriel Visualizations and Tipping Point Analysis



Compass Blueprint provided the City of San Gabriel with an analysis of the financial feasibility of various development scenarios at a site in the City's mission District. The project produced high quality visualizations of the kind of development that would be feasible and desirable.

### Lake Elsinore Key to Downtown Design Guidelines



The City of Lake Elsinore to created design standards and visualization products for the planned development of a new Civic Center and focal point for a larger downtown revitalization master plan.

### Calexico Gateway to Mexico



The Calexico demonstration project helped the City to prepare a Master Plan that assesses the historic downtown district's economic viability. As in El Centro, the visualization helped residents imagine a much denser historic core in keeping with existing architectural styles.

ECONOMIC DEVELOPMENT AND FEASIBILITY STUDIES

Upland Downtown Infill Study



The Downtown Upland Infill Study provided Tipping Point/ROI analysis, visualizations, site planning and parking analysis focused on two city-owned downtown parking lots, in close proximity to established civic uses and the Metrolink station.

Los Angeles HACLA Jordan Downs Specific Plan



This project assisted in the development of the Jordan Downs Specific Plan, and provided sustainability strategies for green building and GHG reductions.

Fillmore Business Park Feasibility Study



Compass Blueprint worked with the City of Fillmore to analyze the financial feasibility of a potential business park proposed to achieve more balanced employment and housing opportunities.

Upland College Heights Economic Development Strategy



The City of Upland is developing a sustainable economic development strategy for this recently fully incorporated area that will address job and industry creation awareness in the sub-regional market.

Corona Downtown Redevelopment



This Demonstration Project analyzed land use conditions and the market feasibility for specific redevelopment project sites within Downtown Corona.

El Monte Economic Development Plan



This Demonstration Project created a plan that enables the City to foster compact development, enabling a more synergistic approach to the future of El Monte.

## Transportation Network Integration

Since the beginning of the Demonstration Program in 2005, integrating land use and the transportation network has been an important aspect of planning according to the Compass Blueprint principles of Mobility, Livability, Sustainability, and Prosperity. As was noted above, the definition of Transit Oriented Development has expanded to include the wider community beyond the station. Local cities and agency have become concerned with improving livability and reducing vehicle miles traveled (VMT) throughout the region, including areas not service by rail transit. Finally, local agencies have become interested in solving the so-called “First mile/ Last mile” problem. This refers to how people, in a disperse region such as Southern California, access the local and regional transit systems. All of these subjects are being studied in communities throughout our region as part of the Compass Blueprint Demonstration Project Program.

The following projects are grouped in the following sub categories: Freeway Trench Capping Projects, Multi-Mobility & Living Streets Planning, and Suburban Arterial Retrofitting. Freeway Capping Projects are local visions for transforming urban areas by providing new urban park spaces, and reconnecting communities divided by freeways decades ago. The vision is to improve freeways where the right of way is in trench, cover the trench and create park space and developable land in return. Multi-Mobility Planning refers to planning for all the other modes of travel besides single-occupant vehicle (SOV). These include bike and pedestrian planning, Bus Rapid Transit, and local neighborhood electric vehicles. Finally, a number of projects can best be categorized as suburban retrofitting. Understanding that many people choose to live in traditional suburban settings, these communities are studying how to retrofit an arterial roadway network designed for the automobile to allow for more mixed land uses and types of transportation.

### FREEWAY TRENCH CAPPING PROJECTS

#### Los Angeles Hollywood Freeway Central Park



This project evaluated the potential for a public park that would be built on a deck constructed over the below-grade portion of the Hollywood Freeway (US-101) from Bronson Avenue to Wilton Place.

#### Ventura Freeway Cap Project



The City of Ventura is a beautiful coastal city in Ventura County that is developing a plan to make the downtown area more livable and prosperous by connecting the downtown and the waterfront area.

#### Los Angeles PARK101 (Phase 1 & 2)



This project assesses the feasibility of “capping” the US-101 freeway as it passes through downtown Los Angeles.



MULTI-MOBILITY AND LIVING STREETS PLANNING

El Centro Project SHAPE Parking and Circulation Plan



El Centro, a fast growing town near the Mexican border and the hub of the agriculturally rich Imperial Valley, needed a plan to draw investment into its historic downtown. The second part of this project was a park-once strategy, and pedestrian friendly circulation vision for the downtown area.

WRCOG Neighborhood Electric Vehicles Plan



This project assisted in a plan for a network of 35 mph speed limit streets suitable for the deployment of Neighborhood Electric Vehicles (NEV) in the cities of Riverside, Corona, Norco and Moreno Valley.

Los Angeles Sunset Junction Streetscape Vision



This project helped the Los Angeles County Metropolitan Transportation Authority identify streetscape improvements for the Sunset Junction area. This vision was awarded Metro Call for Projects funding, and will be implemented in 2012.

WRCOG Bus Rapid Transit Plan



This report provided a conceptual analysis of Bus Rapid Transit (BRT) services for potential corridors within Western Riverside.

Victorville Non-Motorized Transportation Plan



This project assisted in creating a Non-motorized Transportation Plan for the City of Victorville to provide connectivity for residents and visitors to public facilities.

Palm Springs Airport to Downtown Shuttle



This Palm Springs Airport-Downtown Shuttle project evaluated a new Shuttle service that would serve visitors to Palm Springs Hotels via the International Airport.

WRCOG Non-Motorized Transportation Plan



This Compass Blueprint project enabled the development of a Non-Motorized Transportation Plan (NMTP) to support a regional network of bicycle and pedestrian

facilities throughout the WRCOG region. The study identified facilities for both commuter and recreation use.

Anaheim Outdoors Master Plan



The City of Anaheim wishes to develop a network of green corridors within the Platinum Triangle that will provide non-motorized linkages between transit and the places where people live, work, shop, and play.

Calimesa Creek Riverwalk Master Plan



The City of Calimesa project will develop a vision and master plan to create a pedestrian-oriented Riverwalk to repair, revitalize, and leverage the place-making qualities of a storm water channel.

SUBURBAN ARTERIAL RETROFITTING

San Gabriel Valley Arrow Highway Corridor



This demonstration project allowed for collaborative planning between multiple jurisdictions situated along the Arrow Highway corridor. The study produced a vision for development nodes along the corridor which will enable cities to collaborate on supportive improvements to the corridor.

Indio Highway 99 / Indio Boulevard Study



Compass Blueprint worked with the City of Indio to prepare a revitalization plan for Indio Boulevard, based on the vision the City has for downtown of offering new mixed-use developments.

Calimesa Boulevard Downtown Revitalization Project



The City of Calimesa project provided development codes and design guidelines to create a pedestrian-oriented atmosphere consistent with traditional Southern California architectural styles.

Cathedral City Date Palm Drive Connector Plan (Phase 1 & 2)



This Demonstration Project served to provide direction for future Cathedral City public investments, private development, and community action. Phase 2 codified the improvements and developed implementation strategies for the vision.

La Mirada Imperial Highway Corridor Specific Plan



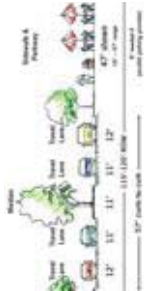
The Imperial Highway Specific Plan established comprehensive policy and a regulatory guidance document for all properties within the Imperial Highway Specific Plan area.

Moreno Valley Alessandro Boulevard Corridor Vision



This project evaluated the potential for transit-oriented development around a proposed Metrolink station at Alessandro Boulevard, and the revitalization of the corridor area. Phase 2 codified the vision in a corridor specific plan, a mixed-use designation, and more specific recommendations for the roadway right of way.

Los Alamitos Commercial Corridors Plan



This Demonstration Project provided the City of Los Alamitos with funding to assess the revitalization potential of the intersection of Katella and Los Alamitos corridors.

K. Compass Blueprint Recognition Awards

The annual Compass Blueprint Recognition Awards serves as an important forum for showcasing smart growth planning practices, attended by elected officials and planning staff from across the 191 member cities. Excellence and achievement awards are granted in four categories: mobility, livability, prosperity, and sustainability along with an award for overall excellence.

TABLE K1 Compass Blueprint Awards

Project Name	City	Year	County
General Plan Update Small Area Visioning	Compton	2007	Los Angeles
Downtown Specific Plan and Mobility Study	Glendale	2007	Los Angeles
Olive Court	Long Beach	2007	Los Angeles
Valley Vision: Valley Boulevard Neighborhoods Sustainability Plan	San Gabriel	2007	Los Angeles
San Dimas Grove Station	San Dimas	2007	Los Angeles
Westgate Pasadena	Pasadena	2007	Los Angeles
San Bernardino Transit Village	San Bernardino	2007	Los Angeles
Grand Avenue Project	Los Angeles	2007	Los Angeles
Artesia Corridor Specific Plan	Gardena	2007	Los Angeles
The Santa Monica Collection	Santa Monica	2007	Los Angeles
Fullerton Transportation Center	Fullerton	2007	Orange
Platinum Triangle	Anaheim	2007	Orange
Santiago Street Lofts	Santa Ana	2007	Orange
Transit Oriented Development Projects	WRCOG	2007	Riverside
Project SHAPE	El Centro	2008	Imperial
Arrow Highway Corridor	Arrow Highway Corridor	2008	Los Angeles
Central District Specific Plan	Pasadena	2008	Los Angeles

Project Name	City	Year	County
General Plan and Form-Based Development Code	Azusa	2008	Los Angeles
Park View Terrace	Bell Gardens	2008	Los Angeles
Claremont Village Expansion Project	Claremont	2008	Los Angeles
Sportsplex Mixed-Use Project	West Covina	2008	Los Angeles
South Brea Lofts	Brea	2008	Orange
Irvine Housing Strategy	Irvine	2008	Orange
Buena Park Transit Village	Buena Park	2008	Orange
Coachella Sphere of Influence Sustainability Project	Coachella	2008	Riverside
General Plan 2025 Program	Riverside	2008	Riverside
Dos Lagos Residential Mixed-Use Village	Corona	2008	Riverside
New Model Colony Phase 2	Ontario	2008	San Bernardino
SANBAG – Transportation Land Use Integration	SANBAG	2008	San Bernardino
Town Center Project	Ontario	2008	San Bernardino
Compact for a Sustainable Ventura County	Ventura	2008	Ventura
Downtown Specific Plan	Ventura	2008	Ventura
Holtville Master Plan	Holtville	2008	Imperial
Florence-Firestone Visioning Project	Los Angeles County	2009	Los Angeles
The South Collection: Eleven, Luma, and Evo	Los Angeles	2009	Los Angeles
Los Angeles Community College District Sustainability Building Program	Los Angeles	2009	Los Angeles
2008–2014 Housing Element	Santa Monica	2009	Los Angeles
El Monte Transit Village Specific Plan	El Monte	2009	Los Angeles

Project Name	City	Year	County
Studio One Eleven/Interstices Courtyard Lofts	Long Beach	2009	Los Angeles
Downtown Lancaster Specific Plan	Lancaster	2009	Los Angeles
Adams Square Revitalization Program	Glendale	2009	Los Angeles
Transit Village Specific Plan	Palmdale	2009	Los Angeles
Cross Creek Road Improvement Project	Malibu	2009	Los Angeles
Highway 99 / Indio Boulevard Study	Indio	2009	Riverside
I-15 Interregional Partnership	WRCOG	2009	Riverside
Coachella Valley Workforce Housing Trust	Coachella Valley	2009	Riverside
The Village at Oxnard	Oxnard	2009	Ventura
Expansion, Mobility, and Sustainability Program	Imperial	2010	Imperial
Jordan Downs Specific Plan	Los Angeles	2010	Los Angeles
Station Square Transit Village Specific Plan	Monrovia	2010	Los Angeles
Las Virgenes Creek Restoration	Calabasas	2010	Los Angeles
Land Use and Circulation Element (LUCE)	Santa Monica	2010	Los Angeles
Calabasas General Plan	Calabasas	2010	Los Angeles
Gardens Specific Plan	Beverly Hills	2010	Los Angeles
Downtown Business Corridor Plan	Calabasas	2010	Los Angeles
Anaheim Regional Transportation Intermodal Center (ARTIC)	Anaheim	2010	Orange
City Place Mixed-Use Development	Santa Ana	2010	Orange
Great Park Comprehensive Master Plan	Orange County	2010	Orange
Section 19 Specific Plan	Rancho Mirage	2010	Riverside



Project Name	City	Year	County
North City Specific Plan	Cathedral City	2010	Riverside
The Ontario Plan	Ontario	2010	San Bernardino
Crossroads Mixed-Use Project	Rialto	2010	San Bernardino
The Shoppes Specific Plan	Chino Hills	2010	San Bernardino
Downtown Overlay District	Brawley	2011	Imperial
America Fast Forward, 30/10 Plan Sustainable Transit Communities	Los Angeles	2011	Los Angeles
Climate Action Plan	West Holly-wood	2011	Los Angeles
Metro Blue Line Bicycle & Pedes- trian Access Plan	Long Beach	2011	Los Angeles
Downtown Downey Specific Plan	Downey	2011	Los Angeles
Commercial Corridors Plan	Los Alamitos	2011	Orange
Transit Zoning Code	Santa Ana	2011	Orange
Transferring Development from Greenfields to Infill	Redlands	2011	San Bernardino
Regional Energy Efficiency Program	San Bernardino	2011	San Bernardino
Addressing Foreclosure Crisis and Stabilizing Neighborhoods	Rialto	2011	San Bernardino

## L. 2012–2035 RTP/SCS Supportive Local Model Planning/Development Projects

The following table lists other projects within the SCAG region that support the goals and objectives of the 2012–2035 RTP/SCS. The projects identified focus on economic feasibility studies, sustainable design, small-lot housing, mixed-use commercial and residential development, Transit Oriented Development (TOD), parks and community space, all modes of non-automobile transportation, parking systems management, transporta-tion demand management (TDM), transportation systems management (TSM), and other innovative practices.

These projects demonstrate the breadth and depth of sustainable communities supportive planning, and development that has been occurring in Southern California. These projects demonstrate the market demand, and public sector responsiveness for strategies that involve reducing per capita GHG emissions across all parts of the SCAG region.

TABLE L1 2012–2035 RTP/SCS Supportive Non-Compass Projects

Project Name	City	Year	County
Regional Integration of Paratransit Resources	Access Services	2007	Los Angeles
Arcadia Arterial ITS Development Project	Arcadia	2007	Los Angeles
South Street Pedestrian, Bikeway and Transit Improvement	Artesia	2007	Los Angeles
Country Club Drive Bikeway Improvement Project	Avalon	2007	Los Angeles
Baldwin Park Metrolink Pedestrian Overcrossing	Baldwin Park	2007	Los Angeles
Baldwin Park Metrolink Transit Center	Baldwin Park	2007	Los Angeles
City of Bell Gardens Signage Program	Bell Gardens	2007	Los Angeles
Santa Monica Boulevard Signal Synchronization	Beverly Hill	2007	Los Angeles

Project Name	City	Year	County
Pedestrian Improvements for Intersections with Bus Stops	Beverly Hills	2007	Los Angeles
I-5/SR-134 Congestion Management Project	Burbank	2007	Los Angeles
San Fernando Bikeway	Burbank	2007	Los Angeles
City of Cerritos Transit Amenities	Cerritos	2007	Los Angeles
Claremont Portion of the Citrus Regional Bikeway	Claremont	2007	Los Angeles
Eastside Light Rail Bike Interface Project	County of Los Angeles	2007	Los Angeles
Real-Time Motorist Parking Information System Demonstration	Culver City	2007	Los Angeles
Emerald Necklace Bike Trail Project	Duarte	2007	Los Angeles
El Monte Transit Cycle Friendly	El Monte	2007	Los Angeles
Crenshaw Boulevard Improvement Project	Hawthorne	2007	Los Angeles
Pedestrian/Equestrian Crosswalks: Descanso and Verdugo	La Canada Flintridge	2007	Los Angeles
Atlantic Ave. Signal Synchronization and Enhancement Project	Long Beach	2007	Los Angeles
Bicycle System Gap Closures & Improved LA River Bike Path	Long Beach	2007	Los Angeles
San Gabriel River Bike Path Gap Closure at Willow Street	Long Beach	2007	Los Angeles
Willow Street Pedestrian Improvement Project	Long Beach	2007	Los Angeles
San Fernando Road-Fletcher Drive to SR-2, Elm Street to I-5 Freeway	Los Angeles	2007	Los Angeles
Victory Boulevard Widening from Topanga Canyon Boulevard to De Soto Avenue	Los Angeles	2007	Los Angeles

Project Name	City	Year	County
Highway Rail Grade Crossing Improvement System	Los Angeles	2007	Los Angeles
ATSAC/ATCS Pacific Palisades Canyons Project	Los Angeles	2007	Los Angeles
Hollywood Integrated Modal Information System	Los Angeles	2007	Los Angeles
ExperienceLA.com Web 2.0 Interactive Transit Mapping & WiFi	Los Angeles	2007	Los Angeles
Downtown LA Alternative Green Transit modes Trial Program	Los Angeles	2007	Los Angeles
San Fernando Rd. Bike Path Phases IIIA Construction	Los Angeles	2007	Los Angeles
Bicycle Wayfinding Signage Program	Los Angeles	2007	Los Angeles
Imperial Highway Bike Lanes	Los Angeles	2007	Los Angeles
Manchester Avenue Bike Lanes & Island Reduction	Los Angeles	2007	Los Angeles
LA City College Pedestrian Enhancements	Los Angeles	2007	Los Angeles
Los Angeles Trade-Tech Intermodal Links with Bus and Metro	Los Angeles	2007	Los Angeles
Washington Boulevard Transit Enhancements	Los Angeles	2007	Los Angeles
Century City Urban Design and Pedestrian Connection Plan	Los Angeles	2007	Los Angeles
Sunset Junction Transit Plaza (first phase)	Los Angeles	2007	Los Angeles
Los Angeles Valley College (LAVC) Bus Station Extension	Los Angeles	2007	Los Angeles
Solano Canyon-Zanja Madre-Chinatown-Broadway Bus Stop Improvements	Los Angeles	2007	Los Angeles
Eastside Light Rail Pedestrian Linkages	Los Angeles	2007	Los Angeles

Project Name	City	Year	County
Expo Line Station Streetscape Project – East Crenshaw to Jefferson	Los Angeles	2007	Los Angeles
Hollywood Pedestrian/Transit Crossroads Phase II	Los Angeles	2007	Los Angeles
Main Street Bus Stop and Pedestrian Improvements	Los Angeles	2007	Los Angeles
Cesar Chavez Transit Corridor (110 Fwy. To Alameda)	Los Angeles	2007	Los Angeles
Fashion District Streetscape Phase II	Los Angeles	2007	Los Angeles
Los Angeles Pierce College (LAPC) Bus Rapid Transit Station Extension	Los Angeles	2007	Los Angeles
Olive/Pico Bus Stop Improvement	Los Angeles	2007	Los Angeles
Branching Out	Los Angeles	2007	Los Angeles
Los Angeles City College Red Line Station Extension	Los Angeles	2007	Los Angeles
San Gabriel Valley Forum Traffic Signal Corridors Project	Los Angeles County	2007	Los Angeles
South Bay Forum Traffic Signals Corridor Project	Los Angeles County	2007	Los Angeles
Gateway Cities Forum Traffic Signal Corridors Project Phase V	Los Angeles County	2007	Los Angeles
Information Exchange Network Phase II	Los Angeles County	2007	Los Angeles
El Pueblo Pedestrian Improvements Phase I, II, III & IV (Wayfinding signs ONLY)	Los Angeles County	2007	Los Angeles
Fiji Way Bicycle Lane Project	Los Angeles County	2007	Los Angeles
El Pueblo Pedestrian Improvements Phase I, II, III & IV	Los Angeles County	2007	Los Angeles

Project Name	City	Year	County
Florence Avenue Pedestrian Improvement Project (Phase I)	Los Angeles County	2007	Los Angeles
Wayfinding Program	Monterey Park	2007	Los Angeles
Firestone Boulevard Bridge Widening over San Gabriel River	Norwalk	2007	Los Angeles
North County Traffic Forum ITS Expansion	Palmdale	2007	Los Angeles
Palmdale Transportation Center-Wayfinding Signage Program	Palmdale	2007	Los Angeles
6th Street East Bikeway Extension	Palmdale	2007	Los Angeles
Avenue S Bikeway Phase 2	Palmdale	2007	Los Angeles
East Colorado Boulevard Pedestrian Enhancement (Phase I)	Pasadena	2007	Los Angeles
Bike Compatibility Roadway Safety and Linkage on Palos Verdes Dr	Rancho Palos Verdes	2007	Los Angeles
Pedestrian Safe Bus Stop Linage	Rancho Palos Verdes	2007	Los Angeles
Palos Verdes Drive North Bike Lanes	Rolling Hills Estates	2007	Los Angeles
Bikeway Improvements on Foothill Blvd. at San Dimas Wash	San Dimas	2007	Los Angeles
San Fernando Pacoima Wash Bike Path	San Fernando	2007	Los Angeles
San Fernando Downtown Pedestrian Improvement Project	San Fernando	2007	Los Angeles
San Gabriel City-Wide Bus Shelter Installation	San Gabriel	2007	Los Angeles
Las Tunas Drive Landscaping Enhancement Project	San Gabriel	2007	Los Angeles
Citywide Public Information Relay System	Santa Clarita	2007	Los Angeles

Project Name	City	Year	County
Santa Clarita Transit Bus Stop Expansion & Amenities	Santa Clarita	2007	Los Angeles
Norwalk/Santa Fe Springs Transportation Center Improvements	Santa Fe Springs	2007	Los Angeles
Santa Monica Real Time Beach Parking Signs	Santa Monica	2007	Los Angeles
Downtown Santa Monica Bike Transit Station	Santa Monica	2007	Los Angeles
Bike Technology Demonstration	Santa Monica	2007	Los Angeles
Route 101/Lindero Canyon Road Interchange Improvements	Westlake Village	2007	Los Angeles
Baldwin Avenue & Duarte Road Intersection Improvement Project	Arcadia	2009	Los Angeles
Arcadia Gold Line Station Pedestrian Linkage Project	Arcadia	2009	Los Angeles
Arcadia Gold Line Station Transit Plaza	Arcadia	2009	Los Angeles
Azusa Intermodal Transit Center	Azusa	2009	Los Angeles
Azusa Gateway Project	Azusa	2009	Los Angeles
Metrolink Parking Resource Management Demonstration Project	Baldwin Park	2009	Los Angeles
South Baldwin Park Commuter Bikeway Project	Baldwin Park	2009	Los Angeles
Information Exchange Network Phase III	County of Los Angeles	2009	Los Angeles
North County Bikeways	County of Los Angeles	2009	Los Angeles
Culver Boulevard Realignment Project	Culver City	2009	Los Angeles
Real-Time Bus Arrival Information System	Culver City	2009	Los Angeles
Arroyo Verdugo Commute Manager System	Glendale	2009	Los Angeles

Project Name	City	Year	County
Advanced Wayfinding and Guidance System	Glendale	2009	Los Angeles
Hawthorne Boulevard Mobility Improvement Project	Hawthorne	2009	Los Angeles
Florence Avenue Regional Transportation Corridor Improvement Project	Inglewood	2009	Los Angeles
The Old Road Widening: Magic Mountain Parkway to Turnberry Lane	LA County	2009	Los Angeles
Willowbrook Area Access Improvements	LA County	2009	Los Angeles
Willowbrook Area Bikeway Improvements	LA County	2009	Los Angeles
Willowbrook Area Access Improvements to MLK MACC	LA County	2009	Los Angeles
Del Amo Boulevard Bridge Replacement Improvements	Lakewood	2009	Los Angeles
Avenue L Widening, 15th to 30th Streets West	Lancaster	2009	Los Angeles
Downtown Lancaster Gateway and Roundabout Project	Lancaster	2009	Los Angeles
City of Long Beach Bike Share Program	Long Beach	2009	Los Angeles
Parking Guidance and Wayfinding Systems (PGS)	Long Beach	2009	Los Angeles
Daisy Corridor and 6th St Bike Boulevard	Long Beach	2009	Los Angeles
Long Beach BI Pedestrian Improvement Project	Long Beach	2009	Los Angeles
North Main St Grade Separation	Los Angeles	2009	Los Angeles
Intelligent Transportation System (ITS) Communication Systems Upgrade Project	Los Angeles	2009	Los Angeles



Project Name	City	Year	County
City I County Traffic Management Integration Phase 2 Project	Los Angeles	2009	Los Angeles
Downtown LA Transit Information and Wayfinding	Los Angeles	2009	Los Angeles
First and Last Mile Transit Connectivity Options	Los Angeles	2009	Los Angeles
Exposition-West Bikeway	Los Angeles	2009	Los Angeles
San Fernando Rd Bike Path IIIB Construction	Los Angeles	2009	Los Angeles
LA River Bike Path Phase IV	Los Angeles	2009	Los Angeles
Figuerroa Corridor Bike Station & Cycling Enhancements	Los Angeles	2009	Los Angeles
Boyle Heights Chavez Ave Streetscape/pedestrian	Los Angeles	2009	Los Angeles
Menlo Av/MLK Vermont Expo Station Pedestrian Improvements	Los Angeles	2009	Los Angeles
West Third St Pedestrian Improvement Project	Los Angeles	2009	Los Angeles
Eastside Light Rail Pedestrian Linkages, Phase II	Los Angeles	2009	Los Angeles
LAN1 – Evergreen Park Street Enhancement Project	Los Angeles	2009	Los Angeles
Central Av Historic Corridor Streetscape	Los Angeles	2009	Los Angeles
Beverly 81 Transportation Enhancements	Los Angeles	2009	Los Angeles
Arts District/Little Tokyo Gold Line Station Linkages	Los Angeles	2009	Los Angeles
Westlake MacArthur Park Pedestrian Improvement Project	Los Angeles	2009	Los Angeles
Broadway Historical Theater District Pedestrian Enhancements (4th-6th Sts)	Los Angeles	2009	Los Angeles
Project Name	City	Year	County
Western Avenue Bus Stop & Pedestrian Improvement Project	Los Angeles	2009	Los Angeles
Stocker MLK Crenshaw Access to Expo LRT Station	Los Angeles	2009	Los Angeles
Sunset Junction Phase 2	Los Angeles	2009	Los Angeles
What A Re-Leaf	Los Angeles	2009	Los Angeles
Watts Streetscape Enhancements	Los Angeles	2009	Los Angeles
Sunset Junction Phase 2	Los Angeles	2009	Los Angeles
Nowalk/Santa Fe Springs/Metro-link Pedestrian Plaza Upgrade	Norwalk	2009	Los Angeles
Pioneer Arterial Transportation Enhancement	Norwalk	2009	Los Angeles
Huntington Park	Pacific Blvd Pedestrian Improvement Project	2009	Los Angeles
Avenue S Widening Phase II	Palmdale	2009	Los Angeles
Metro Gold Line At-Grade Crossing Mobility Enhancements	Pasadena	2009	Los Angeles
Fold-n-Go Pasadena – Folding Bicycle Demonstration Program	Pasadena	2009	Los Angeles
Pasadena ARTS Enhanced Passenger Information	Pasadena	2009	Los Angeles
Pasadena's Wayfinding System	Pasadena	2009	Los Angeles
Zero Emissions Vehicle Charging Stations	Pasadena	2009	Los Angeles
Cordova Street Road Diet	Pasadena	2009	Los Angeles
Bike Loops for Intersections	Pasadena	2009	Los Angeles
North Fair Oaks Avenue Pedestrian Improvements	Pasadena	2009	Los Angeles
East Colorado Bl pedestrian Improvements	Pasadena	2009	Los Angeles
Pasadena Av Ped Connection to Gold Line Heritage Square Station	Pasadena	2009	Los Angeles

Project Name	City	Year	County
Pedestrian Bridge along Rosemead Boulevard	Pico Rivera	2009	Los Angeles
Bicycle Transportation Plan Implementation	Redondo Beach	2009	Los Angeles
Redondo Beach Intermodal Transit Center	Redondo Beach	2009	Los Angeles
Riviera Village Enhancement Project	Redondo Beach	2009	Los Angeles
Intersection Improvements on Bonita Av at Cataract Av	San Dimas	2009	Los Angeles
City of San Fernando Transit Wayfinding	San Fernando	2009	Los Angeles
San Fernando Rd Downtown Pedestrian Improvement Project	San Fernando	2009	Los Angeles
McBean Parkway Bridge Widening and Gap Closure over Santa Clara River	Santa Clarita	2009	Los Angeles
Citywide Wayfinding Program for Pedestrians and Bicyclists	Santa Clarita	2009	Los Angeles
Newhall Gateway Roundabout	Santa Clarita	2009	Los Angeles
Nowalk/Santa Fe Springs Transportation Center Phase II Parking	Santa Fe Springs	2009	Los Angeles
A 'No Net New Trips' Rideshare Toolkit	Santa Monica	2009	Los Angeles
Multi-Modal Wayfinding System	Santa Monica	2009	Los Angeles
Bike Network Linkages to Expo Line	Santa Monica	2009	Los Angeles
Colorado Pedestrian Promenade: LRT Station to PierBeach	Santa Monica	2009	Los Angeles
Downtown Torrance Pedestrian Improvement Project	Torrance	2009	Los Angeles
Pedestrian Signal Upgrades	West Hollywood	2009	Los Angeles
La Brea Streetscape Project	West Hollywood	2009	Los Angeles

Project Name	City	Year	County
City of Whittier Bus Stop Improvement Plan	Whittier	2009	Los Angeles
Greenway Trail Directional Signage and Scenic Beautification	Whittier	2009	Los Angeles
Burbank Traveler Information and Wayfinding Systems	Burbank	2011	Los Angeles
Los Angeles River Bridge	Burbank	2011	Los Angeles
Garfield Av/Washington Bl Multimodal Int. Improvement	Commerce	2011	Los Angeles
Avenue L Roadway Widening Project	County of Los Angeles	2011	Los Angeles
Fullerton Road at Pathfinder Road	County of Los Angeles	2011	Los Angeles
Colima Rd Improvements	County of Los Angeles	2011	Los Angeles
Ramona Blvd/Badillo St/Covina Blvd TSSP/BSP	County of Los Angeles	2011	Los Angeles
Metro Green Line Vermont Station Wayfinding Signage	County of Los Angeles	2011	Los Angeles
Vermont Av Bike Lane, Manchester Bl to El Segundo Bl	County of Los Angeles	2011	Los Angeles
Florence Metro Blue Line Station Bikeway Access Improvements	County of Los Angeles	2011	Los Angeles
Arrow Highway Bus Stop Improvement Plan	County of Los Angeles	2011	Los Angeles
Covina Bicycle Network Phase II	Covina	2011	Los Angeles
Culver City Adaptive Control System Implementation Project	Culver City	2011	Los Angeles
Telegraph Rd Traffic Throughput Enhancement Project	Downey	2011	Los Angeles
Duarte Gold Line Station Pedestrian Improvements	Duarte	2011	Los Angeles
Ramona Boulevard & Valley Boulevard Intersection Improvement	El Monte	2011	Los Angeles

Project Name	City	Year	County
Shared Parking Program/TOD Smart Parking Detection System	El Monte	2011	Los Angeles
Civic Center & Interjurisdictional Bikeways	El Monte	2011	Los Angeles
Glendale Subregional Traffic Management Center Implementation Project	Glendale	2011	Los Angeles
El Segundo BI Improvement Project	Hawthorne	2011	Los Angeles
SR 57/60 Confluence, Grand Av at Golden Springs Dr	Industry	2011	Los Angeles
City of Inglewood ITS- Phase IV Improvement Project	Inglewood	2011	Los Angeles
Foothill BI Link Bike/Ped Greenbelt Project	La Canada Flintridge	2011	Los Angeles
10th St West Road Diet and Bikeway Improvements	Lancaster	2011	Los Angeles
Av I Corridor Improvements, 15th Street W to 10th Street W	Lancaster	2011	Los Angeles
City of Long Beach Phase II Bike Share Program	Long Beach	2011	Los Angeles
Downtown Long Beach Pine Av Streetscape Improvement	Long Beach	2011	Los Angeles
Atlantic Av Streetscape Enhancements	Long Beach	2011	Los Angeles
ITS Platform Upgrades	Los Angeles	2011	Los Angeles
Bicycle Corral Program Launch	Los Angeles	2011	Los Angeles
L.A. River Bike Path, Headwaters Section	Los Angeles	2011	Los Angeles
Bicycle Corral Program Launch	Los Angeles	2011	Los Angeles
Expo Line Bike Hubs in South Los Angeles	Los Angeles	2011	Los Angeles
Bicycle Friendly Streets	Los Angeles	2011	Los Angeles

Project Name	City	Year	County
Washington Boulevard Pedestrian Transit Access (Hooper/Alameda) Phase II	Los Angeles	2011	Los Angeles
Hollywood/Western Streetscape Public Improvements	Los Angeles	2011	Los Angeles
Orange Line Extension Sherman Way Station Pedestrian Links	Los Angeles	2011	Los Angeles
Expo Line Transit/Pedestrian Linkages	Los Angeles	2011	Los Angeles
Valencia Triangle Landscape Beautification Plaza	Los Angeles	2011	Los Angeles
Malibu Bus Stop Improvements along PCH	Malibu	2011	Los Angeles
Grant Av Signal Improvements	Redondo Beach	2011	Los Angeles
Valley BI Capacity Enhancement Project	Rosemead	2011	Los Angeles
San Gabriel BI Gateway Corridor Improvements Project	San Gabriel	2011	Los Angeles
Golden Valley Rd Widening/Gap Closure over State Route 14	Santa Clarita	2011	Los Angeles
Intelligent Transportation System (ITS) Phase V	Santa Clarita	2011	Los Angeles
Tourney Rd Bike Lane & Orchard Rd Bike Route	Santa Clarita	2011	Los Angeles
Bikeshare: First and Last Mile Connections to Expo	Santa Monica	2011	Los Angeles
Citywide Bus Shelter Upgrades with Electronic Kiosks	Signal Hill	2011	Los Angeles
South Pasadena's ATMS, Central TCS and FOIC for Fair Oaks Av	South Pasadena	2011	Los Angeles
Rosemead Boulevard Safety Enhancement and Beautification Project	Temple City	2011	Los Angeles

Project Name	City	Year	County
Holtville Master Plan	Holtville	2009	Imperial
Expansion, Mobility, and Sustainability Program	Imperial	2010	Imperial
Street Tree Master Plan	Beverly Hills	1912	Los Angeles
Congregate Care Overlay Zone	Beverly Hills	1984	Los Angeles
Senior Housing Incentive Program	Beverly Hills	1984	Los Angeles
Small Lot Assembly Incentive Program	Beverly Hills	1984	Los Angeles
East Los Angeles Civic Center Urban Design and Existing Facility Renovation	East Los Angeles	2001	Los Angeles
Commercial Retail Planned Development Overlay	Beverly Hills	2002	Los Angeles
Senior Housing Project	Beverly Hills	2002	Los Angeles
Los Angeles to Pasadena Metro Gold Line Project Architecture & Design	Los Angeles/ Pasadena	2003	Los Angeles
Monterey Park Mixed-Use Pedestrian Linkage Project and Zoning Ordinance	Monterey Park	2003	Los Angeles
Second Unit Program	Beverly Hills	2003	Los Angeles
Lincoln Corridor Mobility and Urban Design Study	Los Angeles	2004	Los Angeles
Beverly Hills Triangle Revitalization Master Plan	Beverly Hills	2004	Los Angeles
Snieder Housing Project	Beverly Hills	2004	Los Angeles
Sunrise Housing Project	Beverly Hills	2004	Los Angeles
East Pasadena Specific Plan Revisions	Pasadena	2005	Los Angeles
Beverly Hills Gardens Specific Plan	Beverly Hills	2005	Los Angeles
Village Walk at Tarzana, Phases I, II and III	Los Angeles	2006	Los Angeles

Project Name	City	Year	County
Mid-City/Exposition Corridor Light Rail Transit Project	Los Angeles	2006	Los Angeles
Metro Orange Line Canoga Extension	Los Angeles	2007	Los Angeles
Pallihouse Condo Hotel	West Hollywood	2007	Los Angeles
Green Building Ordinance	West Hollywood	2007	Los Angeles
8600 Wilshire	Beverly Hills	2007	Los Angeles
9200 Wilshire	Beverly Hills	2007	Los Angeles
Entertainment Office Planned Development Overlay	Beverly Hills	2007	Los Angeles
Beverly Hills Green Building Program	Beverly Hills	2007	Los Angeles
Downtown Specific Plan and Mobility Study	Glendale	2007	Los Angeles
Olive Court	Long Beach	2007	Los Angeles
Valley Vision: Valley Boulevard Neighborhoods Sustainability Plan	San Gabriel	2007	Los Angeles
San Dimas Grove Station	San Dimas	2007	Los Angeles
Westgate Pasadena	Pasadena	2007	Los Angeles
San Bernardino Transit Village	San Bernardino	2007	Los Angeles
Grand Avenue Project	Los Angeles	2007	Los Angeles
Artesia Corridor Specific Plan	Gardena	2007	Los Angeles
The Santa Monica Collection	Santa Monica	2007	Los Angeles
Central District Specific Plan	Pasadena	2008	Los Angeles
General Plan and Form-Based Development Code	Azusa	2008	Los Angeles
Park View Terrace	Bell Gardens	2008	Los Angeles
Claremont Village Expansion Project	Claremont	2008	Los Angeles
Sportsplex Mixed-Use Project	West Covina	2008	Los Angeles
Hancock Mixed-Use Project	West Hollywood	2009	Los Angeles



Project Name	City	Year	County
Formosa Condo/Pocket Park	West Hollywood	2009	Los Angeles
8601 Wilshire "Blue Apartments"	Beverly Hills	2009	Los Angeles
The South Collection: Eleven, Luma, and Evo	Los Angeles	2009	Los Angeles
Los Angeles Community College District Sustainability Building Program	Los Angeles	2009	Los Angeles
2008-2014 Housing Element	Santa Monica	2009	Los Angeles
El Monte Transit Village Specific Plan	El Monte	2009	Los Angeles
Studio One Eleven/Interstices Courtyard Lofts	Long Beach	2009	Los Angeles
Downtown Lancaster Specific Plan	Lancaster	2009	Los Angeles
Adams Square Revitalization Program	Glendale	2009	Los Angeles
Transit Village Specific Plan	Palmdale	2009	Los Angeles
Cross Creek Road Improvement Project	Malibu	2009	Los Angeles
Sierra Bonita Affordable Housing	West Hollywood	2010	Los Angeles
Havenhurst Condo/Pocket Park	West Hollywood	2010	Los Angeles
Station Square Transit Village Specific Plan	Monrovia	2010	Los Angeles
Las Virgenes Creek Restoration	Calabasas	2010	Los Angeles
Land Use and Circulation Element (LUCE)	Santa Monica	2010	Los Angeles
Calabasas General Plan	Calabasas	2010	Los Angeles
Gardens Specific Plan	Beverly Hills	2010	Los Angeles
Downtown Business Corridor Plan	Calabasas	2010	Los Angeles
Safe and Healthy Streets Plan	Glendale	2011	Los Angeles
Model Design Manual for Living Streets	County of Los Angeles	2011	Los Angeles

Project Name	City	Year	County
Bicycle Transportation Plan	Glendale	2011	Los Angeles
Master Plan of Trails and Bikeways	Lancaster	2011	Los Angeles
Gateway Cities SCS	Paramount	2011	Los Angeles
Bicycle Transportation Plan	Pasadena	2011	Los Angeles
West Hollywood General Plan 2035	West Hollywood	2011	Los Angeles
West Hollywood Climate Action Plan	West Hollywood	2011	Los Angeles
TOD Planning Grants	Los Angeles County	2011	Los Angeles
Transit Access Study and Strategy	Los Angeles County	2011	Los Angeles
Beverly Hills Bicycle Routes	Beverly Hills	2011	Los Angeles
America Fast Forward, 30/10 Plan Sustainable Transit Communities	Los Angeles	2011	Los Angeles
Climate Action Plan	West Hollywood	2011	Los Angeles
Metro Blue Line Bicycle & Pedestrian Access Plan	Long Beach	2011	Los Angeles
Downtown Downey Specific Plan	Downey	2011	Los Angeles
Sustainable Communities Planning Framework	Los Angeles County	2012	Los Angeles
FasTrak Tolling/Interoperability Technology	Orange County	1993	Orange
Upper Chiquita Canyon	Orange County	1996	Orange
Anaheim Resort Transit	Anaheim	1998	Orange
Ladera Ranch and the Ranch Plan Planned Communities	Orange County	1998	Orange
Laguna Hills Urban Village Specific Plan	Laguna Hills	2002	Orange
Tustin Legacy	Tustin	2003	Orange
Anaheim Platinum Triangle	Anaheim	2004	Orange

Project Name	City	Year	County
Irvine Business Complex and Vision Plan	Irvine	2004	Orange
Live Oak Preservation Area	Orange County	2005	Orange
Costa Mesa Urban Plans	Costa Mesa	2006	Orange
Fullerton Transportation Center	Fullerton	2007	Orange
Platinum Triangle	Anaheim	2007	Orange
Santiago Street Lofts	Santa Ana	2007	Orange
South Brea Lofts	Brea	2008	Orange
Bonita Creek Mitigation Site	Orange County	2008	Orange
Irvine Housing Strategy	Irvine	2008	Orange
Buena Park Transit Village	Buena Park	2008	Orange
Beach Boulevard Signal Synchronization	Anaheim, Buena Park, Fullerton, Huntington Beach, La Habra, Stanton, and Westminster	2010	Orange
Santa Ana Transit Zoning Code	Santa Ana	2010	Orange
Beach and Edinger Corridors Specific Plan	Huntington Beach	2010	Orange
Cactus Wren Habitat Linkage	Orange County	2010	Orange
Orange 2010 General Plan Update	Orange	2010	Orange
Anaheim Regional Transportation Intermodal Center (ARTIC)	Anaheim	2010	Orange
City Place Mixed-Use Development	Santa Ana	2010	Orange
Great Park Comprehensive Master Plan	Orange County	2010	Orange
Laguna Niguel Gateway Specific Plan	Laguna Niguel	2011	Orange
City of Aliso Viejo Green City Initiative	Aliso Viejo	2011	Orange

Project Name	City	Year	County
Robinson Ranch Road Traffic Calming Project	Rancho Santa Margarita	2012	Orange
Sustainable Transportation at UC Irvine	Irvine		Orange
TUMF	WRCOG	2001	Riverside
Goods Movement Analysis	WRCOG	2001	Riverside
Rail Crossing Priority Analysis	WRCOG	2001	Riverside
Workers Ahead	WRCOG	2003	Riverside
Homes for Calif. families – Dialogue	WRCOG	2005	Riverside
Mixed-Use Housing Video	WRCOG	2005	Riverside
Infill Capacity Model/Study	WRCOG	2006	Riverside
Compass Outreach	WRCOG	2006	Riverside
Transit Oriented Development Projects	WRCOG	2007	Riverside
Transit Oriented Development	Corona, Riverside, Perris, March AFB, Hemet and Temecula	2007	Riverside
General Plan 2025 Program	Riverside	2008	Riverside
Dos Lagos Residential Mixed-Use Village	Corona	2008	Riverside
Coachella Valley Workforce Housing Trust	Coachella Valley	2009	Riverside
Goods Movement	WRCOG	2009	Riverside
Section 19 Specific Plan	Rancho Mirage	2010	Riverside
North City Specific Plan	Cathedral City	2010	Riverside
Bike and Ride Program	San Bernardino County	1996	San Bernardino
Alternative Fuels Fleet	San Bernardino County	2000	San Bernardino
Fontana Transit Center	Fontana	2002	San Bernardino
Chino Transit Center	Chino	2004	San Bernardino
Rialto Metrolink	Rialto	2004	San Bernardino

Project Name	City	Year	County
Chino-Ontario Community Based Transportation Plan	Chino, Ontario	2005	San Bernardino
Redlands Passenger Rail Station Area Plan	San Bernardino	2006	San Bernardino
Bus Stop Design Guidelines	San Bernardino County	2006	San Bernardino
Town Center Project	Ontario	2008	San Bernardino
OmniGo Program	Yucaipa, Grand Terrace, and Chino Hills	2010	San Bernardino
Yucaipa Transit Center	Yucaipa	2010	San Bernardino
Chaffey College Transit Center	Rancho Cucamonga	2010	San Bernardino
The Ontario Plan	Ontario	2010	San Bernardino
Crossroads Mixed-Use Project	Rialto	2010	San Bernardino
The Shoppes Specific Plan	Chino Hills	2010	San Bernardino
Go Smart Program	San Bernardino County	2011	San Bernardino
Addressing Foreclosure Crisis and Stabilizing Neighborhoods	Rialto	2011	San Bernardino
Bus Arrival Prediction Information Systems (BAPIS) Project	San Bernardino County	2012	San Bernardino
Downtown Specific Plan	Ventura	2008	Ventura
The Village at Oxnard	Oxnard	2009	Ventura

# REGIONAL TRANSPORTATION PLAN 2012-2035 RTP

SUSTAINABLE COMMUNITIES STRATEGY  
Towards a Sustainable Future



## SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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**2003**  
**INFRASTRUCTURE REPORT CARD**  
**for the City of Los Angeles**  
*Executive Summary*



**Prepared By**

**Vitaly B. Troyan, P.E.**  
**City Engineer**

**Bureau of Engineering**  
**Department of Public Works**

**January 2003**

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April 7, 2003

**Infrastructure Report Card for the City of Los Angeles – Executive Summary**

On March 26, 2003, Mayor James K. Hahn convened a Blue Ribbon Task Force on Infrastructure that consisted of approximately 35 stakeholders representing the infrastructure community. The purpose of this Infrastructure Task Force (Task Force) is to assess the condition of the City's infrastructure, identify the level at which it should be maintained, determine funding shortfalls, identify how to pay for maintenance, and prepare an infrastructure investment plan that addresses needs. The Mayor gave the Task Force six months to achieve its purposes.

The Task Force will focus on the following infrastructure components:

Airports  
Bridges  
Buildings, Public  
Parks  
Port of Los Angeles  
Power System  
Stormwater System

Street Lighting  
Streets and Highways  
Telecommunications  
Wastewater Collection  
Wastewater Treatment  
Water System

To assist the Task Force, I am enclosing the 2003 Infrastructure Report Card for the City of Los Angeles. The Report Card is a work in progress and reflects efforts undertaken to date. It includes work on all infrastructure components except the Power System and Telecommunications, which the Task Force recommended adding at the March 26<sup>th</sup> meeting. Special appreciation is offered to the General Managers and staff who provided input to this massive undertaking.

The overall grade for the Los Angeles City Infrastructure is C+.

The estimated investment need, identified to date, for the City's infrastructure for the next decade totals \$ 9.5 billion.

During the next six months, the General Managers responsible for each infrastructure component will be discussing this report with you and seeking approaches to keeping Los Angeles vibrant. I look forward to working with you on this challenging assignment.

Sincerely,

Vitaly B. Troyan, P.E.  
City Engineer

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Jim Gibson, Secretary, BPW



**2003**  
**INFRASTRUCTURE REPORT CARD**  
**for the City of Los Angeles**  
*Executive Summary*

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## INFRASTRUCTURE REPORT CARD for the CITY OF LOS ANGELES – *January 2003*

### Completed Assessments

INFRASTRUCTURE	GRADE	GOALS	TEN-YEAR INVESTMENT NEED
Bridges	<b>B+</b>	Bridges shall be maintained such that 70% of bridges are rated "B" or better, with no bridge rated less than "D".	\$0.5 Billion
Stormwater System	<b>C+</b>	Stormwater System shall be maintained at a condition "D" or better.	\$0.1 Billion
Streets & Highways	<b>D+</b>	Street network pavement condition shall be maintained at "B-" or better, with no pavement rating below "D".	\$1.5 Billion for pavement. \$0.7 Billion for congestion relief.
Street Lighting	<b>C</b>	Streetlights shall be maintained at a condition of "C".	\$1.0 Billion
Wastewater Collection	<b>B+</b>	Sewer systems shall be maintained at a condition of "B" or better and condition "F" sewers shall be repaired immediately.	\$1.8 Billion.
Wastewater Treatment	<b>B+</b>	Treatment facilities shall be maintained at a minimum operating condition of "B" or better with no individual treatment process less than "C".	\$0.5 Billion
Water	<b>C</b>	Water systems shall be maintained at a minimum operating condition of "B" or better.	\$3.2 Billion

Overall Grade = **C+**



## INFRASTRUCTURE REPORT CARD for the CITY OF LOS ANGELES – *January 2003*

### Assessments Underway

INFRASTRUCTURE	GRADE	GOALS	TEN-YEAR INVESTMENT NEED
<b>Airports</b>	<b>To be determined</b>	To be determined.	To be determined.
<b>Buildings, Public</b>	<b>To be determined</b>	To be determined.	To be determined.
<b>Parks</b>	<b>C</b>	To be determined.	To be determined.
<b>Port</b>	<b>B</b>	To be determined.	<b>\$0.2 Billion</b>



# Bridges

Grade

**B+**

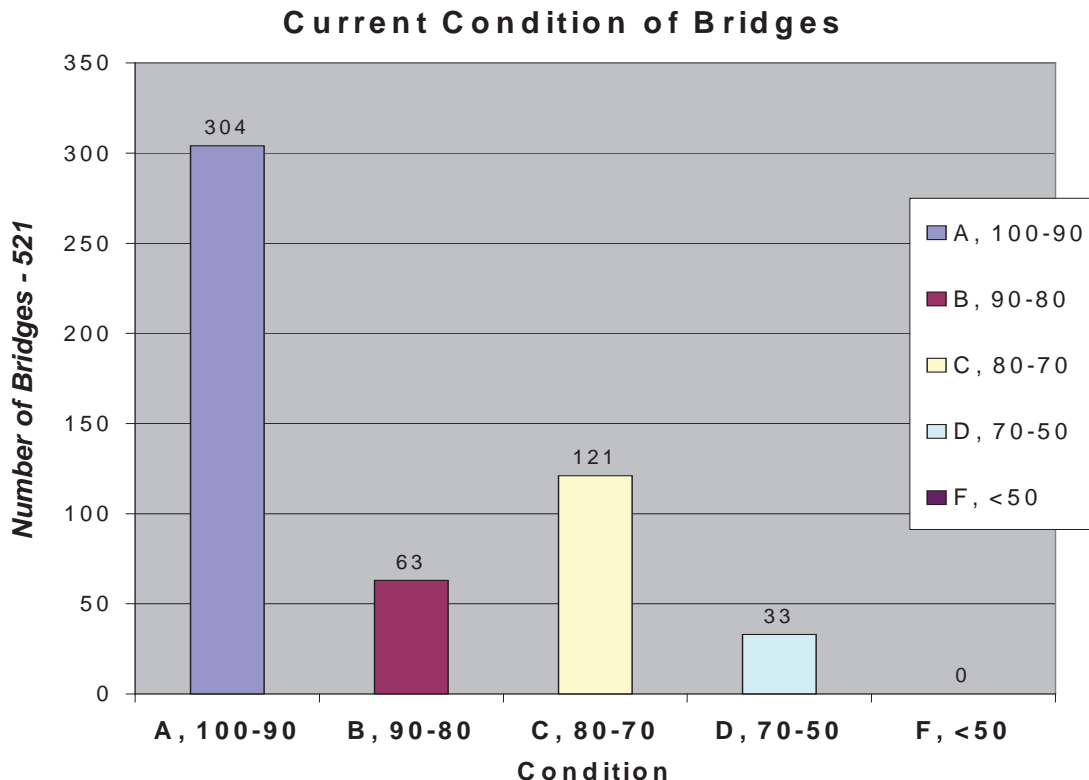
## EXECUTIVE SUMMARY

### *Introduction*

The City of Los Angeles is responsible for 521 bridges – 418 vehicular, 67 pedestrian, 13 railroad, 13 tunnel, and 10 miscellaneous. The replacement cost of these bridges is \$1.1 billion. The Bureau of Engineering of the Department of Public Works manages inspection, maintenance, and capital improvement of these bridges.

### *Current Condition*

Each bridge is inspected biannually and given a Sufficiency Rating (SR) in accordance with national standards developed by the Federal Highway Administration (FHWA). The Sufficiency Rating ranges from 0% to 100% and is composed of three elements: Structural Safety and Adequacy (55%), Serviceability and Functional Obsolescence (30%), and Essentiality for Public Use (15%). As of July 1, 2002, only 70% of the City's bridges were rated "B" or better, as shown in the figure below.



The overall grade for bridges is based on the average SR value of 87.6 for the 521 bridges. Based on the letter grade scale developed for SR values this average corresponds to a B+.

## Current Capacity

Bridge capacity is included in two elements of the SR method. The elements are Structural Adequacy, and Serviceability and Functional Obsolescence. Measurement of a bridge's load carrying capacity is determined in the Structural Adequacy element. Traffic volume and speed is measured in the Serviceability and Functional Obsolescence element.

## Current Funding

BRIDGE PROGRAM FUNDING PLAN (10 years, in Millions)

Expenditures	FISCAL YEARS										TOTAL
	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	
A. Inspection & Maintenance	0.4	0.8	0.8	0.8	0.9	0.9	0.9	0.9	.09	0.9	8.2
B. Capital Improvements	5.0	12.3	29.9	66.1	91.9	95.9	74.3	58.7	50.0	50.0	534.1
<b>Total Expenditures</b>	<b>5.4</b>	<b>13.1</b>	<b>30.7</b>	<b>66.9</b>	<b>92.8</b>	<b>96.8</b>	<b>75.2</b>	<b>59.6</b>	<b>50.9</b>	<b>50.9</b>	<b>542.3</b>
<b>Funding Sources:</b>											
Caltrans/FHWA	3.8	9.2	22.4	49.4	69.3	72.5	56.4	44.9	40.0	40.0	407.9
MTA	0.7	1.7	4.2	9.2	11.1	11.7	8.6	6.4	2.0	2.0	57.6
Proposition G	0.6	1.6	3.5	7.7	9.2	9.4	6.9	5.0	0.0	0.0	43.9
General Fund	0.3	0.6	0.6	0.6	3.2	3.2	3.3	3.3	3.0	3.0	21.1
<b>Total Funding</b>	<b>5.4</b>	<b>13.1</b>	<b>30.7</b>	<b>66.9</b>	<b>92.8</b>	<b>96.8</b>	<b>75.2</b>	<b>59.6</b>	<b>45.0</b>	<b>45.0</b>	<b>530.5</b>

## Recommended Policy

The following policy statement regarding bridge condition has been adopted by the City Council:

*"The bridges of the City of Los Angeles shall be maintained so that at least 70% of the bridges are rated "B" (FHWA Sufficiency Rating = 80) or better, and no bridge shall have a rating less than "D" (Sufficiency Rating = 50)."*

Bridges currently meet this policy.

## Investment Need

At present, the City has identified \$386M to upgrade bridges - \$288M from FHWA Bridge Rehabilitation and Restoration (HBRR) grants, \$44M from Proposition G Seismic Bonds, and \$54M from MTA Call for Projects grants.

The remaining \$48M (\$10M from HBRR and \$2M from Proposition G interest or other fund sources per year) will be required starting in FY 2006-07 to continue bridge capital improvements. \$0.8M is available or can be made available as needed for inspection and maintenance from the City's Annual Budget and Annual Capital Improvement Expenditure Program.

Once this eight year bridge improvement program is complete, it is anticipated that at least 84% of City bridges will be rated "B" or better, and no bridges will be rated below "D".





# Stormwater System

## EXECUTIVE SUMMARY

### *Introduction*

The Department of Public Works, Bureau of Engineering has conducted a preliminary stormwater system assessment using existing records (paper study only, no field data). The preliminary system assessment is called the "Rapid Assessment". The physical condition of stormwater facilities was identified and rated from A to F (with A being the best and F being the poorest). System capacity was not addressed during the Rapid Assessment process.

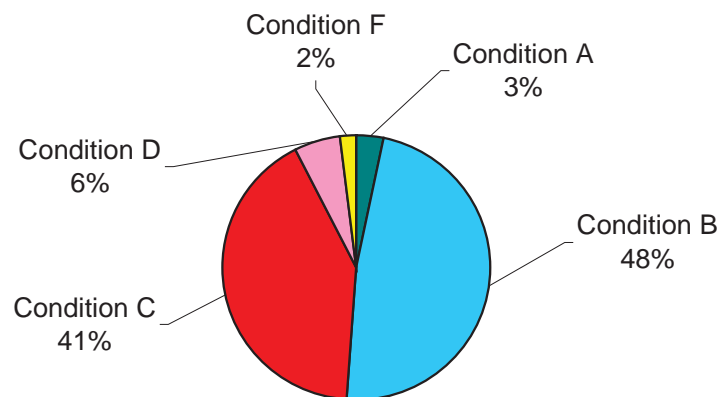
A comprehensive Condition Assessment Program for stormwater infrastructure is in the early stages of development. The program will include extensive field data collection and mapping/inventory efforts. Condition Assessment will be conducted jointly by the Bureaus of Engineering and Sanitation with significant assistance from consultants.

### *Current Condition*

The results of the Rapid Assessment indicated that

- ◆ approximately 3% of the system is in condition "A,"
- ◆ approximately 48% is in condition "B,"
- ◆ approximately 41% is in condition "C,"
- ◆ approximately 6% is in condition "D," and
- ◆ approximately 2% is in condition "F."

**Condition of Existing City Storm Drain Lines (As of 10/14/01)**



INFRASTRUCTURE CONDITION ASSESSMENT SUMMARY		Revised: 10/14/01	
Department of Public Works Bureaus of Engineering and Sanitation	Name of Network: Stormwater		
	Name of Subsystem: Drainage		
Current Condition Level Assessment – Description of Area or Component Evaluated	Evaluation Grade	% at this Level	Narrative comments, notes, or explanations
1,200 miles of drainage conduits, including open channels, corrugated metal pipes, vitrified clay pipes, and other devices.	A	3	Built in last 20 years or less. Assumed minimal wear with no apparent structural defects.
	B	48	Built 20 to 50 years ago. Assumed minor wear with minimal structural defects.
	C	41	Built 50 to 80 years ago. Assumed moderate wear with moderate structural defects.
	D	6	Built 80 to 100 years ago. Assumed severe wear with severe structural issues. Also used to indicate drainage deficient areas where proposed storm drain projects will be constructed.
	F	2	Built over 100 years ago or constructed of Corrugated Metal Pipe. Also, reserved for emergency projects where failure has occurred.
	Total	100%	System not yet rated for capacity.

### **Current Capacity**

The Bureau of Sanitation has not yet rated the stormwater system for capacity. However, in general, the City's current stormwater system is deficient in capacity. The existing system cannot handle flows generated by a 10 year storm (a large storm that is expected to occur once every 10 years).

### **Current Funding**

For the past ten years, stormwater system construction projects have been funded by the Stormwater Pollution Abatement Fund (SPAF). The average annual construction funding level has been approximately \$2.6 million for flood control, \$2 million for pollution abatement, and \$800,000 for emergency repairs. These funding constraints have meant that the Department has only been able to remedy about 2% of the known drainage deficient areas within the City each year (approximately 10 projects out of a proposed 385). This also corresponds to a total annual construction and/or repair of approximately 2 miles of storm drain pipes each year; this represents less than 0.2% of the stormwater system.

The proposed funding for the Stormwater Program is based on a goal of constructing 8.2 miles of new storm drain pipe each year for the next 10 years.

PROPOSED STORMWATER PROGRAM FUNDING PLAN (10 years, in Millions)

Expenditures	FISCAL YEARS										TOTAL
	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	
Capital Cost for 8.2 miles of improvement per year	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	144.0
<b>Total Expenditures</b>	<b>14.4</b>	<b>14.4</b>	<b>14.4</b>	<b>14.4</b>	<b>14.4</b>	<b>14.4</b>	<b>14.4</b>	<b>14.4</b>	<b>14.4</b>	<b>14.4</b>	<b>144.0</b>
<b>Funding Sources:</b>											
Stormwater Pollution Abatement Fund (SPAF), Flood Control	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	26.0
SPAF, Emergency Repair	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	8.0
<b>Total Funding</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>34.0</b>
<b>Capital Shortfall</b>	<b>11.0</b>	<b>11.0</b>	<b>11.0</b>	<b>11.0</b>	<b>11.0</b>	<b>11.0</b>	<b>11.0</b>	<b>11.0</b>	<b>11.0</b>	<b>11.0</b>	<b>110.0</b>

## Recommended Policy

The Bureau of Engineering recommends adoption of the following policy:

*“The stormwater system infrastructure of the City of Los Angeles shall be maintained at a condition rating of ‘D’ or better, i.e., no major portions are more than 100 years in age, out-dated materials are replaced in priority order, and areas of failure are remedied on an as-needed basis.”*

## Investment Need

Since the methodology behind the Rapid Assessment is time-dependent, portions of the system will continuously be transitioning to a lesser condition level. Therefore, the replacement and maintenance efforts need to be on going. For the purposes of this report, five-year cycles were analyzed. Based on these assumptions, an average of \$14.4 million per year would be needed to replace systems rated less than “D”. This also assumes that the replacement of those portions currently rated condition “F” does not have to be performed immediately, and can be distributed over the next five years.

It should be noted that while additional funds are needed to address the physical condition of the stormwater system, this need is dwarfed by the costly requirements of the recently adopted National Pollutant Discharge Elimination System Municipal Stormwater Permit (implementation of which is expected to cost upwards of a billion dollars). Legal mandates, such as the Permit and accompanying Total Maximum Daily Load compliance need to take precedence over other capital improvements. It is likely that a ballot measure will be required to address the capital needs of the Stormwater Program which should address both permit compliance and funding to improve the physical condition of the existing system.

### ***Other Recommendations***

Since its creation, the Stormwater Pollution Abatement Fund (SPAF) has been the sole source of construction funding for the Flood Control Program, at an average level of approximately \$3.4 million per year (construction dollars only). Prior to the creation of the SPAF, the Flood Control Program was funded by Gas Tax. It does not appear that the requisite funding to bring the stormwater system to a minimal condition "D" (an additional \$11 million annually) is available from the SPAF or Gas Tax.

After the Comprehensive Condition Assessment Program is complete and more specific information is available, it is almost certain that the Bureau will revise our recommendations regarding the necessary Level of Service (LOS), and the requisite capital expenditure and annual maintenance expenditure to maintain the agreed upon LOS.





# Streets & Highways

Grade

**D+**

## EXECUTIVE SUMMARY

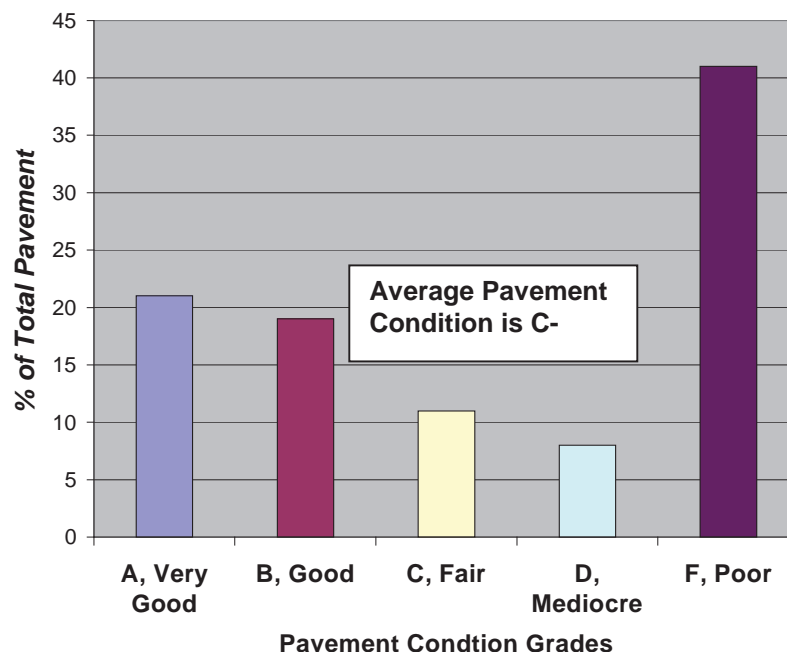
### *Introduction*

The condition assessment of the City of Los Angeles streets and highway system consisted of grading the condition of pavement and traffic congestion. The pavement condition was scored based on the Department of Public Works, Bureau of Street Services (BSS) Rapid Condition Assessment. Traffic congestion was evaluated using City of Los Angeles traffic data contained in the 2002 Metropolitan Transportation Authority (MTA) Congestion Management Program.

### *Current Condition*

Pavement condition was based on a “Rapid Condition Assessment” that graded the condition of City pavements using an A to F system, with a street in “very good” condition scoring an A and a street in “poor” condition scoring an F. Pavement age was the basis for assessing the “very good” to “poor” condition of pavements. Age was defined as the date from which the street had its last rehabilitation work (maintenance blanket, resurfacing, or reconstruction). A grade of “F” was assigned to Local streets with an age greater than 30 years and Select streets with an age greater than 20 years. A total of 1.25 billion square feet of City street pavement was studied.

The average pavement grade is “C-”.



## Current Capacity

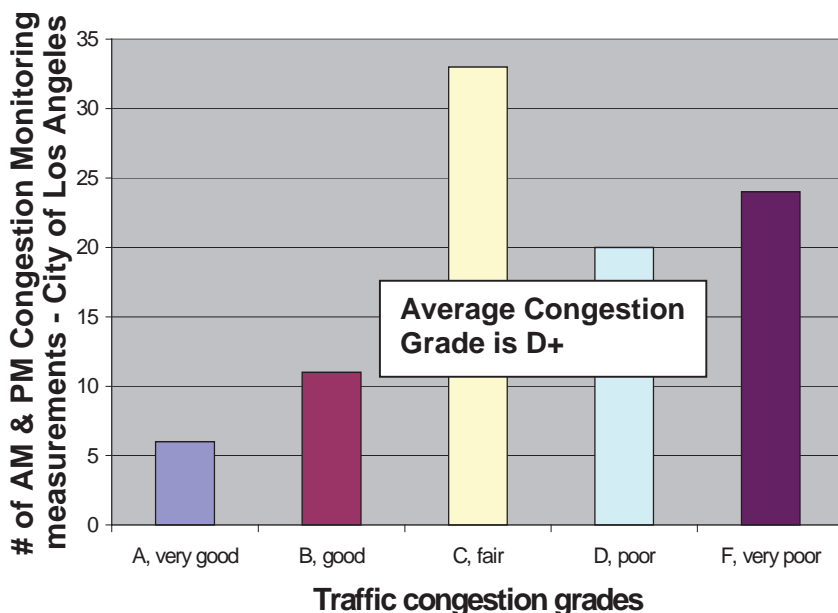
The capacity of streets and highways of the City is based on City traffic data contained in the 2002 MTA Congestion Management Program. 47 congestion monitoring stations at City arterial intersections were studied. The traffic congestion grade is based on City arterial intersection level of service (LOS) grades that are determined using the Intersection Capacity Utilization (ICU) method. The ICU method utilizes a volume over capacity ratio or a “V/C ratio”. Traffic volumes are based on actual vehicle counts obtained during both morning and evening peak traffic conditions. A V/C ratio less than 1.0 means that the intersection has more capacity than vehicle volume passing through it. A V/C ratio of 1.0 or greater means that the intersection has less capacity than the vehicle volume passing through it. Therefore, an intersection with a higher V/C ratio is more congested than one with a lower V/C ratio.

## Level of Service Grades

LOS grades are assigned to V/C ratio values.

Level of Service (LOS)	Volume/Capacity Ratio (V/C Ratio)
A	<0.6
B	0.6-0.7
C	0.7-0.8
D	0.8-0.9
F	>0.9

At LOS grade “A”, the intersection operates with no traffic signal cycles fully loaded. No vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation. LOS grade “F” represents a condition where the intersection is operating at the maximum amount of vehicles the intersection can accommodate. There may be long queues of vehicles waiting upstream of the intersection and delays may be up to several traffic signal cycles.



The average LOS grade for morning and evening peak hours for the 47 intersections studied (174 congestion monitoring measurements) was “D+”

### **Current Funding**

Two Funding Tables are presented here; the first exhibits the annual expenditures for pavement rehabilitation and maintenance, the second describes the expenditures and funding for traffic congestion relief.

### **Estimated Annual Expenditure Needed to Eliminate Street Maintenance Backlog over 10 Years**

(in Millions)

Street Functional Classification	Annual Cost for Rehabilitation	Annual Cost for Maintenance	Ten-Year Need
Primary Arterial	\$30.6	\$6.8	\$37.4
Secondary Arterial	\$23.8	\$5.2	\$29.0
Collector	\$17.3	\$4.5	\$21.8
Residential	\$42.7	\$18.0	\$60.7
<b>TOTAL</b>	<b>\$114.4</b>	<b>\$34.5</b>	<b>\$148.9</b>

**10-Year Paving Need: \$1.5 billion**

**10-Year Funding Available: \$0.5 billion**

**10-Year Paving Shortfall: \$1.0 billion**

### **Traffic Congestion Relief Expenditure and Funding Plan**

(in \$ Millions)

FISCAL YEARS										
2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	TOTAL

#### **Expenditures:**

Traffic Congestion Relief Projects	72.1	72.1	72.1	72.1	72.1	72.1	72.1	72.1	72.1	72.1	721
<b>Total Expenditures</b>	<b>72.1</b>	<b>72.1</b>	<b>72.1</b>	<b>72.1</b>	<b>72.1</b>	<b>72.1</b>	<b>72.1</b>	<b>72.1</b>	<b>72.1</b>	<b>72.1</b>	<b>721</b>

#### **Funding Sources:**

Capital Improvement Program	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	90
MTA Grant Funding	10.0	10.0	10.0	10.0	10.0	15.0	20.0	25.0	25.0	25.0	160
<b>Total Funding Sources</b>	<b>19.0</b>	<b>19.0</b>	<b>19.0</b>	<b>19.0</b>	<b>19.0</b>	<b>24.0</b>	<b>29.0</b>	<b>34.0</b>	<b>34.0</b>	<b>34.0</b>	<b>250</b>
<u>Capital Shortfall</u>	<b>53.1</b>	<b>53.1</b>	<b>53.1</b>	<b>53.1</b>	<b>53.1</b>	<b>48.1</b>	<b>43.1</b>	<b>38.1</b>	<b>38.1</b>	<b>38.1</b>	<b>471</b>
<b>Total Funding Required</b>	<b>53.1</b>	<b>53.1</b>	<b>53.1</b>	<b>53.1</b>	<b>53.1</b>	<b>48.1</b>	<b>43.1</b>	<b>38.1</b>	<b>38.1</b>	<b>38.1</b>	<b>471</b>

## ***Recommended Policy***

*“The street network condition of the City of Los Angeles shall be maintained at an average condition level of ‘B-’ or better, and no streets in the network shall have a condition rating below ‘D’.*

Once this goal is reached, BSS will be able to economically sustain the City streets perpetually in good to excellent condition while providing desirable standards of safety, appearance, and convenience to the residents and the traveling public within its jurisdiction.

## ***Investment Need - Paving***

BSS has prepared a 10-year plan to maintain and preserve street pavements. This plan consists of performing annual routine maintenance for an estimated cost of \$35 million in conjunction with street rehabilitation (maintenance blanket, resurfacing, and reconstruction) at a cost of \$115 million. The total cost per year to implement this plan is \$150 million, for a 10-year cost of \$1.5 billion.

If a proposed budget of \$1.5 billion to support a 10-year Resurfacing/Reconstruction Program is approved, BSS will be capable of performing routine maintenance on the roadways while eliminating the current backlog generated from historical under budgeting.

As a result, the City’s current average street condition level of “C-“ will evolve into an average level of “B+”.

The Rapid Condition Assessment is a time-dependent methodology; portions of the street system that do not receive routine maintenance will continue transitioning to a lower condition grade. Therefore, routine maintenance and elimination of the current backlog are tasks that must be given very high priority.

## ***Investment Need - Congestion Relief***

In 2002, the Bureau of Engineering, Bureau of Street Services, Department of Transportation, and Department of City Planning identified over 800 street improvement projects totaling billions of dollars. These projects were prioritized by evaluating impact on congestion, cost effectiveness, community benefit, impact on public safety, implementation complexity and project readiness. Based on these criteria, a list of 95 projects totaling \$721 million was proposed for implementation over the next 10 years (\$72 million per year).

In addition, the figure on page 8 shows 44 of 140 intersections have traffic congestion rated "poor" or "very poor" during AM and PM commute hours. Additional analysis needs to be performed to determine if all 44 intersections were addressed in the \$721 million needs currently identified. Furthermore, the costs of traffic signal improvements, sidewalks, pedestrian stairways and street trees still need to be identified.

## ***Final Grade***

Pavement condition and traffic congestion grades were given equal weight when considering the overall grade for streets and highways. The “C-“ pavement grade and the “D“ traffic congestion grade averages to a final streets & highways grade of “D+”.





Grade

C

# Street Lighting

## EXECUTIVE SUMMARY

### *Introduction*

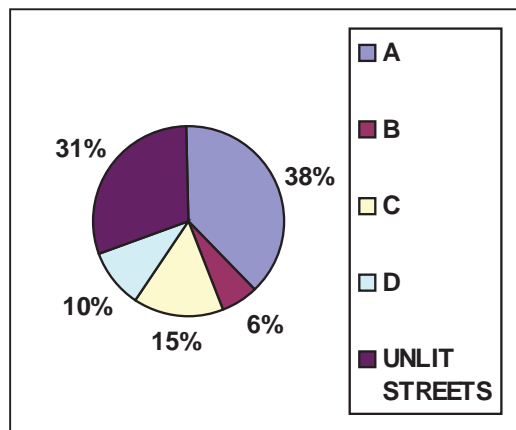
The condition assessment of the City of Los Angeles' street lighting system is based on age, maintainability, and energy efficiency. This method is currently used as evaluation criteria for the eventual replacement of the street lighting system.

A street lighting system's life span is estimated at approximately 30 to 40 years. At this point the pole, conduit, and foundation begin to erode, causing maintenance problems. Categorizing the street lighting system by age and light source (lamp type) provides a direct relationship to energy efficiency, maintenance needs and lumen output.

### *Current Condition*

The overall average grade for the street lighting system is a "C", with a significant number of streetlights below an acceptable level.

Category	Definition	Total number of streetlights
A Very Good	Not in need of energy efficiency upgrade. Safe and efficient multiple circuit. Maintainable and reliable. Less than 30 years old (HPS and MH)	107,561
B Fair to Good	Candidate for Energy Efficiency upgrade. Safe and efficient multiple circuit. Less than 30 years old (MV and Inc)	17,355
C Poor to Fair	Candidate for energy efficiency upgrade. Expensive to maintain/unreliable. 30 to 40 years old(any light sources)	41,594
D Very Poor	Candidate for energy efficiency upgrade and system replacement. Dangerous high voltage series circuits. Not maintainable/unreliable. Over 40 years old(any light source)	29,222
F	Unlit streets	69,000 (not in total)
TOTAL		195,732



## Street Lighting Grades

### Current Funding

Table 1 - STREET LIGHTING EXPENDITURE AND FUNDING PLAN (in Millions)

Expenditures	FISCAL YEARS										TOTAL
	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	
Construct and Install – Local Streets	41.7	42.7	43.8	44.9	46.0	47.2	48.4	49.6	50.8	52.1	467.1
Reconstruction - 1,900 Streetlights/Yr.	11.4	11.7	12.0	12.3	12.6	12.9	13.2	13.6	13.9	14.2	127.7
Reconstruction - 2,993 Streetlights/Yr.	18.0	18.0	18.1	18.2	18.3	18.3	18.4	18.5	18.6	18.6	183.0
Reconstruction Backlog to Level C	17.5	18.0	18.4	18.9	19.4	19.8	20.3	20.8	21.4	21.9	196.4
<b>Total Expenditures</b>	<b>88.6</b>	<b>90.4</b>	<b>92.3</b>	<b>94.2</b>	<b>96.2</b>	<b>98.2</b>	<b>100.3</b>	<b>102.4</b>	<b>104.6</b>	<b>106.8</b>	<b>974.2</b>
<b>Funding Sources</b>											
SLMAF	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.2	5.3	50.5
Gas Tax (CIEP)	4.5	4.5	4.6	4.7	4.7	4.8	4.9	5.0	5.0	5.1	47.8
MTA	2.1	2.1	2.2	2.2	2.3	2.3	2.4	2.4	2.5	2.6	23.0
Proposition K **		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	9.0
CDBG **		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	45.0
General Fund	-	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources</b>	<b>11.5</b>	<b>17.6</b>	<b>17.8</b>	<b>17.9</b>	<b>18.0</b>	<b>18.1</b>	<b>18.3</b>	<b>18.4</b>	<b>18.7</b>	<b>19.0</b>	<b>175.2</b>
<b>Capital Shortfall</b>	<b>77.1</b>	<b>72.8</b>	<b>74.6</b>	<b>76.4</b>	<b>78.2</b>	<b>80.1</b>	<b>82.1</b>	<b>84.0</b>	<b>85.9</b>	<b>87.9</b>	<b>799.0</b>
<b>Total Funding Required</b>	<b>88.6</b>	<b>90.4</b>	<b>92.3</b>	<b>94.2</b>	<b>96.2</b>	<b>98.2</b>	<b>100.3</b>	<b>102.4</b>	<b>104.6</b>	<b>106.8</b>	<b>974.2</b>

### Recommended Policy

The Bureau of Street Lighting recommends the reconstruction of the existing lighting system to bring the entire system up to grade “C”. Maintaining the street lighting system at a “C” level will provide a safe, energy efficient street lighting system that will require less maintenance. The efficiency and low maintenance will translate into more illumination and less lights out.

## ***Investment Needs***

About 30% of the City's streets do not have streetlights, 85% of which are in residential areas. The plan will construct and install 69,489 streetlights on unlit local streets, of which, 3,021 streetlights are for parks and schools. The estimated expenditure amounts to approximately \$467.1 million spread throughout the ten-year period.

The City currently has 29,222 street lighting units that rate at Grade "D". To bring these units up to standard and to maintain an overall street lighting system rating of "C" or better will require the replacement of 4,893 streetlights per year. Current funding of \$128 million will replace only 1,900 streetlights per year for the next ten years.

An additional \$183 million over the next 10 years is required to replace the remaining 2,993 streetlights per year.

As the years progress, more streetlights will deteriorate into the Grade "D" category and will require replacement. In order to eliminate this backlog to maintain the overall system level of "C", an additional expenditure of \$196 million is required.



Grade

**B+**

# Wastewater Collection

## EXECUTIVE SUMMARY

### *Introduction*

The Bureau of Sanitation, Wastewater Engineering Services Division has prepared a Citywide Sewer Condition Assessment Report to include in this Infrastructure Assessment Study. This report, along with future annual updates, is intended to provide a condition assessment of the City's sewer infrastructure and will be used to monitor and document future progress in the City's proactive effort to identify and address system requirements on a continuous basis. This first initial report made a system wide assessment by utilizing existing condition assessment records and extrapolating those results for a system wide assessment.

In order to improve the City's knowledge of the sewer system, the Bureau of Sanitation is putting together an aggressive Closed Circuit Television (CCTV)/condition assessment program. Starting this year, the Bureau of Sanitation has increased the CCTV/condition assessment schedule to about 600-650 miles of sewer per year, which will provide a complete survey of the City's collection system, including both primary and secondary sewers, over the next ten years. Future editions of this report will provide more detail and greater accuracy as the City embarks on an aggressive 10-year program to assess the entire 6,500 miles of sewer in the system.

### *Current Condition*

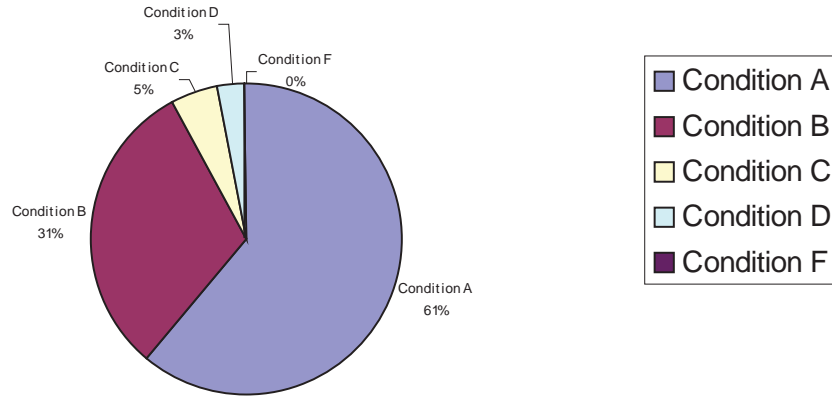
The physical condition and hydraulic capacity of the sanitary sewer system facilities, including the collection system and pumping plants, was identified and rated from A to F with A being the best, and F the poorest. This scoring system is adopted from the American Society of Civil Engineers (ASCE) scoring system on evaluating City infrastructure. Condition "F" used in this report is the same as a condition "E" which has traditionally been used in the City's sewer condition assessment program. For the sewer reaches that have not been assessed, the condition rating was projected based on existing information. The projected ratings were then combined with the actual ratings to come up with an overall condition rating.

The current average overall system condition rating is a "B+."

Based on the existing and projected assessment, it is estimated the primary system (sewers large than or equal to 16-inches in diameter) has 133 miles of "C" and 85 miles of "D" sewers and the secondary system (sewers less than or equal to 15-inches in diameter) has 181 miles of "C" and 103 miles of "D" sewers. It would cost about \$763 million to rehabilitate or replace the "C" and "D" primary sewers and \$213 million to renew the secondary system. Other estimated cost for pump plant upgrades, emergency repairs, and earthquake repairs amount to about \$141 million over the next 10 years.



### Structural Condition of Existing City Sanitary Sewer System (as of 5/15/02)



City of Los Angeles  
Wastewater Collection System  
Total (Primary and Secondary) Sewer Structural Condition Summary (as of May 2002)

Category		Inspected and Projected* Sewers		
			(miles)	Percent of Total
	Condition	Action/Estimated Response Period		
A	Very Good	No repairs—follow-up inspection 25 years.	3,960	60.9
B	Good	No immediate repairs—follow-up inspection 15 years	2,037	31.3
C	Fair	Routine repairs—5 - 10years	314	4.9
D	Poor	Expedite repairs—2 – 5 years	188	2.9
F**	Emergency	Emergency repair	0	0
Total			6,500	100.0

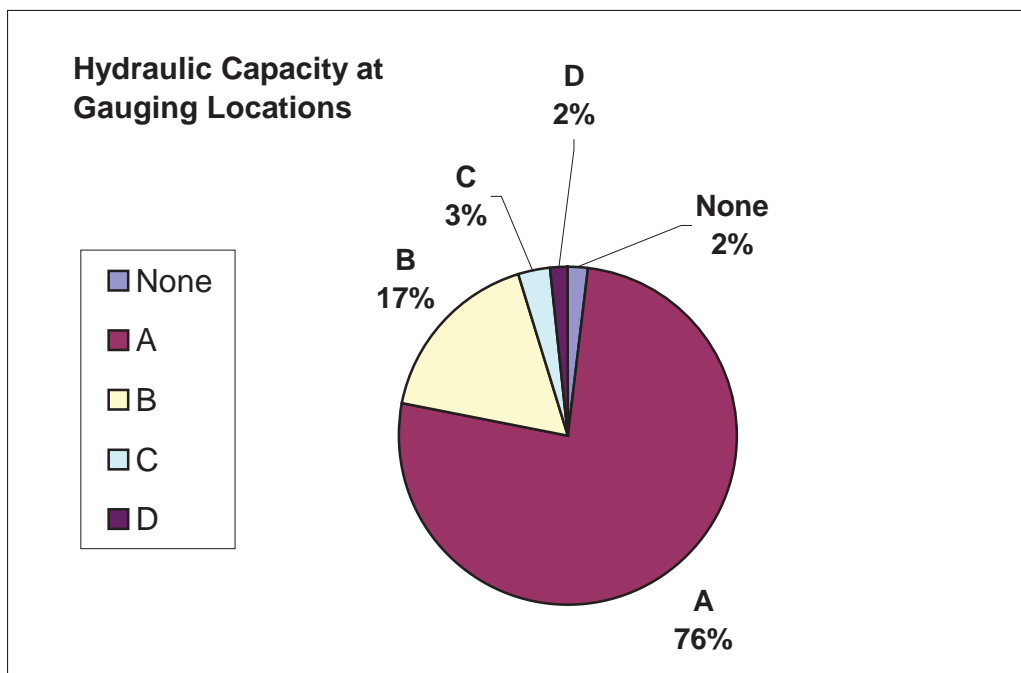
\* Inspected sewers have actually been CCTVed. Projected (uninspected) sewers have not been CCTVed, but their conditions were rated based on representative samples of similar sewers.

\*\* The “F” segments will be renewed as soon as they are identified. There is a high priority to ensure that all “F” segments be repaired promptly. The Bureau of Sanitation has a budget of \$9 million for emergency (“F”) repairs annually.

## Current Capacity

The hydraulic capacity of the collection system was also assessed based on an extensive gauging program. 35 out of 743 (4.7%) gauging locations indicate high flow levels and thus receive ratings of "C" and "D." These locations are being addressed with either relief sewer projects, at an estimated cost of \$600 million, or with maintenance programs to re-clean, re-inspect and verify the gauging results before plans are started for new relief projects.

Even though the City's wastewater collection system has an aggregate average grade of "B+" individual elements that are below a "B" grade will need to be addressed. Approximately, \$1.8 billion is needed to upgrade and/or renew these elements.



Grade	Grade Description	# of Gauging Locations	% of Total Locations
None	No data available	15	2.0%
A	$d/D \leq 50\%$	564	75.9%
B	$50\% < d/D \leq 75\%$	129	17.4%
C	$75\% < d/D \leq 90\%$	22	3.0%
D	$90\% < d/D$	13	1.7%
<b>Totals</b>		<b>743</b>	<b>100.0%</b>

## Current Funding

User Fees fund the operation and maintenance of the Wastewater Collection System. Funding for Capital Improvement Projects are provided through user fees and the issuance and sale of bonds by the City.

	Fiscal Years (Based on FY2002/03 Wastewater Capital Improvement Expenditures Plan [WCIEP]) (\$ in millions)										
Expenditures (Year)	2002 -03	2003 -04	2004 -05	2005 -06	2006 -07	2007 -08	2008 -09	2009 -10	2010 -11	2011 -12	Item Total
Emergency Repairs	9.2	9.2	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.8
Primary Sewers	38.6	84.7	74.5	74.7	125.2	117.4	40.9	28.5	5.6	0	590.0
Secondary Sewers	6.7	5.5	36.0	7.3	10.8	50.2	95.7	95.9	94.8	94.8	497.7
Earthquake Repair	16.6	14.4	13.2	12.6	1	0	0	0	0	0	57.8
Pumping Stations Upgrade	2.8	8.2	5.4	0	0	0	0	0	0	0	16.4
Other Sewers (Relief sewers, interceptors, etc.)	158.5	104.5	81.1	33.7	52.9	66.6	49.9	50.8	0.46	0.46	599.3
<b>Total Expenditures</b>	<b>232.3</b>	<b>226.6</b>	<b>216.3</b>	<b>134.4</b>	<b>196.0</b>	<b>240.4</b>	<b>192.6</b>	<b>181.2</b>	<b>106.9</b>	<b>101.3</b>	<b>Grand Total 1,827</b>
Funding Sources: SCM*	Based on FY 02/03 WCIEP										
Collection System (Includes CIP, excluding relief sewers & emergency repairs)	54.4	99.4	116.6	88.1	142.1	173.7	142.6	130.4	106.4	100.9	1,154.5
Earthquake (ASRP)	16.6	14.4	13.2	12.6	1	0	0	0	0	0	57.8
Pumping Plants	2.8	8.3	5.4	0	0	0	0	0	0	0	16.4
Other Sewers (Relief sewers, interceptors, etc.)	158.5	104.5	81.1	33.7	52.9	66.6	46.9	50.8	0.46	0.46	599.3
<b>Total Funding</b>	<b>232.3</b>	<b>226.6</b>	<b>216.3</b>	<b>134.4</b>	<b>196.0</b>	<b>240.4</b>	<b>192.6</b>	<b>181.2</b>	<b>106.9</b>	<b>101.3</b>	<b>Grand Total 1,827</b>

\*Sewer Construction and Maintenance Fund

## Recommended Policy

The Bureau of Sanitation recognizes the importance of the sanitary sewer system and recommends the following policy:

*“The sanitary sewer system infrastructure of the City of Los Angeles shall be maintained at a condition rating of “B” or better, i.e. condition “C” and “D” sewers should be rehabilitated or replaced and “F” sewers should be immediately repaired or remedied as-needed”.*

This policy recognizes that although an ideal grade is an "A", a huge incremental increase in expenditures is required to go from the City's current average condition rating of "B+" to an "A" and such expenditures would probably not significantly improve system performance. Furthermore, the City's "B+" grade compares quite favorably to a national average grade of "D" recently given by the ASCE.

The City intends to address all condition "C" and "D" sewers by bringing them up to a B or better condition and then maintain them at that level. This is to be done in a systematic manner over the next 10 years. Once all condition "C" and "D" sewers have been renewed, the overall score of the system will be "A".

### ***Investment Need***

This assessment represents a snapshot of the current conditions of the wastewater collection system. Future improvements and rehabilitation schedules are reflected in the Wastewater Capital Improvement Expenditure Plan for the next ten years. At the present, the City of Los Angeles has extensive Capital Improvement Expenditure Plan in place to address deteriorating sewers such as condition “C” and “D” sewers, cement sewers, hydraulic-deficient sewers, etc. Total expenditure planned for the Capital Improvement Projects for all sewers is \$1.8 billion (including relief sewers and interceptors) for the next ten (10) years. The current funding for the operation and maintenance for the City of Los Angeles Wastewater Collection System comes from user fees. Funding for Capital Improvement Projects are provided through user fees and the issuance and sale of bonds by the City of Los Angeles.

In order to meet the funding requirements, a rate increase in the sewer service charge is needed. The estimated sewer rate increase is a 3% per year for 4 years starting July 2003.





# Wastewater Treatment

Grade

**B+**

## EXECUTIVE SUMMARY

### *Introduction*

The Department of Public Works, Bureau of Engineering conducted a Wastewater Treatment Plant Process Assessment using existing records (Capital Improvement Projects listing, Project Schedules, and Plant Drawings) and interviews with key on site personnel. The physical condition and capacity of the Wastewater Treatment Plants were identified and graded from A to F. The grading system was established by a Board Report, titled "Infrastructure Condition Assessment Summaries". That report was written by the Department of Public Works, Office of Strategic Planning, and adopted on January 10, 2000.

According to American Society of Civil Engineers (ASCE) the national average for the wastewater treatment plants is "D+". In comparison, the City of Los Angeles grade is "B+".

A grade of "B+" indicates that the treatment plants are meeting current peak wet weather flow requirements, require routine maintenance and comply fully with regulatory requirements. Even though the grading system resembles the collegiate format, attaining an "A" rating in our stringent structure is highly improbable since it requires having facilities currently in-place to accommodate future peak wet weather flow condition, as well as other future regulatory requirements.

Assessment criteria for Treatment Plants are listed in the table on page 21 herein. The grade given to each category listed in this report is not based on an overall plant average but rather on the most limiting factor of the process. Although some facilities did not receive superior ratings, each plant meets or exceeds mandated operational parameters.

### *Current Condition*

The results presented below for each plant are a composite of the capacity, equipment condition, and physical condition of each plant. The program's overall grade is a weighted composite of the individual plant grades, where the weighting is based on the relative capacity of each plant (i.e. the individual grade associated with a large plant influences the composite program grade more than the grade associated with a smaller plant).

Overall rating for the City of Los Angeles wastewater treatment plants is "B+". That being said, it is important to note that the Los Angeles Regional Water Quality Control Board will be renewing various discharge permits for all treatment plants, which may result in additional capital improvement expenditures. One of these mandates will require limiting the amount of effluent nitrogen discharged to the Los Angeles River. In addition, Kern County (recipient of biosolids from the City) has adopted a new ordinance requiring all biosolids to be Class A as defined by EPA (Environmental Protection Agency) 503 regulations. These regulations require that biosolids produced at each treatment plant be treated to a level where pathogens

are no longer detectable and can be deposited on farms producing food for human consumption. The Department of Public Works has recognized both of these new requirements and has reflected the associated costs in the 2002/2003 Proposed Capital Improvement Projects (CIP) Report.

Currently, three wastewater treatment plants are assigned a “B” rating with a few unit processes within at grade “C” or lower. One treatment plant is at grade “C” rating with a few processes at lower grade level. Further discussion of each plant is as follows:

- Overall rating for the Hyperion Treatment Plant is a “B” with a few processes such as the Intermediate Pumping Station at “F” grade.
- Overall rating for the Terminal Island Treatment Plant is a “C” with a few processes such as Dewatering and Cogeneration rated as a “D”. Planned capital expenditure over the next ten years will achieve a “B” rating for this plant.
- Overall rating for the Donald C. Tillman Water Reclamation Plant is a “B” with a few processes such as the Filter Pump Station in Phase I rated as a “D”.
- Overall rating for the LA-Glendale Water Reclamation Plant is a “B” with a few processes such as the Mixed Media Filters Phase II rated as a “D”.

## Current Capacity

In general, the current capacities for the City's treatment plants are very good.

- Hyperion Treatment Plant (HTP) – **A-**
- Terminal Island Treatment Plant (TITP) – **A**
- Donald C. Tillman Water Reclamation Plant Ph. 2 (DCT) – **A-**
- Donald C. Tillman Water Reclamation Plant Ph. 1 (DCT) – **B+**
- Los Angeles – Glendale Water Reclamation Plant (LAG) – **A-**

INFRASTRUCTURE CONDITION ASSESSMENT CRITERIA		
GRADE	TREATMENT PLANTS	
	Capacity	Physical Condition
<b>A</b> <b>VERY GOOD</b>	No Action	No Action
	Meets future peak wet weather flow requirements, requires routine maintenance, full regulatory compliance	Needs inspection every 10 years and routine maintenance
<b>B</b> <b>GOOD TO FAIR</b>	No Immediate Action	No immediate Action
	Meets current peak wet weather flow requirements, requires routine maintenance, full regulatory requirements	Needs inspection every 5 years and routine maintenance
<b>C</b> <b>FAIR TO POOR</b>	Routine Action	Routine Action
	Meets current and future dry weather flow requirements, requires constant maintenance and observation, need reliability improvement, partial regulatory compliance	Requires constant maintenance, needs action as it arises, minor to major repairs and/or upgrades
<b>D</b> <b>VERY POOR</b>	Significant Action	Significant Action
	Meets current peak dry weather flow requirements, requires extensive maintenance and observation, needs significant improvements, does not meet regulatory requirements	Requires extensive maintenance, needs significant improvements, repairs and/or upgrades
<b>F</b> <b>FAILURE</b>	Emergency Action	Emergency Action
	Requires Emergency Upgrade	Requires Emergency Upgrade
<b>NR</b> <b>Not Rated</b>	Not Rated	Not rated

## Current Funding

The table below provides a summary of expenditures planned for the wastewater treatment program over the next ten years as identified in the Wastewater Capital Improvement Expenditure Plan (CIP) dated August 9, 2002. The CIP does not include allowances for future regulatory requirements that may require increased treatment levels. These amounts do not include City labor costs.

### Wastewater Treatment Expenditure<sup>(1)</sup> Plan Assuming Rate Increase (in \$ millions)

Plant	Fiscal Years										Total
	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	
HTP	37.5	36.0	42.7	40.5	54.5	45.1	38.0	27.6	13.8	1.2	336.9
TITP	10.2	9.8	4.8	16.2	28.2	16.5	0.7	0.7	0.7	0.7	88.5
DCT	7.3	31.6	30.7	13.4	0.1	0	0	0	0	0	83.1
LAG	6.3	9.1	7.4	2.7	4.8	1.8	0	0	0	0	32.1
											<b>Grand Total</b>
Total <sup>(2)</sup>	61.3	86.5	85.6	72.8	87.6	63.4	38.7	28.3	14.5	1.9	<b>540.6</b>

(1) Wastewater Expenditure does not include capital labor.

(2) Total based on 3% rate increase per annum starting FY 2003/04.

## Recommended Policy

The Bureau of Engineering recommends that the Mayor and the Council adopt the following policy:

*"The Wastewater Treatment and Water Reclamation Facilities of the City of Los Angeles shall be maintained at a minimum overall operating condition of "B" or better with no individual treatment process less than "C"."*

## Investment Needs

In 1987, the citizens of Los Angeles passed a \$500 million bond measure for upgrading wastewater treatment plants in the City, additional bond measures were passed in 1988 and 1992 and the authority was increased to \$3.5 billion. Over the next decade starting in 1988 and at a cost of \$1.6 billion, the Hyperion Treatment Plant (which was originally built in the early 1920's) was transformed to one of the most advanced wastewater treatment plants in the world. Currently, the Hyperion Treatment Plant is capable of treating 460 million gallons of wastewater daily.

At the present, City of Los Angeles has an extensive Capital Improvement Expenditure Plan in place to address lower grade processes and regulatory requirements such as Nitrogen removal, and production of Class A biosolids. Total expenditure planned for the Capital Improvement Projects (CIP) for all treatment plants is \$541 million for the next ten (10) years.





# Water

Grade

C

## EXECUTIVE SUMMARY

### Introduction

The City of Los Angeles' drinking water system is large and complex. The Department of Water and Power serves approximately 3.8 million residents. Securing a reliable water supply has been in the forefront enabling the growth and improving the lifestyles of people in the City.

The essential elements of the City's water system's infrastructure include storage facilities, local distribution systems, treatment facilities, and an available, reliable water supply. Although local groundwater supply is tapped for use, the City is largely dependent on water from the Colorado River and Northern California. Aqueducts, tunnels, and feeders deliver this imported water to the City.

### Current Condition

Local and imported water facilities were generally in fair to good condition. There are concerns over the condition of older piping and/or age and condition of the well collection and pump facilities. Corrosion protection and seismic integrity were questions for some systems. Improvements are needed in service areas where system's redundancies and backup equipment are none existent. Other areas are in need of improved hydraulics whereby original facilities marginally maintain pressures and flows as a result of increasing urban growth.

	<b>Category Description</b>	<b>Basis for Evaluation/ Criteria for Grading</b>	<b>Score</b>	<b>Max Score</b>
<b>Condition</b>	Condition of local distribution system facilities	Age of facilities. Condition of facilities. Known materials issues.	8	10
	Condition of imported water delivery and treatment facilities	Age of facilities. Condition of facilities. Known materials issues.	8	10
	Condition of groundwater basin and production facilities	Age and condition of production wells, seawater barrier, and spreading facilities.	7	10

## Current Capacity and Operations

	Category Description	Basis for Evaluation/ Criteria for Grading	Score	Max Score
Capacity	Availability of Adequate Supply	Sufficient supply for next 20 year period (from SB 221/610). Risks to supply. Strategy/contingency plan for various components of local/imported supply.	7	10
	Reliability of delivery systems	Storage, flexibility and redundancy to deal with planned or unplanned outages.	8	10
	Capacity of Local Facilities	Capacity to meet peak day and fire flow demands. Bottlenecks or needed upgrades.	8	10
	Capacity of Regional Facilities	Capacity of imported water facilities to meet peak day demand. Capacity of basin wells to sustain pumping levels.	6	10
Operations	Water quality	Compliance w/ State/Federal drinking water quality regulations. Consumer confidence reports, etc.	10	10
	Maintenance/ Repair and Replacement Funding Levels	Annual Maintenance and R&R funding / or deferral as compared to some benchmark. Reserve levels for R&R.	5	10
	Water Use Efficiency (Best Management Practices Implementation)	Level of adoption of the BMP's. Level of implementation of BMP's.	9	10

Giving each Category Description equal weight, the average score equals 7.6. This corresponds to an overall system grade of "C."

## Current Funding

### Department of Water and Power, Water Services Organization Capital Infrastructure Funding (in \$ millions)

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Total
<b>Capital Program*</b>	341	383	539	426	367	254	207	229	217	222	3,186

#### **Funding Sources**

Base Rate Revenue	60	53	0	5	0	1	0	0	2	0	122
Pass-Through Revenue	75	70	26	65	65	65	63	63	65	64	620
Contributions in Aid of Construction	11	11	11	11	11	11	11	11	11	11	111
Borrowing	194	248	40	0	0	0	0	0	0	0	483
	341	383	77	81	76	77	74	74	78	75	1,335

<b>Capital Short Fall</b>	<b>0</b>	<b>0</b>	<b>463</b>	<b>345</b>	<b>291</b>	<b>178</b>	<b>133</b>	<b>155</b>	<b>139</b>	<b>147</b>	<b>1,850</b>
---------------------------	----------	----------	------------	------------	------------	------------	------------	------------	------------	------------	--------------

\*Includes programs for trunk and main line replacement, service and meter projects, improvements to water distribution facilities, and seismic upgrade projects.

### *Recommended Policy*

The Drinking Water infrastructure is in fair condition. There are scattered areas of older facilities, including facilities that are undersized to meet future demands. New resources and technologies are needed to continue meeting growth and stringent water quality standards. Prudent management will be needed to stabilize a shrinking water supply, and develop skilled people to properly operate and maintain a reliable and safe water distribution network.

### *Investment Need*

Investments in the range of \$3.2 billion within the next 10 years are needed in a systematic and timely manner for constructing water projects including appropriating funding for rehabilitation and replacement of the aging infrastructure. A funding shortfall of \$1.9 billion will be covered from bond issues and anticipated rate increases. The Water Department has the ultimate responsibility for keeping the drinking water reliable and safe by adhering to standards and seeking improvements



# Airports

Grade  
**To Be  
Determined**

## EXECUTIVE SUMMARY

### *Introduction*

The City of Los Angeles owns and operates four airports; three commercial airports, Los Angeles International (LAX), Ontario International (ONT), Palmdale Regional (PMD), and one general aviation airport, Van Nuys (VNY) Airport. Together, these airports play a significant role in satisfying the regional aviation demand and ensuring economic stability and growth for the City of Los Angeles, and for the entire region.

### *Current Condition*

The infrastructure at LAX is growing increasingly outdated and strained causing delays in arrivals and departures. The runway configuration contributes to increased possibility of runway incursions. The increased security requirements imposed by the federal Transportation Security Administration have demanded greater space requirements for the terminals at LAX, further straining the facilities. Even with newer terminals, ONT's current facilities are strained by the increased security requirements. However, ample space is available at ONT for terminal and cargo development. PMD has had recent upgrades to its terminal and efforts are underway for a new cargo ramp, taxiway upgrades, installation of new pavement markings, and construction of taxiway/ramp edge lighting. Both of the runways at VNY were resurfaced in 1996 and 90% of the taxiways will need to be resurfaced or replaced in the next 3-7 years.

The aging infrastructure also hampers operational efficiency at the airports and compounds passenger inconveniences and operational delays at LAX and ONT. The lack of modernized runways and taxiways limits the efficient movement of aircraft. Operational delays will increase as demand rises in the future. Establishing and increasing operations at PMD is challenged by the distance and limited ground access from the City's central business and population areas.

Operations at the City's general aviation airports are significant in the relief they provide for the commercial airports. In 2002, Van Nuys Airport accommodated just under 500,000 aircraft operations but physical constraints and legal restrictions limit operations.

### *Current Capacity*

LAX as the primary and dominant airport in the City provides the majority of service. However, with the last major infrastructure improvements made in 1984, with design capacity of 40 million annual passengers (MAP), LAX capacity is straining to meet demand and in

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peak times can experience near gridlock conditions. ONT, capable of handling 10 MAP, and with approvals to build a third terminal, offers additional capacity for handling air passenger demand. PMD also offers capacity through the utilization of existing facilities and a current Joint Use Agreement with the US Air Force Plant 42, and well as potential use of adjacent LAWA property. Capacity at VNY is predicted to be sufficient for the next 5 to 10 years, however, new FAA requirements have impacted and reduced capacity.

### ***Other Recommendations***

Determining the grade for Airports is currently in progress. The City assets include an aging, inefficient LAX infrastructure but also modern facilities at ONT with excess capacity, and large capacity potential at PMD. VNY serves as a necessary reliever airport to the congestion at LAX and have a significant and growing role in satisfying the aviation demands of the City and the region.

Each airport in the City's aviation system has a unique set of factors that affects its supply and demand. These unique factors consequently provide the airports the opportunity to work collaboratively and complementary rather than competitively. Infrastructure improvements and expansion are necessary to accommodate the increased security and safety measures imposed by the federal government post September 11<sup>th</sup>. It is also infrastructure expansion and development that offer the opportunity to develop necessary aviation capacity to handle expected demand and to fuel the economic growth of the City and the region.

#### **Specific recommendations:**

- Immediate progress to implement airport infrastructure modernization and improvements.
- Expedited process for obtaining local and federal approvals.
- Increased federal funding for airport capital improvement programs.
- Promotion of airports for sustained economic growth in the City.

### ***Investment Needs***

Infrastructure improvements and modernization at the City's airports are estimated to cost upwards of \$9 billion.



Grade  
To Be  
Determined

# **Buildings, Public**

## **EXECUTIVE SUMMARY**

### ***Introduction***

Public buildings provide gathering spaces for the general public and work spaces for public employees and representatives. Within the walls of these buildings city officials plan and manage various community projects, make or oversee public policy, protect, and administer justice. Police and fire stations house the equipment and people that protect our homes and lives. Libraries are dynamic centers of exploration and learning. The City Hall strengthens the function of democracy.

The City of Los Angeles owns 842 public buildings. Total area of these buildings is more than 15 million square feet. Public buildings are generally identified on the basis of their use such as recreation and parks facilities, community centers, and equipment repair facilities in addition to the previously mentioned facilities. The Department of General Services (DGS) maintains all of these facilities.

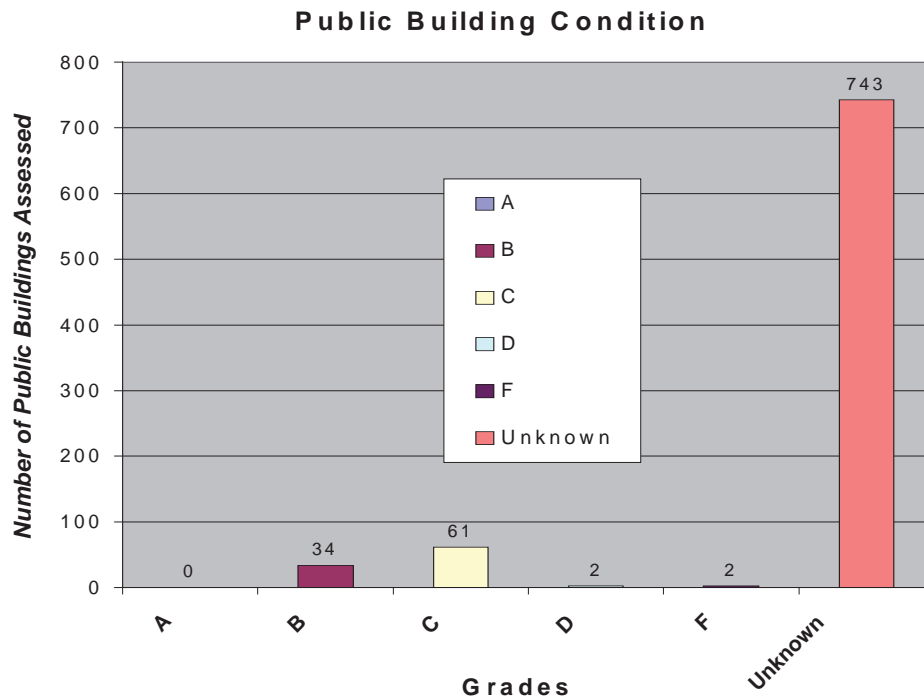
Recently, the Department of Public Works (DPW) assessed one hundred and one (101) buildings that represent the different types of public buildings of the City. The assessment process evaluated the condition of each building and its systems. This report is based on information collected from that assessment.

DGS is currently partnering with the Bureau of Engineering to prepare a more comprehensive public building assessment. This joint effort will expand the assessment to include all 842 public buildings and will determine a public building grade, identify the grade at which public building should be maintained, identify funding shortfalls, and include a recommendation on investment needs.

### ***Current Condition***

To ensure a consistent grading process for all assessed buildings, we established grading criteria, and grading levels. The grading system evaluated the condition of exterior and interior finishes including walls, roofs, floors, ceilings, windows and doors and building systems including electrical, plumbing, Heating-Ventilation-Air Conditioning, and vertical transport.

Buildings were graded A, B, C, D and F, with A grades given to the newly constructed buildings or those in excellent condition, and F to buildings that are in very poor condition.



### ***Current Capacity***

To be determined.

### ***Current Funding***

To be determined.

### ***Recommended Policy***

Safety, well being, economic vitality, and quality of life in the City of Los Angeles are intimately tied to the services administered and delivered from our public buildings. Continuous maintenance and renovation of buildings can extend their useful life and enhance their functionality. In order to protect and increase the value of this asset, we recommend the following:

1. Develop a comprehensive long-term plan for the maintenance of existing buildings.
2. Renovate buildings to comply with guidelines that minimize the impact of buildings on the environment and improve their efficiency.
3. Access rebates or grants available from power providers for increasing energy efficiency.
4. Increase funding for building maintenance.

### ***Investment Need***

To be determined.



# Parks

Grade

C

## EXECUTIVE SUMMARY

### *Introduction*

Parks are vital to the quality of life in a city. The Department of Recreation and Parks offers hundreds of outdoor spaces and recreational facilities for Los Angeles residents from the mountains to the sea. There are 628 parks and recreation facilities that include Neighborhood and Community parks; Recreation Centers, Senior Citizen Centers, Child Care Centers, golf courses, children play areas, ball fields, soccer fields, tennis courts, swimming pools, skate parks, hiking trails, off-leash dog parks, beaches, lakes, camps, museums, horticultural, and historic sites. The infrastructure of the park system can be likened to a small city within the City of Los Angeles. The large variety of parks and facilities requires the same type of infrastructure found in the City including streets, lighting, sewers, bridges, storm drains, and buildings. In addition, the Department is also responsible for infrastructure specifically needed for park and recreational purposes such as sports fields, game courts, golf courses, picnic areas, play areas, gymnasiums, community centers, maintenance yards, irrigation systems and community gardens.

### *Current Condition*

Existing park facilities were evaluated and given a letter grade. Evaluators were provided with specific criteria for each component. The resulting grades are a current snapshot of the park system's condition. The overall grade of the park system is a C. The Department celebrates the A, B, and C grades and approximately 70 percent of the park and recreation facilities which are at this level. However, the remaining 30 percent were graded with D and F, and do not fully satisfy the recreational needs of the population, especially for active recreational facilities and programs.

The Department's infrastructure was divided into three sections: Buildings, Outdoor Areas, and Special Facilities/Features. Below are the grades for the major components of the park and recreation facilities.



<b>Table 1</b>	<b>P E R C E N T A G E</b>				
<b>Grade</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>F</b>
<b>Buildings</b>					
<i>Gym/Rec.Ctr.</i>	7.27%	20.91%	40.00%	24.55%	7.27%
<i>Child Care Ctr.</i>	15.00%	10.00%	45.00%	25.00%	5.00%
<i>Senior Center</i>	5.00%	25.00%	45.00%	15.00%	10.00%
<i>Stand Alone Restroom</i>	5.77%	14.42%	33.65%	24.04%	22.12%
<b>Outdoor Areas</b>					
<b>Active</b>					
<i>Turf Fields</i>	3.76%	21.05%	36.09%	24.06%	15.04%
<i>Irrigation</i>	3.60%	20.14%	35.97%	25.90%	14.39%
<i>Basketball Courts</i>	4.08%	13.27%	48.98%	24.49%	9.48%
<i>Ball Diamonds</i>	2.44%	18.29%	40.24%	29.27%	9.76%
<i>Play Areas</i>	15.35%	31.68%	39.60%	10.89%	2.48%
<b>Passive</b>					
<i>Picnic Areas</i>	2.82%	27.68%	46.89%	20.34%	2.26%
<i>Field/Ball Diamond Lighting</i>	11.24%	34.83%	31.46%	11.24%	11.24%
<i>Walkways/Paths/Trails</i>	2.19%	21.93%	39.47%	25.44%	10.96%
<i>Parking Lots</i>	2.45%	22.70%	33.74%	32.52%	8.59%
<i>Trees</i>	0.61%	16.39%	72.34%	10.66%	0.00%
<b>Special Facilities/Features</b>					
<i>Pool</i>	7.94%	9.52%	26.98%	28.57%	26.98%
<i>Golf Course</i>	8.33%	50.00%	25.00%	0.00%	16.67%
<i>Lakes</i>	8.33%	8.33%	16.67%	50.00%	16.67%
<i>Camps</i>	0.00%	12.50%	50.00%	12.50%	25.00%

The evaluations and resulting grades demonstrate that there are older or heavily used park and recreation facilities that are below a desirable standard. It has been the Department's experience that funding does not include on-going or preventive maintenance of facilities after they are constructed, renovated, or replaced. There are three contributing factors for facilities to receive D and F evaluations: maintenance, over usage, and age. These factors will reduce the life cycle of the facility and/or reach a critical period when it will quickly deteriorate.

### **Current Capacity**

Many of the park system facilities operate beyond their intended capacity. This puts stress on park infrastructure (For example-playing fields cannot be properly maintained, parking lots deteriorate and quickly become inadequate). These and other factors decay the quality of the facilities, and the needs of the community are not met.

### ***Current Funding***

The Department is developing a plan to enhance and maintain a good recreation and park system of facilities and programs. Further research and analysis will be conducted to determine specific recommendations for maintenance, operations and construction costs for additional facilities as well as improving existing facilities.

### ***Policy Recommendation***

Overall the park systems' infrastructure has been evaluated as average for existing facilities that provide some of the park and recreational needs of the City. The Department is aware that there is still room for improvement. Additional analysis will be made of this evaluation to generate supplemental reports, recommendations, and strategic planning. The Department will conduct regular updates of this evaluation process, and review those results for future recommendations. Funding requests will reflect the needs of the park system to provide future sites, facilities, and programs for the neighborhoods and communities of the City, while providing desirable standards of safety, appearance, and accessibility for existing facilities.

### ***Investment Need***

To be determined.

Parks can raise the value of neighboring property and reduce crime in their vicinity, especially parks with active recreational facilities. Park and recreation areas provide opportunities for increasing physical and social health, as well as bringing communities together. The investment in a community feature that promotes many positive attributes such as a park and recreation area is in the City's interest.



# Port

Grade

**B**

## EXECUTIVE SUMMARY

### *Introduction*

The Port of Los Angeles (Port) is the busiest shipping terminal complex in the nation and the 7<sup>th</sup> busiest in the world. The purpose of the Port is to provide for the safe and efficient transport of people and goods. The Port consists of 43 miles of water frontage, 7500 acres of space (water and land), 5 intermodal rail yards, 27 cargo terminals, and 80 shipping lines.

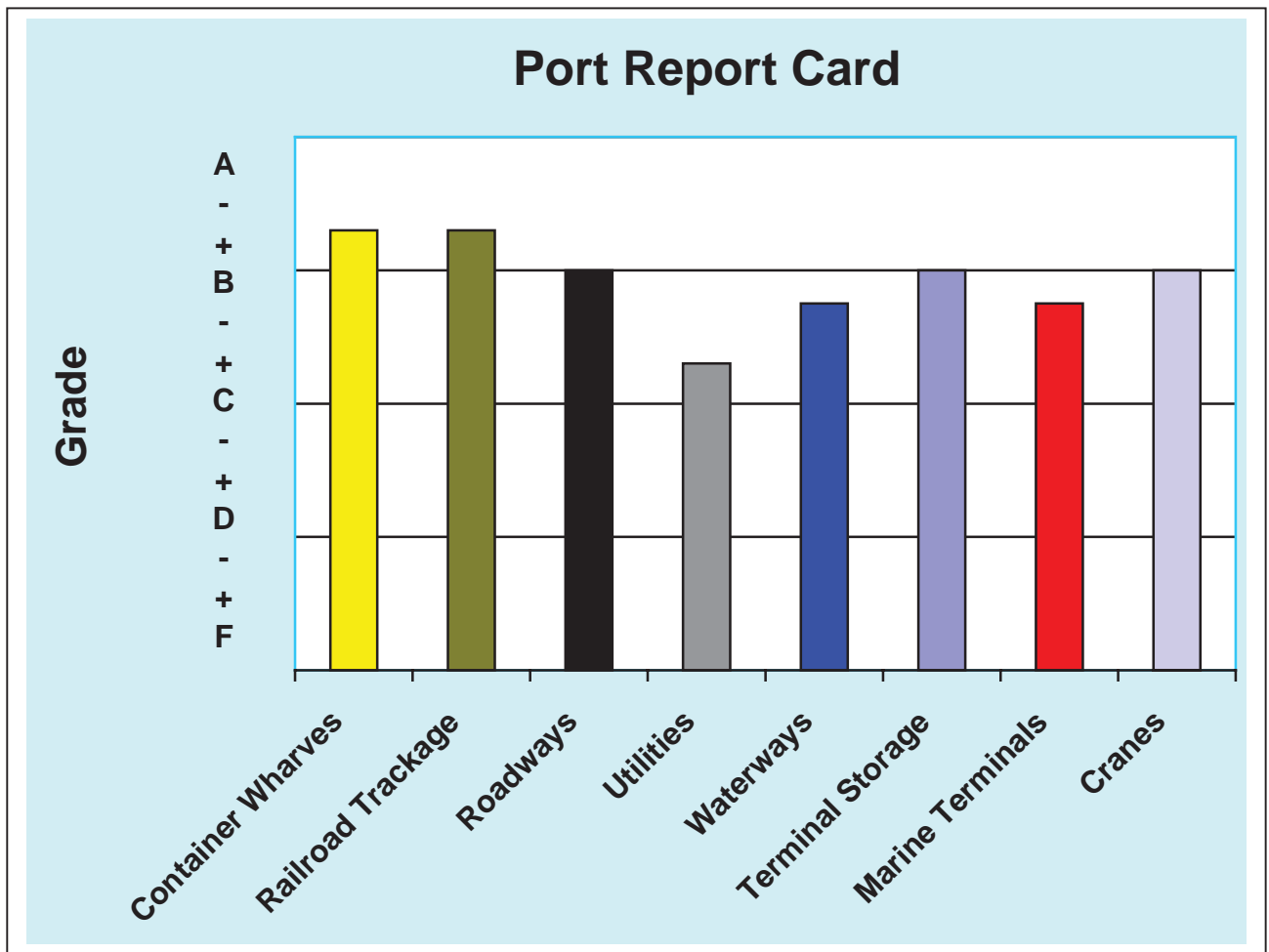
The Port has conducted an infrastructure assessment of the entire harbor district using existing records. This assessment consisted of evaluating eight different components of the Ports' infrastructure, including wharves, railroad trackage, roadways, utilities, waterways, terminal storage, marine terminals, and gantry cranes. Together they provide the basis for the efficient operation of the Ports' system.

### *Current Condition*

The scoring system was generally based on the age of facilities as compared to its useful life. The scale of grades for each of the eight types of facilities was A, B, C, D, and F, with A representing the highest grade. In addition, "+" or "-" qualifiers were used in the scale of letter grades. Using this scoring system, a higher grade was given for the more recently constructed improvement with an "F" given when the useful life was exceeded.

The useful life utilized was: container wharves, 50 years; other wharves, 75 years; railroad trackage, 50 years; roadway and pavements, 20 years; utilities, 50 years; and cranes 30 years. The results of "levels of service" analysis were factored into the scoring for roadways; water depth and sufficient terminal acreage were factored into the waterway, backland acreage, and marine terminals components.

A graph showing the grades for the eight types of Port components is shown on the following page.



Based on the grades of the eight Port components, the overall grade for the Port of Los Angeles is “B”. Each of the eight components was given equal weight in the final grade.

### ***Current Funding***

Funding sources for Port capital improvements include land lease revenue, port container tariffs, bonds, and State and Federal grants. A specific evaluation of current funding availability is in progress.

### ***Recommended Policy***

To be determined.

### ***Investment Needs***

The Port of Los Angeles is looking at continued major improvements over the next decade for both new and upgraded infrastructure. Although a large portion of the funding for these improvements comes from revenue generated by the shipping companies, there is a need for state and federal assistance for a portion of the infrastructure improvements and particularly for assistance of some of the neighboring jurisdictional needs in roadway and bridge funding.



It is equally important that the adjoining roadways, freeways, bridges, and railways in the surrounding region receive improvements in order to accommodate the ever-increasing traffic that the Ports generate. Increased funding for air quality improvement is also needed to enhance the environment.

The following is a list of Port infrastructure investment need.

Dredging	\$10.0 million (annual funding over 10 yrs)
Roadways and Grade Separations	\$120.0 million (shortfall funding)
Railroads	\$23.0 million (capital costs)
Security	\$50.0 million (capital costs)



## 2003 INFRASTRUCTURE REPORT CARD for the City of Los Angeles

### ACKNOWLEDGEMENTS

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Peter See  
John Koo

City Engineer, Bureau of Engineering (BOE)  
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# **CITY OF LOS ANGELES**

## **DEPARTMENT OF RECREATION AND PARKS**

### **2006 POOL ASSESSMENT REPORT**

**July 18, 2006**



**Jon Kirk Mukri, General Manager**  
**Department of Recreation and Parks**



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A report of this type cannot be put together without the input and expertise of many people. To all of the staff, thank you for the attention and detail you provided in this report. This report will provide a valuable tool that will allow this Department to make informed recommendations of where to focus City resources toward recovering and improving the City's aquatic facilities.

Michael A. Shull, Planning & Development Division Manager

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## **2006 POOL ASSESSMENT REPORT EXECUTIVE SUMMARY**

The City of Los Angeles opened its first municipal pool in 1914. Over the last 92 years, Recreation and Parks has built a nationally-known Aquatics Division that provides recreational swimming, lap swim, team sports, lifeguard training, junior life guarding, adaptive swimming for the disabled, and swimming lessons, to 1.3 million Angelenos each year. The Department has a total of five (5) camp pools, eight (8) indoor pools, and forty-six (46) outdoor pools for a total of fifty-nine (59) pools. Of the fifty-nine (59) pools, forty-three (43) are seasonal with the remaining sixteen (16) pools open throughout the year. The Department has a total of six (6) pools under joint-use with Los Angeles School District (LAUSD); Cleveland, Venice, Roosevelt, Yosemite, Banning, and Freemont. All of the joint use pools are located on LAUSD property with the exception of Yosemite.

With over 67% of the pools being more than forty (40) years old, the infrastructure of the City of Los Angeles swimming pools is failing. Of the fifty-nine (59) pools in the City's system, seven (7) urban pools are closed, two (2) camp pools are closed, and a significant number of the pools are in eminent danger of failure. The results of the first infrastructure report were contained in the 2003 Infrastructure Report, which became the basis for the State of the Swimming Pools in Los Angeles report developed by the Department in 2004. This report revealed that approximately 60% of the City's pools evaluated received a rating of D or F. The eye opening results of this report was the genesis for the need to perform a detailed assessment of key components that make up a pool and bathhouse. The need to perform a more detailed report was also stressed by this committee to allow for needed clarity and understanding of specific needs within the City's pool system.

In February of 2006, the Department assembled an internal working committee made up of Maintenance, Construction, Engineering and Planning staff to create a method to perform detailed assessments of all the Department's facilities. The Department's goal is to create a detailed database of all assets complete with infrastructure assessments, demographic analysis, programming and community needs analysis that will enable us to prepare a long-range capital improvement plan as well as a Citywide Park System Master Plan.

The first step toward achieving the goal is performing a more detailed assessment of all of the Department's assets. The completion of the 2006 Pool Assessment Report is a major milestone towards implementation of a method of collecting assessment data as well as organization of a team of diverse Departmental staff to perform the field assessments. Furthermore, with the addition of ten (10) new Advance Planning positions contained in the 2006/2007 adopted budget, technical staff will now be available to facilitate all facility assessments in collaboration with the Department's construction and maintenance staff.

Each pool was inspected by a team consisting of construction and maintenance representatives from the Electrical, Carpentry, Mechanical, and Plumbing trades as well as individuals representing Life Guarding and Engineering. From April 17 through May 4, 2006, the team inspected and assessed the condition of the City's pools averaging five (5) pool sites per day. The assessment method involved completing a four (4) page report by grading the condition of the major components of the pool and bathhouse. A numerical scoring method was used with a system of 1 = excellent, 2 = good, 3 = fair, 4 = poor, and 5 = failed. A numerical system was used so that the results could be quantifiable and the overall score could be monitored when improvements are made at the pool facilities. In addition, a system of weighted averages was used so that certain components could be distinguished as having a greater importance to the overall condition of the pool facility.

Each facility was graded as a whole with the pool and bathhouse broken down into the following major components and respective weights:

	<u>Outdoor Pools</u>	<u>Indoor Pools</u>	<u>Camps</u>
Building Structure and Components	25 %	25 %	0 %
Building Interior	5 %	5 %	0 %
Disabled Access	15 %	10 %	5 %
Pool Deck Equipment	1 %	1 %	5 %
Pool Structure	25 %	20 %	50 %
Pool Mechanical Equipment	3 %	3 %	5 %
Pool Water Circulation	15 %	20 %	25 %
Building Mechanical Systems	5 %	10 %	0 %
Potable Water Systems	1 %	1 %	10 %
Electrical Systems	5 %	5 %	0 %
	100 %	100 %	100 %

The scoring weight was based on the component's importance to the pool operation as well as the difficulty and costs to repair or replace that component. There are slight variations between the weights used for indoor, outdoor and camp pools mainly due to the type and importance of the components of each facility type.

With the assessment of each facility completed, a planning guide of high, medium and low was established to create a basis for informed decision making of where to focus resources. Generally speaking, a facility with a score of 3.5 (roughly a Grade "D" equivalent) or greater was placed in a high planning guide category. Other pool facilities which are in relatively good shape are also in the high planning guide category mainly because they have a key building component that needs immediate attention before other building components start becoming negatively impacted. A good example of this would be mechanical/ventilation systems in an indoor pool facility. Trapped moisture inside a building can quickly devastate many other building components.

The following are the some of the key decision making factors that can assist the Department in making recommendations of which high, medium and low category pools should be developed into a long-range capital improvement plan for pools:

- Demographics: Full demographic profiles within a one-mile, two-mile and five-mile radius of each pool from the 2005 Census Data as well as 2010 projections are provided in the 2006 Pool Assessment Report. Percent of total population less than eighteen (18) years of age and percent of family population with children in poverty within a two-mile radius were identified as key planning evaluation statistics for pools.
- Attendance records. The average 2005 attendance of a typical seasonal pool was approximately 13,000 visitors and 22,500 visitors for a year round pool. The seasonal pool numbers exclude the pools that were closed last year and excludes Hansen Dam Swim Lake which has a much larger capacity than a typical seasonal pool
- Year of original construction.
- Distance to the nearest operating pool.

A total of thirty-four (34) (58%) pools fall into the high planning guide category with twelve (12) pools identified in the medium category. Some of the medium rated pools could be argued to be included in the high category as well due to the fine lines that separate pools from a "C" to a "D". A pool could be in overall fair condition but could have demographic profiles or high attendance records that warrant a higher planning guide to maintain the pool in good working condition. An example of this would be Hollywood Pool, which has high attendance records, a fair bathhouse, poor pool components and an assessment score of 3.31. Although the score alone does not place the Hollywood Pool in a high category, the 2005 attendance record of 15,179 visitors representing 2,179 more visitors beyond a typical seasonal pool could be an influential factor.

It should be noted that Northridge, Harvard, Lanark and Echo Park Deep Pools did not receive an assessment score as they are already scheduled for replacement or major renovation. However, they did fall under the high planning guide category as did 109<sup>th</sup> Street, Glassell, Costello, and Lincoln which received design funding for replacement in the 2006-2007 City Budget. The Status of these pools can be found in the main body of the 2006 Pool Assessment Report under Project Status.

In addition, some of the camp pools received a very poor rating but where placed in the medium planning guide category mainly due to the fact that the pool is not the only camp attraction. But again, it could be argued that attendance of the camp visitors would increase if there was a properly functioning pool.

The remaining planning piece of this report was to come up with an estimate range for repair, refurbishment or replacement of each pool. The estimate range



will require refinement as pools are considered for future funding. The high planning guide category of projects has the most significant future cost impacts to the City due to the assumption that these facilities would be completely replaced. The range was developed using a current total project cost estimate of \$6,500,000 for complete replacement of a pool and bathhouse and applying an approximate cost escalation factor of 7-9% per year over 5 years. Normally a 3% cost escalation factor would be used but since the yearly price escalation of projects has been difficult to predict over the last 3-5 years, a higher factor was used. The volume of construction activity, global demand on materials increases in petroleum costs, and unforeseen impacts associated with rebuilding following Hurricane Katrina are the primary factors influencing cost escalation.

A timeframe of five (5) years was used to show the magnitude of the estimated financial needs of projects within the high planning guide category. These cost estimates can easily be adjusted to reflect longer timeframes that would normally be associated with a bond measure. The variation in the estimate range is mainly due to varying site characteristics.

The relevance of this report is to provide clarity and understanding of all of the influential factors that need to be reviewed and weighed against each other to establish the best use of the City's resources. It is the intent of this Department to create reports such as this for all of our facilities so that proper long range planning can be accomplished. We intend on using this method to evaluate all of the Department's facilities and create a master database, which will allow the Department to make accurate, informed recommendations of where to focus the City's resources.

In conclusion, the decline of the pool system has been slowed by the innovative means of the Department's pool maintenance staff. Year after year the seasonal pools continue to open with few being closed, which is directly attributable to the experience and knowledge of the Department's pool maintenance and aquatic staff. However, there is a limit to the maintenance that can be done when such a large number of the pools are beyond the end of their useful life.



## 2006 POOL ASSESSMENT SUMMARY SORTED BY COUNCIL DISTRICT

CD	Pool Facility	2005 Pool Report	2006 Assess. Score	Year Constr. or Renov.	Planning Guide	Refurb. / Repair		Replacement		Closed Y/N	Seasonal Y/N	2005 Attendance	Demographics		Total Project Estimate Range	
						Pool	BH	Pool	BH				Total Population w/ Youth < 18	Families Below Poverty % (w/Children)	Low	High
0	CAMP RADFORD POOL	F	4.28	1962	Med			X		Y	Y				\$ 3,000,000	\$ 4,000,000
0	CAMP SEELY POOL	B	3.10	1972	Low	X				N	Y				\$ 300,000	\$ 600,000
0	CAMP VALCREST POOL	F	4.18	1945	Med			X		Y	Y				\$ 3,000,000	\$ 4,000,000
1	ECHO DEEP/ECHO PARK	C	0.00	1982	High	X	X			Y	N		24.51	25.97	\$ -	\$ -
1	HIGHLAND POOL	D	3.89	1948	High		X	X		N	Y	17,161	27.11	11.73	\$ 8,000,000	\$ 11,000,000
1	LINCOLN POOL	F	4.02	1951	High			X	X	N	Y	10,933	30.32	24.54	\$ 9,000,000	\$ 10,000,000
1	DOWNNEY POOL	F	2.74	1919/1998	High			X		Y	Y		26.75	23.59	\$ 5,000,000	\$ 6,000,000
2	VALLEY PLAZA POOL	D	3.92	1971	High			X	X	N	Y	16,675	28.30	17.12	\$ 9,000,000	\$ 10,000,000
2	VAN NUY/SHERMAN OAKS	C	1.58	1951/2004	Low	X				N	N	34,843	20.44	8.94	\$ 200,000	\$ 400,000
2	VERDUGO HILLS POOL	C	3.42	1951	Med	X	X			N	Y	8,787	24.98	7.79	\$ 3,500,000	\$ 5,000,000
3	CLEVELAND POOL	C	1.76	1993	High	X	X			N	N	12,301	26.16	10.29	\$ 500,000	\$ 1,000,000
3	RESEDA POOL	F	2.74	1930/2006	High			X		N	Y	3,741	23.02	8.14	\$ 3,500,000	\$ 5,000,000
3	WOODLAND HILLS POOL	C	3.65	1962	High	X		X	X	N	Y	19,815	21.30	4.07	\$ 9,000,000	\$ 10,000,000
3	LANARK POOL	F	0.00	1959	High		X	X		Y	Y		27.17	10.69		
4	GRIFFITH PARK POOL	B	3.47	1927	High					N	Y	33,780	22.39	16.87	\$ 5,000,000	\$ 6,000,000
4	NORTH HOLLYWOOD POOL	F	3.92	1929	High			X	X	N	Y	13,514	22.09	10.88	\$ 9,000,000	\$ 11,000,000
4	PAN PACIFIC POOL	D	3.83	1955	High			X	X	N	Y	13,144	14.46	7.29	\$ 9,000,000	\$ 10,000,000
4	GRIFFITH PARK BOYS CAMP	B	2.68	1929/1982	Low	X	X			N	Y	2,458			\$ 250,000	\$ 500,000
4	HOLLYWOODLAND GIRLS CAMP	D	3.63	1951	Med			X	X	N	Y	5,358			\$ 4,000,000	\$ 6,000,000
5	CHEVIOT HILLS POOL	D	3.72	1949	High			X	X	N	Y	12,721	18.72	7.04	\$ 9,000,000	\$ 10,000,000
5	WESTWOOD POOL	C	1.86	1988	High		X			N	N	23,228	11.22	3.84	\$ 500,000	\$ 1,000,000
6	FERNANGELES POOL	D	3.50	1979	High			X	X	N	Y	8,899	30.33	13.87	\$ 9,000,000	\$ 10,000,000
6	SUN VALLEY POOL	B	1.96	1931/1997	Low		X			N	Y	8,875	31.18	18.15	\$ 200,000	\$ 400,000
7	HANSEN DAM SWIM LAKE	B	1.55	1998	Low	X				N	Y	101,518	32.90	17.47	\$ 50,000	\$ 100,000
7	HUBERT HUMPHREY POOL	C	3.02	1960	Med		X			N	N	19,937	33.33	16.30	\$ 3,000,000	\$ 5,000,000
7	RITCHIE VALENS POOL	C	3.71	1960	High			X	X	N	Y	11,362	32.07	13.58	\$ 9,000,000	\$ 10,000,000
7	SEPULVEDA POOL	B	2.74	1959/2002	Low	X	X			N	Y	10,119	32.08	17.79	\$ 750,000	\$ 1,500,000
7	SYLMAR POOL	D	3.69	1962	High			X	X	N	Y	9,293	31.81	10.68	\$ 9,000,000	\$ 10,000,000
8	ALGIN SUTTON POOL	B	2.04	1931	Low	X	X			N	Y	14,244	26.80	25.75	\$ 500,000	\$ 1,000,000
8	HARVARD POOL	F	0.00	1939	High		X	X	X	Y	Y		32.85	25.62	\$ -	\$ -
8	EPIC	A	1.50	1932	Low					N	N	29,795	31.60	28.23	\$ -	\$ -
8	VAN NESS POOL	D	3.70	1959	High			X	X	N	Y	15,448	30.02	19.59	\$ 9,000,000	\$ 10,000,000
9	CENTRAL POOL	F	3.21	1926	Med		X	X	X	N	Y	7,494	30.96	31.93	\$ 7,000,000	\$ 8,000,000
9	FREMONT POOL	C	2.87	1978	High		X			Y	N	22,352	36.80	32.90	\$ 1,500,000	\$ 2,500,000
9	GREEN MEADOWS POOL	D	3.89	1955	High			X	X	N	Y	8,902	37.48	34.05	\$ 9,000,000	\$ 10,000,000
9	ROSS SNYDER POOL	C	3.56	1978	High			X	X	N	Y	17,066	36.11	33.77	\$ 9,000,000	\$ 10,000,000
9	SOUTH PARK POOL	C	2.90	1950/1985	Low		X			N	Y	12,173	36.17	33.77	\$ 1,500,000	\$ 2,000,000

	CD	Pool Facility	2005 Pool Report	2006 Assess. Score	Year Constr. or Renov.	Planning Guide	Refurb. / Repair			Replacement		Closed Y/N	Seasonal Y/N	2005 Attendance	Demographics		Total Project Estimate Range	
							Pool	BH		Pool	BH				Total Population w/ Youth < 18	Families Below Poverty % (w/Children)	Low	High
	10	<a href="#">CELES KING III POOL</a>	C	3.88	1962	High				X	X	N	N	20,404	<a href="#">27.79</a>	17.44	\$ 11,000,000	\$ 13,000,000
	10	<a href="#">E.G. ROBERTS</a>	F	1.72	1979/2005	Low						N	N	19,085	<a href="#">25.42</a>	16.96	\$ -	\$ -
	11	<a href="#">MAR VISTA POOL</a>	D	3.64	1959	High				X	X	N	Y	14,560	<a href="#">19.11</a>	7.78	\$ 9,000,000	\$ 10,000,000
	11	<a href="#">RUSTIC CANYON PARK</a>	C	3.44	1961	Med	X	X				N	Y	5,992	<a href="#">16.76</a>	2.26	\$ 3,000,000	\$ 4,000,000
	11	<a href="#">STONER PARK POOL</a>	A	1.04	1931/2003	Low						N	Y	16,881	<a href="#">13.31</a>	5.13	\$ -	\$ -
	11	<a href="#">VENICE POOL</a>	F	3.47	1961	High				X	X	N	N	20,746	<a href="#">16.62</a>	7.02	\$ 11,000,000	\$ 13,000,000
	11	<a href="#">WESTCHESTER POOL</a>	D	3.53	1961	High				X	X	N	Y	11,817	<a href="#">16.88</a>	3.40	\$ 9,000,000	\$ 10,000,000
	12	<a href="#">NORTHBRIDGE POOL</a>	F	0.00	1959	High				X	X	Y	Y		<a href="#">19.79</a>	4.59	\$ -	\$ -
	12	<a href="#">GRANADA HILLS POOL</a>	D	3.82	1975	High				X	X	N	Y	13,387	<a href="#">22.29</a>	4.00	\$ 9,000,000	\$ 10,000,000
	13	<a href="#">ECHO SHALLOW POOL</a>	D	3.88	1956	High				X		N	Y	9,284	<a href="#">24.72</a>	25.37	\$ 4,000,000	\$ 6,000,000
	13	<a href="#">HOLLYWOOD POOL</a>	C	3.31	1950	Med		X		X		N	Y	15,179	<a href="#">19.23</a>	16.41	\$ 7,000,000	\$ 8,000,000
	13	<a href="#">GLASSELL POOL</a>	C	3.25	1981	Med	X	X				N	N	27,612	<a href="#">25.46</a>	14.49	\$ 2,000,000	\$ 3,000,000
	14	<a href="#">COSTELLO POOL</a>	F	4.27	1950	High				X	X	N	Y	8,568	<a href="#">32.90</a>	26.57	\$ 9,500,000	\$ 10,500,000
	14	<a href="#">PECAN POOL</a>	D	3.76	1962	High				X	X	N	Y	7,736	<a href="#">26.14</a>	25.43	\$ 9,000,000	\$ 10,000,000
	14	<a href="#">RICHARD ALATORRE POOL</a>	C	1.88	2000	Low	X	X				N	N	21,411	<a href="#">30.33</a>	18.22	\$ 500,000	\$ 1,000,000
	14	<a href="#">ROOSEVELT POOL</a>	D	3.73	1977	High	X	X				N	N	34,103	<a href="#">30.00</a>	26.46	\$ 2,500,000	\$ 5,000,000
	14	<a href="#">YOSEMITE POOL</a>	D	3.15	1925/1979	Med	X	X				N	N	19,659	<a href="#">25.47</a>	11.04	\$ 3,000,000	\$ 5,000,000
	15	<a href="#">109TH STREET POOL</a>	F	4.26	1939	High						N	Y	10,834	<a href="#">37.35</a>	30.89	\$ 9,000,000	\$ 10,000,000
	15	<a href="#">BANNING POOL</a>	C	3.01	1979	Med	X	X				N	N	13,810	<a href="#">32.69</a>	17.64	\$ 1,500,000	\$ 2,000,000
	15	<a href="#">GAFFEY POOL</a>	F	4.66	1944	Med	X					Y	Y		<a href="#">25.80</a>	11.73	\$ 7,000,000	\$ 12,000,000
	15	<a href="#">HARBOR POOL</a>	D	4.12	1955	High				X	X	N	Y	21,574	<a href="#">31.07</a>	15.71	\$ 9,000,000	\$ 10,000,000
	15	<a href="#">PECK PARK POOL</a>	B	2.04	1962	Low	X	X				N	N	18,168	<a href="#">24.36</a>	21.03	\$ 50,000	\$ 100,000

856,746

\$ 275,300,000 \$ 334,600,000



## 2006 POOL ASSESSMENT SUMMARY SORTED BY SCORE

CD	Pool Facility	2005 Pool Report	2006 Assess. Score	Year Constr. or Renov.	Planning Guide	Refurb. / Repair		Replacement		Closed Y/N	Seasonal Y/N	2005 Attendance	Demographics		Total Project Estimate Range	
						Pool	BH	Pool	BH				Total Population w/ Youth < 18	Families Below Poverty % (w/Children)	Low	High
15	GAFFEY POOL	F	4.66	1944	Med	X				Y	Y		25.80	11.73	\$ 7,000,000	\$ 12,000,000
0	CAMP RADFORD POOL	F	4.28	1962	Med			X		Y	Y				\$ 3,000,000	\$ 4,000,000
14	COSTELLO POOL	F	4.27	1960	High			X	X	N	Y	8,568	32.90	26.57	\$ 9,500,000	\$ 10,500,000
15	109TH STREET POOL	F	4.26	1939	High			X	X	N	Y	10,834	37.35	30.89	\$ 9,000,000	\$ 10,000,000
0	CAMP VALCREST POOL	F	4.18	1945	Med			X		Y	Y				\$ 3,000,000	\$ 4,000,000
15	HARBOR POOL	D	4.12	1955	High			X	X	N	Y	21,574	31.07	15.71	\$ 9,000,000	\$ 10,000,000
1	LINCOLN POOL	F	4.02	1951	High			X	X	N	Y	10,933	30.32	24.54	\$ 9,000,000	\$ 10,000,000
4	NORTH HOLLYWOOD POOL	F	3.92	1929	High			X	X	N	Y	13,514	22.09	10.88	\$ 9,000,000	\$ 11,000,000
2	VALLEY PLAZA POOL	D	3.92	1971	High			X	X	N	Y	16,675	28.30	17.12	\$ 9,000,000	\$ 10,000,000
1	HIGHLAND POOL	D	3.89	1948	High		X	X		N	Y	17,161	27.11	11.73	\$ 8,000,000	\$ 11,000,000
9	GREEN MEADOWS POOL	D	3.89	1955	High			X	X	N	Y	8,902	37.48	34.05	\$ 9,000,000	\$ 10,000,000
13	ECHO SHALLOW POOL	D	3.88	1966	High			X		N	Y	9,284	24.72	25.37	\$ 4,000,000	\$ 6,000,000
10	CELES KING III POOL	C	3.88	1962	High			X	X	N	N	20,404	27.79	17.44	\$ 11,000,000	\$ 13,000,000
4	PAN PACIFIC POOL	D	3.83	1955	High			X	X	N	Y	13,144	14.46	7.29	\$ 9,000,000	\$ 10,000,000
12	GRANADA HILLS POOL	D	3.82	1975	High			X	X	N	Y	13,387	22.29	4.00	\$ 9,000,000	\$ 10,000,000
14	PECAN POOL	D	3.76	1962	High			X	X	N	Y	7,736	26.14	25.43	\$ 9,000,000	\$ 10,000,000
14	ROOSEVELT POOL	D	3.73	1977	High	X				N	N	34,103	30.00	26.46	\$ 2,500,000	\$ 5,000,000
5	CHEVIOT HILLS POOL	D	3.72	1949	High			X	X	N	Y	12,721	18.72	7.04	\$ 9,000,000	\$ 10,000,000
7	RITCHIE VALENS POOL	C	3.71	1960	High			X	X	N	Y	11,362	32.07	13.58	\$ 9,000,000	\$ 10,000,000
8	VAN NESS POOL	D	3.70	1959	High			X	X	N	Y	15,448	30.02	19.59	\$ 9,000,000	\$ 10,000,000
7	SYLMAR POOL	D	3.69	1962	High			X	X	N	Y	9,293	31.81	10.68	\$ 9,000,000	\$ 10,000,000
3	WOODLAND HILLS POOL	C	3.65	1962	High			X	X	N	Y	19,815	21.30	4.07	\$ 9,000,000	\$ 10,000,000
11	MAR VISTA POOL	D	3.64	1959	High			X	X	N	Y	14,560	19.11	7.78	\$ 9,000,000	\$ 10,000,000
4	HOLLYWOODLAND GIRLS CAMP	D	3.63	1951	Med			X	X	N	Y	5,358			\$ 4,000,000	\$ 6,000,000
9	ROSS SNYDER POOL	C	3.56	1978	High			X	X	N	Y	17,066	36.11	33.77	\$ 9,000,000	\$ 10,000,000
11	WESTCHESTER POOL	D	3.53	1961	High			X	X	N	Y	11,817	16.88	3.40	\$ 9,000,000	\$ 10,000,000
6	FERNANGELES POOL	D	3.50	1979	High			X	X	N	Y	8,899	30.33	13.87	\$ 9,000,000	\$ 10,000,000
11	VENICE POOL	F	3.47	1961	High			X	X	N	N	20,746	16.62	7.02	\$ 11,000,000	\$ 13,000,000
4	GRIFFITH PARK POOL	B	3.47	1927	High		X			N	Y	33,780	22.39	16.87	\$ 5,000,000	\$ 6,000,000
11	RUSTIC CANYON PARK	C	3.44	1961	Med	X	X			N	Y	5,992	16.76	2.26	\$ 3,000,000	\$ 4,000,000
2	VERDUGO HILLS POOL	C	3.42	1951	Med	X	X			N	Y	8,787	24.98	7.79	\$ 3,500,000	\$ 5,000,000
13	HOLLYWOOD POOL	C	3.31	1950	Med			X		N	Y	15,179	19.23	16.41	\$ 7,000,000	\$ 8,000,000
13	GLASSELL POOL	C	3.25	1981	Med	X	X			N	N	27,612	25.46	14.49	\$ 2,000,000	\$ 3,000,000
9	CENTRAL POOL	F	3.21	1926	Med	X	X	X		N	Y	7,494	30.96	31.93	\$ 7,000,000	\$ 8,000,000
14	YOSEMITE POOL	D	3.15	1925/1979	Med	X	X			N	N	19,659	25.47	11.04	\$ 3,000,000	\$ 5,000,000
0	CAMP SEELY POOL	B	3.10	1972	Low	X				N	Y				\$ 300,000	\$ 600,000
7	HUBERT HUMPHREY POOL	C	3.02	1970	Med	X	X			N	N	19,937	33.33	16.30	\$ 3,000,000	\$ 5,000,000
15	BANNING POOL	C	3.01	1979	Med	X	X			N	N	13,810	32.69	17.64	\$ 1,500,000	\$ 2,000,000
9	SOUTH PARK POOL	C	2.90	1950/1985	Low		X			N	Y	12,173	36.17	33.77	\$ 1,500,000	\$ 2,000,000
9	FREMONT POOL	C	2.87	1978	High		X			Y	Y	22,352	36.80	32.90	\$ 1,500,000	\$ 2,500,000
7	SEPULVEDA POOL	B	2.74	1959/2002	Low	X	X			N	Y	10,119	32.08	17.79	\$ 750,000	\$ 1,500,000
3	RESEDA POOL	F	2.74	1930/2006	High			X		N	Y	3,741	23.02	8.14	\$ 3,500,000	\$ 5,000,000
1	DOWNEY POOL	F	2.74	1919/1998	High			X		Y	Y		26.75	23.59	\$ 5,000,000	\$ 6,000,000
4	GRIFFITH PARK BOYS CAMP	B	2.68	1929/1982	Low	X	X			N	Y	2,458			\$ 250,000	\$ 500,000
8	ALGIN SUTTON POOL	B	2.04	1931	Low	X	X			N	Y	14,244	26.80	25.75	\$ 500,000	\$ 1,000,000



		Refurb. / Repair						Replacement							Demographics		Total Project Estimate Range	
		2005 Pool Report	2006 Assess. Score	Year Constr. or Renov.	Planning Guide	Pool	BH	Pool	BH	Closed Y/N	Seasonal Y/N	2005 Attendance	Total Population w/ Youth < 18	Families Below Poverty % (w/Children)		Low	High	
CD	Pool Facility																	
15	<u>PECK PARK POOL</u>	B	2.04	1962	Low	X	X			N	N	18,168	24.36	21.03	\$	50,000	\$ 100,000	
6	<u>SUN VALLEY POOL</u>	B	1.96	1931/1997	Low		X			N	Y	8,875	31.18	18.15	\$	200,000	\$ 400,000	
14	<u>RICHARD ALATORRE POOL</u>	C	1.88	2000	Low	X	X			N	N	21,411	30.33	18.22	\$	500,000	\$ 1,000,000	
5	<u>WESTWOOD POOL</u>	C	1.86	1988	High		X			N	N	23,228	11.22	3.84	\$	500,000	\$ 1,000,000	
3	<u>CLEVELAND POOL</u>	C	1.76	1993	High	X	X			N	N	12,301	26.16	10.29	\$	500,000	\$ 1,000,000	
10	<u>E.G. ROBERTS</u>	F	1.72	1979/2005	Low					N	N	19,085	25.42	16.96	\$	-	\$ -	
2	<u>VAN NUYS/SHERMAN OAKS</u>	C	1.58	1951/2004	Low	X				N	N	34,843	20.44	8.94	\$	200,000	\$ 400,000	
7	<u>HANSEN DAM SWIM LAKE</u>	B	1.55	1998	Low	X				N	Y	101,518	32.90	17.47	\$	50,000	\$ 100,000	
8	<u>EPICC</u>	A	1.50	1932	Low					N	N	29,795	31.60	28.23	\$	-	\$ -	
11	<u>STONER PARK POOL</u>	A	1.04	1931/2003	Low					N	Y	16,881	13.31	5.13	\$	-	\$ -	
1	<u>ECHO DEEP/ECHO PARK</u>	C	0.00	1982	High	X	X			N	Y		24.51	25.97	\$	-	\$ -	
3	<u>LANARK POOL</u>	F	0.00	1959	High			X		Y	Y		27.17	10.69		-	-	
8	<u>HARVARD POOL</u>	F	0.00	1939	High			X	X	Y	Y		32.85	25.62	\$	-	\$ -	
12	<u>NORTHBRIDGE POOL</u>	F	0.00	1959	High			X	X	Y	Y		19.79	4.59	\$	-	\$ -	

856,746

\$ 275,300,000 \$ 334,600,000



## 2006 POOL ASSESSMENT SUMMARY SORTED BY ATTENDANCE

CD	Pool Facility	2005 Pool Report	2006 Assess. Score	Year Constr. or Renov.	Planning Guide	Refurb. / Repair			Replacement		Closed Y/N	Seasonal Y/N	2005 Attendance	Demographics		Total Project Estimate Range	
						Pool	BH		Pool	BH				Total Population w/ Youth < 18	Families Below Poverty % (w/Children)	Low	High
7	HANSEN DAM SWIM LAKE	B	1.55	1998	Low	X					N	Y	101,518	32.90	17.47	\$ 50,000	\$ 100,000
4	GRIFFITH PARK POOL	B	3.47	1927	High		X				N	Y	33,780	22.39	16.87	\$ 5,000,000	\$ 6,000,000
15	HARBOR POOL	D	4.12	1965	High			X		X	N	Y	21,574	31.07	15.71	\$ 9,000,000	\$ 10,000,000
3	WOODLAND HILLS POOL	C	3.65	1962	High			X		X	N	Y	19,815	21.30	4.07	\$ 9,000,000	\$ 10,000,000
1	HIGHLAND POOL	D	3.89	1948	High		X			X	N	Y	17,161	27.11	11.73	\$ 8,000,000	\$ 11,000,000
9	ROSS SNYDER POOL	C	3.56	1978	High			X		X	N	Y	17,066	36.11	33.77	\$ 9,000,000	\$ 10,000,000
11	STONER PARK POOL	A	1.04	1931/2003	Low						N	Y	16,881	13.31	5.13	\$ -	\$ -
2	VALLEY PLAZA POOL	D	3.92	1971	High				X	X	N	Y	16,675	28.30	17.12	\$ 9,000,000	\$ 10,000,000
8	VAN NESS POOL	D	3.70	1969	High				X	X	N	Y	15,448	30.02	19.59	\$ 9,000,000	\$ 10,000,000
13	HOLLYWOOD POOL	C	3.31	1950	Med		X			X	N	Y	15,179	19.23	16.41	\$ 7,000,000	\$ 8,000,000
11	MAR VISTA POOL	D	3.64	1969	High				X	X	N	Y	14,560	19.11	7.78	\$ 9,000,000	\$ 10,000,000
8	ALGIN SUTTON POOL	B	2.04	1931	Low	X				X	N	Y	14,244	26.80	25.75	\$ 500,000	\$ 1,000,000
4	NORTH HOLLYWOOD POOL	F	3.92	1929	High				X	X	N	Y	13,514	22.09	10.88	\$ 9,000,000	\$ 11,000,000
12	GRANADA HILLS POOL	D	3.82	1975	High				X	X	N	Y	13,387	22.29	4.00	\$ 9,000,000	\$ 10,000,000
4	PAN PACIFIC POOL	D	3.83	1965	High				X	X	N	Y	13,144	14.46	7.29	\$ 9,000,000	\$ 10,000,000
5	CHEVIOT HILLS POOL	D	3.72	1949	High				X	X	N	Y	12,721	18.72	7.04	\$ 9,000,000	\$ 10,000,000
9	SOUTH PARK POOL	C	2.90	1950/1985	Low		X				N	Y	12,173	36.17	33.77	\$ 1,500,000	\$ 2,000,000
11	WESTCHESTER POOL	D	3.53	1961	High				X	X	N	Y	11,817	16.88	3.40	\$ 9,000,000	\$ 10,000,000
7	RITCHIE VALENS POOL	C	3.71	1960	High				X	X	N	Y	11,362	32.07	13.58	\$ 9,000,000	\$ 10,000,000
1	LINCOLN POOL	F	4.02	1951	High				X	X	N	Y	10,933	30.32	24.54	\$ 9,000,000	\$ 10,000,000
15	109TH STREET POOL	F	4.26	1939	High				X	X	N	Y	10,834	37.35	30.89	\$ 9,000,000	\$ 10,000,000
7	SEPULVEDA POOL	B	2.74	1959/2002	Low	X		X			N	Y	10,119	32.08	17.79	\$ 750,000	\$ 1,500,000
13	SYLMAR POOL	D	3.69	1962	High				X	X	N	Y	9,293	31.81	10.68	\$ 9,000,000	\$ 10,000,000
7	ECHO SHALLOW POOL	D	3.88	1956	High				X	X	N	Y	9,284	24.72	25.37	\$ 4,000,000	\$ 6,000,000
9	GREEN MEADOWS POOL	D	3.89	1955	High				X	X	N	Y	8,902	37.48	34.05	\$ 9,000,000	\$ 10,000,000
6	FERNANGELES POOL	D	3.50	1979	High				X	X	N	Y	8,899	30.33	13.87	\$ 9,000,000	\$ 10,000,000
6	SUN VALLEY POOL	B	1.96	1931/1997	Low		X				N	Y	8,875	31.18	18.15	\$ 200,000	\$ 400,000
2	VERDUGO HILLS POOL	C	3.42	1951	Med	X		X			N	Y	8,787	24.98	7.79	\$ 3,500,000	\$ 5,000,000
14	COSTELLO POOL	F	4.27	1950	High				X	X	N	Y	8,568	32.90	26.57	\$ 9,500,000	\$ 10,500,000
14	PECAN POOL	D	3.76	1962	High				X	X	N	Y	7,736	26.14	25.43	\$ 9,000,000	\$ 10,000,000
9	CENTRAL POOL	F	3.21	1926	Med		X		X		N	Y	7,494	30.96	31.93	\$ 7,000,000	\$ 8,000,000
11	RUSTIC CANYON PARK	C	3.44	1961	Med	X		X			N	Y	5,992	16.76	2.26	\$ 3,000,000	\$ 4,000,000
4	HOLL YWOODLAND GIRLS CAMP	D	3.63	1951	Med				X	X	N	Y	5,358			\$ 4,000,000	\$ 6,000,000
3	RESEDA POOL	F	2.74	1930/2006	High				X		N	Y	3,741	23.02	8.14	\$ 3,500,000	\$ 5,000,000
4	GRIFFITH PARK BOYS CAMP	B	2.68	1929/1982	Low	X		X			N	Y	2,458			\$ 250,000	\$ 500,000
0	CAMP RADFORD POOL	F	4.28	1962	Med				X		Y	Y				\$ 3,000,000	\$ 4,000,000
0	CAMP SEELY POOL	B	3.10	1972	Low	X					N	Y				\$ 300,000	\$ 600,000
0	CAMP VALCREST POOL	F	4.18	1945	Med				X		Y	Y				\$ 3,000,000	\$ 4,000,000
1	DOWNEY POOL	F	2.74	1919/1998	High				X		Y	Y		26.75	23.59	\$ 5,000,000	\$ 6,000,000
3	LANARK POOL	F	0.00	1959	High				X		Y	Y		27.17	10.69		
8	HARVARD POOL	F	0.00	1939	High				X		Y	Y		32.85	25.62	\$ -	\$ -
12	NORTHBRIDGE POOL	F	0.00	1959	High				X		Y	Y		19.79	4.59	\$ -	\$ -
15	GAFFEY POOL	F	4.66	1944	Med	X					Y	Y		25.80	11.73	\$ 7,000,000	\$ 12,000,000
2	VAN NUYS/SHERMAN OAKS	C	1.58	1951/2004	Low	X					N	N	34,843	20.44	8.94	\$ 200,000	\$ 400,000
14	ROOSEVELT POOL	D	3.73	1977	High	X		X			N	N	34,103	30.00	26.46	\$ 2,500,000	\$ 5,000,000

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856,746

\$ 275,300,000 \$ 334,600,000



## 2006 POOL ASSESSMENT SUMMARY SORTED BY YOUTH < 18 YRS OLD

Refurb. / Repair											Replacement		Demographics					Total Project Estimate Range	
CD	Pool Facility	2005 Pool Report	2006 Assess. Score	Year Constr. or Renov.	Planning Guide	Pool	BH	Pool	BH	Closed Y/N	Seasonal Y/N	2005 Attendance	Total Population w/ Youth < 18	Families Below Poverty % (w/Children)	Low	High			
9	<a href="#">GREEN MEADOWS POOL</a>	D	3.89	1955	High			X		N	Y	8,902	37.48	34.05	\$ 9,000,000	\$ 10,000,000			
15	<a href="#">109TH STREET POOL</a>	F	4.26	1939	High			X		N	Y	10,834	37.35	30.89	\$ 9,000,000	\$ 10,000,000			
9	<a href="#">FREMONT POOL</a>	C	2.87	1978	High		X			Y	N	22,352	36.80	32.90	\$ 1,500,000	\$ 2,500,000			
9	<a href="#">SOUTH PARK POOL</a>	C	2.90	1950/1985	Low		X			N	Y	12,173	36.17	33.77	\$ 1,500,000	\$ 2,000,000			
9	<a href="#">ROSS SNYDER POOL</a>	C	3.56	1978	High			X		N	Y	17,066	36.11	33.77	\$ 9,000,000	\$ 10,000,000			
7	<a href="#">HUBERT HUMPHREY POOL</a>	C	3.02	1970	Med		X			N	N	19,937	33.33	16.30	\$ 3,000,000	\$ 5,000,000			
14	<a href="#">COSTELLO POOL</a>	F	4.27	1950	High			X		N	Y	8,568	32.90	26.57	\$ 9,500,000	\$ 10,500,000			
7	<a href="#">HANSEN DAM SWIM LAKE</a>	B	1.55	1998	Low	X				N	Y	101,518	32.90	17.47	\$ 50,000	\$ 100,000			
8	<a href="#">HARVARD POOL</a>	F	0.00	1939	High			X		Y	Y		32.85	25.62	\$ -	\$ -			
15	<a href="#">BANNING POOL</a>	C	3.01	1979	Med	X	X			N	N	13,810	32.69	17.64	\$ 1,500,000	\$ 2,000,000			
7	<a href="#">SEPULVEDA POOL</a>	B	2.74	1959/2002	Low	X	X			N	Y	10,119	32.08	17.79	\$ 750,000	\$ 1,500,000			
7	<a href="#">RITCHIE VALENS POOL</a>	C	3.71	1960	High			X		N	Y	11,362	32.07	13.58	\$ 9,000,000	\$ 10,000,000			
7	<a href="#">SYLMAR POOL</a>	D	3.69	1962	High			X		N	Y	9,293	31.81	10.68	\$ 9,000,000	\$ 10,000,000			
8	<a href="#">EPICC</a>	A	1.50	1932	Low					N	N	29,795	31.60	28.23	\$ -	\$ -			
6	<a href="#">SUN VALLEY POOL</a>	B	1.96	1931/1997	Low		X			N	Y	8,875	31.18	18.15	\$ 200,000	\$ 400,000			
15	<a href="#">HARBOR POOL</a>	D	4.12	1955	High			X		N	Y	21,574	31.07	15.71	\$ 9,000,000	\$ 10,000,000			
9	<a href="#">CENTRAL POOL</a>	F	3.21	1926	Med		X	X		N	Y	7,494	30.96	31.93	\$ 7,000,000	\$ 8,000,000			
6	<a href="#">FERNANGELES POOL</a>	D	3.50	1979	High			X		N	Y	8,899	30.33	13.87	\$ 9,000,000	\$ 10,000,000			
14	<a href="#">RICHARD ALATORRE POOL</a>	C	1.88	2000	Low	X			X	N	N	21,411	30.33	18.22	\$ 500,000	\$ 1,000,000			
1	<a href="#">LINCOLN POOL</a>	F	4.02	1951	High			X		N	Y	10,933	30.32	24.54	\$ 9,000,000	\$ 10,000,000			
8	<a href="#">VAN NESS POOL</a>	D	3.70	1959	High			X		N	Y	15,448	30.02	19.59	\$ 9,000,000	\$ 10,000,000			
14	<a href="#">ROOSEVELT POOL</a>	D	3.73	1977	High	X			X	N	N	34,103	30.00	26.46	\$ 2,500,000	\$ 5,000,000			
2	<a href="#">VALLEY PLAZA POOL</a>	D	3.92	1971	High			X		N	Y	16,675	28.30	17.12	\$ 9,000,000	\$ 10,000,000			
10	<a href="#">CELES KING III POOL</a>	C	3.88	1962	High			X		N	N	20,404	27.79	17.44	\$ 11,000,000	\$ 13,000,000			
3	<a href="#">LANARK POOL</a>	F	0.00	1959	High		X	X		Y	Y		27.17	10.69					
1	<a href="#">HIGHLAND POOL</a>	D	3.89	1948	High		X	X		N	Y	17,161	27.11	11.73	\$ 8,000,000	\$ 11,000,000			
8	<a href="#">ALGIN SUTTON POOL</a>	B	2.04	1931	Low	X	X			N	Y	14,244	26.80	25.75	\$ 500,000	\$ 1,000,000			
1	<a href="#">DOWNEY POOL</a>	F	2.74	1919/1998	High			X		Y	Y		26.75	23.59	\$ 5,000,000	\$ 6,000,000			
3	<a href="#">CLEVELAND POOL</a>	C	1.76	1993	High	X			X	N	N	12,301	26.16	10.29	\$ 500,000	\$ 1,000,000			
14	<a href="#">PECAN POOL</a>	D	3.76	1962	High			X		N	Y	7,736	26.14	25.43	\$ 9,000,000	\$ 10,000,000			
15	<a href="#">GAFFEY POOL</a>	F	4.66	1944	Med	X			X	Y	Y		25.80	11.73	\$ 7,000,000	\$ 12,000,000			
14	<a href="#">YOSEMITE POOL</a>	D	3.15	1925/1979	Med	X			X	N	N	19,659	25.47	11.04	\$ 3,000,000	\$ 5,000,000			
13	<a href="#">GLASSELL POOL</a>	C	3.25	1981	Med	X	X			N	N	27,612	25.46	14.49	\$ 2,000,000	\$ 3,000,000			
10	<a href="#">E.G. ROBERTS</a>	F	1.72	1979/2005	Low					N	N	19,085	25.42	16.96	\$ -	\$ -			
2	<a href="#">VERDUGO HILLS POOL</a>	C	3.42	1951	Med	X			X	N	Y	8,787	24.98	7.79	\$ 3,500,000	\$ 5,000,000			
13	<a href="#">ECHO SHALLOW POOL</a>	D	3.88	1956	High			X		N	Y	9,284	24.72	25.37	\$ 4,000,000	\$ 6,000,000			
1	<a href="#">ECHO DEEP/ECHO PARK</a>	C	0.00	1982	High	X			X	Y	N		24.51	25.97	\$ -	\$ -			
15	<a href="#">PECK PARK POOL</a>	B	2.04	1962	Low	X				N	N	18,168	24.36	21.03	\$ 50,000	\$ 100,000			
3	<a href="#">RESEDA POOL</a>	F	2.74	1930/2006	High			X		N	Y	3,741	23.02	8.14	\$ 3,500,000	\$ 5,000,000			
4	<a href="#">GRIFFITH PARK POOL</a>	B	3.47	1927	High		X			N	Y	33,780	22.39	16.87	\$ 9,000,000	\$ 10,000,000			
12	<a href="#">GRANADA HILLS POOL</a>	D	3.82	1975	High			X		N	Y	13,387	22.29	4.00	\$ 9,000,000	\$ 10,000,000			
4	<a href="#">NORTH HOLLYWOOD POOL</a>	F	3.92	1929	High			X		N	Y	13,514	22.09	10.88	\$ 9,000,000	\$ 11,000,000			
3	<a href="#">WOODLAND HILLS POOL</a>	C	3.65	1962	High			X		N	Y	19,815	21.30	4.07	\$ 9,000,000	\$ 10,000,000			
2	<a href="#">VAN NUYS/SHERMAN OAKS</a>	C	1.58	1951/2004	Low	X				N	N	34,843	20.44	8.94	\$ 200,000	\$ 400,000			
12	<a href="#">NORTHBRIDGE POOL</a>	F	0.00	1959	High			X		Y	Y		19.79	4.59	\$ -	\$ -			



		Refurb. / Repair						Replacement		Demographics				Total Project Estimate Range	

856,746



## 2006 POOL ASSESSMENT SUMMARY SORTED BY FAMILIES BELOW POVERTY

Refurb. / Repair														Replacement		Demographics				Total Project Estimate Range	
CD	Pool Facility	2005 Pool Report	2006 Assess. Score	Year Constr. or Renov.	Planning Guide	Refurb. / Repair		Replacement		Closed Y/N	Seasonal Y/N	2005 Attendance	Demographics		Total Project Estimate Range						
						Pool	BH	Pool	BH				Total Population w/ Youth < 18	Families Below Poverty % (w/Children)	Low	High					
9	<a href="#">GREEN MEADOWS POOL</a>	D	3.89	1955	High			X	X	N	Y	8,902	37.48	34.05	\$ 9,000,000	\$ 10,000,000					
9	<a href="#">ROSS SNYDER POOL</a>	C	3.56	1978	High			X	X	N	Y	17,066	36.11	33.77	\$ 9,000,000	\$ 10,000,000					
9	<a href="#">SOUTH PARK POOL</a>	C	2.90	1950/1985	Low		X			N	Y	12,173	36.17	33.77	\$ 1,500,000	\$ 2,000,000					
9	<a href="#">FREMONT POOL</a>	C	2.87	1978	High		X			Y	N	22,352	36.80	32.90	\$ 1,500,000	\$ 2,500,000					
9	<a href="#">CENTRAL POOL</a>	F	3.21	1926	Med		X	X	X	N	Y	7,494	30.96	31.93	\$ 7,000,000	\$ 8,000,000					
15	<a href="#">109TH STREET POOL</a>	F	4.26	1939	High			X	X	N	Y	10,834	37.35	30.89	\$ 9,000,000	\$ 10,000,000					
8	<a href="#">EPIC</a>	A	1.50	1932	Low					N	N	29,795	31.60	28.23	\$ -	\$ -					
14	<a href="#">COSTELLO POOL</a>	F	4.27	1950	High			X	X	N	Y	8,568	32.90	26.57	\$ 9,500,000	\$ 10,500,000					
14	<a href="#">ROOSEVELT POOL</a>	D	3.73	1977	High	X	X			N	N	34,103	30.00	26.46	\$ 2,500,000	\$ 5,000,000					
1	<a href="#">ECHO DEEP/ECHO PARK</a>	C	0.00	1982	High	X	X			Y	N		24.51	25.97	\$ -	\$ -					
8	<a href="#">ALGIN SUTTON POOL</a>	B	2.04	1931	Low	X	X			N	Y	14,244	26.80	25.75	\$ 500,000	\$ 1,000,000					
8	<a href="#">HARVARD POOL</a>	F	0.00	1939	High			X	X	Y	Y		32.85	25.62	\$ -	\$ -					
14	<a href="#">PECAN POOL</a>	D	3.76	1962	High			X	X	N	Y	7,736	26.14	25.43	\$ 9,000,000	\$ 10,000,000					
13	<a href="#">ECHO SHALLOW POOL</a>	D	3.88	1956	High			X	X	N	Y	9,284	24.72	25.37	\$ 4,000,000	\$ 6,000,000					
1	<a href="#">LINCOLN POOL</a>	F	4.02	1951	High			X	X	N	Y	10,933	30.32	24.54	\$ 9,000,000	\$ 10,000,000					
1	<a href="#">DOWNEY POOL</a>	F	2.74	1919/1998	High			X	X	Y	Y		26.75	23.59	\$ 5,000,000	\$ 6,000,000					
15	<a href="#">PECK PARK POOL</a>	B	2.04	1962	Low	X	X			N	N	18,168	24.36	21.03	\$ 50,000	\$ 100,000					
8	<a href="#">VAN NESS POOL</a>	D	3.70	1959	High			X	X	N	Y	15,448	30.02	19.59	\$ 9,000,000	\$ 10,000,000					
14	<a href="#">RICHARD ALATORRE POOL</a>	C	1.88	2000	Low	X	X			N	N	21,411	30.33	18.22	\$ 500,000	\$ 1,000,000					
6	<a href="#">SUN VALLEY POOL</a>	B	1.96	1931/1997	Low		X			N	Y	8,875	31.18	18.15	\$ 200,000	\$ 400,000					
7	<a href="#">SEPULVEDA POOL</a>	B	2.74	1959/2002	Low	X	X			N	Y	10,119	32.08	17.79	\$ 750,000	\$ 1,500,000					
15	<a href="#">BANNING POOL</a>	C	3.01	1979	Med	X	X			N	N	13,810	32.69	17.64	\$ 1,500,000	\$ 2,000,000					
7	<a href="#">HANSEN DAM SWIM LAKE</a>	B	1.55	1998	Low	X				N	Y	101,518	32.90	17.47	\$ 50,000	\$ 100,000					
10	<a href="#">CELES KING III POOL</a>	C	3.88	1962	High			X	X	N	N	20,404	27.79	17.44	\$ 11,000,000	\$ 13,000,000					
2	<a href="#">VALLEY PLAZA POOL</a>	D	3.92	1971	High			X	X	N	Y	16,675	28.30	17.12	\$ 9,000,000	\$ 10,000,000					
10	<a href="#">E.G. ROBERTS</a>	F	1.72	1979/2005	Low					N	N	19,085	25.42	16.96	\$ -	\$ -					
4	<a href="#">GRIFFITH PARK POOL</a>	B	3.47	1927	High		X			N	Y	33,780	22.39	16.87	\$ 5,000,000	\$ 6,000,000					
13	<a href="#">HOLLYWOOD POOL</a>	C	3.31	1950	Med		X	X	X	N	Y	15,179	19.23	16.41	\$ 7,000,000	\$ 8,000,000					
7	<a href="#">HUBERT HUMPHREY POOL</a>	C	3.02	1970	Med		X			N	N	19,937	33.33	16.30	\$ 3,000,000	\$ 5,000,000					
15	<a href="#">HARBOR POOL</a>	D	4.12	1955	High			X	X	N	Y	21,574	31.07	15.71	\$ 9,000,000	\$ 10,000,000					
13	<a href="#">GLASSSELL POOL</a>	C	3.25	1981	Med	X				N	N	27,612	25.46	14.49	\$ 2,000,000	\$ 3,000,000					
6	<a href="#">FERNANGELES POOL</a>	D	3.50	1979	High			X	X	N	Y	8,899	30.33	13.87	\$ 9,000,000	\$ 10,000,000					
7	<a href="#">RITCHIE VALENS POOL</a>	C	3.71	1960	High			X	X	N	Y	11,362	32.07	13.58	\$ 9,000,000	\$ 10,000,000					
1	<a href="#">HIGHLAND POOL</a>	D	3.89	1948	High			X	X	N	Y	17,161	27.11	11.73	\$ 8,000,000	\$ 11,000,000					
15	<a href="#">GAFFEY POOL</a>	F	4.66	1944	Med	X				Y	Y		25.80	11.73	\$ 7,000,000	\$ 12,000,000					
14	<a href="#">YOSEMITE POOL</a>	D	3.15	1925/1979	Med	X	X			N	N	19,659	25.47	11.04	\$ 3,000,000	\$ 5,000,000					
4	<a href="#">NORTH HOLLYWOOD POOL</a>	F	3.92	1929	High			X	X	N	Y	13,514	22.09	10.88	\$ 9,000,000	\$ 11,000,000					
3	<a href="#">LANARK POOL</a>	F	0.00	1959	High			X	X	Y	Y		27.17	10.69							
7	<a href="#">SYLMAR POOL</a>	D	3.69	1962	High			X	X	N	Y	9,293	31.81	10.68	\$ 9,000,000	\$ 10,000,000					
3	<a href="#">CLEVELAND POOL</a>	C	1.76	1993	High	X	X			N	N	12,301	26.16	10.29	\$ 500,000	\$ 1,000,000					
2	<a href="#">VAN NUYS/SHERMAN OAKS</a>	C	1.58	1951/2004	Low	X				N	N	34,843	20.44	8.94	\$ 200,000	\$ 400,000					
3	<a href="#">RESEDA POOL</a>	F	2.74	1930/2006	High			X	X	N	Y	3,741	23.02	8.14	\$ 3,500,000	\$ 5,000,000					
2	<a href="#">VERDUGO HILLS POOL</a>	C	3.42	1951	Med	X	X			N	Y	8,787	24.98	7.79	\$ 3,500,000	\$ 5,000,000					
11	<a href="#">MAR VISTA POOL</a>	D	3.64	1959	High			X	X	N	Y	14,560	19.11	7.78	\$ 9,000,000	\$ 10,000,000					
4	<a href="#">PAN PACIFIC POOL</a>	D	3.83	1955	High			X	X	N	Y	13,144	14.46	7.29	\$ 9,000,000	\$ 10,000,000					

	CD	Pool Facility	2005 Pool Report	2006 Assess. Score	Year Constr. or Renov.	Planning Guide	Refurb. / Repair		Replacement		Closed Y/N	Seasonal Y/N	2005 Attendance	Demographics		Total Project Estimate Range	
							Pool	BH	Pool	BH				Total Population w/ Youth < 18	Families Below Poverty % (w/Children)	Low	High
	5	<u>CHEVIOT HILLS POOL</u>	D	3.72	1949	High			X	X	N	Y	12,721	<u>18.72</u>	7.04	\$ 9,000,000	\$ 10,000,000
	11	<u>VENICE POOL</u>	F	3.47	1961	High			X	X	N	N	20,746	<u>16.62</u>	7.02	\$ 11,000,000	\$ 13,000,000
	11	<u>STONER PARK POOL</u>	A	1.04	1931/2003	Low					N	Y	16,881	<u>13.31</u>	5.13	\$ -	\$ -
	12	<u>NORTHIDGE POOL</u>	F	0.00	1959	High			X	X	Y	Y		<u>19.79</u>	4.59	\$ -	\$ -
	3	<u>WOODLAND HILLS POOL</u>	C	3.65	1962	High			X	X	N	Y	19,815	<u>21.30</u>	4.07	\$ 9,000,000	\$ 10,000,000
	12	<u>GRANADA HILLS POOL</u>	D	3.82	1975	High			X	X	N	Y	13,387	<u>22.29</u>	4.00	\$ 9,000,000	\$ 10,000,000
	5	<u>WESTWOOD POOL</u>	C	1.86	1988	High		X			N	N	23,228	<u>11.22</u>	3.84	\$ 500,000	\$ 1,000,000
	11	<u>WESTCHESTER POOL</u>	D	3.53	1961	High			X	X	N	Y	11,817	<u>16.88</u>	3.40	\$ 9,000,000	\$ 10,000,000
	11	<u>RUSTIC CANYON PARK</u>	C	3.44	1961	Med	X	X			N	Y	5,992	<u>16.76</u>	2.26	\$ 3,000,000	\$ 4,000,000
	0	<u>CAMP RADFORD POOL</u>	F	4.28	1962	Med			X		Y	Y				\$ 3,000,000	\$ 4,000,000
	0	<u>CAMP SEELY POOL</u>	B	3.10	1972	Low	X				N	Y				\$ 300,000	\$ 600,000
	0	<u>CAMP VALCREST POOL</u>	F	4.18	1945	Med			X		Y	Y				\$ 3,000,000	\$ 4,000,000
	4	<u>GRIFFITH PARK BOYS CAMP</u>	B	2.68	1929/1982	Low	X	X			N	Y	2,458			\$ 250,000	\$ 500,000
	4	<u>HOLLYWOODLAND GIRLS CAMP</u>	D	3.63	1951	Med			X	X	N	Y	5,358			\$ 4,000,000	\$ 6,000,000
													856,746			\$ 275,300,000	\$ 334,600,000

\$ 275,300,000 \$ 334,600,000



## 2006 POOL ASSESSMENT SUMMARY SORTED BY SEASONAL POOLS

Refurb. / Repair											Replacement		Demographics					Total Project Estimate Range	
CD	Pool Facility	2005 Pool Report	2006 Assess. Score	Year Constr. or Renov.	Planning Guide	Pool	BH				Closed Y/N	Seasonal Y/N	2005 Attendance	Total Population w/ Youth < 18	Families Below Poverty % (w/Children)		Low	High	
1	ECHO DEEP/ECHO PARK	C	0.00	1982	High	X	X				Y	N		24.51	25.97	\$	-	\$	
2	VAN NUYS/SHERMAN OAKS	C	1.58	1951/2004	Low	X					N	N	34,843	20.44	8.94	\$	200,000	\$ 400,000	
3	CLEVELAND POOL	C	1.76	1993	High	X	X				N	N	12,301	26.16	10.29	\$	500,000	\$ 1,000,000	
5	WESTWOOD POOL	C	1.86	1988	High		X				N	N	23,228	11.22	3.84	\$	500,000	\$ 1,000,000	
7	HUBERT HUMPHREY POOL	C	3.02	1970	Med	X	X				N	N	19,937	33.33	16.30	\$	3,000,000	\$ 5,000,000	
8	EPICC	A	1.50	1932	Low						N	N	29,795	31.60	28.23	\$	-	\$	
9	FREMONT POOL	C	2.87	1978	High		X				Y	N	22,352	36.80	32.90	\$	1,500,000	\$ 2,500,000	
10	CELES KING III POOL	C	3.88	1962	High			X	X		N	N	20,404	27.79	17.44	\$	11,000,000	\$ 13,000,000	
10	E.G. ROBERTS	F	1.72	1979/2005	Low						N	N	19,085	25.42	16.96	\$	-	\$	
11	VENICE POOL	F	3.47	1961	High				X	X	N	N	20,746	16.62	7.02	\$	11,000,000	\$ 13,000,000	
13	GLASSSELL POOL	C	3.25	1981	Med	X	X				N	N	27,612	25.46	14.49	\$	2,000,000	\$ 3,000,000	
14	RICHARD ALATORRE POOL	C	1.88	2000	Low	X	X				N	N	21,411	30.33	18.22	\$	500,000	\$ 1,000,000	
14	ROOSEVELT POOL	D	3.73	1977	High	X	X				N	N	34,103	30.00	26.46	\$	2,500,000	\$ 5,000,000	
14	YOSEMITE POOL	D	3.15	1925/1979	Med	X	X				N	N	19,659	25.47	11.04	\$	3,000,000	\$ 5,000,000	
15	BANNING POOL	C	3.01	1979	Med	X	X				N	N	13,810	32.69	17.64	\$	1,500,000	\$ 2,000,000	
15	PECK PARK POOL	B	2.04	1962	Low	X	X				N	N	18,168	24.36	21.03	\$	50,000	\$ 100,000	
0	CAMP RADFORD POOL	F	4.28	1962	Med				X		Y	Y				\$	3,000,000	\$ 4,000,000	
0	CAMP SEELY POOL	B	3.10	1972	Low	X					N	Y				\$	300,000	\$ 600,000	
0	CAMP VALCREST POOL	F	4.18	1945	Med				X		Y	Y				\$	3,000,000	\$ 4,000,000	
1	HIGHLAND POOL	D	3.89	1948	High		X		X		N	Y	17,161	27.11	11.73	\$	8,000,000	\$ 11,000,000	
1	LINCOLN POOL	F	4.02	1951	High				X	X	N	Y	10,933	30.32	24.54	\$	9,000,000	\$ 10,000,000	
1	DOWNEY POOL	F	2.74	1919/1998	High				X		Y	Y		26.75	23.59	\$	5,000,000	\$ 6,000,000	
2	VALLEY PLAZA POOL	D	3.92	1971	High				X	X	N	Y	16,675	28.30	17.12	\$	9,000,000	\$ 10,000,000	
2	VERDUGO HILLS POOL	C	3.42	1951	Med	X	X				N	Y	8,787	24.98	7.79	\$	3,500,000	\$ 5,000,000	
3	RESEDA POOL	F	2.74	1930/2006	High				X		N	Y	3,741	23.02	8.14	\$	3,500,000	\$ 5,000,000	
3	WOODLAND HILLS POOL	C	3.65	1962	High				X	X	N	Y	19,815	21.30	4.07	\$	9,000,000	\$ 10,000,000	
3	LANARK POOL	F	0.00	1959	High				X	X	Y	Y		27.17	10.69				
4	GRIFFITH PARK POOL	B	3.47	1927	High		X				N	Y	33,780	22.39	16.87	\$	5,000,000	\$ 6,000,000	
4	NORTH HOLLYWOOD POOL	F	3.92	1929	High				X	X	N	Y	13,514	22.09	10.88	\$	9,000,000	\$ 11,000,000	
4	PAN PACIFIC POOL	D	3.83	1955	High				X	X	N	Y	13,144	14.46	7.29	\$	9,000,000	\$ 10,000,000	
4	GRIFFITH PARK BOYS CAMP	B	2.68	1929/1982	Low	X	X				N	Y	2,458			\$	250,000	\$ 500,000	
4	HOLLYWOODLAND GIRLS CAMP	D	3.63	1951	Med				X	X	N	Y	5,358			\$	4,000,000	\$ 6,000,000	
5	CHEVIOT HILLS POOL	D	3.72	1949	High				X	X	N	Y	12,721	18.72	7.04	\$	9,000,000	\$ 10,000,000	
6	FERNANGELES POOL	D	3.50	1979	High				X	X	N	Y	8,899	30.33	13.87	\$	9,000,000	\$ 10,000,000	
6	SUN VALLEY POOL	B	1.96	1931/1997	Low		X				N	Y	8,875	31.18	18.15	\$	200,000	\$ 400,000	
7	HANSEN DAM SWIM LAKE	B	1.55	1998	Low	X					N	Y	101,518	32.90	17.47	\$	50,000	\$ 100,000	
7	RITCHIE VALENS POOL	C	3.71	1960	High				X	X	N	Y	11,362	32.07	13.58	\$	9,000,000	\$ 10,000,000	
7	SEPULVEDA POOL	B	2.74	1959/2002	Low	X	X				N	Y	10,119	32.08	17.79	\$	750,000	\$ 1,500,000	
7	SYLMAR POOL	D	3.69	1962	High				X	X	N	Y	9,293	31.81	10.68	\$	9,000,000	\$ 10,000,000	
8	ALGIN SUTTON POOL	B	2.04	1931	Low	X	X				N	Y	14,244	26.80	25.75	\$	500,000	\$ 1,000,000	
8	HARVARD POOL	F	0.00	1939	High				X	X	Y	Y		32.85	25.62	\$	-	\$	
8	VAN NESS POOL	D	3.70	1959	High				X	X	N	Y	15,448	30.02	19.59	\$	9,000,000	\$ 10,000,000	
9	CENTRAL POOL	F	3.21	1926	Med		X		X		N	Y	7,494	30.96	31.93	\$	7,000,000	\$ 8,000,000	
9	GREEN MEADOWS POOL	D	3.89	1955	High				X	X	N	Y	8,902	37.48	34.05	\$	9,000,000	\$ 10,000,000	
9	ROSS SNYDER POOL	C	3.56	1978	High				X	X	N	Y	17,066	36.11	33.77	\$	9,000,000	\$ 10,000,000	







## 2006 POOL ASSESSMENT SUMMARY SORTED BY PLANNING GUIDE

CD	Pool Facility	2005 Pool Report	2006 Assess. Score	Year Constr. or Renov.	Planning Guide	Refurb. / Repair		Replacement		Closed Y/N	Seasonal Y/N	2005 Attendance	Demographics		Total Project Estimate Range	
						Pool	BH	Pool	BH				Total Population w/ Youth < 18	Families Below Poverty % (w/Children)	Low	High
1	ECHO DEEP/ECHO PARK	C	0.00	1982	High	X	X			Y	N	17,161	24.51	25.97	\$ -	\$ -
1	HIGHLAND POOL	D	3.89	1948	High		X	X		N	Y	10,933	27.11	11.73	\$ 8,000,000	\$ 11,000,000
1	LINCOLN POOL	F	4.02	1951	High			X	X	N	Y	10,933	30.32	24.54	\$ 9,000,000	\$ 10,000,000
1	DOWNEY POOL	F	2.74	1919/1998	High					Y	Y		26.75	23.59	\$ 5,000,000	\$ 6,000,000
2	VALLEY PLAZA POOL	D	3.92	1971	High			X	X	N	Y	16,675	28.30	17.12	\$ 5,000,000	\$ 10,000,000
3	CLEVELAND POOL	C	1.76	1993	High	X	X			N	N	12,301	26.16	10.29	\$ 900,000	\$ 1,000,000
3	RESEDA POOL	F	2.74	1930/2006	High			X		N	Y	3,741	23.02	8.14	\$ 3,500,000	\$ 5,000,000
3	WOODLAND HILLS POOL	C	3.65	1962	High			X	X	N	Y	19,815	21.30	4.07	\$ 9,000,000	\$ 10,000,000
3	LANARK POOL	F	0.00	1959	High		X	X		Y	Y		27.17	10.69		
4	GRIFFITH PARK POOL	B	3.47	1927	High		X			N	Y	33,780	22.39	16.87	\$ 5,000,000	\$ 6,000,000
4	NORTH HOLLYWOOD POOL	F	3.92	1929	High			X	X	N	Y	13,514	22.09	10.88	\$ 9,000,000	\$ 11,000,000
4	PAN PACIFIC POOL	D	3.83	1955	High			X	X	N	Y	13,144	14.46	7.29	\$ 9,000,000	\$ 10,000,000
5	CHEVIOT HILLS POOL	C	3.72	1949	High			X	X	N	Y	12,721	18.72	7.04	\$ 9,000,000	\$ 10,000,000
5	WESTWOOD POOL	D	1.86	1988	High		X			N	N	23,228	11.22	3.84	\$ 500,000	\$ 1,000,000
6	FERNANGELES POOL	D	3.50	1979	High			X	X	N	Y	8,899	30.33	13.87	\$ 9,000,000	\$ 10,000,000
7	RITCHIE VALENS POOL	C	3.71	1960	High			X	X	N	Y	11,362	32.07	13.58	\$ 9,000,000	\$ 10,000,000
7	SYLMAR POOL	D	3.69	1962	High			X	X	N	Y	9,293	31.81	10.68	\$ 9,000,000	\$ 10,000,000
8	HARVARD POOL	F	0.00	1939	High			X	X	Y	Y		32.85	25.62	\$ -	\$ -
8	VAN NESS POOL	D	3.70	1959	High			X	X	N	Y	15,448	30.02	19.59	\$ 9,000,000	\$ 10,000,000
9	FREMONT POOL	C	2.87	1978	High		X			Y	N	22,352	36.80	32.90	\$ 1,500,000	\$ 2,500,000
9	GREEN MEADOWS POOL	D	3.89	1955	High			X	X	N	Y	8,902	37.48	34.05	\$ 9,000,000	\$ 10,000,000
9	ROSS SNYDER POOL	C	3.56	1978	High			X	X	N	Y	17,066	36.11	33.77	\$ 9,000,000	\$ 10,000,000
10	CELES KING III POOL	C	3.88	1962	High			X	X	N	N	20,404	27.79	17.44	\$ 11,000,000	\$ 13,000,000
11	MAR VISTA POOL	D	3.64	1959	High			X	X	N	Y	14,560	19.11	7.78	\$ 9,000,000	\$ 10,000,000
11	VENICE POOL	F	3.47	1961	High			X	X	N	N	20,746	16.62	7.02	\$ 11,000,000	\$ 13,000,000
11	WESTCHESTER POOL	D	3.53	1961	High			X	X	N	Y	11,817	16.88	3.40	\$ 9,000,000	\$ 10,000,000
12	NORTHTRIDGE POOL	F	0.00	1959	High			X	X	Y	Y		19.79	4.59	\$ -	\$ -
12	GRANADA HILLS POOL	D	3.82	1975	High			X	X	N	Y	13,387	22.29	4.00	\$ 9,000,000	\$ 10,000,000
13	ECHO SHALLOW POOL	D	3.88	1956	High			X		N	Y	9,284	24.72	25.37	\$ 4,000,000	\$ 6,000,000
14	COSTELLO POOL	F	4.27	1950	High			X	X	N	Y	8,568	32.90	26.57	\$ 9,500,000	\$ 10,500,000
14	PECAN POOL	D	3.76	1962	High			X	X	N	Y	7,736	26.14	25.43	\$ 9,000,000	\$ 10,000,000
14	ROOSEVELT POOL	D	3.73	1977	High	X	X			N	N	34,103	30.00	26.46	\$ 2,500,000	\$ 5,000,000
15	109TH STREET POOL	F	4.26	1939	High			X	X	N	Y	10,834	37.35	30.89	\$ 9,000,000	\$ 10,000,000
15	HARBOR POOL	D	4.12	1955	High			X	X	N	Y	21,574	31.07	15.71	\$ 9,000,000	\$ 10,000,000
													High Sub-total		\$ 224,000,000	\$ 261,000,000

0	CAMP RADFORD POOL	F	4.28	1962	Med			X		Y	Y				\$ 3,000,000	\$ 4,000,000
0	CAMP VALCREST POOL	F	4.18	1945	Med			X		Y	Y				\$ 3,000,000	\$ 4,000,000
2	VERDUGO HILLS POOL	C	3.42	1951	Med	X	X			N	Y	8,787	24.98	7.79	\$ 3,500,000	\$ 5,000,000
4	HOLL YWOODLAND GIRLS CAMP	D	3.63	1951	Med			X	X	N	Y	5,358			\$ 4,000,000	\$ 6,000,000
7	HUBERT HUMPHREY POOL	C	3.02	1970	Med		X			N	N	19,937	33.33	16.30	\$ 3,000,000	\$ 5,000,000
9	CENTRAL POOL	F	3.21	1926	Med		X	X		N	Y	7,494	30.96	31.93	\$ 7,000,000	\$ 8,000,000
11	RUSTIC CANYON PARK	C	3.44	1961	Med	X	X			N	Y	5,992	16.76	2.26	\$ 3,000,000	\$ 4,000,000
13	HOLL YWOOD POOL	C	3.31	1950	Med		X	X		N	Y	15,179	19.23	16.41	\$ 7,000,000	\$ 8,000,000
13	GLASSELL POOL	C	3.25	1981	Med	X	X			N	N	27,612	25.46	14.49	\$ 2,000,000	\$ 3,000,000
14	YOSEMITE POOL	D	3.15	1925/1979	Med	X	X			N	N	19,659	25.47	11.04	\$ 3,000,000	\$ 5,000,000
15	BANNING POOL	C	3.01	1979	Med	X	X			N	N	13,810	32.69	17.64	\$ 1,500,000	\$ 2,000,000
15	GAFFEY POOL	F	4.66	1944	Med	X			X	Y	Y		25.80	11.73	\$ 7,000,000	\$ 12,000,000



# 2006 SUMMER SWIM PROGRAMS

Pool	Phone	Novice Swim	Dive	Traditional WP	Synchro	Innertube	Water Exercise	Special Olympics	COLA SWIM	COLA WATER POLO	COLA SYNCHRO
109th Street Pool	323-789-2728	•									
Algin Sutton Pool	323-789-2728	•			•						
Banning Pool	310-548-7420	•	•	•	•			•			
Celes King III Pool	213-847-3406	•	•	•	•		•				
Cheviot Hills Rec. Center	310-202-2844	•	•		•						
Cleveland Pool	818-756-9798	•	•	•	•		•		•		
Costello Recreation Ctr	323-526-3073	•									
Downey Recreation Ctr	323-226-1671 Closed										
Echo Deep Pool	Closed										
EG Roberts	323-936-8483	•	•	•	•	•					
Fernangeles Pool	818-765-9365	•	•		•						
Fremont Pool	213-847-3401	•	•	•	•		•	•			
Glassell Park Rec. Ctr	323-226-1670	•	•	•	•	•	•				
Granada Hills Pool	818-360-7107	•	•		•						
Green Meadows Pool	323-789-2726	•									
Griffith Park Rec. Ctr	323-644-6878	•			•						
Harbor Pool	310-835-6580	•			•						
Hollywood Rec. Center	213-957-4501	•			•						
Hubert Humphrey Pool	818-896-0067	•	•	•	•	•	•				
Lincoln Recreation Ctr	213-847-3382	•			•						
Los Angeles Swim Stadium	213-765-8347	•	•	•	•						
Mar Vista Pool	310-390-2016	•	•		•						
North Hollywood	818-755-7654	•	•		•						
Pan Pacific Pool	323-975-4524	•			•						
Pecan Recreation Ctr	213-526-3042	•			•						
Peck Park Pool	310-548-2434	•			•						
Reseda Pool	818-756-9361	•			•						
Richard Alatorre Pool	323-276-3042	•	•	•	•		•		•	•	
Richie Valens Pool	818-834-5176	•	•		•						
Roosevelt High School	213-485-7391	•	•	•	•	•	•		•	•	
Ross Snyder Rec. Center	213-847-3430	•									
Rustic Canyon Pool	310-230-0137	•									
Sepulveda Pool	818-891-8133	•			•						
South Park Pool	323-846-5366	•			•						
Stoner Pool	310-479-7200	•									
Sun Valley Pool	818-756-9367	•	•		•						
Sylmar Pool	818-367-6727	•	•		•						
Valley Plaza Pool	818-756-9362	•	•		•						
Van Ness Pool	323-290-3134	•			•						
Van Nuys-Sherman Oaks	818-971-6975	•	•	•	•	•	•	•	•		•
Venice High School Pool	310-575-8260	•	•	•	•	•	•				•
Verdugo Hills Pool	818-363-1365	•	•		•						



## 2006 SUMMER SWIM PROGRAMS

Pool	Phone	Novice Swim	Dive	Traditional WP	Synchro	Innertube	Water Exercise	Special Olympics	COLA SWIM	COLA WATER POLO	COLA SYNCHRO
Westchester Pool	310-342-3164	●	●		●						
Westwood Pool	310-478-7019	●	●	●	●		●	●	●		●
Woodland Hills Pool	818-756-9363	●	●		●						
Yosemite Recreation Ctr	323-226-1668	●	●		●						

### **Special Olympics:**

Special Olympics swim team is designed for athletes who want to train and compete in Special Olympic events. For persons with mental and/or mental-physical disabilities only.

### **Prerequisite:**

Participants must be 7-17 years of age and must be able to swim the width of the pool and back in deep water of that designated pool.

### **Innertube Water Polo:**

Similar to traditional polo, this program is played by moving through the water on inner tubes. This program is designed to involve all levels of swimming abilities.

### **Springboard Diving:**

Includes instruction on 1-3 meter board depending on location. Training on technique to accomplish required dives.

### **Swim Team:**

Includes instruction on the four basic competitive strokes.

### **Synchronized Swim Team:**

Includes instruction on figures, routines, and choreography.

### **Water Polo Team:**

Includes instruction on drills, shooting, passing, swimming conditioning, and overall knowledge of the game.

### **U.S. TEAMS (C.O.L.A.):**

Participate in the Southern California or Southern Pacific section of United States Swimming, Synchronized Swimming, and Water Polo. These teams also compete against swimmers of the same age and level and qualify for national tournaments. Prerequisite: Try-out with coach/manager, orientation and parent participation.

### **Water Exercise:**

### **Aquacise:**

This fat-burning fitness workout incorporates muscular and cardiovascular conditioning. Exercise includes some rhythmic activities, muscle

### **Flex-Stretch:**

A low stretch and walk class that moves at a more leisurely pace. This class promotes flexibility, improves posture and increases cardiovascular endurance. Enjoy the rewards of working in a safe and effective exercise program.

### **Step Aerobic:**

A high intensity, high stepping, exciting water exercise program. Enjoy the benefits of this "Step in Water" program designed to minimize land (shock) impact, gain greater flexibility and resistance. This class will challenge even the toughest "Aerobic Animal". Ideal for non-swimmers too! Not recommended for those just beginning an exercise program.

### **Woggle Work:**

A new water exercise concept using the "woggle", a colorful and exciting buoyancy device that provides extra stability when exercising. The class helps strength building thru a cardiovascular, fat burning aerobic workout. This is a shallow water activity recommended for all ages, giving even non-swimmers confidence.

### **Zero-Impact:**

A deep-water exercise class that strengthens and builds all over muscle tone without impact to the joints. Belts will be provided or you may bring your own. Participants must be able to swim in deep water.

# 2005 Attendance Records

## FACILITY TOTALS

Facility Name	6/25/2005	7/2/2005	7/9/2005	7/16/2005	7/23/2005	7/30/2005	8/6/2005	8/13/2005	8/20/2005	8/27/2005	9/3/2005	Total
Camp Seely (Private Group Usage)												
Griffith Park Boys Camp	219	219	153	328	473		298	275	312	181		2,458
Hollywoodland Girls Camp		835	406	451	702	843	607		831	683		5,358
SEASONAL												
Hansen Dam Swim Lake	4,603	7,420	9,914	10,294	18,182	13,427	13,562	9,950	4,625	7,632	1,909	101,518
109th Street	183	1,181	1,120	1,362	1,264	1,006	951	911	981	877	998	10,834
Algin Sutton	132	1,454	1,251	1,501	1,998	1,969	1,384	1,505	975	1,107	968	14,244
Central	135	742	675	831	1,026	1,000	796	724	421	647	497	7,494
Cheviot Hills	53	603	1,348	1,902	2,190	1,753	1,317	1,152	950	983	470	12,721
Costello	301	1,193	1,030	849	516	893	725	872	660	856	673	8,568
Echo Shallow	79	491	568	1,172	1,553	1,369	819	1,005	541	966	721	9,284
Fernangeles	71	668	975	1,148	1,473	1,193	1,057	837	547	530	400	8,899
Granada Hills	87	1,096	1,396	1,763	1,932	1,726	1,713	1,458	818	948	450	13,387
Green Meadows	140	1,151	914	1,136	1,376	1,074	734	736	659	519	463	8,902
Griffith Park	242	2,260	3,568	4,014	5,852	4,678	3,809	2,630	1,848	2,883	1,996	33,780
Harbor Park	95	935	1,562	2,381	2,962	3,502	2,287	2,239	1,782	2,410	1,419	21,574
Highland Park	142	1,259	2,077	2,588	2,305	1,881	1,926	1,769	1,056	1,290	868	17,161
Hollywood	187	1,244	1,630	1,683	2,050	1,990	1,587	1,783	1,285	943	797	15,179
Lincoln Park	81	1,189	1,825	1,400	0	1,146	1,591	1,281	688	1,011	721	10,933
Mar Vista	123	1,138	1,565	2,024	2,219	1,880	1,340	1,282	1,186	1,220	583	14,560
North Hollywood	123	1,138	1,261	1,677	2,027	1,826	1,565	1,390	876	1,035	596	13,514
Pan Pacific Park	61	671	1,176	1,321	2,017	1,776	1,689	1,472	955	1,162	844	13,144
Pecan	74	700	808	963	1,182	1,093	768	721	529	602	296	7,736
Reseda	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	396	839	958	910	638	3,741
Ritchie Valens	101	1,193	1,128	1,545	1,707	1,309	1,298	1,221	672	736	452	11,362
Ross Snyder	215	1,503	1,815	1,759	2,195	2,039	1,758	1,537	1,480	1,286	1,419	17,066
Rustic Canyon	24	629	514	517	664	862	631	672	594	651	234	5,992
Sepulveda	82	858	1,176	1,251	1,699	1,377	989	903	603	800	381	10,119
South Park	197	1,413	1,428	1,301	1,380	1,234	1,227	1,151	925	910	1,007	12,173
Stoner Park	415	1,349	1,418	1,198	2,489	2,130	1,919	1,368	1,320	1,826	1,449	16,881
Sun Valley	104	929	1,030	1,059	1,451	1,183	944	698	567	601	309	8,875
Sylmar	49	663	989	1,086	1,438	1,019	1,000	942	659	867	581	9,293
Valley Plaza	142	1,345	1,807	2,096	2,574	2,051	1,730	1,749	1,083	1,330	768	16,675
Van Ness	146	1,511	1,583	1,802	2,225	1,741	1,660	1,846	1,047	1,063	824	15,448
Verdugo Hills	57	865	1,166	1,163	1,270	1,012	1,025	836	421	568	404	8,787
Westchester	34	798	1,123	1,333	1,797	1,618	1,423	1,188	961	945	597	11,817
Woodland Hills	228	1,048	1,903	2,398	2,716	2,074	2,430	2,203	2,004	1,599	1,212	19,815
Yosemite	584	1,376	2,378	2,202	2,753	2,531	2,269	2,164	1,344	1,332	726	19,659
YEAR-ROUND												
Banning	507	673	1,156	1,371	2,007	1,829	1,801	1,512	1,370	905	679	13,810
Celes King, III	1,132	1,446	1,595	1,602	2,235	2,728	2,461	2,508	1,993	764	1,940	20,404
Cleveland	450	739	1,281	1,594	1,570	1,261	1,319	1,439	1,048	1,082	518	12,301
Glassel	1,618	1,958	2,563	2,997	3,996	3,088	2,785	2,620	2,049	2,157	1,781	27,612

# 2005 Attendance Records

## FACILITY TOTALS

Facility Name	6/25/2005	7/2/2005	7/9/2005	7/16/2005	7/23/2005	7/30/2005	8/6/2005	8/13/2005	8/20/2005	8/27/2005	9/3/2005	Total
E. G. Roberts	1,236	1,313	1,067	1,764	2,429	2,071	1,974	2,052	1,806	1,840	1,533	19,085
Fremont High School	1,668	1,541	1,469	2,078	2,230	2,203	2,945	2,115	2,047	2,117	1,939	22,352
Hubert Humphrey	838	837	1,763	2,179	2,790	2,657	2,463	2,174	1,503	1,768	965	19,937
EPICC - J. Argue	2,167	2,739	2,623	2,887	4,287	4,228	3,302	2,398	1,886	1,485	1,793	29,795
Peck Park	1,021	1,122	1,601	1,988	2,077	1,926	1,652	1,888	1,950	1,648	1,295	18,168
Richard Alatorre	769	1,609	1,881	2,337	3,058	2,751	2,307	2,197	1,885	1,954	663	21,411
Roosevelt High School	2,085	2,102	2,189	3,405	3,961	3,762	3,425	3,589	3,071	3,410	3,104	34,103
Van Nuys-Sherman Oaks	2,315	2,850	3,005	4,320	4,957	4,548	3,312	3,277	2,703	1,063	2,493	34,843
Venice	934	798	928	2,244	2,728	2,826	2,380	2,410	2,034	2,024	1,440	20,746
Westwood	1,683	2,199	1,895	2,176	2,441	2,520	2,450	2,475	1,860	1,900	1,629	23,228
2005 CLOSED POOLS												
Downey Pool (Closed - Major Repairs)												
Echo Deep - (Closed - Major Repairs)												
Gaffey (Closed - Major Repairs)												
Harvard (Closed - Major Repairs)												
Lanark (Closed - Major Repairs)												
Northridge (Closed - Major Repairs)												
Camp Valcrest - Camp Closed												
Camp Radford - Camp Closed												
<b>Total Attendance</b>	27,932	64,993	79,696	94,440	120,423	106,663	95,800	85,963	64,368	68,026	48,442	856,746

## NAME AND DISTANCE TO NEAREST POOLS

#	Facility Name	CD	Nearest Pool(s)	Dist. Miles
1	109TH STREET POOL	15	GREEN MEADOWS	1.5
			ALGIN SUTTON	3
2	ALGIN SUTTON POOL	8	FREMONT	1.5
			GREEN MEADOWS	2
3	BANNING POOL	15	HARBOR	2
			GAFFEY STREET	3
4	CELES KING III POOL	10	EG ROBERTS	3
			CHEVIOT HILLS	3.5
			VAN NESS	3.5
5	CENTRAL POOL	9	ROSS SNYDER	1.5
			EPICC	2.5
			SOUTH PARK	2.5
			COSTELLO	2.5
6	CHEVIOT HILLS POOL	5	MAR VISTA	2.5
			WESTWOOD	2.75
7	CLEVELAND POOL	3	NORTHRIDGE	1.5
			LANARK	4
8	COSTELLO POOL	14	ROOSEVELT	1
			PECAN	2
9	DOWNEY POOL	1	ECHO SHALLOW	2
			ECHO DEEP	2
			PECAN	2
			LINCOLN	2
10	ECHO DEEP/ECHO PARK POOL	1	ECHO SHALLOW	0.5
			DOWNEY	2
11	ECHO SHALLOW POOL	13	ECHO DEEP	0.5
			DOWNEY	2
12	E.G. ROBERTS AQUATIC CENTER	10	PAN PACIFIC	2.25
			CELES KING	3
13	FERNANGELES POOL	6	SUN VALLEY	1.5
			VALLEY PLAZA	2.25
14	FREMONT POOL	9	GREEN MEADOWS	1.25
			ALGIN SUTTON	1.5
15	GAFFEY POOL (ANGLES GATE)	15	HARBOR	1.25
			PECK	1.25
16	GLASSELL POOL	13	YOSEMITE	1.75



## NAME AND DISTANCE TO NEAREST POOLS

#	Facility Name	CD	Nearest Pool(s)	Dist. Miles
			GREEN MEADOWS	2.5
17	GRANADA HILLS POOL	12	NORTHRIDGE	3
			SEPULVEDA	3.5
18	GREEN MEADOWS POOL	9	FREMONT	1.25
			109TH STREET	1.5
19	GRIFFITH PARK POOL	4	GRIFFITH PARK BOYS CAMP	1.75
			GLASSELL	2.5
			HOLLYWOODLAND GIRLS CAMP	2.5
20	HANSEN DAM SWIM LAKE	7	HUBERT HUMPHREY	0.5
			RITCHIE VALENS	2.5
21	HARBOR POOL (MALLOY)	15	GAFFEY STREET	1.25
			BANNING	1.75
22	HARVARD POOL	8	VAN NESS	1.5
			EPICC	2.25
			SOUTH PARK	2.25
			ALGIN SUTTON	2.25
			FREMONT	2.25
23	HIGHLAND POOL	1	YOSEMITE	2.25
			RICHARD ALATORRE	3
24	HOLLYWOOD POOL	13	PAN PACIFIC	2
			HOLLYWOODLAND GIRLS CAMP	2.25
25	HUBERT HUMPHREY POOL	7	HANSEN DAM	0.5
			RITCHIE VALENS	2.25
26	JOHN C ARGUE SWIM STADIUM (EPICC)	8	SOUTH PARK	1.75
			CENTRAL	2.25
			HARVARD	2.25
27	LANARK POOL	3	CLEVELAND	3.75
			WOODLAND HILLS	3
28	LINCOLN POOL	1	RICHARD ALATORRE	1
			DOWNEY	2
29	MAR VISTA POOL	11	STONER	1.75
			VENICE	2.25
			WESTWOOD	2.25
30	NORTH HOLLYWOOD POOL	4	VALLEY PLAZA	2.5
			SUN VALLEY	3.75
31	NORTHRIDGE POOL	12	CLEVELAND	1.5
			GRANADA HILLS	2.75

## NAME AND DISTANCE TO NEAREST POOLS

#	Facility Name	CD	Nearest Pool(s)	Dist. Miles
32	PAN PACIFIC POOL	4	HOLLYWOOD	2
			EG ROBERTS	2.25
33	PECAN POOL	14	ROOSEVELT	1.25
			LINCOLN	2.25
34	PECK PARK POOL	15	GAFFEY STREET	1.25
			HARBOR	2.5
35	RESEDA POOL	3	CLEVELAND	4.25
			WOODLAND HILLS	5
36	RICHARD ALATORRE POOL	14	LINCOLN	1
			DOWNEY	3
			HIGHLAND	3
37	RITCHIE VALENS POOL	7	HUBERT HUMPHREY	2.25
			HANSEN DAM	2.5
38	ROOSEVELT POOL	14	COSTELLO	1
			PECAN	1.25
39	ROSS SNYDER POOL	9	CENTRAL	1.25
			SOUTH PARK	1.5
40	RUSTIC CANYON PARK (POOL)	11	STONER	3.75
			WESTWOOD	4.5
41	SEPULVEDA POOL	7	RITCHIE VALENS	3
			GRANADA HILLS	3.5
42	SOUTH PARK POOL	9	EPICC	1.5
			ROSS SNYDER	1.5
			HARVARD	2.25
			FREMONT	2.25
			CENTRAL	2.25
43	STONER PARK POOL	11	WESTWOOD	1
			MAR VISTA	1.75
44	SUN VALLEY POOL	6	FERNANGELES	1.5
			VALLEY PLAZA	2.25
45	SYLMAR POOL	7	HUBERT HUMPHREY	3
			RITCHIE VALENS	3.25
46	VALLEY PLAZA POOL	2	FERNANGELES	2.25
			SUN VALLEY	2.5
			NORTH HOLLYWOOD	2.5
47	VAN NESS POOL	8	HARVARD	1.25

## NAME AND DISTANCE TO NEAREST POOLS

#	Facility Name	CD	Nearest Pool(s)	Dist. Miles
			EPICC	2.5
48	VAN NUYS/SHERMAN OAKS	2	VALLEY PLAZA	4
			NORTH HOLLYWOOD	4
49	VENICE POOL	11	MAR VISTA	2.25
			WESTCHESTER	3.25
50	VERDUGO HILLS POOL	2	SUN VALLEY	6
			HANSEN DAM	6.75
51	WESTCHESTER POOL	11	VENICE	3.25
			MAR VISTA	5
52	WESTWOOD POOL	5	STONER	1.25
			MAR VISTA	2.25
53	WOODLAND HILLS POOL	3	LANARK	3
			RESEDA	5
54	YOSEMITE POOL	14	GLASSELL	1.75
			HIGHLAND	2.25
55	CAMP RADFORD POOL	0		
56	CAMP SEELY POOL	0		
57	CAMP VALCREST POOL	0		
58	GRIFFITH PARK BOYS CAMP	4	HOLLYWOODLAND GIRLS CAMP	1
			GRIFFITH PARK	1.75
59	HOLLYWOODLAND GIRLS CAMP	4	GRIFFITH PARK BOYS CAMP	1
			HOLLYWOOD	2.25

## ACTIVE POOL PROJECT STATUS AS OF JULY 2006

Project Name	CD	Scope of Work	Status	Start Construction	Complete Construction	Anticipated Opening Date	Current Funding	Total Project Cost Estimate	Total Project Shortfall
<b>ACTIVE POOL PROJECTS</b>									
Echo Park Deep Pool	1	Removal and replacement of the building roof enclosure including the structural roof support system, mechanical and electrical systems, and disabled access upgrades.	Construction	Aug-05	Dec-06	Mar-07	\$ 6,761,400	\$ 6,761,400	\$ -
Northridge Park Pool & Bathhouse	12	Demolition of existing pool and bathhouse. Construction of a new family aquatic center including lap swimming pool, activity pool, bathhouse, staff office, and first aid.	Construction	Mar-06	May-07	Aug-07	\$ 6,525,561	\$ 6,525,561	\$ -
Harvard Park Pool & Bathhouse	8	Demolition of existing pool and bathhouse. Construction of a new family aquatic center including lap swimming pool, activity pool and water slide, bathhouse, staff office, and first aid.	Design	Sep-06	Dec-07	Mar-08	\$ 7,600,000	\$ 7,600,000	\$ -
Lanark Park Pool	3	Removal and replacement of swimming pool, equipment and deck, water slide and fence. Upgrades to the existing bathhouse and repairs to the parking lot.	Design	Jul-06	Jul-07	Sep-07	\$ 6,256,034	\$ 6,256,034	\$ -
Roosevelt HS Pool	14	Replacement of deck drain, wading pool panels, pool accessories, heating system, lighting and sewer line. Repair of pool deck and upgrade landscaping and hardscaping. Provide ADA pool and building access. Replace columns & beams. General building improvements.	Design	Sep-07	Sep-08	Dec-08	\$ 2,700,000	\$ 2,700,000	
Roosevelt HS Pool - Wind Panel	14	Wind panel refurbishment	Design	TBD	TBD	TBD	\$ 405,000	\$ 405,000	\$ -
Cheviot Hills Pool and Bathhouse	11	Pool improvements: Gutter repair - patch the entire gutter length for a Pre-Design uniform finish to cover the exposed rebar; replace the pool filter system; Bathhouse Renovation: Restroom upgrades to comply with ADA requirements, new toilet stall partitions, new showers, sewer line replacement and floor drain repair at the dressing rooms. Other required work if funded includes repair of the pool shell and painting of interior and exterior of bathhouse.	Pre-Design	TBD	TBD	TBD			



## ACTIVE POOL PROJECT STATUS AS OF JULY 2006

Project Name	CD	Scope of Work	Status	Start Construction	Complete Construction	Anticipated Opening Date	Current Funding	Total Project Cost Estimate	Total Project Shortfall
Downey Pool	1	Replace Pool only - 2006/2007 City Budget	Pre-Design	TBD	TBD	TBD	TBD	TBD	
109th St Pool	15	Replace Pool and Bathroom - 2006/2007 City Budget	Pre-Design	TBD	TBD	TBD	TBD	TBD	
Costello Pool	14	Replace Pool and Bathroom - 2006/2007 City Budget	Pre-Design	TBD	TBD	TBD	TBD	TBD	
Lincoln Park Pool	1	Replace Pool and Bathroom - 2006/2007 City Budget	Pre-Design	TBD	TBD	TBD	TBD	TBD	
Freemont	8	Lead abatement, roof and mech. ventilation repairs (Dept. Salary Savings) <b>Emergency - Health Safety Issue</b>	B&A	Jul-06	Oct-06	Oct-06	\$ 400,000	\$ 400,000	
Glassell Pool	13	Replace Deck <b>BR # 06-91</b> (Dept. Salary Savings) <b>Safety Issue</b>	B&A	Sep-06	Nov-06	Nov-06	\$ 350,000	\$ 350,000	
EPICC	8	Pool Heaters and Checm. Storage Building <b>BR # 06-91</b> (Dept. Salary Savings) <b>Emergency repair</b>	B&A	Jul-06	Aug-06	Aug-06	\$ 105,000	\$ 105,000	
Undefined		\$500,000 - 2006/2007 City Budget							
<b>TOTAL = \$</b>							<b>31,102,995 \$</b>	<b>31,102,995 \$</b>	<b>-</b>

### NOTES:

Design funding is contained in the approved 2006/2007 City Budget in the amount of \$3,000,000 for Downey, 109th street, Costello, and Lincoln Park. The Department of Recreation and Parks (RAP) is working with the Bureau of Engineering(BOE) to prepare a distribution of these funds for these projects. Rap and BOE will report back at the August Steering Committee meeting with conceptual designs, budgets and schedules for approval.

# **OUTDOOR POOL FACILITIES**



# POOL ASSESSMENT REPORT

Pool Name:		Highland		
Address:	6150 Piedmont	Los Angeles	90042	
Assessment Date:	5/4/2006		Indoor (Y/N)	N
Council District:	1		Seasonal (Y/N)	Y
Region:	Metro		Pool Area	9000
Original Year Built/Renovated or Reconstructed	1948		Approx. Deck Area	13600
Estimate Range	\$ 8,000,000	\$ 11,000,000	Renovate (possibly replace) bathhouse and replace pool	
Bathhouse Construction	Stucco/Wood			
Grade	1 - Excellent; 2 - Good; 3 - Fair; 4 - Poor; 5 - Failed			
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>				
Outside Walls	3.00	0.25	STRUCT	
Roof System	3.00	0.33	OW	
Roof Membrane	2.00	0.33	RS	
Windows	4.00	0.04	RM	
		0.04	WND	
		0.74		
<b>INTERIOR</b>		0.05		
<b>LOBBY</b>			LOB	
Doors	3.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Counters	5.00		CNT	
Security Cage			SC	
Cabinets	5.00		CB	
			BCR	
<b>BOYS CHANGING ROOM</b>				
Doors	3.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	4.00		CLG	
Benches			BEN	
Hand Dryers			HD	
Drains	3.00		DR	

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Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	4.00		LAV	
Toilets	4.00		T	
Drains	3.00		DR	
Partitions	5.00		P	
Hand Dryers			HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen	3.00		SS	
Counters	4.00		CNT	
Cabinets	4.00		CB	
	3.46	0.17		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers			DT	
Handrails	4.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	4.00		DF	
Fence/Walls	4.00		FW	
	4.00	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	4.00	0.08	GC	
Pool Tank	4.00	0.60	PT	
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		1.00		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>				
Recirculation pump	2.00	0.02	PE	Located in room under the deck.
Chemical Control System	4.00		RP	
Heaters			CCS	
Filters	4.00		HT	
			FLT	
<b>POOL WATER CIRCULATION</b>	3.33	0.07		
Return To Pool Lines		0.16		
Main Drain	4.00		RPL	
Gutter Drain Line	4.00		MD	
Surge Pit			GL	
Backwash Holding Tank			SUP	
			BWHT	
<b>MECHANICAL SYSTEMS</b>	4.00	0.64		
Bathroom Ventilation		0.05	MS	
Bathroom Climate Control	5.00		BVT	
	5.00		BCC	
<b>POTABLE WATER SYSTEMS</b>	5.00	0.25		
Fire Sprinklers		0.01	PS	
Potable Water Lines			FS	
Water Heaters	4.00		PWL	
	4.00		WHT	
<b>ELECTRICAL SYSTEMS</b>	4.00	0.04		
Electrical Equipment		0.05	ES	
Bathroom Interior Light Fixtures	4.00		OE	
GFI Protected	3.00		BIL	
Indoor Pool Light Fixtures	4.00		GFI	
Underwater Pool Lights			IPL	
Equipment Room Light Fixtures	5.00		UPL	
Security Lighting @ Pool	3.00		ERL	
Panels	4.00		SL	
	4.00		PAN	
	3.86	0.19		
		1.00		

#### ISSUES/COMMENTS

Electrical Fire occurred at front entry last year.

Bathroom is used as a childcare.

Exterior walkways are failing and have trip hazards.



# POOL ASSESSMENT REPORT

Pool Name:		Lincoln				
Address:		3501 Valley Blvd.		Los Angeles	90032	
Assessment Date:		5/4/2006		Indoor (Y/N)	N	
Council District:		1	4.02	Seasonal (Y/N)	Y	
Region:		Metro		Pool Area	7200	
Original Year Built/Renovated or Reconstructed		1951		Approx. Deck Area	9300	
Estimate Range		\$ 9,000,000	\$ 10,000,000	Replace Pool and Bathhouse		
Bathhouse Construction		CMU/Steel Truss				
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment		
BLDG. STRUCTURE & COMPONENTS	Outside Walls	0.25	STRUCT			
	Roof System	0.44	OW			
	Roof Membrane	0.33	RS			
	Windows	0.06	RM			
		0.04	WND			
INTERIOR		0.87				
	LOBBY		0.05			
		Doors		LOB		
		Floor	2.00	DR		
		Walls	4.00	FL		
		Ceilings	3.00	W		
	Counters	3.00	CLG			
	Security Cage	4.00	CNT			
	Cabinets		SC			
		5.00	CB			
	BOYS CHANGING ROOM			BCR		
		Doors	4.00	DR		
Floor		4.00	FL			
Walls		4.00	W			
Ceilings		3.00	CLG			
Benches	4.00	BEN				
Hand Dryers			HD			
Drains	4.00		DR			



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers			HD	
Toilet Accessories	3.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors			DR	Shared area with the clerk area. Very Poor Pool
Floor			FL	visibility.
Walls			W	
Ceilings			CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
	3.28	0.16		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers			DT	
Handrails	4.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	4.00		DF	
Fence/Walls	3.00		FW	
	3.75	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	4.00	0.08	GC	
Pool Tank	4.00	0.60	PT	
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		1.00		







# POOL ASSESSMENT REPORT

<b>Pool Name:</b>		<b>Downey</b>			
Address:		1175 N. Spring Street	Los Angeles	90031	
Assessment Date:		5/10/2006	Indoor (Y/N)	N	
Council District:		1	Seasonal (Y/N)	Y	
Region:		Metro	Pool Area	6750	
Original Year Built/Renovated or Reconstructed		1919/1998	Approx. Deck Area	5400	
Estimate Range		\$ 5,000,000	Replace pool		
Bathhouse Construction		CMU/Wood			
Grade					
1 - Excellent; 2 - Good; 3 - Fair; 4 - Poor; 5 - Failed					
<b>Assessment</b>		<b>Grade 1,2,3,4,5</b>	<b>Weight</b>	<b>Type</b>	<b>Comment</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>					
Outside Walls		1.00	0.25	STRUCT	
Roof System		1.00	0.11	OW	
Roof Membrane		2.00	0.11	RS	
Windows		2.00	0.04	RM	
		2.00	0.02	WND	
			0.28		
			0.05		
<b>INTERIOR</b>					
<b>LOBBY</b>					
Doors		2.00		LOB	
Floor		2.00		DR	
Walls		2.00		FL	
Ceilings		2.00		W	
Counters		2.00		CLG	
Security Cage		2.00		CNT	
Cabinets		2.00		SC	
				CB	
				BCR	
<b>BOYS CHANGING ROOM</b>					
Doors		2.00		DR	
Floor		2.00		FL	
Walls		2.00		W	
Ceilings		2.00		CLG	
Benches		1.00		BEN	
Hand Dryers				HD	
Drains		2.00		DR	



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Lavs	2.00		LAV	
Toilets	2.00		T	
Drains	2.00		DR	
Partitions	2.00		P	
Hand Dryers			HD	
Toilet Accessories	3.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	2.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Security screen			SS	
Counters	2.00		CNT	
Cabinets	2.00		CB	
	2.06	0.10		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	1.00	0.14		
Pool Tank	5.00	0.05		
		0.19		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	5.00		LT	
Diving Towers			DT	
Handrails	4.00		HR	
Starting Platforms			SP	
Ladders	4.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls	4.00		FW	
	4.25	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	5.00	0.10	GC	
Pool Tank	5.00	0.75	PT	
Deck Floor	3.00	0.15	DF	
Drains	5.00	0.15	DR	
		1.15		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	5.00		RP	
Chemical Control System	5.00		CCS	
Heaters	5.00		HT	
Filters	5.00		FLT	
	5.00	0.15		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	4.00		RPL	
Main Drain	4.00		MD	
Gutter Drain Line	4.00		GL	
Surge Pit	4.00		SUP	
Backwash Holding Tank	4.00		BWHT	
	4.00	0.60		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	2.00		BVT	
Bathroom Climate Control	2.00		BCC	
	2.00	0.10		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers	2.00		FS	
Potable Water Lines	2.00		PWL	
Water Heaters	3.00		WHT	
	2.33	0.02		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	2.00		OE	
Bathroom Interior Light Fixtures	2.00		BIL	
GFI Protected	2.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights			UPL	
Equipment Room Light Fixtures	2.00		ERL	
Security Lighting @ Pool	2.00		SL	
Panels	2.00		PAN	
	2.00	0.10		
		1.00		

#### ISSUES/COMMENTS

Pool is only 3 feet deep.



# POOL ASSESSMENT REPORT

Valley Plaza Pool						
Pool Name:		6715 Laurelgrove		North Hollywood		91606
Address:		4/18/2006		Indoor (Y/N)		No
Assessment Date:		2		Seasonal (Y/N)		Yes
Council District:		Valley		Pool Area		7200
Region:		1971		Approx. Deck Area		7600
Original Year Built/Renovated or Reconstructed		\$ 9,000,000		Replace Pool and Bathroom		
Estimate Range		\$ 10,000,000				
Bathroom Construction		Brick/Wood				
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment		Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS			0.25	STRUCT		
Outside Walls		2.00	0.22	OW		
Roof System		4.00	0.44	RS		
Roof Membrane		5.00	0.10	RM		
Windows		4.00	0.04	WND		
			0.80			
INTERIOR			0.05			
LOBBY				LOB		
Doors		4.00		DR		
Floor		2.00		FL		
Walls		2.00		W		
Ceilings		4.00		CLG	exposed wood	
Counters		2.00		CNT	concrete	
Security Cage		3.00		SC		
Cabinets				CB		
BOYS CHANGING ROOM				BCR		
Doors				DR		
Floor		2.00		FL		
Walls		2.00		W		
Ceilings		4.00		CLG		
Benches		2.00		BEN	concrete	
Hand Dryers				HD		
Drains		2.00		DR		



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Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	2.00		DR	
Partitions	2.00		P	
Hand Dryers			HD	
Toilet Accessories	5.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen	3.00		SS	
Counters	2.00		CNT	
Cabinets	5.00		CB	
	2.81	0.14		
<b>DISABLED ACCESS</b>		0.15		
Bathhouse	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers	4.00		DT	
Handrails	3.00		HR	
Starting Platforms			SP	
Ladders	3.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	3.00		DF	
Fence/Walls	3.00		FW	
	3.33	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	5.00	0.10	GC	Gutters are tilted as much as 3" out of plumb
Pool Tank	4.00	0.60	PT	
Deck Floor	5.00	0.25	DF	
Drains	4.00	0.12	DR	
		1.07		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	2.00		CCS	
Heaters	5.00		HT	
Filters	2.00		FLT	
	2.75	0.08		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	4.00		RPL	
Main Drain	4.00		MD	
Gutter Drain Line	4.00		GL	
Surge Pit	4.00		SUP	
Backwash Holding Tank	2.00		BWHT	
	3.60	0.54		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	5.00		BVT	
Bathroom Climate Control	5.00		BCC	
	5.00	0.25		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	3.00		PWL	
Water Heaters	4.00		WHT	
	3.50	0.04		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	4.00		OE	
Bathroom Interior Light Fixtures	4.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights	5.00		UPL	
Equipment Room Light Fixtures	3.00		ERL	
Security Lighting @ Pool	5.00		SL	
Panels	4.00		PAN	
	4.29	0.21		
		1.00		

#### ISSUES/COMMENTS

Interior is being vandalized.

Used as Competition Pool.

Similar to Granada Hills.



# POOL ASSESSMENT REPORT

Van Nuys - Sherman Oaks Pool						
Pool Name:		14201 Hustin Ave.		Van Nuys		91403
Address:		4/18/2006		Indoor (Y/N)		No
Assessment Date:		2		Seasonal (Y/N)		No
Council District:		Valley		Pool Area		10600
Region:		1951/2004		Approx. Deck Area		18000
Original Year Built/Renovated or Reconstructed		\$ 200,000		\$ 400,000		Repair/replace main sewer line and clerk area upgrades
Estimate Range						
Bathhouse Construction		Brick/Wood Roof				
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment		Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS			0.25	STRUCT		
Outside Walls		2.00	0.22	OW		
Roof System		2.00	0.22	RS		
Roof Membrane		2.00	0.04	RM		
Windows		2.00	0.02	WND		
			0.50			
INTERIOR			0.05			
LOBBY				LOB		
Doors		2.00		DR		
Floor		1.00		FL		
Walls		1.00		W		
Ceilings		2.00		CLG		
Counters		2.00		CNT		
Security Cage		5.00		SC	No Cage	
Cabinets				CB		
BOYS CHANGING ROOM				BCR		
Doors		1.00		DR		
Floor		1.00		FL		
Walls		2.00		W		
Ceilings		2.00		CLG		
Benches		1.00		BEN		
Hand Dryers				HD		
Drains		2.00		DR		





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	1.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Lavs	1.00		LAV	
Toilets	1.00		T	
Drains	2.00		DR	
Partitions	1.00		P	
Hand Dryers			HD	
Toilet Accessories	2.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	1.00		DR	
Floor	1.00		FL	
Walls	1.00		W	
Ceilings	2.00		CLG	
Security screen			SS	Lobby needs a security screen.
Counters	2.00		CNT	
Cabinets	2.00		CB	
	1.60	0.08		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	1.00	0.14		
Pool Tank	1.00	0.01		
		0.15		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	2.00		LT	
Diving Towers	2.00		DT	
Handrails	2.00		HR	
Starting Platforms	2.00		SP	
Ladders	2.00		LAD	
Bleachers	1.00		BL	
Slide			SL	
Drinking Fountain	1.00		DF	
Fence/Walls	1.00		FW	
	1.63	0.02		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	1.00	0.02	GC	
Pool Tank	1.00	0.15	PT	
Deck Floor	1.00	0.05	DF	
Drains	1.00	0.03	DR	
		0.25		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	1.00		RP	
Chemical Control System	1.00		CCS	
Heaters	1.00		HT	
Filters	1.00		FLT	
<b>POOL WATER CIRCULATION</b>	1.00	0.03		
Return To Pool Lines	1.00	0.15		
Main Drain	2.00		RPL	
Gutter Drain Line	2.00		MD	
Surge Pit	2.00		GL	
Backwash Holding Tank	2.00		SUP	
			BWHT	Does not drain. The sewer drain is too small.
<b>MECHANICAL SYSTEMS</b>	1.80	0.27		
Bathroom Ventilation		0.05	MS	
Bathroom Climate Control	3.00		BVT	Exhaust fans appear undersized.
	5.00		BCC	
<b>POTABLE WATER SYSTEMS</b>	4.00	0.20		
		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	1.00		PWL	
Water Heaters	1.00		WHT	2 Total
	1.00	0.01		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	2.00		OE	
Bathroom Interior Light Fixtures	1.00		BIL	
GFI Protected	3.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights	1.00		UPL	
Equipment Room Light Fixtures	1.00		ERL	
Security Lighting @ Pool	1.00		SL	
Panels			PAN	
	1.50	0.08		
		1.00		

#### ISSUES/COMMENTS

Backflow pit does not drain. Plumber on-site confirmed and was concerned this could close the pool.

For information: Bathroom has attached park restrooms.

Recommend constructing roof over pool equipment and replace sewer line from Backwash tank to the street.



# POOL ASSESSMENT REPORT

Verdugo Hills Pool					
Address:	10654 Irma Ave.		Tujunga		91042
Assessment Date:	4/19/2006			Indoor (Y/N)	N
Council District:	2	3.42		Seasonal (Y/N)	Y
Region:	Valley			Pool Area	7200
Original Year Built/Renovated or Reconstructed	1951			Approx. Deck Area	9800
Estimate Range	\$ 3,500,000		\$ 5,000,000	Major bathhouse renovation required with significant ADA upgrades	
Bathhouse Construction	Brick/Wood Roof				
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT		
	Outside Walls	3.00	0.33	OW	
	Roof System	4.00	0.44	RS	
	Roof Membrane	4.00	0.08	RM	
	Windows	4.00	0.04	WND	
		0.89			
INTERIOR		0.05			
LOBBY			LOB		
	Doors	3.00		DR	
	Floor	2.00		FL	
	Walls	3.00		W	
	Ceilings	3.00		CLG	Exposed wood
Counters	4.00		CNT		
Security Cage			SC		
Cabinets	5.00		CB		
BOYS CHANGING ROOM			BCR		
	Doors	4.00		DR	
	Floor	3.00		FL	
	Walls	2.00		W	
	Ceilings	5.00		CLG	Exposed wood, flaking Paint.
Benches			BEN		
Hand Dryers			HD		
Drains	2.00		DR		

[illegible]

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	4.00		LAV	
Toilets	4.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers			HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	5.00		CLG	
Security screen	3.00		SS	
Counters			CNT	
Cabinets			CB	
	3.44	0.17		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		No access to front door.
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	2.00		LT	
Diving Towers			DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers	3.00		BL	Concrete
Slide			SL	
Drinking Fountain	5.00		DF	
Fence/Walls	4.00		FW	
	3.20	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	2.00	0.04	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	2.00	0.10	DF	
Drains	2.00	0.06	DR	
		0.65		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	2.00		CCS	
Heaters	2.00		HT	
Filters	4.00		FLT	
	2.50	0.08		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	2.00		RPL	
Main Drain	3.00		MD	
Gutter Drain Line	2.00		GL	
Surge Pit	2.00		SUP	
Backwash Holding Tank	3.00		BWHT	
	2.40	0.36		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	5.00		BVT	
Bathroom Climate Control	5.00		BCC	
	5.00	0.25		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	3.00		PWL	
Water Heaters	3.00		WHT	
	3.00	0.03		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	4.00		OE	
Bathroom Interior Light Fixtures	4.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights			UPL	
Equipment Room Light Fixtures	4.00		ERL	
Security Lighting @ Pool	4.00		SL	
Panels	4.00		PAN	
	4.17	0.21		
		1.00		

#### ISSUES/COMMENTS

Major problems with flaking paint inside bathroom.



# POOL ASSESSMENT REPORT

Reseda Pool					
Pool Name:	18411 Victory Blvd.		Reseda		91335
Address:					
Assessment Date:	4/17/2006		Indoor (Y/N)	No	
Council District:	3	2.74	Seasonal (Y/N)	Yes	
Region:	Valley		Pool Area	6750	
Original Year Built/Renovated or Reconstructed	1930/2006		Approx. Deck Area		
Estimate Range	\$ 3,500,000	\$ 5,000,000	Replace Pool		
Bathhouse Construction	Wood Stucco/Wood Roof				
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT		
	Outside Walls	2.00	OW		
	Roof System	2.00	RS		
	Roof Membrane	1.00	RM		
	Windows	2.00	WND		
			0.48		
INTERIOR		0.05			
LOBBY			LOB		
	Doors	2.00	DR		
	Floor	2.00	FL		
	Walls	2.00	W		
	Ceilings	2.00	CLG		
	Counters	3.00	CNT		
	Security Cage	2.00	SC		
	Cabinets	3.00	CB		
			BCR		
	Doors	1.00	DR		
BOYS CHANGING ROOM	Floor	1.00	FL		
	Walls	1.00	W		
	Ceilings		CLG	Open Air	
	Benches	1.00	BEN		
	Hand Dryers	1.00	HD		
	Drains	1.00	DR		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	1.00		FL	
Walls	1.00		W	
Ceilings	1.00		CLG	
Lavs	1.00		LAV	
Toilets	1.00		T	
Drains	1.00		DR	
Partitions	1.00		P	
Hand Dryers	1.00		HD	
Toilet Accessories	1.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	1.00		DR	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen			SS	
Counters	5.00		CNT	
Cabinets	3.00		CB	
	1.36	0.07		
<b>DISABLED ACCESS</b>		0.15		
Bathhouse	1.00	0.14		
Pool Tank	5.00	0.05		
		0.19		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	5.00		LT	
Diving Towers			DT	
Handrails	3.00		HR	
Starting Platforms			SP	
Ladders	3.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls	3.00		FW	
	3.50	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	4.00	0.08	GC	
Pool Tank	4.00	0.60	PT	
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		1.00		







# POOL ASSESSMENT REPORT

Woodland Hills Pool					
Pool Name:	Woodland Hills				
Address:	5858 Shoup Ave	Woodland Hills	91367		
Assessment Date:	4/17/2006		Indoor (Y/N)	No	
Council District:	3	3.65	Seasonal (Y/N)	Yes	
Region:	Valley		Pool Area	6724	
Original Year Built/Renovated or Reconstructed	1962		Approx. Deck Area		
Estimate Range	\$ 9,000,000	\$ 10,000,000	Replace Pool and Bathhouse		
Bathhouse Construction	CMU/Concrete Roof w/Steel Columns				
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT		
	Outside Walls	4.00	0.44	OW	CMU with Plywood infill
	Roof System	2.00	0.22	RS	Cracking at roof/column connections
	Roof Membrane	3.00	0.06	RM	
	Windows	3.00	0.03	WND	
		0.75			
		0.05			
INTERIOR					
LOBBY			LOB		
	Doors	3.00		DR	
	Floor	2.00		FL	Concrete
	Walls	3.00		W	Block
	Ceilings	2.00		CLG	Concrete
	Counters	4.00		CNT	
	Security Cage	4.00		SC	
	Cabinets	4.00		CB	
				BCR	
	Doors	4.00		DR	
BOYS CHANGING ROOM	Floor	2.00		FL	
	Walls	4.00		W	
	Ceilings			CLG	Concrete waffle - Open Air
	Benches	4.00		BEN	
	Hand Dryers			HD	
	Drains	5.00		DR	Gray and Storm Water Mixing



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	2.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers			HD	
Toilet Accessories	5.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Security screen	2.00		SS	
Counters			CNT	
Cabinets	3.00		CB	
	3.10	0.15		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	2.00		LT	
Diving Towers	4.00		DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders	2.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	3.00		DF	
Fence/Walls	2.00		FW	
	2.50	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	4.00	0.08	GC	
Pool Tank	4.00	0.60	PT	
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		1.00		





# POOL ASSESSMENT REPORT

<b>Pool Name:</b>		Lanark Pool	
<b>Address:</b>		21817 Strathern	Canoga Park 91304
<b>Assessment Date:</b>			Indoor (Y/N) N
<b>Council District:</b>		3	Seasonal (Y/N) Y
<b>Region:</b>		Valley	Pool Area 7200
<b>Original Year Built/Renovated or Reconstructed</b>		1959	Approx. Deck Area
<b>Estimate Range</b>			
<b>Bathhouse Construction</b>			
		<b>IN BID &amp; AWARD FOR REPLACEMENT</b>	
<b>Grade</b>			
1 - Excellent; 2 - Good; 3 - Fair; 4 - Poor; 5 - Failed			
<b>Assessment</b>	<b>Grade 1,2,3,4,5</b>	<b>Weight</b>	<b>Type</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>			
Outside Walls		0.25	STRUCT
Roof System		0.00	OW
Roof Membrane		0.00	RS
Windows		0.00	RM
		0.00	WND
		0.00	
		0.05	
<b>INTERIOR</b>			
<b>LOBBY</b>			
Doors			LOB
Floor			DR
Walls			FL
Ceilings			W
Counters			CLG
Security Cage			CNT
Cabinets			SC
			CB
			BCR
			DR
			FL
			W
			CLG
			BEN
			HD
			DR
<b>BOYS CHANGING ROOM</b>			
Doors			
Floor			
Walls			
Ceilings			
Benches			
Hand Dryers			
Drains			





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor			FL	
Walls			W	
Ceilings			CLG	
Lavs			LAV	
Toilets			T	
Drains			DR	
Partitions			P	
Hand Dryers			HD	
Toilet Accessories			TA	
<b>AQUATICS OFFICE</b>			AO	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
	0.00	0.00		
<b>DISABLED ACCESS</b>		0.15		
Bathroom		0.00		
Pool Tank		0.00		
		0.00		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers			LT	
Diving Towers			DT	
Handrails			HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls			FW	
	0.00	0.00		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping		0.00	GC	
Pool Tank		0.00	PT	
Deck Floor		0.00	DF	
Drains		0.00	DR	
		0.00		





# POOL ASSESSMENT REPORT

<b>Pool Name:</b>		<b>Griffith Park</b>		
<b>Address:</b>		3401 Riverside Dr.	Los Angeles	90027
<b>Assessment Date:</b>		5/2/2006	Indoor (Y/N)	N
<b>Council District:</b>		4	Seasonal (Y/N)	Y
<b>Region:</b>		Metro	Pool Area	11250
<b>Original Year Built/Renovated or Reconstructed</b>		1927	Approx. Deck Area	14000
<b>Estimate Range</b>		\$ 5,000,000	Renovate Bathroom	
<b>Bathroom Construction</b>		Stucco/Wood		
Grade				
1 - Excellent; 2 - Good; 3 - Fair; 4 - Poor; 5 - Failed				
<b>Assessment</b>	<b>Grade 1,2,3,4,5</b>	<b>Weight</b>	<b>Type</b>	<b>Comment</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>				
Outside Walls	4.00	0.25	STRUCT	
Roof System	3.00	0.44	OW	
Roof Membrane	3.00	0.33	RS	
Windows	3.00	0.06	RM	
	4.00	0.04	WND	
		0.87		
<b>INTERIOR</b>				
<b>LOBBY</b>				
Doors	3.00		LOB	
Floor	2.00		DR	
Walls	3.00		FL	
Ceilings	3.00		W	
Counters	3.00		CLG	
Security Cage	4.00		CNT	
Cabinets	3.00		SC	
<b>BOYS CHANGING ROOM</b>				
Doors	4.00		CB	
Floor	5.00		BCR	
Walls	4.00		DR	
Ceilings			FL	
Benches			W	
Hand Dryers			CLG	
Drains	3.00		BEN	
			HD	
			DR	





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	3.00		P	
Hand Dryers			HD	
Toilet Accessories	3.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
	3.39	0.17		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers			DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders	2.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	2.00		DF	
Fence/Walls	4.00		FW	
	2.60	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	3.00	0.15	DF	
Drains	3.00	0.09	DR	
		0.75		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	3.00		CCS	
Heaters			HT	
Filters	3.00		FLT	
	2.67	0.08		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	2.00		RPL	
Main Drain	2.00		MD	
Gutter Drain Line	2.00		GL	
Surge Pit			SUP	
Backwash Holding Tank	3.00		BWHT	
	2.25	0.34		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	5.00		BVT	
Bathroom Climate Control	5.00		BCC	
	5.00	0.25		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	3.00		PWL	
Water Heaters			WHT	
	3.00	0.03		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	4.00		OE	
Bathroom Interior Light Fixtures	4.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights			UPL	
Equipment Room Light Fixtures	4.00		ERL	
Security Lighting @ Pool	4.00		SL	
Panels	4.00		PAN	
	4.17	0.21		
		1.00		

#### ISSUES/COMMENTS

Pool equip and circulation system upgraded in 1999  
 Highly Recommend refurbishment of Bathroom.  
 Sewer Lines are root bound.



# POOL ASSESSMENT REPORT

North Hollywood Pool						
Pool Name:		5301 Tujunga Ave.		North Hollywood		91601
Address:		4/18/2006		Indoor (Y/N)		No
Assessment Date:		4		Seasonal (Y/N)		Yes
Council District:		Valley		Pool Area		6750
Region:		1929		Approx. Deck Area		
Original Year Built/Renovated or Reconstructed				Replace Pool and Bathhouse		
Estimate Range		\$ 9,000,000	\$ 11,000,000			
Bathhouse Construction		Wood/Stucco				
1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed						
Grade						
Assessment		Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS			0.25	STRUCT		
Outside Walls		4.00	0.44	OW		
Roof System		4.00	0.44	RS		
Roof Membrane		3.00	0.06	RM		
Windows		4.00	0.04	WND		
			0.98			
INTERIOR			0.05			
LOBBY				LOB		
Doors		3.00		DR		
Floor		3.00		FL		
Walls		2.00		W		
Ceilings		2.00		CLG		
Counters		4.00		CNT		
Security Cage		5.00		SC		
Cabinets		4.00		CB		
BOYS CHANGING ROOM				BCR		
Doors		4.00		DR		
Floor		3.00		FL		
Walls		3.00		W		
Ceilings				CLG	open air	
Benches		3.00		BEN		
Hand Dryers				HD		
Drains		3.00		DR		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	1.00		LAV	
Toilets	1.00		T	
Drains	3.00		DR	
Partitions	2.00		P	
Hand Dryers	2.00		HD	
Toilet Accessories	2.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
	2.66	0.13		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		Bathrooms are ADA Compliant but not rest of facility
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers	3.00		DT	
Handrails	3.00		HR	
Starting Platforms			SP	
Ladders	4.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	3.00		DF	
Fence/Walls	3.00		FW	
	3.17	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	4.00	0.08	GC	
Pool Tank	4.00	0.60	PT	
Deck Floor	4.00	0.20	DF	
Drains	5.00	0.15	DR	
		1.03		







# POOL ASSESSMENT REPORT

Pool Name:		Pan Pacific (West Wilshire)					
Address:		141 S. Gardner Street		Los Angeles		90036	
Assessment Date:		4/25/2006			Indoor (Y/N)	N	
Council District:		4	3.83		Seasonal (Y/N)	Y	
Region:		Metro			Pool Area	7200	
Original Year Built/Renovated or Reconstructed		1955			Approx. Deck Area	13000	
Estimate Range		\$ 9,000,000	\$ 10,000,000	Replace Pool and Bathhouse			
Bathhouse Construction		CMU/Wood					
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment			
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT				
	Outside Walls	3.00	0.33	OW			
	Roof System	4.00	0.44	RS			
	Roof Membrane	3.00	0.06	RM			
	Windows	4.00	0.04	WND			
			0.87				
INTERIOR		0.05					
LOBBY				LOB			
	Doors	4.00		DR			
	Floor	3.00		FL			
	Walls	3.00		W			
	Ceilings	4.00		CLG			
	Counters	4.00		CNT			
	Security Cage	4.00		SC			
	Cabinets	4.00		CB			
BOYS CHANGING ROOM				BCR			
	Doors	5.00		DR			
	Floor	4.00		FL			
	Walls	3.00		W			
	Ceilings			CLG			
	Benches	4.00		BEN			
	Hand Dryers			HD			
	Drains	3.00		DR			

[illegible]

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers			HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen	3.00		SS	
Counters	4.00		CNT	
Cabinets	4.00		CB	
	3.52	0.18		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers			DT	
Handrails	3.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	5.00		DF	
Fence/Walls	4.00		FW	
	3.75	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	4.00	0.08	GC	
Pool Tank	4.00	0.60	PT	
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		1.00		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>				
Recirculation pump	1.00	0.03	PE	
Chemical Control System	1.00		RP	
Heaters			CCS	
Filters	3.00		HT	
			FLT	
<b>POOL WATER CIRCULATION</b>	1.67	0.05		
Return To Pool Lines		0.15		
Main Drain	4.00		RPL	
Gutter Drain Line	4.00		MD	
Surge Pit	4.00		GL	
Backwash Holding Tank	3.00		SUP	
			BWHT	
<b>MECHANICAL SYSTEMS</b>	3.75	0.56		
Bathroom Ventilation		0.05	MS	
Bathroom Climate Control	1.00		BVT	Most is open air.
	5.00		BCC	
<b>POTABLE WATER SYSTEMS</b>	3.00	0.15		
Fire Sprinklers		0.01	PS	
Potable Water Lines	4.00		FS	
Water Heaters	5.00		PWL	
			WHT	
<b>ELECTRICAL SYSTEMS</b>	3.00	0.03		
Electrical Equipment		0.05	ES	
Bathroom Interior Light Fixtures	4.00		OE	
GFI Protected	4.00		BIL	
Indoor Pool Light Fixtures	4.00		GFI	
Underwater Pool Lights			IPL	
Equipment Room Light Fixtures	4.00		UPL	
Security Lighting @ Pool	4.00		ERL	
Panels	4.00		SL	
			PAN	
	4.00	0.20		
		1.00		

#### ISSUES/COMMENTS

Replace pool and bathroom.





# POOL ASSESSMENT REPORT

Griffith Park Camp "Boys Camp"						
Pool Name:		4730 Crystal Springs Dr.		Los Angeles		90037
Address:		5/2/2006		Indoor (Y/N)		N
Assessment Date:		4		Seasonal (Y/N)		Y
Council District:		Metro		Pool Area		2250
Region:		1929/1982		Approx. Deck Area		2100
Original Year Built/Renovated or Reconstructed		\$ 250,000		\$ 500,000		General repairs
Estimate Range		CMU/Wood				
Bathhouse Construction						
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment		Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS			0.25	STRUCT		
Outside Walls		2.00	0.22	OW		
Roof System		2.00	0.22	RS		
Roof Membrane		3.00	0.06	RM		
Windows		3.00	0.03	WND		
			0.53			
INTERIOR			0.05			
LOBBY				LOB	Not applicable	
Doors				DR	Not applicable	
Floor				FL	Not applicable	
Walls				W	Not applicable	
Ceilings				CLG	Not applicable	
Counters				CNT	Not applicable	
Security Cage				SC	Not applicable	
Cabinets				CB	Not applicable	
BOYS CHANGING ROOM				BCR	Not applicable	
Doors				DR	Not applicable	
Floor				FL	Not applicable	
Walls				W	Not applicable	
Ceilings				CLG	Not applicable	
Benches				BEN	Not applicable	
Hand Dryers				HD	Not applicable	
Drains				DR	Not applicable	

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>BOYS SHOWER ROOM</b>			BSR	Not applicable
Floor			FL	Not applicable
Walls			W	Not applicable
Ceilings			CLG	Not applicable
Shower Heads			SH	Not applicable
Drains			DR	Not applicable
Shared (Y/N)				Not applicable
<b>BOYS BATHROOM</b>			BB	Not applicable
Floor			FL	Not applicable
Walls			W	Not applicable
Ceilings			CLG	Not applicable
Lavs			LAV	Not applicable
Toilets			T	Not applicable
Drains			DR	Not applicable
Partitions			P	Not applicable
Urinals			U	Not applicable
Hand Dryers			HD	Not applicable
Toilet Accessories			TA	Not applicable
<b>GIRLS CHANGING ROOM</b>			GCR	Not applicable
Doors			DR	Not applicable
Floor			FL	Not applicable
Walls			W	Not applicable
Ceilings			CLG	Not applicable
Partitions			P	Not applicable
Benches			BEN	Not applicable
Hand Dryers			HD	Not applicable
Drains			DR	Not applicable
<b>GIRLS SHOWER ROOM</b>			GSR	Not applicable
Floor			FL	Not applicable
Walls			W	Not applicable
Ceilings			CLG	Not applicable
Shower Heads			SH	Not applicable
Drains			DR	Not applicable
Shared (Y/N)				Not applicable

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	Not applicable
Floor			FL	Not applicable
Walls			W	Not applicable
Ceilings			CLG	Not applicable
Lavs			LAV	Not applicable
Toilets			T	Not applicable
Drains			DR	Not applicable
Partitions			P	Not applicable
Hand Dryers			HD	Not applicable
Toilet Accessories			TA	Not applicable
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen			SS	
Counters	4.00		CNT	
Cabinets	4.00		CB	
	3.17	0.16		
<b>DISABLED ACCESS</b>		0.15		
Bathhouse	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers			LT	
Diving Towers			DT	
Handrails	3.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls	2.00		FW	
	2.50	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	2.00	0.04	GC	
Pool Tank	2.00	0.30	PT	Aluminum
Deck Floor	3.00	0.15	DF	
Drains	2.00	0.06	DR	
		0.55		





# POOL ASSESSMENT REPORT

Camp Hollywoodland - Girls Camp					
Pool Name:	3200 Canyon Drive		Los Angeles		90028
Address:					
Assessment Date:	5/2/2006		Indoor (Y/N)	N	
Council District:	4	3.63	Seasonal (Y/N)	Y	
Region:	Metro		Pool Area	3344	
Original Year Built/Renovated or Reconstructed	1951		Approx. Deck Area	5800	
Estimate Range	\$ 4,000,000	\$ 6,000,000	Replace restrooms, Auatics office and Pool		
Bathhouse Construction	Wood				
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT		
	Outside Walls	4.00	0.44	OW	
	Roof System	3.00	0.33	RS	
	Roof Membrane	4.00	0.08	RM	
	Windows	4.00	0.04	WND	
			0.89		
INTERIOR		0.05			
LOBBY			LOB	No Lobby.	
	Doors		DR		
	Floor		FL		
	Walls		W		
	Ceilings		CLG		
	Counters		CNT		
	Security Cage		SC		
	Cabinets		CB		
			BCR	None.	
	Doors		DR		
BOYS CHANGING ROOM	Floor		FL		
	Walls		W		
	Ceilings		CLG		
	Benches		BEN		
	Hand Dryers		HD		
	Drains		DR	None.	





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	Shared
Floor	3.00		FL	
Walls	4.00		W	
Ceilings	4.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers			HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	5.00		DR	
Floor	3.00		FL	
Walls	4.00		W	
Ceilings	4.00		CLG	
Security screen			SS	
Counters	4.00		CNT	
Cabinets	4.00		CB	
	3.71	0.19		
<b>DISABLED ACCESS</b>				
Bathroom	5.00	0.15		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>			PA	
Lifeguard Towers	3.00		LT	
Diving Towers	4.00		DT	
Handrails	4.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	4.00		DF	
Fence/Walls	3.00		FW	
	3.60	0.04		
<b>POOL STRUCTURE</b>			PST	
Gutters/Coping	3.00	0.25	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		0.83		





# POOL ASSESSMENT REPORT

Pool Name:		Cheviot Hills			
Address:		2603 Motor Ave.		Los Angeles	90064
Assessment Date:		4/24/2006		Indoor (Y/N)	No
Council District:		5	3.72	Seasonal (Y/N)	Yes
Region:		West		Pool Area	7200
Original Year Built/Renovated or Reconstructed		1949		Approx. Deck Area	
Estimate Range		\$ 9,000,000	\$ 10,000,000	Replace Pool and Bathhouse	
Bathhouse Construction		Brick/Wood			
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed			
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS	Outside Walls	0.25	STRUCT		
	Roof System	0.33	OW	Structural Cracks	
	Roof Membrane	0.44	RS	Dry Rot	
	Windows	0.10	RM		
		0.04	WND		
INTERIOR		0.91			
	LOBBY	0.05			
	Doors	4.00	LOB		
	Floor	2.00	DR		
	Walls	2.00	FL		
	Ceilings	3.00	W		
	Counters	4.00	CLG		
	Security Cage		CNT		
	Cabinets	4.00	SC		
BOYS CHANGING ROOM			CB		
			BCR		
	Doors	3.00	DR		
	Floor	3.00	FL		
	Walls	2.00	W		
	Ceilings	3.00	CLG		
	Benches		BEN		
	Hand Dryers		HD		
	Drains	3.00	DR		





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	4.00		LAV	
Toilets	3.00		T	
Drains	2.00		DR	
Partitions	5.00		P	
Hand Dryers			HD	
Toilet Accessories	5.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen			SS	
Counters			CNT	
Cabinets	4.00		CB	
	3.26	0.16		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers			DT	
Handrails	4.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	5.00		DF	
Fence/Walls	3.00		FW	
	3.75	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	5.00	0.10	GC	Drains to SD. Fill Valve rund frequently.
Pool Tank	4.00	0.60	PT	
Deck Floor	4.00	0.20	DF	
Drains	5.00	0.15	DR	
		1.05		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	1.00		RP	
Chemical Control System	1.00		CCS	
Heaters			HT	
Filters	2.00		FLT	
	1.33	0.04		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	2.00		RPL	
Main Drain	2.00		MD	
Gutter Drain Line			GL	
Surge Pit			SUP	
Backwash Holding Tank			BWHT	
	2.00	0.30		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathhouse Ventilation	5.00		BVT	
Bathhouse Climate Control	5.00		BCC	
	5.00	0.25		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	4.00		PWL	
Water Heaters	4.00		WHT	
	4.00	0.04		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	3.00		OE	
Bathhouse Interior Light Fixtures	3.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights			UPL	
Equipment Room Light Fixtures	3.00		ERL	
Security Lighting @ Pool	4.00		SL	
Panels	4.00		PAN	
	3.67	0.18		
		<b>1.00</b>		

#### **ISSUES/COMMENTS**

Aquatics would prefer this ber a competitive pool with no play equipment.

Would do regional meets here if possible.

Prop K scope needs to be reevalusted.

Pre-school using bathhouse.



# POOL ASSESSMENT REPORT

Fernangeles Pool					
Pool Name:	8851 Laurel Canyon Blvd. Sun Valley 91352				
Address:					
Assessment Date:	4/18/2006		Indoor (Y/N)	N	
Council District:	6		Seasonal (Y/N)	Y	
Region:	Valley		Pool Area	7200	
Original Year Built/Renovated or Reconstructed	1979		Approx. Deck Area	11,300	
Estimate Range	\$ 9,000,000	\$ 10,000,000	Replace Pool and Bathhouse		
Bathhouse Construction	Brick/Wood Roof				
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT		
Outside Walls	2.00	0.22	OW		
Roof System	4.00	0.44	RS		
Roof Membrane	4.00	0.08	RM		
Windows	4.00	0.04	WND		
		0.78			
INTERIOR		0.05			
LOBBY			LOB		
Doors	4.00		DR		
Floor	2.00		FL		
Walls	2.00		W		
Ceilings	4.00		CLG	Exposed wood	
Counters	2.00		CNT	concrete	
Security Cage	3.00		SC		
Cabinets	3.00		CB		
BOYS CHANGING ROOM			BCR		
Doors	3.00		DR		
Floor	2.00		FL		
Walls	2.00		W		
Ceilings	4.00		CLG	Exposed wood	
Benches	2.00		BEN		
Hand Dryers	3.00		HD		
Drains	2.00		DR		

[illegible]

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	Exposed wood
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	2.00		P	Concrete
Hand Dryers	3.00		HD	
Toilet Accessories	5.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	Exposed wood
Security screen	3.00		SS	
Counters	2.00		CNT	Concrete
Cabinets	5.00		CB	
	2.91	0.15		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers	4.00		DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders	3.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	3.00		DF	
Fence/Walls	3.00		FW	Chain Link
	3.17	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	3.00	0.09	DR	
		0.80		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	2.00		CCS	
Heaters	3.00		HT	
Filters	3.00		FLT	
	2.50	0.08		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	3.00		RPL	
Main Drain	3.00		MD	
Gutter Drain Line	3.00		GL	
Surge Pit	3.00		SUP	
Backwash Holding Tank	3.00		BWHT	
	3.00	0.45		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	5.00		BVT	
Bathroom Climate Control	5.00		BCC	
	5.00	0.25		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	3.00		PWL	
Water Heaters	4.00		WHT	4-total, inefficient and outdated
	3.50	0.04		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	4.00		OE	
Bathroom Interior Light Fixtures	4.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights	5.00		UPL	
Equipment Room Light Fixtures	3.00		ERL	
Security Lighting @ Pool	5.00		SL	
Panels	4.00		PAN	
	3.75	0.19		
		<b>1.00</b>		

#### ISSUES/COMMENTS

Same design as Granada Hills and Valley plaza



# POOL ASSESSMENT REPORT

Sun Valley Pool				
Pool Name:	8123 Vineland	Sun Valley	91352	
Address:	4/18/2006	Indoor (Y/N)	No	
Assessment Date:	6	Seasonal (Y/N)	Yes	
Council District:	Valley	Pool Area	7500	
Region:	1931/1997	Approx. Deck Area	6000	
Original Year Built/Renovated or Reconstructed	\$ 200,000	Replace Pool Security Lights with General upgrades throughout		
Estimate Range	\$ 400,000			
Bathhouse Construction	Wood/Stucco/Wood			
Grade				
1 - Excellent; 2 - Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>				
Outside Walls	2.00	0.25	STRUCT	
Roof System	2.00	0.22	OW	
Roof Membrane	3.00	0.22	RS	
Windows	2.00	0.06	RM	Mising roof (red clay) tiles
		0.02	WND	
		0.52		
<b>INTERIOR</b>		0.05		
<b>LOBBY</b>			LOB	
Doors	1.00		DR	
Floor	4.00		FL	carpet
Walls	2.00		W	
Ceilings	2.00		CLG	
Counters	2.00		CNT	
Security Cage	2.00		SC	
Cabinets	2.00		CB	
			BCR	
<b>BOYS CHANGING ROOM</b>				
Doors	2.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Benches	2.00		BEN	
Hand Dryers	2.00		HD	
Drains	2.00		DR	

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BOYS SHOWER ROOM	Floor	2.00	BSR		
	Walls	2.00	FL		
	Ceilings	2.00	W		
	Shower Heads	2.00	CLG		
	Drains	2.00	SH		
	Shared (Y/N)	2.00	DR		
		Y			
	BOYS BATHROOM	Floor	2.00	BB	
		Walls	2.00	FL	
		Ceilings	2.00	W	
Lavs		2.00	CLG		
Toilets		2.00	LAV		
Drains		2.00	T		
Partitions		2.00	DR		
Urinals		2.00	P		
Hand Dryers		2.00	U		
Toilet Accessories		2.00	HD		
GIRLS CHANGING ROOM	Doors		TA		
	Floor	2.00	GCR		
	Walls	2.00	DR		
	Ceilings	2.00	FL		
	Partitions	2.00	W		
	Benches	2.00	CLG		
	Hand Dryers	2.00	P		
	Drains	2.00	BEN		
			HD		
			DR		
GIRLS SHOWER ROOM	Floor		GSR		
	Walls	2.00	FL		
	Ceilings	2.00	W		
	Shower Heads	2.00	CLG		
	Drains	2.00	SH		
	Shared (Y/N)	2.00	DR		
		Y			

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Lavs	2.00		LAV	
Toilets	2.00		T	
Drains	2.00		DR	
Partitions	2.00		P	
Hand Dryers	2.00		HD	
Toilet Accessories	2.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	2.00		DR	
Floor	4.00		FL	Carpet
Walls	2.00		W	
Ceilings	2.00		CLG	
Security screen	2.00		SS	
Counters	2.00		CNT	
Cabinets	2.00		CB	
	2.05	0.10		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	1.00	0.14		
Pool Tank	1.00	0.01		
		0.15		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	2.00		LT	
Diving Towers	3.00		DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide	2.00		SL	
Drinking Fountain	2.00		DF	
Fence/Walls	2.00		FW	
	2.17	0.02		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	2.00	0.04	GC	
Pool Tank	2.00	0.30	PT	
Deck Floor	2.00	0.10	DF	
Drains	2.00	0.06	DR	
		0.50		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	2.00		CCS	
Heaters	2.00		HT	
Filters	2.00		FLT	
	2.00	0.06		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	2.00		RPL	
Main Drain	2.00		MD	
Gutter Drain Line	2.00		GL	
Surge Pit	2.00		SUP	
Backwash Holding Tank	2.00		BWHT	
	2.00	0.30		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	3.00		BVT	
Bathroom Climate Control	3.00		BCC	
	3.00	0.15		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	2.00		PWL	
Water Heaters	3.00		WHT	
	2.50	0.03		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	2.00		OE	
Bathroom Interior Light Fixtures	2.00		BIL	
GFI Protected	3.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights			UPL	
Equipment Room Light Fixtures	2.00		ERL	
Security Lighting @ Pool	5.00		SL	
Panels	2.00		PAN	
	2.67	0.13		
		1.00		

#### **ISSUES/COMMENTS**

Renovated in 1998.

Lifeguards commented on how well they like check in area at this facility.

Has attached park restrooms.





# POOL ASSESSMENT REPORT

Hansen Dam Swim Lake					
Address:	11770 Foothill Blvd.		Lakeview Terrace		91342
Assessment Date:	4/19/2006		Indoor (Y/N)	No	
Council District:	7	1.55	Seasonal (Y/N)	Yes	
Region:	Valley		Pool Area	67500	
Original Year Built/Renovated or Reconstructed			Approx. Deck Area	22000	
Estimate Range	\$ 50,000	\$ 100,000	New Lifeguard towers		
Bathhouse Construction	CMU/Wood				
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT		
	Outside Walls	1.00	OW		
	Roof System	1.00	RS		
	Roof Membrane	2.00	RM		
	Windows	2.00	WND		
INTERIOR		0.28			
LOBBY		0.05			
	Doors		LOB	Outdoor area.	
	Floor		DR		
	Walls		FL		
	Ceilings		W		
	Counters		CLG		
	Security Cage		CNT		
	Cabinets		SC		
			CB		
			BCR		
BOYS CHANGING ROOM	Doors	1.00	DR		
	Floor	1.00	FL		
	Walls	1.00	W		
	Ceilings	1.00	CLG		
	Benches		BEN		
	Hand Dryers	2.00	HD		
	Drains	2.00	DR		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	1.00		FL	
Walls	1.00		W	
Ceilings	1.00		CLG	
Lavs	1.00		LAV	
Toilets	1.00		T	
Drains	2.00		DR	
Partitions			P	
Hand Dryers	2.00		HD	
Toilet Accessories	2.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	2.00		DR	
Floor	2.00		FL	
Walls	1.00		W	
Ceilings	1.00		CLG	
Security screen			SS	
Counters	2.00		CNT	
Cabinets	2.00		CB	
	1.34	0.07		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	1.00	0.14		
Pool Tank	1.00	0.01		
		0.15		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	5.00		LT	Need to be replaced. Do not provide safe pool entry.
Diving Towers			DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide	2.00		SL	
Drinking Fountain	1.00		DF	
Fence/Walls	2.00		FW	
	2.40	0.02		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	2.00	0.04	GC	
Pool Tank	2.00	0.30	PT	
Deck Floor	2.00	0.10	DF	
Drains	2.00	0.06	DR	
		0.50		





# POOL ASSESSMENT REPORT

Pool Name:		Hubert Humphrey Pool				
Address:		12560 Filmore Street		Pacoima		91331
Assessment Date:		4/19/2006		Indoor (Y/N)		No
Council District:		7	3.02	Seasonal (Y/N)		No
Region:		Valley		Pool Area		7400
Original Year Built/Renovated or Reconstructed		1970		Approx. Deck Area		15000
Estimate Range		\$ 3,000,000	\$ 5,000,000	Refurbish/Replace Bathroom		
Bathroom Construction		CMU/Wood Roof				
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment		Grade 1,2,3,4,5	Weight	Type		Comment
BLDG. STRUCTURE & COMPONENTS			0.25	STRUCT		
	Outside Walls	3.00	0.33	OW		
	Roof System	3.00	0.33	RS		
	Roof Membrane	3.00	0.06	RM		
	Windows	4.00	0.04	WND		
			0.76			
INTERIOR			0.05			
LOBBY				LOB		
	Doors	3.00		DR		
	Floor	2.00		FL		
	Walls	2.00		W		
	Ceilings	2.00		CLG		Exposed wood
	Counters	4.00		CNT		
	Security Cage	3.00		SC		
	Cabinets	4.00		CB		
BOYS CHANGING ROOM				BCR		
	Doors	2.00		DR		
	Floor	2.00		FL		
	Walls	2.00		W		
	Ceilings	3.00		CLG		Exposed wood
	Benches	3.00		BEN		
	Hand Dryers			HD		
	Drains	2.00		DR		





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	2.00		W	
Ceilings	4.00		CLG	Exposed wood
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	2.00		DR	
Partitions	4.00		P	Concrete
Hand Dryers			HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	Exposed wood
Security screen			SS	
Counters	2.00		CNT	Concrete
Cabinets	3.00		CB	
	2.70	0.14		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	1.00		LT	
Diving Towers	2.00		DT	
Handrails	1.00		HR	
Starting Platforms	2.00		SP	
Ladders	1.00		LAD	
Bleachers			BL	
Slide	2.00		SL	
Drinking Fountain	2.00		DF	
Fence/Walls	2.00		FW	
	1.63	0.02		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	2.00	0.04	GC	
Pool Tank	2.00	0.30	PT	
Deck Floor	1.00	0.05	DF	New. 1 year old
Drains	1.00	0.03	DR	These types of Drains are very difficult to clean.
		0.42		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	2.00		CCS	
Heaters	1.00		HT	
Filters	2.00		FLT	
	1.75	0.05		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	3.00		RPL	
Main Drain	3.00		MD	
Gutter Drain Line	3.00		GL	
Surge Pit	3.00		SUP	
Backwash Holding Tank			BWHT	
	3.00	0.45		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	5.00		BVT	
Bathroom Climate Control	5.00		BCC	
	5.00	0.25		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	2.00		PWL	
Water Heaters	3.00		WHT	
	2.50	0.03		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	3.00		OE	
Bathroom Interior Light Fixtures	4.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights	2.00		UPL	
Equipment Room Light Fixtures	2.00		ERL	
Security Lighting @ Pool	3.00		SL	
Panels	3.00		PAN	
	3.14	0.16		
		1.00		

#### ISSUES/COMMENTS

Refurbish bathroom.

Has a second pool for water slide landing.



# POOL ASSESSMENT REPORT

Pool Name:		Ritchie Valens Pool				
Address:		10730 Laurel Canyon Blvd.		Pacoima		91331
Assessment Date:		4/19/2006		Indoor (Y/N)		No
Council District:		7		Seasonal (Y/N)		Yes
Region:		Valley		Pool Area		7200
Original Year Built/Renovated or Reconstructed		1960		Approx. Deck Area		12000
Estimate Range		\$ 9,000,000		\$ 10,000,000		Replace Pool and Bathhouse
Bathhouse Construction		Brick/Wood Stucco/Wood Roof				
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment		Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS			0.25	STRUCT		
Outside Walls		4.00	0.44	OW		
Roof System		4.00	0.44	RS		
Roof Membrane		5.00	0.10	RM		
Windows		5.00	0.05	WND		
INTERIOR			1.03			
LOBBY			0.05			
Doors		5.00		LOB		
Floor		3.00		DR		
Walls		3.00		FL		
Ceilings		5.00		W		
Counters		4.00		CLG		
Security Cage		4.00		CNT		
Cabinets		3.00		SC		
BOYS CHANGING ROOM		4.00		CB		
				BCR		
Doors		5.00		DR		
Floor		2.00		FL		
Walls		3.00		W		
Ceilings				CLG	open air	
Benches		3.00		BEN		
Hand Dryers				HD		
Drains		4.00		DR		





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings			CLG	open air
Lavs	4.00		LAV	
Toilets	4.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers			HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	Could not get in.
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
	3.50	0.18		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers	4.00		DT	
Handrails	3.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers	2.00		BL	
Slide			SL	
Drinking Fountain	5.00		DF	
Fence/Walls	5.00		FW	Chain Link
	3.67	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	3.00	0.09	DR	
		0.80		





# POOL ASSESSMENT REPORT

Pool Name:		Sepulveda Pool			
Address:		8737 Kester Ave.		Panorama City	91402
Assessment Date:		4/18/2007		Indoor (Y/N)	No
Council District:		7	2.74	Seasonal (Y/N)	Yes
Region:		Valley		Pool Area	7200
Original Year Built/Renovated or Reconstructed		1959/2002		Approx. Deck Area	13500
Estimate Range		\$ 750,000	\$ 1,500,000	Minor Bathhouse renovation and replace pool deck and equipment	
Bathhouse Construction		Brick/Wood Roof			
Grade					
1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS	Outside Walls	0.25	STRUCT		
	Roof System	0.33	OW		
	Roof Membrane	0.33	RS		
	Windows	0.06	RM		
		0.03	WND		
		0.75			
INTERIOR		0.05			
LOBBY	Doors	2.00	LOB		
	Floor	2.00	DR		
	Walls	2.00	FL		
	Ceilings	2.00	W		
	Counters	2.00	CLG		
	Security Cage	2.00	CNT		
	Cabinets	2.00	SC		
		2.00	CB		
			BCR		
		2.00	DR		
BOYS CHANGING ROOM	Floor	2.00	FL		
	Walls	2.00	W		
	Ceilings		CLG	open air	
	Benches	1.00	BEN		
	Hand Dryers		HD		
	Drains	2.00	DR		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Lavs	2.00		LAV	
Toilets	3.00		T	
Drains	2.00		DR	
Partitions	3.00		P	
Hand Dryers	2.00		HD	
Toilet Accessories	2.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Security screen	2.00		SS	
Counters	3.00		CNT	
Cabinets	3.00		CB	
	2.06	0.10		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	1.00	0.14		
Pool Tank	5.00	0.05		
		0.19		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers			DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders	2.00		LAD	
Bleachers			BL	
Slide	2.00		SL	
Drinking Fountain	1.00		DF	
Fence/Walls	1.00		FW	
	2.00	0.02		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	3.00	0.09	DR	
		0.80		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	2.00		CCS	
Heaters			HT	
Filters	3.00		FLT	
	2.33	0.07		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	2.00		RPL	
Main Drain	2.00		MD	
Gutter Drain Line	2.00		GL	
Surge Pit	2.00		SUP	
Backwash Holding Tank	5.00		BWHT	Needs one plus a sewer connection to BWHT.
	2.60	0.39		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	5.00		BVT	
Bathroom Climate Control	5.00		BCC	
	5.00	0.25		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	2.00		PWL	
Water Heaters	2.00		WHT	
	2.00	0.02		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	3.00		OE	
Bathroom Interior Light Fixtures	3.00		BIL	
GFI Protected	3.00		GFI	GFI on Deck is a hazard. Breaker #13 is tripping.
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights			UPL	
Equipment Room Light Fixtures	3.00		ERL	
Security Lighting @ Pool	3.00		SL	
Panels	3.00		PAN	Some old panels not to code.
	3.00	0.15		
		1.00		

#### ISSUES/COMMENTS

Has a second tank used for water slide. Good Condition.

Recommend to replace deck and renovate bathroom.



# POOL ASSESSMENT REPORT

Sylmar Pool							
Pool Name:	Sylmar Pool						
Address:	13109 Borden Ave.		Sylmar		91345		
Assessment Date:	4/19/2006		Indoor (Y/N)	No			
Council District:	7	3.69	Seasonal (Y/N)	Yes			
Region:	Valley		Pool Area	6000			
Original Year Built/Renovated or Reconstructed	1962		Approx. Deck Area	7500			
Estimate Range	\$ 9,000,000	\$ 10,000,000	Replace Pool and Bathroom				
Bathroom Construction	CMU/Concrete roof						
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed						
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment			
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT				
	Outside Walls	3.00	0.33	OW			
	Roof System	2.00	0.22	RS			
	Roof Membrane	3.00	0.06	RM			
	Windows	4.00	0.04	WND			
			0.65				
INTERIOR		0.05					
LOBBY			LOB				
	Doors	5.00		DR			
	Floor	3.00		FL			
	Walls	2.00		W			
	Ceilings	2.00		CLG			
	Counters	4.00		CNT			
	Security Cage	3.00		SC			
	Cabinets	4.00		CB			
				BCR			
	Doors	4.00		DR			
BOYS CHANGING ROOM	Floor	3.00		FL			
	Walls	3.00		W			
	Ceilings			CLG	open air		
	Benches	3.00		BEN			
	Hand Dryers			HD			
	Drains	2.00		DR			



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	2.00		DR	
Partitions	3.00		P	
Hand Dryers			HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Security screen	3.00		SS	
Counters			CNT	None
Cabinets			CB	None
	2.98	0.15		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers	4.00		DT	
Handrails	3.00		HR	
Starting Platforms			SP	
Ladders	3.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	4.00		DF	
Fence/Walls	3.00		FW	
	3.33	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	4.00	0.08	GC	
Pool Tank	4.00	0.60	PT	Settlement problems.
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		1.00		







# POOL ASSESSMENT REPORT

Algin Sutton					
Pool Name:	8800 S. Hoover Street		Los Angeles		90059
Address:					
Assessment Date:	4/27/2006		Indoor (Y/N)	N	
Council District:	8	2.04	Seasonal (Y/N)	Y	
Region:	Pacific		Pool Area	7500	
Original Year Built/Renovated or Reconstructed	1931		Approx. Deck Area	9700	
Estimate Range	\$ 500,000	\$ 1,000,000	Security Upgrades, Pool ADA & Equip., BH lighting and elect. upgrades		
Bathhouse Construction	Wood/Stucco/Wood				
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT		
	Outside Walls	2.00	OW		
	Roof System	2.00	RS		
	Roof Membrane	2.00	RM		
	Windows	3.00	WND		
		0.51			
INTERIOR		0.05			
LOBBY			LOB		
	Doors	2.00	DR		
	Floor	1.00	FL		
	Walls	2.00	W		
	Ceilings	2.00	CLG		
	Counters	2.00	CNT		
	Security Cage	2.00	SC		
	Cabinets	3.00	CB		
			BCR		
		2.00	DR		
BOYS CHANGING ROOM	Doors	1.00	FL		
	Floor	2.00	W		
	Walls	2.00	CLG		
	Ceilings	1.00	BEN		
	Benches		HD		
	Hand Dryers	2.00	DR		
	Drains				



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	1.00		FL	
Walls	2.00		W	
Ceilings	1.00		CLG	
Lavs	1.00		LAV	
Toilets	1.00		T	
Drains	2.00		DR	
Partitions	1.00		P	
Hand Dryers			HD	
Toilet Accessories	2.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	2.00		DR	
Floor	1.00		FL	
Walls	2.00		W	
Ceilings	1.00		CLG	
Security screen			SS	
Counters	1.00		CNT	
Cabinets	4.00		CB	
	1.64	0.08		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	1.00	0.14		
Pool Tank	5.00	0.05		
		0.19		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers			DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders	2.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls	1.00		FW	
	2.25	0.02		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	2.00	0.04	GC	Stainless steel - slippery
Pool Tank	2.00	0.30	PT	
Deck Floor	3.00	0.15	DF	
Drains	2.00	0.06	DR	
		0.55		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	2.00		CCS	
Heaters	5.00		HT	
Filters	2.00		FLT	
	2.75	0.08		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	2.00		RPL	
Main Drain	2.00		MD	
Gutter Drain Line	2.00		GL	
Surge Pit	1.00		SUP	
Backwash Holding Tank	2.00		BWHT	
	1.80	0.27		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	3.00		BVT	
Bathroom Climate Control	3.00		BCC	
	3.00	0.15		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers	2.00		FS	
Potable Water Lines	2.00		PWL	
Water Heaters	2.00		WHT	
	2.00	0.02		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	2.00		OE	
Bathroom Interior Light Fixtures	2.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights	2.00		UPL	
Equipment Room Light Fixtures	4.00		ERL	
Security Lighting @ Pool	4.00		SL	
Panels	4.00		PAN	
	3.29	0.16		
		1.00		

#### **ISSUES/COMMENTS**

Bathroom remodeled 4-5 years ago.

Facility is being abused and vandalized.

Remodel included using natural light for lighting but windows have ben closed off due to vandalism and break-ins and threfore, the light fixtures in lobby and office are not sufficient.



# POOL ASSESSMENT REPORT

<b>Pool Name:</b>		Harvard	
<b>Address:</b>		6120 Denker Ave	Los Angeles 90047
<b>Assessment Date:</b>			N
<b>Council District:</b>		8	Seasonal (Y/N) Y
<b>Region:</b>		Pacific	Pool Area 7500
<b>Original Year Built/Renovated or Reconstructed</b>		1939	Approx. Deck Area
<b>Estimate Range</b>			
<b>Bathhouse Construction</b>			<b>IN DESIGN FOR REPLACEMENT</b>

Grade			
1 - Excellent; 2 - Good; 3 - Fair; 4 - Poor; 5 - Failed			
<b>Assessment</b>	<b>Grade 1,2,3,4,5</b>	<b>Weight</b>	<b>Type</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>			
Outside Walls		0.25	STRUCT
Roof System		0.00	OW
Roof Membrane		0.00	RS
Windows		0.00	RM
		0.00	WND
		0.00	
<b>INTERIOR</b>		0.05	
<b>LOBBY</b>			LOB
Doors			DR
Floor			FL
Walls			W
Ceilings			CLG
Counters			CNT
Security Cage			SC
Cabinets			CB
			BCR
<b>BOYS CHANGING ROOM</b>			DR
Doors			FL
Floor			W
Walls			CLG
Ceilings			BEN
Benches			HD
Hand Dryers			DR
Drains			





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor			FL	
Walls			W	
Ceilings			CLG	
Lavs			LAV	
Toilets			T	
Drains			DR	
Partitions			P	
Hand Dryers			HD	
Toilet Accessories			TA	
<b>AQUATICS OFFICE</b>			AO	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
	0.00	0.00		
<b>DISABLED ACCESS</b>		0.15		
Bathroom		0.00		
Pool Tank		0.00		
		0.00		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers			LT	
Diving Towers			DT	
Handrails			HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls			FW	
	0.00	0.00		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping		0.00	GC	
Pool Tank		0.00	PT	
Deck Floor		0.00	DF	
Drains		0.00	DR	
		0.00		





# POOL ASSESSMENT REPORT

Pool Name:		EPICC		
Address:		3990 Menlo street	Los Angeles	90037
Assessment Date:		4/27/2006	Indoor (Y/N)	N
Council District:		6	Seasonal (Y/N)	N
Region:		Pacific	Pool Area	
Original Year Built/Renovated or Reconstructed		1932	Approx. Deck Area	
Estimate Range				
Bathhouse Construction		Concrete		
Grade				
1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>				
Outside Walls	2.00	0.25	STRUCT	
Roof System	2.00	0.22	OW	
Roof Membrane	2.00	0.22	RS	
Windows	2.00	0.04	RM	
	1.00	0.01	WND	
		0.49		
		0.05		
<b>INTERIOR</b>				
<b>LOBBY</b>				
Doors	2.00		LOB	
Floor	1.00		DR	
Walls	1.00		FL	
Ceilings	1.00		W	
Counters	1.00		CLG	
Security Cage	1.00		CNT	
Cabinets	1.00		SC	
			CB	
			BCR	
<b>BOYS CHANGING ROOM</b>				
Doors	1.00		DR	
Floor	1.00		FL	
Walls	1.00		W	
Ceilings	1.00		CLG	
Benches	1.00		BEN	
Hand Dryers	1.00		HD	
Drains	1.00		DR	





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	1.00		FL	
Walls	1.00		W	
Ceilings	1.00		CLG	
Lavs	1.00		LAV	
Toilets	1.00		T	
Drains	1.00		DR	
Partitions	1.00		P	
Hand Dryers	1.00		HD	
Toilet Accessories	1.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	1.00		DR	
Floor	1.00		FL	
Walls	1.00		W	
Ceilings	1.00		CLG	
Security screen			SS	
Counters	1.00		CNT	
Cabinets	1.00		CB	
	1.02	0.05		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	1.00	0.14		
Pool Tank	1.00	0.01		
		0.15		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	1.00		LT	
Diving Towers	2.00		DT	
Handrails	1.00		HR	
Starting Platforms	2.00		SP	
Ladders			LAD	
Bleachers	3.00		BL	
Slide			SL	
Drinking Fountain	2.00		DF	
Fence/Walls	1.00		FW	
	1.71	0.02		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	1.00	0.02	GC	
Pool Tank	1.00	0.15	PT	
Deck Floor	2.00	0.10	DF	
Drains	1.00	0.03	DR	
		0.30		





# POOL ASSESSMENT REPORT

Pool Name:		Van Ness			
Address:		5720 2nd. Street		Los Angeles 90043	
Assessment Date:		4/27/2006		Indoor (Y/N) N	
Council District:		8		Seasonal (Y/N) Y	
Region:		Pacific		Pool Area 7200	
Original Year Built/Renovated or Reconstructed		1959		Approx. Deck Area 9500	
Estimate Range		\$ 9,000,000		\$ 10,000,000 Replace Pool and Bathhouse	
Bathhouse Construction		Brick/Wood			
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed			
Assessment		Grade 1,2,3,4,5	Weight	Type	Comment
BLDG. STRUCTURE & COMPONENTS			0.25	STRUCT	
Outside Walls		3.00	0.33	OW	
Roof System		3.00	0.33	RS	
Roof Membrane		3.00	0.06	RM	
Windows		4.00	0.04	WND	
			0.76		
INTERIOR			0.05		
LOBBY				LOB	
Doors		4.00		DR	
Floor		2.00		FL	
Walls		2.00		W	
Ceilings		3.00		CLG	
Counters		3.00		CNT	
Security Cage		3.00		SC	
Cabinets		3.00		CB	
BOYS CHANGING ROOM				BCR	
Doors		2.00		DR	
Floor		5.00		FL	
Walls		3.00		W	
Ceilings				CLG	
Benches		3.00		BEN	
Hand Dryers				HD	
Drains		4.00		DR	



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	2.00		CLG	
Lavs	2.00		LAV	
Toilets	2.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers			HD	
Toilet Accessories	3.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	4.00		CLG	
Security screen	3.00		SS	
Counters	4.00		CNT	
Cabinets	4.00		CB	
	3.25	0.16		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers			DT	
Handrails	5.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	4.00		DF	
Fence/Walls	4.00		FW	
	4.25	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	5.00	0.25	DF	
Drains	4.00	0.12	DR	
		0.88		







# POOL ASSESSMENT REPORT

Central				
Pool Name:	1357 E. 22 nd Street		Los Angeles	90011
Address:				
Assessment Date:	4/26/2006		Indoor (Y/N)	N
Council District:	9	3.21	Seasonal (Y/N)	Y
Region:	Pacific		Pool Area	6750
Original Year Built/Renovated or Reconstructed	1926		Approx. Deck Area	5800
Estimate Range	\$ 7,000,000	\$ 8,000,000	Very Confined. Bathroom renovation and pool replacement	
Bathroom Construction	CMU/Steel/Metal Deck			
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed			
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT	
	Outside Walls	2.00	OW	
	Roof System	2.00	RS	
	Roof Membrane	3.00	RM	
	Windows	3.00	WND	
		0.53		
INTERIOR		0.05		
LOBBY			LOB	
	Doors	3.00	DR	
	Floor	2.00	FL	
	Walls	3.00	W	
	Ceilings	3.00	CLG	
	Counters	4.00	CNT	
	Security Cage	3.00	SC	
	Cabinets	4.00	CB	
			BCR	
	Doors	3.00	DR	
BOYS CHANGING ROOM	Floor	3.00	FL	
	Walls	3.00	W	
	Ceilings	3.00	CLG	
	Benches	3.00	BEN	
	Hand Dryers		HD	
	Drains	3.00	DR	



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	4.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	3.00		P	
Hand Dryers			HD	
Toilet Accessories	3.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen	3.00		SS	
Counters	4.00		CNT	
Cabinets	5.00		CB	
	3.19	0.16		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers			DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	3.00		DF	
Fence/Walls	5.00		FW	
	3.25	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	4.00	0.08	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	5.00	0.25	DF	
Drains	3.00	0.09	DR	
		0.87		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	2.00		CCS	
Heaters			HT	
Filters	4.00		FLT	
	2.67	0.08		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	4.00		RPL	
Main Drain	4.00		MD	
Gutter Drain Line			GL	
Surge Pit	3.00		SUP	
Backwash Holding Tank	3.00		BWHT	
	2.80	0.42		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathhouse Ventilation	4.00		BVT	
Bathhouse Climate Control	3.00		BCC	
	3.50	0.18		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers	4.00		FS	Missing heads
Potable Water Lines	3.00		PWL	
Water Heaters	3.00		WHT	
	3.33	0.03		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	3.00		OE	
Bathhouse Interior Light Fixtures	3.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights	3.00		UPL	
Equipment Room Light Fixtures	3.00		ERL	
Security Lighting @ Pool	3.00		SL	
Panels	3.00		PAN	
	3.29	0.16		
		1.00		

#### ISSUES/COMMENTS

Bathhouse is not attractive and very large.

Pool is larger than normal

Bathhouse is much newer than the pool.





# POOL ASSESSMENT REPORT

<b>Pool Name:</b>		<b>Ross Snyder</b>		
<b>Address:</b>		1501 E. 41 st. Street	Los Angeles	90011
<b>Assessment Date:</b>		4/26/2006	Indoor (Y/N)	N
<b>Council District:</b>		9	Seasonal (Y/N)	Y
<b>Region:</b>		Pacific	Pool Area	7200
<b>Original Year Built/Renovated or Reconstructed</b>		1978	Approx. Deck Area	12250
<b>Estimate Range</b>		\$ 9,000,000	Replace Pool and Bathhouse	
<b>Bathhouse Construction</b>		Brick/Wood		
Grade				
1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
<b>Assessment</b>	<b>Grade 1,2,3,4,5</b>	<b>Weight</b>	<b>Type</b>	<b>Comment</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>				
Outside Walls	3.00	0.25	STRUCT	
Roof System	4.00	0.33	OW	
Roof Membrane	5.00	0.44	RS	
Windows	4.00	0.10	RM	
		0.04	WND	Mostly screens
		0.91		
<b>INTERIOR</b>				
<b>LOBBY</b>				
Doors	5.00		LOB	
Floor	2.00		DR	
Walls	3.00		FL	
Ceilings	3.00		W	
Counters	2.00		CLG	exposed wood
Security Cage	3.00		CNT	
Cabinets	5.00		SC	
			CB	
			BCR	
<b>BOYS CHANGING ROOM</b>				
Doors	3.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Benches	2.00		BEN	
Hand Dryers			HD	
Drains	3.00		DR	

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BOYS SHOWER ROOM	Floor	3.00	BSR		
	Walls	3.00	FL		
	Ceilings	3.00	W		
	Shower Heads	3.00	CLG		
	Drains	3.00	SH		
	Shared (Y/N)	3.00	DR		
		y			
	BOYS BATHROOM	Floor	3.00	BB	
		Walls	3.00	FL	
		Ceilings	3.00	W	
Lavs		5.00	CLG		
Toilets		3.00	LAV		
Drains		3.00	T		
Partitions		4.00	DR		
Urinals		3.00	P		
Hand Dryers			U		
Toilet Accessories		4.00	HD		
GIRLS CHANGING ROOM			TA		
	Doors	3.00	GCR		
	Floor	3.00	DR		
	Walls	3.00	FL		
	Ceilings	3.00	W		
	Partitions	3.00	CLG		
	Benches	2.00	P		
	Hand Dryers		BEN		
	Drains	3.00	HD		
			DR		
GIRLS SHOWER ROOM			GSR		
	Floor	3.00	FL		
	Walls	3.00	W		
	Ceilings	3.00	CLG		
	Shower Heads	3.00	SH		
	Drains	3.00	DR		
	Shared (Y/N)	y			

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	5.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers			HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	5.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	4.00		CLG	
Security screen	3.00		SS	
Counters	4.00		CNT	
Cabinets	5.00		CB	
	3.26	0.16		
<b>DISABLED ACCESS</b>		0.15		
Bathhouse	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers	4.00		DT	
Handrails	3.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers	3.00		BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls	3.00		FW	
	3.20	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		0.83		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	2.00		CCS	
Heaters			HT	
Filters	3.00		FLT	
	2.33	0.07		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	3.00		RPL	
Main Drain	3.00		MD	
Gutter Drain Line	3.00		GL	
Surge Pit	3.00		SUP	
Backwash Holding Tank	3.00		BWHT	
	3.00	0.45		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathhouse Ventilation	1.00		BVT	Open screens
Bathhouse Climate Control	5.00		BCC	
	3.00	0.15		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	4.00		PWL	
Water Heaters	5.00		WHT	
	4.50	0.05		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	2.00		OE	
Bathhouse Interior Light Fixtures	3.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights	3.00		UPL	
Equipment Room Light Fixtures	3.00		ERL	
Security Lighting @ Pool	5.00		SL	
Panels	2.00		PAN	
	3.29	0.16		
		<b>1.00</b>		

#### ISSUES/COMMENTS

Near Jefferson High School

Similar design to Granada Hills



# POOL ASSESSMENT REPORT

Pool Name:		South Park			
Address:		345 E. 41st street		Los Angeles	90025
Assessment Date:		4/26/2006		Indoor (Y/N)	N
Council District:		9	2.90	Seasonal (Y/N)	Y
Region:		Pacific		Pool Area	7200
Original Year Built/Renovated or Reconstructed		1950/1985		Approx. Deck Area	11700
Estimate Range		\$ 1,500,000	\$ 2,000,000	Renovate Bathroom	
Bathroom Construction		Brick/Wood			
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed			
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS	Outside Walls	0.25	STRUCT		
	Roof System	0.22	OW		
	Roof Membrane	0.22	RS		
	Windows	0.06	RM		
		0.04	WND		
INTERIOR		0.54			
	LOBBY	0.05			
	Doors	4.00	LOB		
	Floor	3.00	DR		
	Walls	3.00	FL		
Ceilings	3.00	W			
Counters	4.00	CLG			
Security Cage	3.00	CNT			
Cabinets	4.00	SC			
BOYS CHANGING ROOM			CB		
	Doors	3.00	BCR		
	Floor	2.00	DR		
	Walls	3.00	FL		
	Ceilings	3.00	W		
Benches		CLG			
Hand Dryers		BEN			
Drains	4.00	HD			





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	4.00		W	
Ceilings	3.00		CLG	
Lavs	2.00		LAV	
Toilets	2.00		T	
Drains	2.00		DR	
Partitions	2.00		P	
Hand Dryers			HD	
Toilet Accessories	2.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen	3.00		SS	
Counters	5.00		CNT	
Cabinets	5.00		CB	
	3.17	0.16		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	5.00		LT	
Diving Towers			DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders	2.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	4.00		DF	
Fence/Walls	2.00		FW	
	3.00	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	2.00	0.04	GC	Stainless steel gutters are slippery
Pool Tank	3.00	0.45	PT	
Deck Floor	2.00	0.10	DF	Fairly New.
Drains	2.00	0.06	DR	Area drains are too small
		0.65		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	2.00		CCS	
Heaters	2.00		HT	
Filters	2.00		FLT	
	2.00	0.06		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	2.00		RPL	
Main Drain	2.00		MD	
Gutter Drain Line	2.00		GL	
Surge Pit	2.00		SUP	
Backwash Holding Tank	2.00		BWHT	
	2.00	0.30		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathhouse Ventilation	5.00		BVT	
Bathhouse Climate Control	5.00		BCC	
	5.00	0.25		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	3.00		PWL	
Water Heaters	3.00		WHT	
	3.00	0.03		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	3.00		OE	
Bathhouse Interior Light Fixtures	2.00		BIL	
GFI Protected	2.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights	2.00		UPL	
Equipment Room Light Fixtures	3.00		ERL	
Security Lighting @ Pool	3.00		SL	
Panels	3.00		PAN	
	2.57	0.13		
		1.00		

#### ISSUES/COMMENTS

Bathhouse needs renovation.

Bathhouse is connected to Rec. Cntr.



# POOL ASSESSMENT REPORT

Pool Name:		Green Meadows		
Address:	421 E. 89th Street	Los Angeles	90003	
Assessment Date:	4/27/2006		Indoor (Y/N)	N
Council District:	9		Seasonal (Y/N)	Y
Region:	Pacific		Pool Area	5000
Original Year Built/Renovated or Reconstructed	1955		Approx. Deck Area	5000
Estimate Range	\$ 9,000,000	\$ 10,000,000	Replace Pool and Bathhouse	
Bathhouse Construction	CMU/Wood			
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed			
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>		0.25	STRUCT	
Outside Walls	3.00	0.33	OW	
Roof System	4.00	0.44	RS	
Roof Membrane	4.00	0.08	RM	
Windows	5.00	0.05	WND	
		0.90		
<b>INTERIOR</b>		0.05		
<b>LOBBY</b>			LOB	No Lobby
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Counters			CNT	
Security Cage			SC	
Cabinets			CB	
			BCR	
<b>BOYS CHANGING ROOM</b>			DR	
Doors	5.00		FL	
Floor	4.00		W	
Walls	3.00		CLG	
Ceilings			BEN	
Benches	4.00		HD	
Hand Dryers			DR	
Drains	3.00			

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
BOYS SHOWER ROOM			BSR	
	Floor	3.00	FL	
	Walls	3.00	W	
	Ceilings	4.00	CLG	
	Shower Heads	4.00	SH	
	Drains	3.00	DR	
	Shared (Y/N)	Y		
	BOYS BATHROOM			
	Floor	3.00	BB	
	Walls	2.00	FL	
	Ceilings	3.00	W	
	Lavs	4.00	CLG	
	Toilets	4.00	LAV	
	Drains	3.00	T	
	Partitions	3.00	DR	
	Urinals	3.00	P	
	Hand Dryers	5.00	U	
	Toilet Accessories	4.00	HD	
			TA	
	GIRLS CHANGING ROOM		GCR	
Doors	4.00	DR		
Floor	3.00	FL		
Walls	3.00	W		
Ceilings		CLG		
Partitions	4.00	P		
Benches	3.00	BEN		
Hand Dryers		HD		
Drains	3.00	DR		
GIRLS SHOWER ROOM			GSR	
	Floor	3.00	FL	
	Walls	2.00	W	
	Ceilings	4.00	CLG	
	Shower Heads	5.00	SH	
	Drains	3.00	DR	
	Shared (Y/N)	N		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	4.00		CLG	
Lavs	4.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers			HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	5.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen	5.00		SS	
Counters	5.00		CNT	
Cabinets	5.00		CB	
	3.51	0.18		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers			DT	
Handrails	4.00		HR	
Starting Platforms			SP	
Ladders	4.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	4.00		DF	
Fence/Walls	5.00		FW	
	4.20	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	4.00	0.08	GC	
Pool Tank	4.00	0.60	PT	Leaks
Deck Floor	4.00	0.20	DF	
Drains	3.00	0.09	DR	
		0.97		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	2.00		CCS	
Heaters			HT	
Filters	3.00		FLT	
<b>POOL WATER CIRCULATION</b>	1.75	0.05		
Return To Pool Lines		0.15		
Main Drain	4.00		RPL	
Gutter Drain Line	4.00		MD	
Surge Pit	4.00		GL	
Backwash Holding Tank			SUP	
			BWHT	
<b>MECHANICAL SYSTEMS</b>	4.00	0.60		
Bathroom Ventilation		0.05	MS	
Bathroom Climate Control	1.00		BVT	
	5.00		BCC	
<b>POTABLE WATER SYSTEMS</b>	3.00	0.15		
Fire Sprinklers		0.01	PS	
Potable Water Lines			FS	
Water Heaters	4.00		PWL	
	5.00		WHT	
<b>ELECTRICAL SYSTEMS</b>	4.50	0.05		
Electrical Equipment		0.05	ES	
Bathroom Interior Light Fixtures	4.00		OE	
GFI Protected	4.00		BIL	
Indoor Pool Light Fixtures	5.00		GFI	
Underwater Pool Lights			IPL	
Equipment Room Light Fixtures			UPL	
Security Lighting @ Pool	4.00		ERL	
Panels	3.00		SL	
	4.00		PAN	
	4.00	0.20		
		1.00		

#### ISSUES/COMMENTS

Similar to West Wilshire/Pan Pacific

Possible Joint Use with new LAUSD School.



# POOL ASSESSMENT REPORT

Rustic Canyon					
Pool Name:		601 Latimer Road		Pacific Palasades 90272	
Address:		4/24/2006		Indoor (Y/N) N	
Assessment Date:		11		Seasonal (Y/N) Y	
Council District:		West		Pool Area 2625	
Region:		1961		Approx. Deck Area	
Original Year Built/Renovated or Reconstructed		\$ 3,000,000		Renovate pool and bathhouse	
Estimate Range		\$ 4,000,000			
Bathhouse Construction		CMU/Wood			
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed			
Assessment		Grade 1,2,3,4,5	Weight	Type	Comment
BLDG. STRUCTURE & COMPONENTS			0.25	STRUCT	
Outside Walls		2.00	0.22	OW	
Roof System		4.00	0.44	RS	
Roof Membrane		4.00	0.08	RM	
Windows		4.00	0.04	WND	
			0.78		
INTERIOR			0.05		
LOBBY				LOB	No Lobby
				DR	
				FL	
				W	
				CLG	
				CNT	
Security Cage				SC	
Cabinets				CB	
BOYS CHANGING ROOM				BCR	
				DR	
Doors		3.00		FL	
Floor		4.00		W	
Walls		3.00		CLG	
Ceilings		3.00		BEN	
Benches		3.00		HD	
Hand Dryers				DR	
Drains		5.00			



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	4.00		W	
Ceilings	3.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	5.00		P	
Hand Dryers			HD	
Toilet Accessories	5.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen			SS	
Counters	5.00		CNT	
Cabinets			CB	
	3.48	0.17		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers			DT	
Handrails	3.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	4.00		DF	
Fence/Walls	3.00		FW	
	3.25	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		0.83		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	1.00		RP	
Chemical Control System	1.00		CCS	
Heaters			HT	
Filters	1.00		FLT	
	0.75	0.02		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	3.00		RPL	
Main Drain	3.00		MD	
Gutter Drain Line	3.00		GL	
Surge Pit	3.00		SUP	
Backwash Holding Tank			BWHT	
	3.00	0.45		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	1.00		BVT	
Bathroom Climate Control	5.00		BCC	
	3.00	0.15		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	4.00		PWL	
Water Heaters	4.00		WHT	
	4.00	0.04		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	4.00		OE	
Bathroom Interior Light Fixtures	4.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights			UPL	
Equipment Room Light Fixtures	4.00		ERL	
Security Lighting @ Pool	4.00		SL	
Panels	4.00		PAN	
	4.17	0.21		
		1.00		

#### ISSUES/COMMENTS

No Pool Heater.

Private lessons does well here.

Pool could use 0' depth with play equipment to draw people.

Tree leaf issue around pool.



# POOL ASSESSMENT REPORT

<b>Pool Name:</b>		<b>Stoner</b>	
Address:		1831 Stoner Ave	Los Angeles 90025
Assessment Date:		4/24/2006	Indoor (Y/N) N
Council District:		11	Seasonal (Y/N) Y
Region:		West	Pool Area
Original Year Built/Renovated or Reconstructed		1931/2003	Approx. Deck Area
Estimate Range			
Bathhouse Construction		CMU/Wood	
Grade 1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed			
<b>Assessment</b>	<b>Grade 1,2,3,4,5</b>	<b>Weight</b>	<b>Type</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>			
Outside Walls	1.00	0.25	STRUCT
Roof System	1.00	0.11	OW
Roof Membrane	1.00	0.11	RS
Windows	1.00	0.02	RM
	1.00	0.01	WND
		0.25	
		0.05	
<b>INTERIOR</b>			
<b>LOBBY</b>			LOB
Doors			No Lobby
Floor			DR
Walls			FL
Ceilings			W
Counters			CLG
Security Cage			CNT
Cabinets			SC
			CB
			BCR
<b>BOYS CHANGING ROOM</b>			
Doors	1.00		DR
Floor	1.00		FL
Walls	1.00		W
Ceilings	1.00		CLG
Benches			BEN
Hand Dryers	2.00		HD
Drains	2.00		DR



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor			FL	
Walls			W	
Ceilings			CLG	
Lavs			LAV	
Toilets			T	
Drains			DR	
Partitions			P	
Hand Dryers			HD	
Toilet Accessories			TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	2.00		DR	
Floor	1.00		FL	
Walls	1.00		W	
Ceilings	1.00		CLG	
Security screen			SS	
Counters	5.00		CNT	
Cabinets			CB	
	1.60	0.08		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	1.00	0.14		
Pool Tank	1.00	0.01		
		0.15		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers			LT	
Diving Towers			DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide	3.00		SL	stairs are slippery.
Drinking Fountain	1.00		DF	
Fence/Walls	1.00		FW	
	1.75	0.02		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	1.00	0.02	GC	
Pool Tank	1.00	0.15	PT	
Deck Floor	1.00	0.05	DF	
Drains	1.00	0.03	DR	
		0.25		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	1.00		RP	
Chemical Control System	1.00		CCS	
Heaters			HT	
Filters	1.00		FLT	
	1.00	0.03		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	1.00		RPL	
Main Drain	1.00		MD	
Gutter Drain Line	1.00		GL	
Surge Pit	1.00		SUP	
Backwash Holding Tank	1.00		BWHT	
	1.00	0.15		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	1.00		BVT	
Bathroom Climate Control	1.00		BCC	
	1.00	0.05		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	1.00		PWL	
Water Heaters	2.00		WHT	
	1.50	0.02		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	1.00		OE	
Bathroom Interior Light Fixtures	1.00		BIL	
GFI Protected	1.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights	1.00		UPL	
Equipment Room Light Fixtures	1.00		ERL	
Security Lighting @ Pool	1.00		SL	
Panels	1.00		PAN	
	1.00	0.05		
		<b>1.00</b>		

#### ISSUES/COMMENTS

Lacks Storage

Aquatics office needs counters and cabinets





# POOL ASSESSMENT REPORT

Pool Name:		Mar Vista		
Address:	11655 Palms Ave	Los Angeles	90034	
Assessment Date:	4/24/2006		Indoor (Y/N)	N
Council District:	11		Seasonal (Y/N)	Y
Region:	West		Pool Area	7200
Original Year Built/Renovated or Reconstructed	1959		Approx. Deck Area	
Estimate Range	\$ 9,000,000	\$ 10,000,000	Replace Pool and Bathhouse	
Bathhouse Construction	Brick/Wod			
Grade	1 - Excellent; 2 - Good; 3 - Fair; 4 - Poor; 5 - Failed			
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>				
Outside Walls	3.00	0.25	STRUCT	
Roof System	4.00	0.33	OW	
Roof Membrane	2.00	0.44	RS	
Windows	3.00	0.04	RM	
		0.03	WND	
		0.84		
<b>INTERIOR</b>		0.05		
<b>LOBBY</b>			LOB	
Doors	3.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	3.00		CLG	
Counters	4.00		CNT	
Security Cage	3.00		SC	
Cabinets	3.00		CB	
			BCR	
<b>BOYS CHANGING ROOM</b>				
Doors	5.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings			CLG	
Benches	3.00		BEN	
Hand Dryers			HD	
Drains	5.00		DR	



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	2.00		DR	
Partitions	3.00		P	
Hand Dryers			HD	
Toilet Accessories	5.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
	3.34	0.17		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers	4.00		DT	
Handrails	3.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers	2.00		BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls	2.00		FW	
	2.80	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	5.00	0.25	DF	
Drains	5.00	0.15	DR	
		0.91		





# POOL ASSESSMENT REPORT

Pool Name:		Westchester				
Address:		9100 Linclon Blvd.		Los Angeles		90045
Assessment Date:		4/25/2006		Indoor (Y/N)		N
Council District:		11		3.53	Seasonal (Y/N)	
Region:		West			Pool Area	
Original Year Built/Renovated or Reconstructed		1961		Approx. Deck Area		
Estimate Range		\$ 9,000,000		\$ 10,000,000		
Bathhouse Construction		Brick/Wood				
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment		
BLDG. STRUCTURE & COMPONENTS	Outside Walls	0.25	STRUCT			
	Roof System	0.22	OW			
	Roof Membrane	0.44	RS			
	Windows	0.08	RM			
		0.04	WND			
		0.78				
INTERIOR		0.05				
LOBBY	Doors		LOB			
	Floor	3.00	DR			
	Walls	2.00	FL			
	Ceilings	2.00	W			
	Counters	2.00	CLG			
	Security Cage	3.00	CNT			
	Cabinets	3.00	SC			
BOYS CHANGING ROOM		3.00	CB			
	Doors		BCR			
	Floor	5.00	DR			
	Walls	3.00	FL			
	Ceilings	3.00	W			
	Benches		CLG			
	Hand Dryers	3.00	BEN			
		HD				
	3.00	DR				





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers			HD	
Toilet Accessories	5.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	5.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen	3.00		SS	
Counters	5.00		CNT	
Cabinets	3.00		CB	
	3.24	0.16		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers	5.00		DT	
Handrails	4.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	3.00		DF	
Fence/Walls	4.00		FW	
	3.80	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	1.00	0.02	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	3.00	0.09	DR	
		0.76		





# POOL ASSESSMENT REPORT

Granada Hills Pool						
Pool Name:	16730 Chatsworth St.		Granada Hills		91344	
Address:	4/17/2006		Indoor (Y/N)		No	
Assessment Date:	12	3.82	Seasonal (Y/N)		Yes	
Council District:	Valley		Pool Area		7200	
Region:	1975		Approx. Deck Area			
Original Year Built/Renovated or Reconstructed			Replace Pool and Bathhouse			
Estimate Range	\$ 9,000,000	\$ 10,000,000				
Bathhouse Construction	Brick/Wood Roof					
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment		
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT			
	Outside Walls	2.00	0.22	OW		
	Roof System	4.00	0.44	RS		
	Roof Membrane	4.00	0.08	RM		
	Windows	3.00	0.03	WND		
			0.77			
INTERIOR		0.05				
LOBBY			LOB			
	Doors	5.00	DR			
	Floor	2.00	FL			
	Walls	3.00	W			
	Ceilings	3.00	CLG	Exposed wood		
	Counters	1.00	CNT	Concrete		
Security Cage	3.00	SC				
	Cabinets	3.00	CB			
	BOYS CHANGING ROOM		BCR			
		Doors	5.00	DR		
		Floor	3.00	FL		
		Walls	2.00	W		
Ceilings		3.00	CLG	Exposed wood		
Benches		2.00	BEN	Concrete		
Hand Dryers		HD				
	Drains	2.00	DR			

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
BOYS SHOWER ROOM	Floor	2.00	BSR	
	Walls	3.00	FL	
	Ceilings	4.00	W	
	Shower Heads	3.00	CLG	Exposed wood
	Drains	3.00	SH	
			DR	
	Shared (Y/N)	Y		
BOYS BATHROOM			BB	
	Floor	2.00	FL	
	Walls	2.00	W	
	Ceilings	3.00	CLG	
	Lavs	3.00	LAV	
	Toilets	3.00	T	
	Drains	3.00	DR	
	Partitions	3.00	P	
	Urinals	2.00	U	Concrete
	Hand Dryers		HD	
Toilet Accessories	3.00	TA		
GIRLS CHANGING ROOM			GCR	
	Doors	5.00	DR	
	Floor	4.00	FL	
	Walls	2.00	W	
	Ceilings	3.00	CLG	Exposed wood
	Partitions	3.00	P	
	Benches	2.00	BEN	
	Hand Dryers		HD	
	Drains	2.00	DR	
			GSR	
GIRLS SHOWER ROOM	Floor	2.00	FL	
	Walls	3.00	W	
	Ceilings	4.00	CLG	
	Shower Heads	3.00	SH	
	Drains	3.00	DR	
	Shared (Y/N)	Y		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	2.00		DR	
Partitions	4.00		P	
Hand Dryers			HD	
Toilet Accessories	3.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	3.00		CLG	
Security screen			SS	Needs a Security screen.
Counters	2.00		CNT	Concrete
Cabinets	3.00		CB	
	2.83	0.14		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers	4.00		DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders	2.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	3.00		DF	
Fence/Walls	3.00		FW	Chain Link
	2.83	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	4.00	0.08	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		0.85		





# POOL ASSESSMENT REPORT

<b>Pool Name:</b>		<b>Northridge Pool</b>		
<b>Address:</b>		10088 Reseda Blvd.		Northridge 91324
<b>Assessment Date:</b>			Indoor (Y/N)	N
<b>Council District:</b>		12	Seasonal (Y/N)	Y
<b>Region:</b>		Valley	Pool Area	7200
<b>Original Year Built/Renovated or Reconstructed</b>		1959	Approx. Deck Area	
<b>Estimate Range</b>				
<b>Bathhouse Construction</b>				
<b>IN CONSTRUCTION TO BE REPLACED</b>				
<b>Grade</b>				
1 - Excellent; 2 - Good; 3 - Fair; 4 - Poor; 5 - Failed				
<b>Assessment</b>	<b>Grade 1,2,3,4,5</b>	<b>Weight</b>	<b>Type</b>	<b>Comment</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>		0.25	STRUCT	
Outside Walls		0.00	OW	
Roof System		0.00	RS	
Roof Membrane		0.00	RM	
Windows		0.00	WND	
		0.00		
<b>INTERIOR</b>		0.05		
<b>LOBBY</b>			LOB	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Counters			CNT	
Security Cage			SC	
Cabinets			CB	
<b>BOYS CHANGING ROOM</b>			BCR	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Benches			BEN	
Hand Dryers			HD	
Drains			DR	

[illegible]

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor			FL	
Walls			W	
Ceilings			CLG	
Lavs			LAV	
Toilets			T	
Drains			DR	
Partitions			P	
Hand Dryers			HD	
Toilet Accessories			TA	
<b>AQUATICS OFFICE</b>			AO	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
	0.00	0.00		
<b>DISABLED ACCESS</b>		0.15		
Bathhouse		0.00		
Pool Tank		0.00		
		0.00		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers			LT	
Diving Towers			DT	
Handrails			HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls			FW	
	0.00	0.00		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping		0.00	GC	
Pool Tank		0.00	PT	
Deck Floor		0.00	DF	
Drains		0.00	DR	
		0.00		







# POOL ASSESSMENT REPORT

Pool Name: Echo Park Shallow				
Address:	1632 Bellevue	Los Angeles	90026	
Assessment Date:	5/2/2006	Indoor (Y/N)	N	
Council District:	13	Seasonal (Y/N)	Y	
Region:	Metro	Pool Area	3600	
Original Year Built/Renovated or Reconstructed	1956	Approx. Deck Area	4000	
Estimate Range	\$ 4,000,000	\$ 6,000,000	Replace Pool and Clerk/aquatic staff out bldg with major ADA upgrades	
Bathhouse Construction	Brick/Wood			
Grade				
1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>				
Outside Walls	4.00	0.25	STRUCT	
Roof System	4.00	0.44	OW	This assessment was for the aquatics structure and clerk area. The Changing rooms and restrooms are located in the rec. center.
Roof Membrane	4.00	0.44	RS	
Windows	4.00	0.08	RM	
	4.00	0.04	WND	
		1.00		
<b>INTERIOR</b>		0.05		
<b>LOBBY</b>			LOB	No Lobby
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Counters			CNT	
Security Cage			SC	
Cabinets			CB	
			BCR	
<b>BOYS CHANGING ROOM</b>				
Doors	2.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Benches	2.00		BEN	
Hand Dryers	2.00		HD	
Drains	2.00		DR	



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Lavs	2.00		LAV	
Toilets	2.00		T	
Drains	2.00		DR	
Partitions	2.00		P	
Hand Dryers	2.00		HD	
Toilet Accessories	2.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	5.00		DR	
Floor	5.00		FL	Deck supporting floor is failing.
Walls	4.00		W	
Ceilings	4.00		CLG	
Security screen	3.00		SS	
Counters	5.00		CNT	
Cabinets	5.00		CB	
<b>DISABLED ACCESS</b>	2.05	0.10		
Bathroom	5.00	0.15		
Pool Tank	5.00	0.05		Stair Access to pool is failing. No Ramp.
<b>POOL DECK EQUIPMENT</b>		0.75		
Lifeguard Towers		0.01	PA	
Diving Towers	4.00		LT	
Handrails			DT	
Starting Platforms	4.00		HR	
Ladders			SP	
Bleachers	4.00		LAD	
Slide			BL	
Drinking Fountain	4.00		SL	
Fence/Walls	4.00		DF	
			FW	
<b>POOL STRUCTURE</b>	4.00	0.04		
Gutters/Coping		0.25	PST	
Pool Tank	5.00	0.10	GC	Deck above gutters is failing.
Deck Floor	4.00	0.60	PT	
Drains	4.00	0.20	DF	
	3.00	0.09	DR	
		0.99		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	3.00		RP	
Chemical Control System	3.00		CCS	
Heaters			HT	
Filters	3.00		FLT	
	3.00	0.09		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	3.00		RPL	
Main Drain	3.00		MD	
Gutter Drain Line	4.00		GL	
Surge Pit	4.00		SUP	
Backwash Holding Tank			BWHT	
	3.50	0.53		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	3.00		BVT	
Bathroom Climate Control	3.00		BCC	
	3.00	0.15		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	2.00		PWL	
Water Heaters	5.00		WHT	
	3.50	0.04		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	3.00		OE	
Bathroom Interior Light Fixtures	2.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights			UPL	
Equipment Room Light Fixtures	5.00		ERL	
Security Lighting @ Pool	5.00		SL	
Panels	4.00		PAN	
	4.00	0.20		
		1.00		

#### ISSUES/COMMENTS

**Pool, aquatics office and stair access the pool is failing.**

No Disabled access from changing/bathrooms to the pool.





# POOL ASSESSMENT REPORT

Pool Name:		Hollywood Park			
Address:		112 Cole Ave.		Los Angeles	90038
Assessment Date:		5/2/2006		Indoor (Y/N)	N
Council District:		13	3.31	Seasonal (Y/N)	Y
Region:		Metro		Pool Area	9000
Original Year Built/Renovated or Reconstructed		1950		Approx. Deck Area	12500
Estimate Range		\$ 7,000,000	\$ 8,000,000	Renovate Bathroom and replace pool	
Bathroom Construction		Brick/Wood			
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed			
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT		
	Outside Walls	2.00	0.22	OW	
	Roof System	3.00	0.33	RS	
	Roof Membrane	3.00	0.06	RM	
	Windows	4.00	0.04	WND	
INTERIOR		0.65			
LOBBY		0.05			
	Doors	3.00		LOB	
	Floor	4.00		DR	
	Walls	2.00		FL	
	Ceilings	3.00		W	
Security Cage	Counters	4.00		CLG	
		4.00		CNT	
	Security Cage	5.00		SC	
	Cabinets	4.00		CB	
				BCR	
BOYS CHANGING ROOM	Doors	4.00		DR	
	Floor	4.00		FL	
	Walls	2.00		W	
	Ceilings	3.00		CLG	
	Benches	3.00		BEN	
Hand Dryers				HD	
	Drains	3.00		DR	



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers			HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen			SS	
Counters	5.00		CNT	
Cabinets	5.00		CB	
	3.21	0.16		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers			DT	
Handrails	4.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide	3.00		SL	
Drinking Fountain	4.00		DF	
Fence/Walls	4.00		FW	
	3.80	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	5.00	0.10	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	3.00	0.09	DR	
		0.84		





# POOL ASSESSMENT REPORT

Pool Name:		Glassell			
Address:		3570 Verdugo Road		Los Angeles	90065
Assessment Date:		5/4/2006		Indoor (Y/N)	N
Council District:		13	3.25	Seasonal (Y/N)	N
Region:		Metro		Pool Area	9000
Original Year Built/Renovated or Reconstructed		1981		Approx. Deck Area	7000
Estimate Range		\$ 2,000,000	\$ 3,000,000	Renovate bathhouse and replace pool deck	
Bathhouse Construction		CMU/Wood			
Grade 1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS	Outside Walls	0.25	STRUCT		
	Roof System	0.22	OW		
	Roof Membrane	0.33	RS	Exposed wood beams have dry-rot.	
	Windows	0.06	RM	Roof flashing is bad.	
		0.03	WND		
		0.64			
INTERIOR		0.05			
LOBBY					
Doors	3.00		LOB		
Floor	1.00		DR		
Walls	2.00		FL		
Ceilings	2.00		W		
Counters	3.00		CLG		
Security Cage	3.00		CNT		
Cabinets			SC		
			CB		
BOYS CHANGING ROOM			BCR		
	Doors	4.00	DR		
	Floor	2.00	FL		
	Walls	2.00	W		
	Ceilings	3.00	CLG		
	Benches	2.00	BEN		
Hand Dryers	3.00		HD		
Drains	2.00		DR		





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers	2.00		HD	
Toilet Accessories	3.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	2.00		FL	
Walls	3.00		W	Replace Storefront.
Ceilings	2.00		CLG	
Security screen	2.00		SS	
Counters	2.00		CNT	
Cabinets	3.00		CB	
	2.70	0.14		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers	5.00		DT	
Handrails	2.00		HR	
Starting Platforms	3.00		SP	
Ladders	2.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls	2.00		FW	
	3.00	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	2.00	0.06	DR	
		0.77		





# POOL ASSESSMENT REPORT

Pool Name:		Costello			
Address:		3121 E Olympic Blvd.		Los Angeles	90023
Assessment Date:		5/10/2006		Indoor (Y/N)	N
Council District:		14	4.27	Seasonal (Y/N)	Y
Region:		Metro		Pool Area	3000
Original Year Built/Renovated or Reconstructed		1950		Approx. Deck Area	3700
Estimate Range		\$ 9,500,000	\$ 10,500,000	Replace pool and bathhouse	
Bathhouse Construction		Stucco/Wood			
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed			
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS	Outside Walls	0.25	STRUCT		
	Roof System	0.44	OW		
	Roof Membrane	0.44	RS		
	Windows	0.06	RM		
		0.04	WND		
		0.98			
INTERIOR		0.05			
LOBBY			LOB		
Doors	5.00		DR		
Floor	3.00		FL		
Walls	4.00		W		
Ceilings	4.00		CLG		
Counters	5.00		CNT		
Security Cage	3.00		SC		
Cabinets	4.00		CB		
BOYS CHANGING ROOM			BCR		
Doors	5.00		DR		
Floor	3.00		FL		
Walls	3.00		W		
Ceilings	3.00		CLG		
Benches	4.00		BEN		
Hand Dryers			HD		
Drains	3.00		DR		

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Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	4.00		W	
Ceilings	5.00		CLG	
Lavs	4.00		LAV	
Toilets	3.00		T	
Drains	5.00		DR	
Partitions	5.00		P	
Hand Dryers			HD	
Toilet Accessories	5.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	4.00		CLG	
Security screen	3.00		SS	
Counters	5.00		CNT	
Cabinets	5.00		CB	
	3.96	0.20		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers			DT	
Handrails			HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls	4.00		FW	
	0.89	0.01		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	5.00	0.10	GC	
Pool Tank	5.00	0.75	PT	
Deck Floor	4.00	0.20	DF	
Drains	5.00	0.15	DR	
		1.20		







# POOL ASSESSMENT REPORT

<b>Pool Name:</b>		<b>Pecan</b>		
Address:		120 Gless Street	Los Angeles	90033
Assessment Date:		5/10/2006	Indoor (Y/N)	N
Council District:		14	Seasonal (Y/N)	Y
Region:		Metro	Pool Area	4920
Original Year Built/Renovated or Reconstructed		1962	Approx. Deck Area	7100
Estimate Range		\$ 9,000,000	Replace Pool and Bathhouse	
Bathhouse Construction		Brick/Wood		
Grade				
1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
<b>Assessment</b>	<b>Grade</b>	<b>Weight</b>	<b>Type</b>	<b>Comment</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>				
Outside Walls	3.00	0.25	STRUCT	
Roof System	5.00	0.33	OW	
Roof Membrane	5.00	0.55	RS	High maint. Due to trees.
Windows	5.00	0.10	RM	
	5.00	0.05	WND	Mostly screens. Lots of Pigeons.
<b>INTERIOR</b>		1.03		
<b>LOBBY</b>		0.05		
Doors	4.00		LOB	
Floor	3.00		DR	
Walls	3.00		FL	
Ceilings	3.00		W	
Counters	4.00		CLG	
Security Cage	4.00		CNT	
Cabinets	5.00		SC	
			CB	
			BCR	
Doors	4.00		DR	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	5.00		CLG	
Benches	2.00		BEN	
Hand Dryers			HD	
Drains	3.00		DR	
<b>BOYS CHANGING ROOM</b>				



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	5.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	5.00		P	
Hand Dryers			HD	
Toilet Accessories	5.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	2.00		FL	
Walls	4.00		W	
Ceilings	4.00		CLG	
Security screen	2.00		SS	
Counters	5.00		CNT	
Cabinets	5.00		CB	
	3.49	0.17		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers			DT	
Handrails	5.00		HR	
Starting Platforms			SP	
Ladders	5.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	5.00		DF	
Fence/Walls	3.00		FW	
	4.20	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		0.83		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>				
Recirculation pump	2.00	0.03	PE	
Chemical Control System	1.00		RP	
Heaters			CCS	
Filters	3.00		HT	
	2.00	0.06	FLT	
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	3.00		RPL	
Main Drain	3.00		MD	
Gutter Drain Line	3.00		GL	
Surge Pit	4.00		SUP	
Backwash Holding Tank			BWHT	
	3.25	0.49		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathhouse Ventilation	1.00		BVT	
Bathhouse Climate Control	5.00		BCC	
	3.00	0.15		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	4.00		PWL	
Water Heaters			WHT	
	4.00	0.04		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	4.00		OE	
Bathhouse Interior Light Fixtures	4.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights			UPL	
Equipment Room Light Fixtures	4.00		ERL	
Security Lighting @ Pool	3.00		SL	
Panels	4.00		PAN	
	4.00	0.20		
		<b>1.00</b>		

#### **ISSUES/COMMENTS**

Adjacent trees are major maintenance problem for the bathhouse as the the roof is open above the changing areas and leaves clog up all of the fixtures.

Recommend new bathhouse and pool.



# POOL ASSESSMENT REPORT

Roosevelt (LAUSD Property)						
Pool Name:	456 Mathews Street		Los Angeles		90033	
Address:	5/10/2006		Indoor (Y/N)		N	
Assessment Date:	14		Seasonal (Y/N)		N	
Council District:	Metro		Pool Area		12300	
Region:	1977		Approx. Deck Area		25000	
Original Year Built/Renovated or Reconstructed	\$ 2,500,000		\$ 5,000,000		Renovate bathhouse, replace deck and drains	
Estimate Range	Stucco/Wood					
Bathhouse Construction						
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment		
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT			
	Outside Walls	3.00	OW			
	Roof System	5.00	RS			
	Roof Membrane	4.00	RM			
	Windows	4.00	WND			
		1.00				
INTERIOR		0.05				
LOBBY			LOB	No Lobby.		
	Doors		DR			
	Floor		FL			
	Walls		W			
	Ceilings		CLG			
	Counters		CNT			
	Security Cage		SC			
	Cabinets		CB			
BOYS CHANGING ROOM			BCR			
	Doors	5.00	DR			
	Floor	3.00	FL			
	Walls	3.00	W			
	Ceilings	5.00	CLG			
	Benches	4.00	BEN			
	Hand Dryers	3.00	HD			
	Drains	3.00	DR			

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Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	4.00		P	
Hand Dryers	3.00		HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	4.00		CLG	
Security screen	3.00		SS	
Counters	3.00		CNT	
Cabinets	4.00		CB	
	3.43	0.17		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	2.00		LT	
Diving Towers	2.00		DT	
Handrails	3.00		HR	
Starting Platforms	2.00		SP	
Ladders	2.00		LAD	
Bleachers	3.00		BL	
Slide			SL	
Drinking Fountain	3.00		DF	
Fence/Walls	5.00		FW	
	2.75	0.03		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	4.00	0.08	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		0.85		





# POOL ASSESSMENT REPORT

Yosemite (Joint-Use facility)						
Pool Name:	1840 Yosemite Drive		Los Angeles		90037	
Address:	5/4/2006		Indoor (Y/N)		N	
Assessment Date:	13		Seasonal (Y/N)		N	
Council District:	Metro		Pool Area		7200	
Region:	1925/1979		Approx. Deck Area		12600	
Original Year Built/Renovated or Reconstructed	\$ 3,000,000		\$ 5,000,000		Renovate bathroom, replace deck, and replace drains	
Estimate Range	Brick/Wood					
Bathroom Construction						
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment		
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT			
	Outside Walls	2.00	OW			
	Roof System	3.00	RS			
	Roof Membrane	2.00	RM			
	Windows	3.00	WND			
			0.62			
INTERIOR		0.05				
LOBBY			LOB			
	Doors	3.00	DR			
	Floor	2.00	FL			
	Walls	2.00	W			
	Ceilings	3.00	CLG			
	Counters	2.00	CNT			
	Security Cage	3.00	SC			
	Cabinets		CB			
			BCR			
	Doors		DR			
BOYS CHANGING ROOM	Floor	3.00	FL			
	Walls	2.00	W			
	Ceilings	3.00	CLG			
	Benches	2.00	BEN			
	Hand Dryers		HD			
	Drains	4.00	DR			



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	2.00		LAV	
Toilets	3.00		T	
Drains	4.00		DR	
Partitions	2.00		P	
Hand Dryers			HD	
Toilet Accessories	3.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	5.00		DR	
Floor	3.00		FL	
Walls	2.00		W	
Ceilings	3.00		CLG	
Security screen	2.00		SS	
Counters	2.00		CNT	
Cabinets	3.00		CB	
	2.86	0.14		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers	3.00		DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders	3.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	5.00		DF	
Fence/Walls	3.00		FW	
	2.11	0.02		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	4.00	0.20	DF	
Drains	4.00	0.12	DR	
		0.83		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	
Chemical Control System	1.00		CCS	
Heaters	4.00		HT	
Filters	1.00		FLT	
	2.00	0.06		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	3.00		RPL	
Main Drain	3.00		MD	
Gutter Drain Line	3.00		GL	
Surge Pit	3.00		SUP	
Backwash Holding Tank	1.00		BWHT	
	2.60	0.39		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathhouse Ventilation	5.00		BVT	
Bathhouse Climate Control	3.00		BCC	
	4.00	0.20		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	2.00		PWL	
Water Heaters	2.00		WHT	
	1.33	0.01		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	3.00		OE	
Bathhouse Interior Light Fixtures	3.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights			UPL	
Equipment Room Light Fixtures	2.00		ERL	
Security Lighting @ Pool	3.00		SL	
Panels	3.00		PAN	
	2.38	0.12		
		1.00		

#### ISSUES/COMMENTS

Need security cameras at front entrance and exterior of bathhouse. Graffiti is a big problem.

Lifeguards would prefer competition size pool.





# POOL ASSESSMENT REPORT

Pool Name:		Harbor			
Address:		1221 N. Figueroa Place		Wilmington	90744
Assessment Date:		4/26/2006		Indoor (Y/N)	N
Council District:		15	4.12	Seasonal (Y/N)	Y
Region:		Pacific		Pool Area	7200
Original Year Built/Renovated or Reconstructed		1955		Approx. Deck Area	13000
Estimate Range		\$ 9,000,000	\$ 10,000,000	Replace Pool and Bathhouse	
Bathhouse Construction		CMU/Wood			
Grade 1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS	Outside Walls	0.25	STRUCT		
	Roof System	0.44	OW		
	Roof Membrane	0.44	RS		
	Windows	0.08	RM		
		0.04	WND		
INTERIOR		1.00			
LOBBY		0.05			
	Doors		LOB		
	Floor	4.00	DR		
	Walls	4.00	FL		
	Ceilings	3.00	W		
	Counters	3.00	CLG		
	Security Cage	3.00	CNT		
	Cabinets	4.00	SC		
		4.00	CB		
			BCR		
BOYS CHANGING ROOM	Doors		DR		
	Floor	3.00	FL		
	Walls	4.00	W		
	Ceilings	3.00	CLG		
	Benches		BEN		
Hand Dryers			HD		
	Drains	4.00	DR		

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Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	4.00		CLG	
Lavs	4.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	3.00		P	
Hand Dryers			HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	5.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	4.00		CLG	
Security screen	5.00		SS	
Counters	5.00		CNT	
Cabinets	5.00		CB	
	3.38	0.17		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers			DT	
Handrails	4.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	5.00		DF	
Fence/Walls	4.00		FW	
	4.25	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	5.00	0.10	GC	
Pool Tank	4.00	0.60	PT	Leaks
Deck Floor	5.00	0.25	DF	
Drains	4.00	0.12	DR	
		1.07		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	2.00		RP	ALL EQUIPMENT IS OLD AND OUTDATED.
Chemical Control System	2.00		CCS	
Heaters	5.00		HT	
Filters	4.00		FLT	
	3.25	0.10		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	4.00		RPL	
Main Drain	4.00		MD	
Gutter Drain Line	4.00		GL	
Surge Pit	4.00		SUP	
Backwash Holding Tank			BWHT	
	4.00	0.60		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	1.00		BVT	
Bathroom Climate Control	5.00		BCC	
	3.00	0.15		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	4.00		PWL	
Water Heaters	3.00		WHT	
	3.50	0.04		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	4.00		OE	
Bathroom Interior Light Fixtures	4.00		BIL	
GFI Protected	5.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights			UPL	
Equipment Room Light Fixtures	4.00		ERL	
Security Lighting @ Pool	4.00		SL	
Panels	4.00		PAN	
	4.17	0.21		
		1.00		

#### ISSUES/COMMENTS

Used for competition, team sports & inner tube water polo is Pacific area.

Should be looked at for large aquatics center with competition size pool.

Facility has paid parking.

Same facility has Pan Pacific/West Wilshire.



# POOL ASSESSMENT REPORT

Pool Name:		109th Street				
Address:		1500 E. 109th Street		Los Angeles		90059
Assessment Date:		4/27/2006		Indoor (Y/N)		N
Council District:		15	4.26	Seasonal (Y/N)		Y
Region:		Pacific		Pool Area		5400
Original Year Built/Renovated or Reconstructed		1939		Approx. Deck Area		4400
Estimate Range		\$ 9,000,000	\$ 10,000,000	Replace Pool and Bathhouse		
Bathhouse Construction		Stucco/Wood				
Grade						
1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed						
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment		
BLDG. STRUCTURE & COMPONENTS	Outside Walls	0.25	STRUCT			
	Roof System	0.44	OW			
	Roof Membrane	0.44	RS			
	Windows	0.10	RM			
		0.05	WND			
INTERIOR		1.03				
LOBBY		0.05				
	Doors		LOB			
	Floor	3.00	DR			
	Walls	2.00	FL			
	Ceilings	3.00	W			
	Counters	3.00	CLG			
	Security Cage	3.00	CNT			
	Cabinets	4.00	SC			
		4.00	CB			
			BCR			
BOYS CHANGING ROOM	Doors		DR			
	Floor	4.00	FL			
	Walls	3.00	W			
	Ceilings	3.00	CLG			
	Benches		BEN			
	Hand Dryers		HD			
	Drains		DR			
		3.00				





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	5.00		W	
Ceilings	4.00		CLG	
Lavs	5.00		LAV	
Toilets	4.00		T	
Drains	3.00		DR	
Partitions	5.00		P	
Hand Dryers			HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	5.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen			SS	
Counters	4.00		CNT	
Cabinets	4.00		CB	
	3.65	0.18		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers			DT	
Handrails	5.00		HR	
Starting Platforms			SP	
Ladders	4.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	3.00		DF	
Fence/Walls	2.00		FW	
	3.60	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	4.00	0.08	GC	
Pool Tank	4.00	0.60	PT	
Deck Floor	5.00	0.25	DF	
Drains	5.00	0.15	DR	
		1.08		





# POOL ASSESSMENT REPORT

Banning (LAUSD Site)						
Pool Name:	1450 N. Alvalon Blvd.		Wilmington		90037	
Address:	4/28/2006		Indoor (Y/N)		N	
Assessment Date:	15		Seasonal (Y/N)		N	
Council District:	Pacific		Pool Area		4500	
Region:	1979		Approx. Deck Area		6300	
Original Year Built/Renovated or Reconstructed	\$ 1,500,000		\$ 2,000,000		Bathhouse renovation, pool deck/equip. and ADA	
Estimate Range	CMU/Wood					
Bathhouse Construction						
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment		
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT			
	Outside Walls	2.00	OW			
	Roof System	2.00	RS			
	Roof Membrane	3.00	RM			
	Windows	4.00	WND			
			0.54			
INTERIOR		0.05				
LOBBY			LOB			
	Doors	2.00	DR			
	Floor	4.00	FL			
	Walls	2.00	W			
	Ceilings	2.00	CLG			
	Counters	3.00	CNT			
Security Cage		3.00	SC			
	Cabinets	3.00	CB			
			BCR			
	Doors	3.00	DR			
	Floor	4.00	FL			
	Walls	2.00	W			
Boys Changing Room		2.00	CLG			
	Benches	3.00	BEN			
	Hand Dryers	4.00	HD			
	Drains	3.00	DR			



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	3.00		CLG	
Lavs	4.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	5.00		P	
Hand Dryers	5.00		HD	
Toilet Accessories	4.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	5.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	2.00		CLG	
Security screen	3.00		SS	
Counters	3.00		CNT	
Cabinets	4.00		CB	
	3.07	0.15		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	4.00		LT	
Diving Towers	3.00		DT	
Handrails	3.00		HR	
Starting Platforms	3.00		SP	
Ladders			LAD	
Bleachers	4.00		BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls	4.00		FW	
	3.50	0.04		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	2.00	0.30	PT	
Deck Floor	4.00	0.20	DF	
Drains	3.00	0.09	DR	
		0.65		







# POOL ASSESSMENT REPORT

Pool Name:		Peck Park			
Address:		560 N. Western Ave.		San Pedro	90732
Assessment Date:		4/28/2006		Indoor (Y/N)	N
Council District:		15	2.04	Seasonal (Y/N)	Y
Region:		Pacific		Pool Area	6000
Original Year Built/Renovated or Reconstructed		1962		Approx. Deck Area	8900
Estimate Range		\$ 50,000	\$ 100,000	Pool ADA	
Bathhouse Construction		CMU/Wood			
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed			
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS	Outside Walls	0.25	STRUCT		
	Roof System	0.22	OW		
	Roof Membrane	0.22	RS		
	Windows	0.04	RM		
		0.02	WND		
		0.50			
INTERIOR		0.05			
LOBBY	Doors	2.00	LOB		
	Floor	2.00	DR		
	Walls	2.00	FL		
	Ceilings	2.00	W		
	Counters	3.00	CLG		
	Security Cage	3.00	CNT		
	Cabinets	3.00	SC		
		3.00	CB		
BOYS CHANGING ROOM	Doors	2.00	BCR		
	Floor	3.00	DR		
	Walls	2.00	FL		
	Ceilings	2.00	W		
	Benches	2.00	CLG		
	Hand Dryers	2.00	BEN		
			HD		
	Drains	2.00	DR		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Lavs	1.00		LAV	
Toilets	1.00		T	
Drains	2.00		DR	
Partitions	2.00		P	
Hand Dryers	1.00		HD	
Toilet Accessories	1.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Security screen	2.00		SS	
Counters	3.00		CNT	
Cabinets	3.00		CB	
	1.91	0.10		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	1.00	0.14		
Pool Tank	5.00	0.05		
		0.19		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	1.00		LT	
Diving Towers			DT	
Handrails	2.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers	3.00		BL	
Slide			SL	
Drinking Fountain	3.00		DF	
Fence/Walls	2.00		FW	
	2.20	0.02		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	2.00	0.04	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	1.00	0.05	DF	
Drains	1.00	0.03	DR	
		0.57		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>		0.03	PE	
Recirculation pump	1.00		RP	
Chemical Control System	2.00		CCS	
Heaters	3.00		HT	
Filters	1.00		FLT	
	1.75	0.05		
<b>POOL WATER CIRCULATION</b>		0.15		
Return To Pool Lines	3.00		RPL	
Main Drain	3.00		MD	
Gutter Drain Line	3.00		GL	
Surge Pit	3.00		SUP	
Backwash Holding Tank	4.00		BWHT	
	3.20	0.48		
<b>MECHANICAL SYSTEMS</b>		0.05	MS	
Bathroom Ventilation	1.00		BVT	
Bathroom Climate Control	1.00		BCC	
	1.00	0.05		
<b>POTABLE WATER SYSTEMS</b>		0.01	PS	
Fire Sprinklers			FS	
Potable Water Lines	2.00		PWL	
Water Heaters	2.00		WHT	
	2.00	0.02		
<b>ELECTRICAL SYSTEMS</b>		0.05	ES	
Electrical Equipment	1.00		OE	
Bathroom Interior Light Fixtures	2.00		BIL	
GFI Protected	1.00		GFI	
Indoor Pool Light Fixtures			IPL	
Underwater Pool Lights	1.00		UPL	
Equipment Room Light Fixtures	1.00		ERL	
Security Lighting @ Pool	1.00		SL	
Panels	1.00		PAN	
	1.14	0.06		
		1.00		

#### ISSUES/COMMENTS

Recently renovated and well cared for.



# POOL ASSESSMENT REPORT

Pool Name:		Gaffey Street			
Address:		3351 Gaffey Street		San Pedro	90731
Assessment Date:		4/28/2006		Indoor (Y/N)	N
Council District:		15		Seasonal (Y/N)	Y
Region:		Pacific		Pool Area	5000
Original Year Built/Renovated or Reconstructed		1944		Approx. Deck Area	
Estimate Range		\$ 7,000,000		\$ 12,000,000	Replace BH and replace or refurbish pool
Bathhouse Construction		Wood			
Grade 1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
Assessment		Grade 1,2,3,4,5	Weight	Type	Comment
BLDG. STRUCTURE & COMPONENTS			0.25	STRUCT	
Outside Walls		5.00	0.55	OW	
Roof System		5.00	0.55	RS	
Roof Membrane		5.00	0.10	RM	
Windows		5.00	0.05	WND	
			1.25		
INTERIOR			0.05		
LOBBY				LOB	
Doors		5.00		DR	
Floor		5.00		FL	
Walls		5.00		W	
Ceilings		5.00		CLG	
Counters		5.00		CNT	
Security Cage		5.00		SC	
Cabinets		5.00		CB	
BOYS CHANGING ROOM				BCR	
Doors		5.00		DR	
Floor		5.00		FL	
Walls		5.00		W	
Ceilings		5.00		CLG	
Benches		5.00		BEN	
Hand Dryers		5.00		HD	
Drains		5.00		DR	





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	5.00		FL	
Walls	5.00		W	
Ceilings	5.00		CLG	
Lavs	5.00		LAV	
Toilets	5.00		T	
Drains	5.00		DR	
Partitions	5.00		P	
Hand Dryers	5.00		HD	
Toilet Accessories	5.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	5.00		DR	
Floor	5.00		FL	
Walls	5.00		W	
Ceilings	5.00		CLG	
Security screen	5.00		SS	
Counters	5.00		CNT	
Cabinets	5.00		CB	
	4.91	0.25		
<b>DISABLED ACCESS</b>		0.15		
Bathroom	5.00	0.70		
Pool Tank	5.00	0.05		
		0.75		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	5.00		LT	
Diving Towers	5.00		DT	
Handrails	5.00		HR	
Starting Platforms	5.00		SP	
Ladders	5.00		LAD	
Bleachers	5.00		BL	
Slide	5.00		SL	
Drinking Fountain	5.00		DF	
Fence/Walls	5.00		FW	
	5.00	0.05		
<b>POOL STRUCTURE</b>		0.25	PST	
Gutters/Coping	3.00	0.06	GC	
Pool Tank	3.00	0.45	PT	
Deck Floor	5.00	0.25	DF	
Drains	5.00	0.15	DR	
		0.91		



# **INDOOR POOL FACILITIES**



# INDOOR POOL ASSESSMENT REPORT

<b>Pool Name:</b>		Echo Park Deep		
<b>Address:</b>		1419 Colton Street Los Angeles 90026		
<b>Assessment Date:</b>			Indoor (Y/N)	Y
<b>Council District:</b>		1	Seasonal (Y/N)	N
<b>Region:</b>		Metro	Pool Area	4500
<b>Original Year Built/Renovated or Reconstructed:</b>		1982	Approx. Deck Area	
<b>Estimate Range:</b>				
<b>Bathhouse Construction:</b>				
IN CONSTRUCTION FOR REFURBISHMENT				
Grade				
1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
<b>Assessment</b>	<b>Grade 1,2,3,4,5</b>	<b>Weight</b>	<b>Type</b>	<b>Comment</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>				
Outside Walls		0.25	STRUCT	
Roof System		0.00	OW	
Roof Membrane		0.00	RS	
Windows		0.00	RM	
		0.00	WND	
		0.00		
<b>INTERIOR</b>		0.03		
<b>LOBBY</b>				
Doors			LOB	
Floor			DR	
Walls			FL	
Ceilings			W	
Counters			CLG	
Security Cage			CNT	
Cabinets			SC	
			CB	
<b>BOYS CHANGING ROOM</b>			BCR	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Benches			BEN	
Hand Dryers			HD	



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor			FL	
Walls			W	
Ceilings			CLG	
Lavs			LAV	
Toilets			T	
Drains			DR	
Partitions			P	
Hand Dryers			HD	
Toilet Accessories			TA	
<b>AQUATICS OFFICE</b>			AO	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
	0.00	0.00		
<b>ENCLOSED POOL AREA</b>		0.02		
Doors			DR	
Walls			W	
Ceilings			CLG	
	0.00	0.00		
<b>DISABLED ACCESS</b>		0.10		
Bathhouse		0.00		
Pool Tank		0.00		
		0.00		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers			LT	
Diving Towers			DT	
Handrails			HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls			FW	
	0.00	0.00		









# INDOOR POOL ASSESSMENT REPORT

Pool Name:		Cleveland Pool				
Address:		8120 Vanalden Ave.		Reseda	91335	
Assessment Date:		4/18/2006		Indoor (Y/N)	Yes	
Council District:		3	1.76	Seasonal (Y/N)	No	
Region:		Valley		Pool Area	6100	
Original Year Built/Renovated or Reconstructed:		1993		Approx. Deck Area		
Estimate Range:		\$500,000	\$1,000,000	Replace Pool Ventilation systems and pool ADA		
Bathhouse Construction:		CMU/Wood Roof				
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment		
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT			
	Outside Walls	1.00	0.11	OW		
	Roof System	1.00	0.11	RS		
	Roof Membrane	2.00	0.04	RM		
	Windows	2.00	0.02	WND		
			0.28			
INTERIOR		0.03				
LOBBY			LOB			
	Doors	1.00		DR		
	Floor	1.00		FL		
	Walls	1.00		W		
	Ceilings	2.00		CLG		
	Counters	2.00		CNT		
	Security Cage	2.00		SC		
	Cabinets	2.00		CB		
				BCR		
				DR		
BOYS CHANGING ROOM	Doors			FL		
	Floor	2.00		W		
	Walls	1.00		CLG		
	Ceilings	2.00		BEN		
	Benches	2.00		HD		
	Hand Dryers					



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	1.00		W	
Ceilings	2.00		CLG	
Lavs	1.00		LAV	
Toilets	1.00		T	
Drains	2.00		DR	
Partitions	2.00		P	
Hand Dryers	2.00		HD	
Toilet Accessories	2.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	2.00		FL	
Walls	1.00		W	
Ceilings	1.00		CLG	
Security screen			SS	
Counters	2.00		CNT	
Cabinets			CB	
<b>ENCLOSED POOL AREA</b>	1.66	0.05		
		0.02		
Doors	3.00		DR	
Walls	2.00		W	
Ceilings	2.00		CLG	
<b>DISABLED ACCESS</b>	2.33	0.05		
		0.10		
Bathhouse	1.00	0.09		
Pool Tank	5.00	0.05		
<b>POOL DECK EQUIPMENT</b>		0.14		
		0.01	PA	
Lifeguard Towers	2.00		LT	
Diving Towers	2.00		DT	
Handrails	2.00		HR	
Starting Platforms	2.00		SP	
Ladders	2.00		LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	2.00		DF	
Fence/Walls			FW	
	2.00	0.02		









# INDOOR POOL ASSESSMENT REPORT

Pool Name:		Westwood				
Address:		1350 Sepulveda Blvd.		Los Angeles	90024	
Assessment Date:		4/24/2006		Indoor (Y/N)	Y	
Council District:		5	1.86	Seasonal (Y/N)	N	
Region:		West		Pool Area	6150	
Original Year Built/Renovated or Reconstructed:		1988		Approx. Deck Area		
Estimate Range:		\$500,000	\$1,000,000	Replace Pool Ventilation systems		
Bathhouse Construction:		Concrete/wood				
Grade		1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment		
BLDG. STRUCTURE & COMPONENTS	Outside Walls	0.25	STRUCT			
	Roof System	0.22	OW			
	Roof Membrane	0.22	RS			
	Windows	0.04	RM			
		0.03	WND			
		0.51				
INTERIOR		0.03				
LOBBY			LOB			
	Doors	2.00	DR			
	Floor	2.00	FL			
	Walls	2.00	W			
	Ceilings	1.00	CLG			
	Counters	2.00	CNT			
	Security Cage		SC			
	Cabinets	2.00	CB			
	BOYS CHANGING ROOM			BCR		
		Doors	3.00	DR		
Floor		2.00	FL			
Walls		2.00	W			
Ceilings		3.00	CLG			
Benches		2.00	BEN			
Hand Dryers		HD				

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>BOYS SHOWER ROOM</b>				
Drains	3.00		DR	
Floor	5.00		BSR	
Walls	3.00		FL	
Ceilings	3.00		W	
Shower Heads	4.00		CLG	
Drains	5.00		SH	
Shared (Y/N)	Y		DR	
<b>BOYS BATHROOM</b>				
Floor	4.00		BB	
Walls	2.00		FL	
Ceilings	3.00		W	
Lavs	2.00		CLG	
Toilets	2.00		LAV	
Drains	2.00		T	
Partitions	2.00		DR	
Urinals	2.00		P	
Hand Dryers	3.00		U	
Toilet Accessories	3.00		HD	
			TA	
<b>GIRLS CHANGING ROOM</b>				
Doors	3.00		GCR	
Floor	2.00		DR	
Walls	3.00		FL	
Ceilings	2.00		W	
Partitions	2.00		CLG	
Benches	2.00		P	
Hand Dryers			BE	
Drains	2.00		HD	
			DR	
<b>GIRLS SHOWER ROOM</b>				
Floor	5.00		GSR	
Walls	3.00		FL	
Ceilings	4.00		W	
Shower Heads	3.00		CLG	
Drains	5.00		SH	
Shared (Y/N)	Y		DR	

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	2.00		W	
Ceilings	3.00		CLG	
Lavs	2.00		LAV	
Toilets	2.00		T	
Drains	2.00		DR	
Partitions	2.00		P	
Hand Dryers	3.00		HD	
Toilet Accessories	3.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	4.00		CLG	
Security screen			SS	
Counters	2.00		CNT	
Cabinets			CB	
<b>ENCLOSED POOL AREA</b>	2.63	0.08		
		0.02		
Doors	3.00		DR	
Walls	3.00		W	
Ceilings	2.00		CLG	
	2.67	0.05		
<b>DISABLED ACCESS</b>		0.10		
Bathhouse	1.00	0.09		
Pool Tank	1.00	0.01		
		0.10		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	5.00		LT	
Diving Towers	2.00		DT	
Handrails	2.00		HR	
Starting Platforms	2.00		SP	
Ladders	1.00		LAD	
Bleachers	5.00		BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls			FW	
	2.83	0.03		









# INDOOR POOL ASSESSMENT REPORT

Freemont (LAUSD site)						
Pool Name:	7630 Towne Ave. Los Angeles 90003					
Address:						
Assessment Date:	4/27/2006		Indoor (Y/N)	Y		
Council District:	9	2.87	Seasonal (Y/N)	N		
Region:	Pacific		Pool Area	4500		
Original Year Built/Renovated or Reconstructed:	1978		Approx. Deck Area	5750		
Estimate Range:	\$1,500,000	\$2,500,000	Requires lead paint abatement, new roof and ADA renovation			
Bathhouse Construction:	CMU/Steel					
Grade	1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment		
BLDG. STRUCTURE & COMPONENTS	Outside Walls	0.25	STRUCT			
	Roof System	0.22	OW			
	Roof Membrane	0.22	RS			
		0.08	RM			
	Windows	0.00	WND			
INTERIOR		0.52				
	LOBBY	0.03				
			LOB			
	Doors	2.00	DR			
	Floor	3.00	FL			
	Walls	2.00	W			
	Ceilings	2.00	CLG			
	Counters	3.00	CNT			
	Security Cage	3.00	SC			
	Cabinets	4.00	CB			
	BOYS CHANGING ROOM			BCR		
		Doors	3.00	DR		
Floor		2.00	FL			
Walls		2.00	W			
Ceilings		2.00	CLG			
Benches		2.00	BEN			
Hand Dryers		3.00	HD			



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	3.00		W	
Ceilings	2.00		CLG	
Lavs	2.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	5.00		P	
Hand Dryers			HD	
Toilet Accessories	3.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	4.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Security screen			SS	
Counters	3.00		CNT	
Cabinets	3.00		CB	
	2.80	0.08		
<b>ENCLOSED POOL AREA</b>		0.02		
Doors	4.00		DR	
Walls	2.00		W	
Ceilings	5.00		CLG	Peeling Paint
	3.67	0.07		
<b>DISABLED ACCESS</b>		0.10		
Bathhouse	5.00	0.45		
Pool Tank	5.00	0.05		
		0.50		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers	3.00		DT	
Handrails	3.00		HR	
Starting Platforms	1.00		SP	
Ladders			LAD	
Bleachers	2.00		BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls			FW	
	2.40	0.02		







# INDOOR POOL ASSESSMENT REPORT

Pool Name:		Celes King, III			
Address:		5001 Rodeo Rd.		Los Angeles 90016	
Assessment Date:		4/25/2006		Indoor (Y/N)	Y
Council District:		10	3.88	Seasonal (Y/N)	N
Region:		West		Pool Area	3690
Original Year Built/Renovated or Reconstructed:		1962		Approx. Deck Area	
Estimate Range:		\$11,000,000	\$13,000,000	Replace entire facility	
Bathhouse Construction:		CMU/Steel/Concrete			
Grade 1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
Assessment		Grade 1,2,3,4,5	Weight	Type	Comment
BLDG. STRUCTURE & COMPONENTS			0.25	STRUCT	
	Outside Walls	4.00	0.44	OW	Settlement & groudwater problems.
	Roof System	5.00	0.55	RS	
	Roof Membrane	5.00	0.10	RM	Roof drains do not work and roof leaks.
	Windows	5.00	0.05	WND	Roof used to be retractable.
			1.14		
INTERIOR			0.03		
LOBBY				LOB	Floods during rain.
	Doors	4.00		DR	
	Floor	3.00		FL	
	Walls	2.00		W	
	Ceilings	2.00		CLG	
	Counters	3.00		CNT	
	Security Cage	4.00		SC	
	Cabinets	3.00		CB	
BOYS CHANGING ROOM				BCR	
	Doors	2.00		DR	
	Floor	4.00		FL	
	Walls	3.00		W	
	Ceilings	2.00		CLG	
	Benches	3.00		BEN	
	Hand Dryers			HD	





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	2.00		CLG	
Lavs	3.00		LAV	
Toilets	3.00		T	
Drains	3.00		DR	
Partitions	5.00		P	
Hand Dryers			HD	
Toilet Accessories	5.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
<b>ENCLOSED POOL AREA</b>	2.85	0.09		
		0.02		
Doors	4.00		DR	
Walls	4.00		W	
Ceilings	4.00		CLG	
	4.00	0.08		
<b>DISABLED ACCESS</b>		0.10		
Bathhouse	5.00	0.45		
Pool Tank	5.00	0.05		
		0.50		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	5.00		LT	Not grounded.
Diving Towers	3.00		DT	
Handrails	3.00		HR	
Starting Platforms	3.00		SP	
Ladders			LAD	
Bleachers	3.00		BL	
Slide			SL	
Drinking Fountain	3.00		DF	
Fence/Walls			FW	
	3.33	0.03		







# INDOOR POOL ASSESSMENT REPORT

<b>Pool Name:</b>		<b>E.G. Roberts</b>		
<b>Address:</b>		4548 W. Pico Blvd.		
<b>Assessment Date:</b>		Loa Angeles 90019		
<b>Council District:</b>		Indoor (Y/N) Y		
<b>Region:</b>		Seasonal (Y/N) N		
<b>Original Year Built/Renovated or Reconstructed:</b>		Pool Area 4500		
<b>Estimate Range:</b>		Approx. Deck Area 7000		
<b>Bathhouse Construction:</b>		CMU/Steel Beam		
Grade				
1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed				
<b>Assessment</b>	<b>Grade 1,2,3,4,5</b>	<b>Weight</b>	<b>Type</b>	<b>Comment</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>				
Outside Walls	2.00	0.25	STRUCT	
Roof System	2.00	0.22	OW	
Roof Membrane	1.00	0.22	RS	
Windows	2.00	0.02	RM	
		0.02	WND	
		0.48		
<b>INTERIOR</b>		0.03		
<b>LOBBY</b>			LOB	
Doors	2.00		DR	
Floor	3.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Counters	3.00		CNT	
Security Cage	3.00		SC	
Cabinets	3.00		CB	
<b>BOYS CHANGING ROOM</b>			BCR	
Doors	2.00		DR	
Floor	3.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Benches	3.00		BEN	
Hand Dryers	2.00		HD	





Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	1.00		FL	
Walls	1.00		W	
Ceilings	3.00		CLG	
Lavs	1.00		LAV	
Toilets	1.00		T	
Drains	1.00		DR	
Partitions	1.00		P	
Hand Dryers	2.00		HD	
Toilet Accessories	2.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	2.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Security screen			SS	
Counters	2.00		CNT	
Cabinets	2.00		CB	
<b>ENCLOSED POOL AREA</b>	1.98	0.06		
		0.02		
Doors	2.00		DR	
Walls	2.00		W	
Ceilings	3.00		CLG	
	2.33	0.05		
<b>DISABLED ACCESS</b>		0.10		
Bathhouse	1.00	0.09		
Pool Tank	1.00	0.01		
		0.10		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	2.00		LT	
Diving Towers	2.00		DT	
Handrails	2.00		HR	
Starting Platforms	2.00		SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain	2.00		DF	
Fence/Walls			FW	
	2.00	0.02		







# INDOOR POOL ASSESSMENT REPORT

<b>Pool Name:</b>		Venice			
<b>Address:</b>		2490 Walgrove Ave.		Los Angeles	90066
<b>Assessment Date:</b>		4/25/2006		Indoor (Y/N)	Y
<b>Council District:</b>		11	3.47	Seasonal (Y/N)	N
<b>Region:</b>		West		Pool Area	4125
<b>Original Year Built/Renovated or Reconstructed:</b>		1961		Approx. Deck Area	9700
<b>Estimate Range:</b>		\$11,000,000	\$13,000,000	Replace entire facility	
<b>Bathhouse Construction:</b>		Brick/Wood Beam			
Grade 1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
<b>Assessment</b>	<b>Grade 1,2,3,4,5</b>	<b>Weight</b>	<b>Type</b>	<b>Comment</b>	
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>	Outside Walls	0.25	STRUCT		
	Roof System	0.33	OW		
	Roof Membrane	0.44	RS	Dry-Rot	
	Windows	0.06	RM		
		0.03	WND		
		0.86			
<b>INTERIOR</b>		0.03			
<b>LOBBY</b>					
	Doors	2.00	LOB		
	Floor	2.00	DR		
	Walls	3.00	FL		
	Ceilings	3.00	W		
	Counters	3.00	CLG		
	Security Cage	3.00	CNT		
	Cabinets	3.00	SC		
<b>BOYS CHANGING ROOM</b>					
	Doors		CB		
	Floor	5.00	BCR		
	Walls	3.00	DR		
	Ceilings	3.00	FL		
	Benches	3.00	W		
	Hand Dryers		CLG		
			BEN		
			HD		



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Lavs	2.00		LAV	
Toilets	2.00		T	
Drains	3.00		DR	
Partitions	2.00		P	
Hand Dryers			HD	
Toilet Accessories	2.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	3.00		DR	
Floor	3.00		FL	
Walls	3.00		W	
Ceilings	3.00		CLG	
Security screen			SS	
Counters	2.00		CNT	
Cabinets	2.00		CB	
	2.89	0.09		
<b>ENCLOSED POOL AREA</b>		0.02		
Doors	5.00		DR	
Walls	3.00		W	
Ceilings	4.00		CLG	
	4.00	0.08		
<b>DISABLED ACCESS</b>		0.10		
Bathhouse	5.00	0.45		
Pool Tank	5.00	0.05		
		0.50		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	3.00		LT	
Diving Towers	3.00		DT	
Handrails	3.00		HR	
Starting Platforms	3.00		SP	
Ladders	3.00		LAD	
Bleachers	3.00		BL	
Slide			SL	
Drinking Fountain	5.00		DF	
Fence/Walls			FW	
	3.29	0.03		









# INDOOR POOL ASSESSMENT REPORT

Pool Name:		Richard Alatorre			
Address:		4721 Klamath Street		Los Angeles	
Assessment Date:		5/4/2006		Indoor (Y/N)	Y
Council District:		14	1.88	Seasonal (Y/N)	N
Region:		Metro		Pool Area	
Original Year Built/Renovated or Reconstructed:		2000		Approx. Deck Area	5600
Estimate Range:		\$500,000	\$1,000,000	Replace Pool Ventilation systems	
Bathhouse Construction:		CMU/Steel			
Grade 1 - Excellent; 2- Good; 3 - Fair; 4 - Poor; 5 - Failed					
Assessment	Grade 1,2,3,4,5	Weight	Type	Comment	
BLDG. STRUCTURE & COMPONENTS		0.25	STRUCT		
	Outside Walls	2.00	0.22	OW	
	Roof System	2.00	0.22	RS	
	Roof Membrane	3.00	0.06	RM	
	Windows	2.00	0.02	WND	
			0.52		
INTERIOR		0.03			
LOBBY				LOB	
	Doors	2.00		DR	
	Floor	2.00		FL	
	Walls	2.00		W	
	Ceilings	2.00		CLG	
	Counters	2.00		CNT	
	Security Cage			SC	
	Cabinets	3.00		CB	
				BCR	
				DR	
BOYS CHANGING ROOM	Doors	3.00		FL	
	Floor	2.00		W	
	Walls	2.00		CLG	
	Ceilings	2.00		BEN	
	Benches	3.00		HD	
	Hand Dryers	3.00			

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>BOYS SHOWER ROOM</b>				
Drains	3.00		DR	
Floor	2.00		BSR	
Walls	3.00		FL	
Ceilings	3.00		W	
Shower Heads	3.00		CLG	
Drains	2.00		SH	
Shared (Y/N)	Y		DR	
<b>BOYS BATHROOM</b>				
Floor	2.00		BB	
Walls	2.00		FL	
Ceilings	3.00		W	
Lavs	2.00		CLG	
Toilets	2.00		LAV	
Drains	2.00		T	
Partitions	2.00		DR	
Urinals	2.00		P	
Hand Dryers			U	
Toilet Accessories	3.00		HD	
			TA	
<b>GIRLS CHANGING ROOM</b>				
Doors	3.00		GCR	
Floor	2.00		DR	
Walls	2.00		FL	
Ceilings	2.00		W	
Partitions	2.00		CLG	
Benches	3.00		P	
Hand Dryers	3.00		BE	
Drains	2.00		HD	
			DR	
<b>GIRLS SHOWER ROOM</b>				
Floor	2.00		GSR	
Walls	2.00		FL	
Ceilings	3.00		W	
Shower Heads	3.00		CLG	
Drains	2.00		SH	
Shared (Y/N)	Y		DR	

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	2.00		CLG	
Lavs	2.00		LAV	
Toilets	2.00		T	
Drains	2.00		DR	
Partitions	2.00		P	
Hand Dryers			HD	
Toilet Accessories	2.00		TA	
<b>AQUATICS OFFICE</b>			AO	
Doors	2.00		DR	
Floor	2.00		FL	
Walls	2.00		W	
Ceilings	3.00		CLG	
Security screen			SS	
Counters	2.00		CNT	
Cabinets	3.00		CB	
	2.31	0.07		
<b>ENCLOSED POOL AREA</b>		0.02		
Doors	2.00		DR	
Walls	2.00		W	
Ceilings	3.00		CLG	
	2.33	0.05		
<b>DISABLED ACCESS</b>		0.10		
Bathhouse	1.00	0.09		
Pool Tank	1.00	0.01		
		0.10		
<b>POOL DECK EQUIPMENT</b>		0.01	PA	
Lifeguard Towers	2.00		LT	
Diving Towers	2.00		DT	
Handrails	2.00		HR	
Starting Platforms	2.00		SP	
Ladders			LAD	
Bleachers	2.00		BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls			FW	
	2.00	0.02		







# **CAMPS OUTSIDE THE CITY LIMITS**



# POOL ASSESSMENT REPORT

<b>Pool Name:</b>		<b>Camp Valcrest</b>		
<b>Address:</b>		Star Route	La Canada	91011
<b>Assessment Date:</b>			Indoor (Y/N)	N
<b>Council District:</b>			Seasonal (Y/N)	Y
<b>Region:</b>			Pool Area	2100
<b>Original Year Built/Renovated or Reconstructed</b>		1945	Approx. Deck Area	
<b>Estimate Range</b>		\$ 3,000,000	\$ 4,000,000	Replace pool
<b>Bathhouse Construction</b>				
Grade				
1 - Excellent; 2 - Good; 3 - Fair; 4 - Poor; 5 - Failed				
<b>Assessment</b>	<b>Grade 1,2,3,4,5</b>	<b>Weight</b>	<b>Type</b>	<b>Comment</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>			STRUCT	
Outside Walls		0.00	OW	
Roof System		0.00	RS	
Roof Membrane		0.00	RM	
Windows		0.00	WND	
		0.00		
<b>INTERIOR</b>				
<b>LOBBY</b>			LOB	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Counters			CNT	
Security Cage			SC	
Cabinets			CB	
			BCR	
<b>BOYS CHANGING ROOM</b>				
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Benches			BEN	
Hand Dryers			HD	
Drains			DR	

[illegible]

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor			FL	
Walls			W	
Ceilings			CLG	
Lavs			LAV	
Toilets			T	
Drains			DR	
Partitions			P	
Hand Dryers			HD	
Toilet Accessories			TA	
<b>AQUATICS OFFICE</b>			AO	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
	0.00	0.00		
<b>DISABLED ACCESS</b>		0.05		
Pool Tank	5.00	0.25		
		0.25		
<b>POOL DECK EQUIPMENT</b>		0.05	PA	
Lifeguard Towers	4.00		LT	
Diving Towers			DT	
Handrails	4.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls	3.00		FW	
	3.67	0.18		
<b>POOL STRUCTURE</b>		0.50	PST	
Gutters/Coping	4.00	0.20	GC	
Pool Tank	4.00	1.20	PT	
Deck Floor	4.00	0.40	DF	
Drains	4.00	0.20	DR	
		2.00		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>				
Recirculation pump	5.00	0.05	PE	
Chemical Control System	5.00		RP	
Heaters	5.00		CCS	
Filters	5.00		HT	
	5.00		FLT	
<b>POOL WATER CIRCULATION</b>	5.00	0.25		
Return To Pool Lines	4.00	0.25		
Main Drain	4.00		RPL	
Gutter Drain Line	4.00		MD	
Surge Pit	4.00		GL	
Backwash Holding Tank	4.00		SUP	
	4.00		BWHT	
<b>MECHANICAL SYSTEMS</b>	4.00	1.00		
Bathhouse Ventilation			MS	
Bathhouse Climate Control			BVT	
			BCC	
<b>POTABLE WATER SYSTEMS</b>	0.00	0.00		
		0.10	PS	
			FS	
Potable Water Lines	5.00		PWL	
			WHT	
<b>ELECTRICAL SYSTEMS</b>	5.00	0.50		
Electrical Equipment			ES	
Bathhouse Interior Light Fixtures			OE	
GFI Protected			BIL	
Indoor Pool Light Fixtures			GFI	
Underwater Pool Lights			IPL	
Equipment Room Light Fixtures			UPL	
Security Lighting @ Pool			ERL	
Panels			SL	
			PAN	
	0.00	0.00		
		1.00		

#### ISSUES/COMMENTS

no water





# POOL ASSESSMENT REPORT

<b>Pool Name:</b>		Camp Radford		
<b>Address:</b>		Angeles Oaks 92305		
<b>Assessment Date:</b>			Indoor (Y/N)	N
<b>Council District:</b>			Seasonal (Y/N)	Y
<b>Region:</b>			Pool Area	1500
<b>Original Year Built/Renovated or Reconstructed</b>		1962	Approx. Deck Area	
<b>Estimate Range</b>		\$ 3,000,000	\$ 4,000,000	Replace pool
<b>Bathhouse Construction</b>				
1 - Excellent; 2 - Good; 3 - Fair; 4 - Poor; 5 - Failed				
<b>Grade</b>				
<b>Assessment</b>	<b>Grade</b> 1,2,3,4,5	<b>Weight</b>	<b>Type</b>	<b>Comment</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>			STRUCT	
Outside Walls		0.00	OW	
Roof System		0.00	RS	
Roof Membrane		0.00	RM	
Windows		0.00	WND	
		0.00		
<b>INTERIOR</b>				
<b>LOBBY</b>			LOB	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Counters			CNT	
Security Cage			SC	
Cabinets			CB	
<b>BOYS CHANGING ROOM</b>			BCR	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Benches			BEN	
Hand Dryers			HD	
Drains			DR	



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor			FL	
Walls			W	
Ceilings			CLG	
Lavs			LAV	
Toilets			T	
Drains			DR	
Partitions			P	
Hand Dryers			HD	
Toilet Accessories			TA	
<b>AQUATICS OFFICE</b>			AO	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
	0.00	0.00		
<b>DISABLED ACCESS</b>		0.05		
Pool Tank	5.00	0.25		
		0.25		
<b>POOL DECK EQUIPMENT</b>		0.05	PA	
Lifeguard Towers	4.00		LT	
Diving Towers			DT	
Handrails	4.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls	3.00		FW	
	3.67	0.18		
<b>POOL STRUCTURE</b>		0.50	PST	
Gutters/Coping	4.00	0.20	GC	
Pool Tank	5.00	1.50	PT	
Deck Floor	4.00	0.40	DF	
Drains	4.00	0.20	DR	
		2.30		

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>POOL EQUIPMENT</b>				
Recirculation pump	5.00	0.05	PE	
Chemical Control System	5.00		RP	
Heaters	5.00		CCS	
Filters	5.00		HT	
	5.00		FLT	
<b>POOL WATER CIRCULATION</b>	5.00	0.25		
Return To Pool Lines		0.25		
Main Drain	4.00		RPL	
Gutter Drain Line	4.00		MD	
Surge Pit	4.00		GL	
Backwash Holding Tank	4.00		SUP	
	4.00		BWHT	
<b>MECHANICAL SYSTEMS</b>	4.00	1.00		
Bathroom Ventilation			MS	
Bathroom Climate Control			BVT	
			BCC	
<b>POTABLE WATER SYSTEMS</b>	0.00	0.00		
		0.10	PS	
			FS	
Potable Water Lines	3.00		PWL	
			WHT	
<b>ELECTRICAL SYSTEMS</b>	3.00	0.30		
Electrical Equipment			ES	
Bathroom Interior Light Fixtures			OE	
GFI Protected			BIL	
Indoor Pool Light Fixtures			GFI	
Underwater Pool Lights			IPL	
Equipment Room Light Fixtures			UPL	
Security Lighting @ Pool			ERL	
Panels			SL	
			PAN	
	0.00	0.00		
		1.00		

#### ISSUES/COMMENTS

closed since northridge earthquake.



# POOL ASSESSMENT REPORT

<b>Pool Name:</b>		<b>Camp Seeley</b>		
<b>Address:</b>		PO Box AE	Crestline	92325
<b>Assessment Date:</b>			Indoor (Y/N)	N
<b>Council District:</b>			Seasonal (Y/N)	Y
<b>Region:</b>			Pool Area	1800
<b>Original Year Built/Renovated or Reconstructed</b>		1972	Approx. Deck Area	
<b>Estimate Range</b>		\$ 300,000	\$ 600,000	General pool upgrades
<b>Bathhouse Construction</b>				
Grade				
1 - Excellent; 2 - Good; 3 - Fair; 4 - Poor; 5 - Failed				
<b>Assessment</b>	<b>Grade</b> 1,2,3,4,5	<b>Weight</b>	<b>Type</b>	<b>Comment</b>
<b>BLDG. STRUCTURE &amp; COMPONENTS</b>			STRUCT	
Outside Walls		0.00	OW	
Roof System		0.00	RS	
Roof Membrane		0.00	RM	
Windows		0.00	WND	
		0.00		
<b>INTERIOR</b>				
<b>LOBBY</b>			LOB	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Counters			CNT	
Security Cage			SC	
Cabinets			CB	
<b>BOYS CHANGING ROOM</b>			BCR	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Benches			BEN	
Hand Dryers			HD	
Drains			DR	

Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>BOYS SHOWER ROOM</b>	Floor		BSR	
	Walls		FL	
	Ceilings		W	
	Shower Heads		CLG	
	Drains		SH	
	Shared (Y/N)		DR	
<b>BOYS BATHROOM</b>				
	Floor		BB	
	Walls		FL	
	Ceilings		W	
	Lavs		CLG	
	Toilets		LAV	
	Drains		T	
	Partitions		DR	
	Urinals		P	
	Hand Dryers		U	
	Toilet Accessories		HD	
			TA	
			GCR	
			DR	
			FL	
<b>GIRLS CHANGING ROOM</b>	Doors		W	
	Floor		CLG	
	Walls		P	
	Ceilings		BE	
	Partitions		HD	
	Benches		DR	
	Hand Dryers		GSR	
	Drains		FL	
			W	
	Floor		CLG	
	Walls		SH	
	Ceilings		DR	
	Shower Heads			
	Drains			
	Shared (Y/N)			



Assessment	Grade 1,2,3,4,5	Weight	Type	Comment
<b>GIRLS BATHROOM</b>			GB	
Floor			FL	
Walls			W	
Ceilings			CLG	
Lavs			LAV	
Toilets			T	
Drains			DR	
Partitions			P	
Hand Dryers			HD	
Toilet Accessories			TA	
<b>AQUATICS OFFICE</b>			AO	
Doors			DR	
Floor			FL	
Walls			W	
Ceilings			CLG	
Security screen			SS	
Counters			CNT	
Cabinets			CB	
	0.00	0.00		
<b>DISABLED ACCESS</b>		0.05		
Pool Tank	5.00	0.25		
		0.25		
<b>POOL DECK EQUIPMENT</b>		0.05	PA	
Lifeguard Towers	3.00		LT	
Diving Towers			DT	
Handrails	3.00		HR	
Starting Platforms			SP	
Ladders			LAD	
Bleachers			BL	
Slide			SL	
Drinking Fountain			DF	
Fence/Walls	3.00		FW	
	3.00	0.15		
<b>POOL STRUCTURE</b>		0.50	PST	
Gutters/Coping	3.00	0.15	GC	
Pool Tank	3.00	0.90	PT	
Deck Floor	3.00	0.30	DF	
Drains	3.00	0.15	DR	
		1.50		



# DEMOGRAPHICS

Name: Echo Park Pool			CD: 1					
Address: 1419 Colton Street			REGION: Metro					
Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2005	Male Female	85,378		268,057		1,258,597	
	2005		44,756	52.42%	144,613	53.95%	643,696	51.14%
			40,622	47.58%	123,445	46.05%	614,901	48.86%
	2005		All	14,165	16.59	39,262	14.64	199,675
			9,392	11.00	26,467	9.87	145,258	11.54
			9,954	11.66	28,592	10.67	139,529	11.09
			41,550	48.67	141,606	52.82	629,092	49.98
			10,318	12.09	32,130	11.99	145,043	11.53
			32,91		34,09		33,11	
	2005	Male	7,229	16.15	20,052	13.87	102,026	15.85
			4,917	10.99	13,701	9.48	74,530	11.57
			5,682	12.70	16,389	11.33	73,932	11.48
			22,484	50.25	79,953	55.29	331,131	51.44
			4,444	9.93	14,516	10.04	62,077	9.64
			31.88		33.50		32.19	
	2005	Female	6,936	17.07	19,210	15.56	97,647	15.88
			4,475	11.01	12,767	10.35	70,727	11.50
			4,272	10.52	12,203	9.89	65,597	10.67
			19,064	46.93	61,652	49.95	297,962	48.46
			5,875	14.46	17,613	14.26	82,966	13.49
		34.05		34.79		34.08		



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income						
			\$36,191		\$34,711		\$42,785	
			\$23,363		\$22,482		\$27,958	
			\$12,014		\$13,074		\$14,093	
	2005	Youth < 18yrs	11,563	42.32	32,351	35.95	166,131	41.50
	2005	Vehicles	12,239	44.78	38,692	42.99	119,413	29.84
			9,789	35.82	33,335	37.04	162,919	40.71
			5,301	19.40	17,965	19.96	117,900	29.46
Households	2010		29,468		97,779		423,556	
	2005-2010	Growth						
				7.83%		8.65%		5.83%
	2010	Income	9,029	30.64%	32,884	33.63%	110,785	33.63%
			9,976	33.86%	31,202	31.91%	127,930	31.91%
			7,008	23.78%	22,639	23.15%	117,348	23.15%
			3456	11.73%	11,054	11.30%	67,494	11.30%
	2010	Income						
			\$39,884		\$38,057		\$47,079	
			\$25,247		\$24,089		\$30,404	
Families	2005	Income	\$13,361		\$14,370		\$15,567	
			17,568		51,108		253,717	
	2005	Below Poverty	5,836	33.23	16,403	32.09	70,890	27.94
			4,900	27.90	13,273	25.97	58,911	23.22
		Total						
		With Children						



			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010 2005-2010	Growth Estimated %	18,823		54,941		266,397	
				7.14%		7.50%		5.00%
Employment	2005	Unemployed Non Working Transportation Public Transit Walk, Bike, Other	3,972	6.23	14,443	6.95	61,833	6.53
			29,025	45.51	99,379	47.81	425,930	45.01
			11,323	37.77	29,377	32.05	93,855	21.04
Housing	2005	Owner Occupied Renter Occupied Residency Type Average (Yrs)	2609	8.70	7765	8.47	32927	7.38
			2,401	8.79	8,957	9.95	82,748	20.68
			24,928	91.21	81,035	90.05	317,484	79.32
Density	2005	Population Household Families Per Sq. Mile						
			7.00		7.00		9.00	
			4,913	16.75	15,001	15.57	140,696	33.22
	2010	Population Household Families Per Sq. Mile	24,417	83.26	81,320	84.41	282,914	66.79
			27,190		21,342		16,033	
			8,704		7,785		5,396	
			5,595		4,069		3,232	
			28,908		22,774		16,830	
			9,385		7,165		5,098	
			5,995		4,374		3,394	

Name: Highland Park RC Pool Address: 6150 Piedmont Ave.				CD: 1 REGION: Metro					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			52,890		125,279		758,897	
	2005	Male Female	26,356	49.83%	61,830	49.35%	375,774	49.52%	
			26,535	50.17%	63,449	50.65%	383,123	50.48%	
	2005	All							
			9,478	17.92	18,694	14.93	104,857	13.82	
		Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	7,098	13.42	15,266	12.18	84,666	11.16	
			5,575	10.54	12,522	10.00	71,996	9.49	
			25,198	47.65	61,330	48.96	383,519	50.55	
			5,541	10.47	17,466	13.95	113,858	14.99	
			31.71		34.88		35.92		
	2005	Male							
			4,880	18.52	9,627	15.57	53,763	14.31	
			3,713	14.08	7,879	12.74	43,157	11.48	
			2,752	10.44	6,190	10.01	37,592	10.00	
			12,641	47.96	30,553	49.41	193,146	51.40	
			2,371	8.99	7,580	12.26	48,117	12.81	
		Age = 60+ Average Age	30.70		33.74		34.59		
			4,598	17.33	9,067	14.29	51,094	13.34	
			3,385	12.76	7,386	11.64	41,509	10.83	
			2,821	10.63	6,333	9.99	34,404	8.98	
	2005	Female	12,559	47.33	30,777	48.50	190,373	49.68	
			3,172	11.95	9,885	15.58	65,742	17.16	
32.71				35.99		37.22			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		56,106		131,441		797,794	
	2005-2010							
		Growth						
		Estimated %						
				6.08%		4.92%		5.13%
	2010							
		Male	27,981	49.87%	64,907	49.38%	395,389	49.56%
		Female	28,125	50.13%	66,533	50.62%	402,405	50.44%
	2010							
		All	9,792	17.45%	19,084	14.52%	106,568	13.35%
		Age = 0-9						
		Age = 10-17	7,305	13.02%	15,610	11.88%	87,526	10.97%
		Age = 18-24	5,854	10.43%	13,397	10.20%	74,450	9.33%
		Age = 25-59	26,577	47.37%	62,955	47.89%	398,615	49.97%
		Age = 60+	6,577	11.73%	20,392	15.51%	130,636	16.38%
		Average Age	32.77		35.87		36.95	
Households	2005		15,213		40,204		249,924	
	2005							
		Family	11,350	74.61	27,789	69.12	167,443	67
		Non-Family	3,863	25.39	12,415	30.88	82,481	33
	2005							
		Size	5,977	39.29	19,604	48.76	127,885	51.17
		1-2 Person						
		3-4 Person	5,147	33.83	12,541	31.19	76,485	30.60
		5+ Person	4,089	26.88	8,061	20.04	45,555	18.22
	2005							
		Size	3.45		3.05		2.94	
	2005							
		Income	2,785	18.31	5,957	14.82	43,574	17.43
		< \$15K	4,479	29.44	9,357	23.27	62,985	25.21
		\$15K - \$35K	5,185	34.09	13,518	33.62	80,745	32.30
		\$35K - \$75K						
		> \$75K	2764	18.17	11371	28.28	62618	25.07

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$48,456		\$65,174		\$62,179	
			\$36,923		\$46,337		\$42,137	
			\$14,096		\$21,147		\$21,064	
	2005	Youth < 18yrs 1 or More	7,923	52.08	17,099	42.53	97,139	38.86
	2005	Vehicles None 1 2 or More	2,573	16.91	4,949	12.31	38,797	15.52
			6,112	40.18	15,233	37.89	99,215	39.70
			6,527	42.90	20,023	49.80	111,913	44.78
Households	2010		16,006		42,011		263,714	
	2005-2010	Growth Estimated %						
				5.21%		4.49%		5.52%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	2,615	16.34%	5,517	13.13%	41,321	13.13%
			4,421	27.62%	8,919	21.23%	61,451	21.23%
			5,519	34.48%	13,868	33.01%	84,918	33.01%
			3452	21.58%	13,708	32.63%	76,025	32.63%
	2010	Income Average Median Per Capita						
			\$53,571		\$72,390		\$68,610	
			\$40,195		\$50,416		\$45,913	
Families			\$15,434		\$23,362		\$23,250	
	2005		11,350		27,789		167,443	
	2005	Below Poverty Total With Children	2,168	19.09	3,886	13.97	28,241	16.86
			1,882	16.58	3,263	11.73	22,823	13.63

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth Estimated %	11,885		28,909		175,395	
	2005-2010			4.71%		4.03%		4.75%
Employment	2005	Unemployed Non Working	2,062	5.44	4,573	4.82	28,178	4.78
			15,751	41.54	37,710	39.72	250,428	42.48
	2005	Transportation Public Transit Walk, Bike, Other	2,560	13.05	4,339	8.41	25,037	8.24
			647	3.29	2042	3.95	17636	5.80
Housing	2005	Owner Occupied Renter Occupied	5,708	37.52	19,599	48.75	94,930	37.98
			9,505	62.48	20,605	51.25	154,994	62.02
	2005	Residency Type	9.00		11.00		10.00	
Density	2005	Population Household Families	8,815	54.76	26,950	63.85	132,539	50.84
			7,285	45.27	15,254	36.14	128,155	49.15
	2005	Per Sq. Mile	16,844		9,974		9,667	
			4,845		3,345		3,359	
		Population Household Families	3,615		2,213		2,133	
	2010	Per Sq. Mile	17,868		10,465		10,163	
			5,097		3,201		3,184	
			3,785		2,302		2,234	

Name: Downey Pool			CD: 1					
Address: 1772 N. Spring St.			REGION: Metro					
			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Population	2005	Male Female	34,780		141,312		1,135,418	
	2005		20,233	58.17%	74,520	52.73%	579,904	51.07%
			14,547	41.83%	66,792	47.27%	555,514	48.93%
	2005	All	4,098	11.78	21,119	14.95	177,675	15.64
		Age = 0-9 Age = 10-17	3,390	9.74	16,674	11.80	130,790	11.51
		Age = 18-24	4,821	13.86	15,532	10.99	128,141	11.29
		Age = 25-59	19,288	55.46	69,603	49.26	561,744	49.47
		Age = 60+	3,182	9.16	18,384	13.01	137,068	12.07
		Average Age	33.41		33.98		33.40	
	2005	Male	2,083	10.29	10,846	14.55	90,725	15.65
		Age = 10-17	1,696	8.39	8,543	11.47	67,193	11.59
		Age = 18-24	3,181	15.73	8,742	11.73	67,979	11.72
		Age = 25-59	11,855	58.59	38,435	51.57	295,060	50.88
		Age = 60+	1,418	7.00	7,955	10.68	58,946	10.16
		Average Age	32.90		33.02		32.45	
2005	Female	2,016	13.85	10,273	15.38	86,950	15.65	
	Age = 10-17	1,694	11.65	8,131	12.18	63,597	11.45	
	Age = 18-24	1,640	11.28	6,790	10.17	60,162	10.83	
	Age = 25-59	7,433	51.09	31,169	46.67	266,684	48.02	
	Age = 60+	1,764	12.12	10,431	15.62	78,123	14.07	
	Average	34.11		35.04		34.39		



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		35,861		146,319		1,195,282	
	2005-2010	Growth						
				3.11%		3.54%		5.27%
	2010	Male	20,845	58.13%	77,110	52.70%	610,423	51.07%
		Female	15,015	41.87%	69,209	47.30%	584,859	48.93%
	2010	All						
			4,077	11.37%	21,251	14.52%	181,281	15.17%
			3,427	9.56%	16,778	11.47%	136,750	11.44%
			4,877	13.60%	15,459	10.57%	127,301	10.65%
			19,943	55.61%	72,129	49.29%	592,285	49.55%
			3,537	9.86%	20,702	14.14%	157,666	13.19%
			34.06		34.96		34.48	
Households	2005		6,666		38,954		350,912	
	2005	Family Non-Family						
			5,308	79.63	27,055	69.45	232,515	66.26
			1,358	20.37	11,899	30.55	118,397	33.74
	2005	Size						
			2,338	35.08	17,654	45.32	167,783	47.81
			2,349	35.24	11,689	30.01	106,058	30.22
			1,978	29.68	9,612	24.68	77,069	21.96
	2005	Size						
			3.59		3.23		3.12	
	2005	Income						
			2,128	31.92	11,178	28.70	92,096	26.24
			2,574	38.62	12,824	32.92	109,238	31.13
			1,493	22.40	10,228	26.26	97,779	27.87
			472	7.09	4725	12.14	51799	14.76

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$31,658		\$39,707		\$44,031	
			\$22,761		\$26,867		\$29,800	
			\$12,539		\$13,094		\$14,145	
	2005	Youth < 18yrs 1 or More	3,522	52.85	17,496	44.90	149,370	42.55
	2005	Vehicles None 1 2 or More	2,087	31.31	12,419	31.88	97,951	27.91
			2,664	39.96	14,620	37.53	137,887	39.29
			1,915	28.74	11,915	30.59	115,074	32.79
Households	2010		7,037		41,369		372,495	
	2005-2010	Growth Estimated %						
				5.57%		6.20%		6.15%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	2,116	30.07%	11,006	26.60%	90,153	26.60%
			2,646	37.60%	12,999	31.43%	110,013	31.43%
			1,703	24.20%	11,400	27.55%	107,050	27.55%
			572	8.12%	5,964	14.42%	65,277	14.42%
	2010	Income Average Median Per Capita						
			\$33,489		\$43,559		\$48,591	
			\$23,769		\$29,207		\$32,273	
Families	2005	Below Poverty Total With Children	\$12,985		\$14,435		\$15,663	
			5,308		27,055		232,515	
	2005		1,789	33.71	7,583	28.02	59,534	25.60
			1,515	28.55	6,383	23.59	49,299	21.20

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	5,579		28,411		244,861	
	2005-2010			5.11%		5.01%		5.31%
Employment	2005	Unemployed Age 16+ Age 16+	1,016	3.61	5,795	5.38	51,942	6.06
	2005	Transportation  Public Transit Walk, Bike, Other	19,394	68.95	57,679	53.59	386,718	45.14
			1,437	19.22	7,530	17.54	77,456	19.02
Housing	2005	Owner Occupied Renter Occupied	867	11.60	4190	9.77	30550	7.51
			1,182	17.73	9,028	23.18	84,681	24.13
	2005	Residency  Average (Yrs)	5,483	82.25	29,927	76.83	266,231	75.87
Density	2005	Type  Single Unit Multi-Unit	10.00		10.00		9.00	
	2005	Population Household Families	2,775	39.63	17,853	43.05	142,359	38.50
			4,227	60.37	23,617	56.96	227,426	61.51
	2005	Per Sq. Mile	11,076		11,251		14,464	
			2,123		3,294		4,745	
	2010	Population Household Families	1,690		2,154		2,962	
2010	Per Sq. Mile	11,421		11,650		15,227		
		2,241		3,101		4,470		
		1,777		2,262		3,119		



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		36,712		165,953		1,020,251	
	2005-2010	Growth						
				1.50%		3.84%		5.56%
	2010	Male	18,237	49.68%	86,465	52.10%	519,521	50.92%
		Female	18,474	50.32%	79,489	47.90%	500,729	49.08%
	2010	All						
			6,637	18.08%	27,890	16.80%	156,962	15.39%
			5,571	15.17%	21,076	12.70%	118,701	11.64%
			3,940	10.73%	19,063	11.48%	103,917	10.19%
			16,060	43.75%	78,834	47.49%	499,948	49.01%
			4,503	12.26%	19,088	11.50%	140,724	13.79%
			32.10		32.62		34.71	
		Average Age						
Households	2005		9,387		38,610		290,152	
	2005	Family Non-Family						
			7,601	80.97	30,881	79.98	199,876	68.89
			1,786	19.03	7,729	20.02	90,276	31.11
	2005	Size						
			3,080	32.81	12,916	33.46	133,093	45.87
			3,277	34.91	12,976	33.61	88,930	30.65
			3,030	32.28	12,718	32.95	68,129	23.48
	2005	Size						
			3.74		3.78		3.22	
	2005	Income	2,641	28.13	9,696	25.11	69,300	23.88
			3,501	37.30	13,252	34.33	86,829	29.93
			2,415	25.73	11,206	29.03	84,810	29.23
		> \$75K	830	8.84	4456	11.55	49214	16.96

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Households	2005	Income  Average Median Per Capita						
			\$34,955		\$39,478		\$47,281	
			\$25,359		\$28,907		\$32,207	
			\$9,226		\$11,160		\$14,748	
	2005	Youth < 18yrs  1 or More	5,354	57.04	21,465	55.58	127,855	44.07
	2005	Vehicles  None 1 2 or More	2,683	28.58	10,462	27.10	74,880	25.81
			3,573	38.06	14,341	37.14	108,742	37.48
			3,130	33.35	13,806	35.76	106,530	36.71
Households	2010	Growth  Estimated %	9,707		40,796		308,749	
			3.41%		5.66%		6.41%	
	2010	Income  < \$15K \$15K - \$35K \$35K - \$75K > \$75K	2,485	25.60%	9,350	22.92%	67,749	22.92%
			3,436	35.40%	13,177	32.30%	87,163	32.30%
			2,749	28.32%	12,464	30.55%	91,954	30.55%
	2010	Income  Average Median Per Capita	1037	10.67%	5,805	14.23%	61,884	14.23%
			\$38,314		\$43,591		\$52,241	
Families	2005	Below Poverty  Total  With Children	\$27,856		\$31,497		\$34,867	
			\$10,285		\$12,312		\$16,345	
	2005		7,601		30,881		199,876	
			2,524	33.21	8,782	28.43	47,068	23.55
			2,202	28.97	7,579	24.54	39,448	19.74



			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	7,818		32,454		210,968	
	2005-2010			2.85%		5.09%		5.55%
Employment	2005	Unemployed Age 16+ Non Working	1,667	6.56	6,649	5.71	41,767	5.75
	2005	Transportation  Public Transit Walk, Bike, Other	12,866	50.64	62,407	53.55	329,359	45.38
			1,788	17.02	7,691	16.67	58,086	16.80
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	916	8.72	3553	7.70	22859	6.62
			2,258	24.05	11,889	30.79	87,100	30.02
			7,129	75.95	26,721	69.21	203,052	69.98
Density	2005	Single Unit Multi-Unit	10.00		11.00		10.00	
			5,070	51.29	23,623	57.89	145,390	47.46
			4,813	48.68	17,179	42.11	160,997	52.54
	2010	Per Sq. Mile  Population Household Families  Per Sq. Mile  Population Household Families	11,519		12,724		12,313	
			2,989		3,248		3,933	
			2,421		2,459		2,546	
2010	Per Sq. Mile  Population Household Families	11,692		13,213		12,997		
		3,091		3,074		3,696		
		2,490		2,584		2,687		

Name: Valley Plaza Pool				CD: 2						
Address: 6715 Laurelgrove Ave.				REGION: Valley						
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcatagory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		42,450		174,551		723,586		
	2005				21,465	50.57%	88,028	50.43%	362,557	50.11%
				20,985	49.43%	86,523	49.57%	361,029	49.89%	
	2005	All	Age = 0-9 Age = 10-17	7,112	16.75	28,205	16.16	111,373	15.39	
				5,377	12.66	21,198	12.14	81,661	11.28	
			Age = 18-24	4,251	10.01	16,844	9.65	65,656	9.07	
			Age = 25-59	21,230	50.01	88,181	50.52	376,302	52.00	
			Age = 60+	4,481	10.55	20,123	11.53	88,595	12.25	
			Average Age	32.65		33.41		34.29		
	2005	Male	Age = 0-9	3,586	16.70	14,410	16.37	56,671	15.63	
			Age = 10-17	2,777	12.94	11,065	12.57	42,028	11.59	
			Age = 18-24	2,200	10.25	8,750	9.94	33,916	9.35	
			Age = 25-59	10,947	51.01	45,238	51.39	191,866	52.92	
		Age = 60+	1,955	9.11	8,564	9.73	38,074	10.50		
		Average Age	31.92		32.41		33.32			
2005	Female	Age = 0-9	3,526	16.81	13,796	15.95	54,701	15.15		
		Age = 10-17	2,600	12.39	10,132	11.71	39,633	10.98		
		Age = 18-24	2,050	9.77	8,093	9.35	31,738	8.79		
		Age = 25-59	10,280	48.98	42,944	49.64	184,437	51.09		
		Age = 60+	2,527	12.05	11,557	13.36	50,521	13.99		
		Average	33.39		34.43		35.27			



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$45,030		\$48,841		\$61,957	
			\$32,925		\$35,841		\$43,314	
			\$13,746		\$15,574		\$21,433	
	2005	Youth < 18yrs 1 or More	6,271	48.98	24,445	44.34	96,249	38.74
			1,845	14.41	7,265	13.17	27,914	11.24
	2005	Vehicles None 1 2 or More	5,375	41.98	23,358	42.35	105,364	42.41
			5,584	43.61	24,528	44.48	115,149	46.35
Households	2010		14,103		59,388		263,896	
	2005-2010	Growth Estimated %		10.15%		7.68%		6.23%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	2,492	17.67%	9,990	16.82%	35,739	16.82%
			4,562	32.35%	17,267	29.08%	63,690	29.08%
			4,457	31.60%	19,856	33.44%	89,100	33.44%
			2590	18.36%	12,274	20.66%	75,366	20.66%
	2010	Income Average Median Per Capita						
			\$48,222		\$52,582		\$67,388	
			\$34,981		\$38,583		\$46,473	
Families			\$14,544		\$16,541		\$23,092	
	2005		9,281		37,404		155,145	
	2005	Below Poverty Total With Children	2,147	23.14	7,295	19.50	24,652	15.87
			1,967	21.20	6,406	17.12	21,181	13.64

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Families	2010	Growth Estimated %	10,170		40,049		163,657	
				9.58%		7.07%		5.49%
Employment	2005	Unemployed Non Working	1,751	5.61	7,499	5.77	29,455	5.36
			13,045	41.78	51,207	39.42	202,111	36.81
			1,529	9.56	6,034	8.70	21,472	6.93
Housing	2005	Transportation Public Transit Walk, Bike, Other	756	4.73	3218	4.64	14360	4.64
			4,175	32.61	18,846	34.17	96,979	39.04
			8,629	67.39	36,306	65.83	151,448	60.96
Density	2005	Owner Occupied Renter Occupied						
			8.00		9.00		9.00	
	2005	Residency Average (Yrs)						
	2005	Type Single Unit Multi-Unit	5,283	40.18	22,808	40.20	111,607	43.39
			7,867	59.83	33,925	59.79	145,586	56.61
Density	2005	Population Household Families	13,519		13,897		9,218	
			4,078		4,728		3,362	
			2,956		2,978		1,976	
	2010	Population Household Families	15,045		15,151		9,876	
			4,491		4,391		3,165	
			3,239		3,189		2,085	

Name: Van Nuys Sherman Oaks RC Pool				CD: 2					
Address: 14201 Huston St.				REGION: Valley					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			33,598		112,618		587,060	
	2005	Male Female	15,833	47.12%	54,880	48.73%	292,691	49.86%	
			17,765	52.88%	57,737	51.27%	294,369	50.14%	
	2005	All							
			3,201	9.53	13,453	11.95	85,683	14.59	
		Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	2,186	6.50	9,565	8.49	61,530	10.48	
			1,570	4.68	7,102	6.31	48,243	8.22	
			20,621	61.38	65,152	57.85	310,523	52.90	
			6,020	17.92	17,345	15.41	81,081	13.81	
			40.64		38.12		35.62		
			1,618	10.22	6,836	12.46	43,719	14.93	
			1,092	6.90	4,877	8.88	31,716	10.83	
			755	4.77	3,577	6.51	24,569	8.39	
			10,008	63.22	32,266	58.79	157,358	53.76	
	2,361	14.91	7,325	13.35	35,328	12.06			
	39.07		36.94		34.63				
		Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age							
			1,584	8.91	6,618	11.46	41,963	14.25	
			1,094	6.16	4,686	8.12	29,814	10.13	
			815	4.59	3,525	6.11	23,674	8.04	
			10,614	59.75	32,889	56.97	153,166	52.02	
			3,660	20.61	10,020	17.35	45,753	15.54	
			42.04		39.25		36.60		



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		35,533		121,113		628,014	
	2005-2010	Growth						
		Estimated %						
				5.76%		7.54%		6.98%
	2010	Male	16,813	47.32%	59,096	48.79%	313,195	49.87%
		Female	18,720	52.68%	62,017	51.21%	314,819	50.13%
	2010	All						
		Age = 0-9	3,095	8.71%	13,493	11.14%	87,666	13.96%
		Age = 10-17	2,742	7.72%	11,310	9.34%	67,858	10.80%
		Age = 18-24	1,868	5.26%	8,106	6.70%	52,002	8.28%
		Age = 25-59	20,812	58.58%	67,290	55.55%	324,388	51.66%
		Age = 60+	7,017	19.75%	20,913	17.26%	96,098	15.30%
		Average Age	41.86		39.33		36.71	
Households	2005		17,331		50,329		217,571	
	2005	Family						
		Non-Family	7,450	42.99	25,655	50.98	130,575	60.01
			9,880	57.01	24,674	49.03	86,996	39.99
	2005	Size						
		1-2 Person	13,518	78.00	35,040	69.63	126,802	58.28
		3-4 Person	3,220	18.58	11,664	23.17	59,555	27.37
		5+ Person	592	3.41	3,624	7.19	31,213	14.35
	2005	Size						
		Average	1.93		2.23		2.68	
	2005	Income						
		< \$15K	1,843	10.63	6,092	12.10	31,691	14.57
		\$15K - \$35K	3,568	20.58	11,007	21.87	54,642	25.11
		\$35K - \$75K	6,159	35.54	16,829	33.44	70,846	32.56
		> \$75K	5762	33.23	16399	32.59	60393	27.76

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income						
			\$73,082					
			\$53,208		\$76,344		\$71,650	
			\$37,865		\$50,401		\$44,798	
	2005	Youth < 18yrs			\$34,240		\$26,729	
			3,273	18.90	12,929	25.68	75,823	34.86
	2005	Vehicles	1,306	7.54	4,136	8.22	22,788	10.47
			8,671	50.03	23,093	45.88	93,832	43.13
Households	2010	Growth	7,354	42.44	23,100	45.90	100,951	46.40
			18,339		53,922		230,839	
	2005-2010	Estimated %		5.82%		7.14%		6.10%
	2010	Income	1,711	9.33%	5,896	10.93%	30,889	10.93%
			3,306	18.03%	10,705	19.85%	54,128	19.85%
Families	2010	Income	6,343	34.59%	17,827	33.06%	75,258	33.06%
			6,979	38.06%	19,493	36.16%	70,566	36.16%
	2005	Average Median Per Capita	\$81,190		\$82,673		\$76,422	
			\$59,665		\$55,685		\$47,666	
			\$42,062		\$36,922		\$28,255	
	2005	Total	7,450		25,655		130,575	
Families	2005	Below Poverty	549	7.38	2,894	11.28	19,193	14.70
			363	4.88	2,294	8.94	16,107	12.34

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010 2005-2010	Growth Estimated %	7,835		27,286		137,590	
				5.17%		6.36%		5.37%
Employment	2005 2005	Unemployed Non Working Transportation Public Transit Walk, Bike, Other	1,338	4.66	4,344	4.73	23,042	5.08
			8,058	28.06	28,594	31.15	163,771	36.11
			542	2.85	2,710	4.69	17,000	6.53
			556	2.92	1848	3.19	10978	4.23
Housing	2005 2005 2005	Owner Occupied Renter Occupied Residency Type Average (Yrs)	5,985	34.53	19,306	38.36	86,781	39.89
			11,346	65.47	31,022	61.64	130,790	60.11
			9.00		9.00		9.00	
Density	2005	Population Household Families Per Sq. Mile	5,708	31.42	20,212	38.64	96,681	42.93
			12,455	68.58	32,087	61.34	128,547	57.07
			10,700		8,966		7,478	
			5,519		4,293		2,941	
	2010	Population Household Families Per Sq. Mile	2,373		2,043		1,663	
			11,316		9,643		8,000	
			5,840		4,007		2,772	
			2,495		2,172		1,753	

Name: Verdugo Hills Pool										CD: 2			
Address: 10654 Irma Ave.										REGION: Valley			
			Within ONE Mile		Within TWO Miles		Within FIVE Miles						
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%					
Population	2005	Male Female	23,564		40,109		123,392						
	2005		11,759	49.90%	20,132	50.19%	60,909	49.36%					
			11,805	50.10%	19,977	49.81%	62,483	50.64%					
	2005		All	3,239	13.75	5,376	13.40	15,139	12.27				
		2,841		12.06	4,645	11.58	14,843	12.03					
		1,978		8.40	3,364	8.38	11,071	8.97					
		12,234		51.92	20,828	51.92	61,266	49.65					
		3,273		13.89	5,897	14.71	21,073	17.07					
		36.37			36.88		38.13						
	2005	Male	1,672	14.22	2,772	13.77	7,787	12.78					
			1,495	12.72	2,444	12.14	7,616	12.50					
			997	8.47	1,751	8.70	5,753	9.45					
			6,136	52.18	10,509	52.21	30,282	49.73					
			1,458	12.40	2,656	13.19	9,471	15.55					
			35.44		35.96		37.07						
	2005	Female	1,567	13.27	2,602	13.03	7,352	11.77					
			1,346	11.40	2,202	11.02	7,226	11.57					
			981	8.31	1,614	8.08	5,317	8.50					
			6,096	51.64	10,319	51.65	30,986	49.60					
			1,814	15.36	3,239	16.22	11,602	18.56					
			37.29		37.81		39.17						

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		24,188		41,280		126,738	
				2.65%		2.92%		2.71%
			12,056	49.84%	20,689	50.12%	62,494	49.31%
			12,132	50.16%	20,591	49.88%	64,244	50.69%
			3,167	13.09%	5,262	12.74%	14,913	11.76%
			2,817	11.64%	4,666	11.30%	14,074	11.11%
			2,230	9.22%	3,734	9.05%	11,986	9.45%
			12,091	49.99%	20,667	50.06%	61,268	48.34%
Households			3,884	16.05%	6,950	16.84%	24,497	19.33%
			37.49		38.01		39.26	
	2005		8,454		14,663		43,156	
	2005	Family	5,709	67.53	9,653	65.83	30,851	71.49
		Non-Family	2,745	32.47	5,010	34.17	12,305	28.51
	2005	Size	4,529	53.58	8,107	55.28	22,481	52.09
		1-2 Person						
		3-4 Person	2,802	33.15	4,695	32.02	14,798	34.29
		5+ Person	1,124	13.29	1,861	12.69	5,879	13.63
	2005	Size	2.75		2.69		2.81	
		Average						
	2005	Income	932	11.02	1,790	12.21	3,909	9.06
		< \$15K						
		\$15K - \$35K	1,840	21.77	3,291	22.45	7,579	17.56
		\$35K - \$75K	3,248	38.42	5,425	36.99	14,239	32.99
		> \$75K	2435	28.80	4157	28.35	17430	40.37

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income						
			\$63,512					
			\$50,691		\$62,397		\$81,117	
			\$23,175		\$48,821		\$62,876	
	2005	Youth < 18yrs			\$23,133		\$28,662	
			3,324	39.33	5,531	37.72	16,831	39.00
	2005	Vehicles						
			541	6.40	1,106	7.54	2,395	5.55
			2,967	35.10	5,276	35.98	13,340	30.91
Households	2010	2 or More	4,946	58.50	8,281	56.47	27,422	63.54
	2010		8,623		15,001		44,017	
	2005-2010	Growth						
				2.00%		2.31%		1.99%
	2010	Income	823	9.54%	1,624	10.83%	3,492	10.83%
			1,658	19.22%	3,024	20.16%	6,829	20.16%
			3,223	37.38%	5,425	36.16%	13,602	36.16%
			2918	33.84%	4,927	32.84%	20,095	32.84%
	2010	Income						
			\$70,791		\$69,277		\$90,832	
			\$56,390		\$54,159		\$69,191	
Families	2005	Average Median Per Capita	\$25,621		\$25,495		\$31,836	
	2005		5,709		9,653		30,851	
	2005	Below Poverty	515	9.02	990	10.26	2,448	7.93
			414	7.26	752	7.79	1,849	5.99
	2005	Total						
	2005	With Children						



			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	5,792		9,818		31,276	
	2005-2010			1.45%		1.71%		1.38%
Employment	2005	Unemployed Age 16+ Non Working	727	4.00	1,435	4.60	3,737	3.84
	2005	Transportation  Public Transit Walk, Bike, Other	6,413	35.28	11,204	35.89	35,343	36.30
			415	3.88	821	4.56	1,413	2.48
Housing	2005	Owner Occupied Renter Occupied	313	2.93	424	2.36	1401	2.45
			4,897	57.93	8,243	56.22	29,095	67.42
	2005	Residency  Average (Yrs)	3,557	42.07	6,421	43.79	14,062	32.58
Density	2005	Type  Single Unit Multi-Unit	11.00		11.00		13.00	
	2005	Population Household Families	6,332	72.51	10,572	69.66	34,402	77.50
			2,400	27.47	4,604	30.34	9,982	22.49
			7,504		3,193		1,572	
	2010	Population Household Families	2,692		1,194		561	
			1,818		769		393	
2010	Population Household Families	7,703		3,287		1,614		
		2,746		1,167		550		
		1,845		782		398		

Name: Cleveland Pool										CD: 3			
Address: 8120 Vanalden Ave										REGION: Valley			
			Within ONE Mile		Within TWO Miles		Within FIVE Miles						
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%					
Population	2005	Male Female	30,583		120,365		537,943						
	2005		15,430	50.45%	59,855	49.73%	265,846	49.42%					
			15,153	49.55%	60,510	50.27%	272,097	50.58%					
	2005	All	4,873	15.93	17,459	14.51	73,214	13.61					
		Age = 0-9 Age = 10-17	3,831	12.53	14,018	11.65	58,743	10.92					
		Age = 18-24	3,071	10.04	11,947	9.93	49,873	9.28					
		Age = 25-59	15,133	49.48	60,726	50.45	271,588	50.49					
		Age = 60+	3,676	12.02	16,216	13.48	84,525	15.71					
		Average Age	33.63		35.00		36.59						
	2005	Male	2,489	16.14	8,877	14.83	37,447	14.08					
		Age = 10-17	1,967	12.75	7,199	12.03	30,269	11.39					
		Age = 18-24	1,612	10.45	5,982	9.99	25,055	9.42					
		Age = 25-59	7,766	50.33	30,953	51.70	136,643	51.40					
		Age = 60+	1,596	10.34	6,842	11.43	36,433	13.70					
		Average Age	32.73		33.91		35.40						
	2005	Female	2,383	15.72	8,581	14.18	35,767	13.15					
	Age = 10-17	1,864	12.30	6,819	11.27	28,474	10.46						
	Age = 18-24	1,459	9.63	5,965	9.86	24,819	9.12						
	Age = 25-59	7,367	48.61	29,772	49.21	134,945	49.59						
	Age = 60+	2,079	13.73	9,373	15.49	48,093	17.68						
	Average	34.56		36.08		37.75							

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		32,583		127,697		567,249	
	2005-2010	Growth						
				6.54%		6.09%		5.45%
	2010	Male	16,421	50.40%	63,507	49.73%	280,257	49.41%
			16,162	49.60%	64,190	50.27%	286,992	50.59%
	2010	All						
			5,025	15.42%	17,910	14.03%	74,405	13.11%
			3,970	12.19%	14,667	11.49%	61,142	10.78%
			3,173	9.73%	12,200	9.56%	51,949	9.16%
			16,044	49.24%	63,871	50.02%	281,626	49.65%
			4,372	13.42%	19,051	14.92%	98,125	17.30%
			34.79		36.12		37.67	
Households	2005		8,873		38,062		186,338	
	2005	Family Non-Family						
			6,584	74.2	26,631	69.97	126,461	67.87
			2,289	25.8	11,431	30.03	59,877	32.13
	2005	Size						
			3,645	41.08	17,820	46.82	98,710	52.98
			2,970	33.47	12,478	32.79	58,862	31.59
	2005	Average	2,258	25.44	7,765	20.40	28,765	15.44
			3.42		3.13		2.84	
	2005	Income						
			1,231	13.87	4,937	12.97	22,042	11.83
			2,295	25.86	9,144	24.02	40,551	21.77
			3,083	34.75	13,841	36.36	63,718	34.20
			2264	25.52	10141	26.64	60028	32.22

			Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%	
Households	2005	Income							
			\$57,910		\$59,495		\$70,877		
			\$44,424		\$46,779		\$51,607		
			\$17,038		\$19,105		\$24,871		
	2005	Youth < 18yrs							
			4,187	47.20	15,957	41.93	70,232	37.68	
	2005	Vehicles	886	9.99	3,514	9.23	16,178	8.68	
			3,215	36.23	13,626	35.80	67,318	36.13	
			4,772	53.79	20,921	54.98	102,840	55.20	
Households	2010	Growth	9,298		39,697		194,824		
			4.79%		4.29%		4.55%		
	2010	Income	1,180	12.69%	4,681	11.79%	20,934	11.79%	
			2,270	24.42%	8,811	22.19%	39,264	22.19%	
			3,179	34.19%	14,113	35.55%	65,005	35.55%	
			2670	28.73%	12,092	30.46%	69,621	30.46%	
	2010	Income							
			\$62,756		\$64,901		\$76,882		
			\$46,897		\$50,109		\$56,013		
			\$18,131		\$20,454		\$26,714		
Families	2005	Below Poverty	6,584		26,631		126,461		
	2005		Total	1,058	16.06	3,389	12.73	13,643	10.79
			With Children	924	14.03	2,739	10.29	10,828	8.56

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	6,849		27,619		131,329	
	2005-2010			4.02%		3.71%		3.85%
Employment	2005	Unemployed Age 16+ Age 16+	1,367	6.00	5,012	5.45	19,915	4.75
	2005	Transportation  Public Transit Walk, Bike, Other	8,140	35.75	32,857	35.70	149,330	35.58
			776	5.99	2,902	5.49	11,488	4.69
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	514	3.97	2089	3.95	8853	3.61
			4,376	49.32	19,251	50.58	98,079	52.64
			4,496	50.67	18,811	49.42	88,259	47.37
Density	2005	Single Unit Multi-Unit  Per Sq. Mile  Per Sq. Mile						
			10.00		10.00		10.00	
			5,418	59.41	22,636	57.60	108,027	56.17
Density	2005	Population Household Families  Population Household Families	3,703	40.60	16,665	42.40	84,282	43.83
			9,740		9,583		6,853	
			2,826		3,161		2,482	
			2,097		2,120		1,611	
Density	2010	Per Sq. Mile  Per Sq. Mile						
			10,377		10,167		7,226	
			2,961		3,030		2,374	
			2,181		2,199		1,673	







Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income						
			\$55,817					
			\$43,351		\$62,761		\$70,590	
			\$21,039		\$46,899		\$48,463	
	2005	Youth < 18yrs			\$23,689		\$25,201	
			4,988	34.98	14,796	33.70	67,338	36.61
			1,450	10.17	4,087	9.31	17,430	9.48
	2005	Vehicles	6,037	42.34	17,690	40.29	70,981	38.59
			6,770	47.48	22,133	50.42	95,514	51.94
Households	2010	Growth	15,400		46,219		192,563	
				8.01%		5.26%		4.70%
	2005-2010	Income	1,967	12.77%	5,620	12.16%	23,049	12.16%
			3,699	24.02%	10,207	22.09%	41,499	22.09%
			5,620	36.49%	16,051	34.73%	63,386	34.73%
			4115	26.73%	14,341	31.03%	64,629	31.03%
	2010	Income	\$60,882		\$68,256		\$75,908	
			\$46,276		\$49,943		\$52,141	
			\$22,715		\$25,437		\$26,832	
Families	2005	Total	8,801		27,540		120,274	
			1,212	13.77	2,960	10.74	14,611	12.16
			944	10.72	2,244	8.14	11,620	9.67

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	9,392		28,780		124,943	
	2005-2010			6.72%		4.50%		3.88%
Employment	2005	Unemployed Age 16+ Age 16+	1,241	4.05	3,935	4.19	19,461	4.81
	2005	Transportation  Public Transit Walk, Bike, Other	11,626	37.98	35,067	37.38	145,351	35.89
			967	5.59	2,508	4.69	12,648	5.38
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	627	3.62	1392	2.60	9690	4.12
			6,332	44.41	22,026	50.16	88,686	48.22
			7,926	55.59	21,883	49.84	95,240	51.78
Density	2005	Average (Yrs)						
			9.00		10.00		10.00	
	2005	Single Unit Multi-Unit						
			6,286	42.22	23,768	52.26	97,727	51.38
	2005	Per Sq. Mile	8,603	57.78	21,712	47.74	92,457	48.61
			12,375		9,413		6,638	
	2010	Per Sq. Mile	4,541		3,680		2,453	
			2,803		2,193		1,532	
2010	Population Household Families							
		13,453		10,017		7,011		
		4,904		3,496		2,343		
		2,991		2,291		1,592		

Name: Woodland Hills Rec. Ctr. Address: 5858 Shoup Ave.				CD: 3 REGION: Valley					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			22,661		71,232		317,198	
	2005		Male Female	11,000	48.54%	35,119	49.30%	156,573	49.36%
				11,662	51.46%	36,113	50.70%	160,625	50.64%
	2005		All						
				2,161	9.53	8,402	11.80	42,251	13.32
				1,682	7.42	6,766	9.50	35,976	11.34
				1,295	5.72	5,072	7.12	26,284	8.29
				12,719	56.13	37,153	52.15	160,157	50.49
				4,802	21.19	13,838	19.42	52,527	16.57
				41.59		39.60		37.39	
				1,124	10.22	4,356	12.41	21,651	13.83
				852	7.75	3,500	9.97	18,401	11.75
				685	6.23	2,689	7.66	13,437	8.58
				6,367	57.88	18,671	53.16	80,214	51.24
				1,971	17.92	5,902	16.80	22,869	14.61
				39.86		38.09		36.23	
				1,038	8.90	4,046	11.21	20,600	12.82
				830	7.12	3,267	9.05	17,576	10.94
				610	5.23	2,382	6.59	12,847	8.00
				6,352	54.46	18,482	51.18	79,943	49.77
				2,832	24.28	7,937	21.98	29,658	18.47
43.23		41.08		38.53					

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		23,901		73,872		333,489	
				5.47%		3.71%		5.14%
		Growth						
		Estimated %						
	2005-2010							
	2010	Male	11,595	48.51%	36,393	49.26%	164,473	49.32%
		Female	12,306	51.49%	37,479	50.74%	169,015	50.68%
	2010	All	2,107	8.81%	8,217	11.12%	42,547	12.76%
Households			1,930	8.08%	7,285	9.86%	37,300	11.18%
		Age = 0-9	1,363	5.70%	5,381	7.29%	28,626	8.59%
		Age = 10-17	12,943	54.15%	37,262	50.45%	163,736	49.09%
		Age = 18-24	5,559	23.26%	15,726	21.29%	61,279	18.38%
		Age = 25-59	42.92		40.70		38.43	
		Age = 60+						
		Average Age						
	2005		10,770		28,822		111,289	
	2005	Family	5,484	50.92	17,694	61.39	77,208	69.38
		Non-Family	5,286	49.08	11,128	38.61	34,081	30.62
	2005	Size	7,838	72.78	18,206	63.17	59,115	53.12
		1-2 Person	2,443	22.68	8,127	28.19	36,193	32.52
		3-4 Person	490	4.55	2,490	8.63	15,980	14.36
		5+ Person						
	2005	Average	2.09		2.44		2.82	
	2005	Income	1,361	12.64	2,888	10.02	11,044	9.92
		< \$15K	1,744	16.20	4,930	17.10	20,897	18.78
	2005	\$15K - \$35K	3,426	31.81	9,128	31.67	35,050	31.50
		\$35K - \$75K	4238	39.35	11878	41.21	44299	39.81
		> \$75K						

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$80,848		\$85,354		\$87,721	
			\$59,772		\$63,176		\$60,743	
			\$38,686		\$34,979		\$31,118	
	2005	Youth < 18yrs 1 or More	2,337	21.69	8,619	29.90	42,233	37.95
	2005	Vehicles None 1 2 or More	835	7.75	1,960	6.80	8,153	7.33
			4,914	45.63	10,901	37.82	37,095	33.33
			5,021	46.62	15,962	55.38	66,040	59.34
Households	2010		11,336		29,862		116,322	
	2005-2010	Growth Estimated %						
				5.26%		3.60%		4.52%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	1,264	11.15%	2,671	8.94%	10,418	8.94%
			1,707	15.06%	4,729	15.84%	20,123	15.84%
			3,415	30.12%	8,927	29.90%	35,253	29.90%
			4950	43.66%	13,535	45.31%	50,529	45.31%
	2010	Income Average Median Per Capita						
			\$90,031		\$94,172		\$95,504	
			\$66,103		\$68,490		\$65,533	
			\$42,952		\$38,502		\$33,642	
Families	2005		5,484		17,694		77,208	
	2005	Below Poverty Total With Children	307	5.60	1,134	6.40	6,686	8.66
			178	3.25	721	4.07	5,092	6.59



			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth Estimated %	5,712		18,144		80,014	
				4.16%		2.54%		3.63%
Employment	2005	Unemployed Non Working Age 16+ Age 16+	603	3.14	2,140	3.71	10,023	4.05
			6,146	32.00	19,116	33.14	85,853	34.69
			200	1.63	813	2.28	5,566	3.75
Housing	2005	Transportation Public Transit Walk, Bike, Other	519	4.25	1452	4.07	4911	3.31
			4,429	41.12	15,877	55.08	65,996	59.30
			6,341	58.88	12,946	44.92	45,292	40.70
Density	2005	Owner Occupied Renter Occupied Residency Average (Yrs)	9.00		11.00		11.00	
	2005	Type Single Unit Multi-Unit	4,556	39.47	17,598	58.31	71,610	62.27
			6,989	60.55	12,581	41.69	43,391	37.72
	2005	Population Household Families Per Sq. Mile	7,217		5,671		4,041	
			3,430		2,378		1,482	
			1,746		1,409		984	
	2010	Population Household Families Per Sq. Mile						
			7,612		5,882		4,248	
			3,610		2,295		1,418	
			1,819		1,445		1,019	

Name: Lanark Pool				CD: 3					
Address: 21817 Strathern Street				REGION: Valley					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcatagory(s)		Number	%	Number	%	Number	%
Population	2005	Male Female		35,646		110,300		389,024	
	17,884			50.17%	55,373	50.20%	192,149	49.39%	
	17,762			49.83%	54,927	49.80%	196,875	50.61%	
	5,830			16.36	17,208	15.60	51,012	13.11	
		All	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	4,179	11.73	12,763	11.57	42,971	11.04
				3,471	9.74	10,536	9.55	34,295	8.82
				17,747	49.78	55,728	50.53	196,781	50.58
				4,419	12.40	14,064	12.75	63,966	16.45
				33.80		34.30		37.28	
	2005	Male	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	2,911	16.28	8,753	15.81	26,070	13.57
				2,196	12.27	6,611	11.94	22,142	11.52
				1,759	9.84	5,439	9.82	17,349	9.03
				9,169	51.26	28,612	51.66	98,841	51.44
				1,849	10.34	5,960	10.77	27,746	14.43
				32.78		33.23		36.10	
	Female	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average							
			2,919	16.43	8,457	15.39	24,942	12.67	
			1,983	11.17	6,153	11.20	20,828	10.58	
			1,711	9.63	5,098	9.28	16,946	8.61	
			8,579	48.29	27,117	49.37	97,938	49.73	
			2,571	14.47	8,105	14.76	36,221	18.40	

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		37,660		116,957		407,519	
	2005-2010	Growth						
		Estimated %						
				5.65%		6.04%		4.75%
	2010	Male	18,893	50.17%	58,684	50.18%	201,159	49.36%
		Female	18,766	49.83%	58,273	49.82%	206,360	50.64%
	2010	All						
		Age = 0-9	5,931	15.75%	17,580	15.03%	51,362	12.61%
		Age = 10-17	4,452	11.83%	13,695	11.71%	44,306	10.88%
		Age = 18-24	3,584	9.52%	10,778	9.21%	36,126	8.87%
		Age = 25-59	18,534	49.21%	58,322	49.86%	201,533	49.46%
		Age = 60+	5,157	13.70%	16,581	14.19%	74,192	18.21%
		Average Age	34.90		35.40		38.34	
Households	2005		11,124		35,490		136,022	
	2005	Family						
		Non-Family	7,906	71.07	25,051	70.59	93,547	68.77
			3,218	28.93	10,439	29.41	42,475	31.23
	2005	Size						
		1-2 Person	5,136	46.17	16,869	47.54	72,416	53.24
		3-4 Person	3,650	32.81	11,717	33.01	43,846	32.24
		5+ Person	2,337	21.01	6,905	19.46	19,761	14.53
	2005	Size						
		Average	3.15		3.07		2.82	
	2005	Income						
		< \$15K	1,456	13.09	4,202	11.84	14,104	10.37
		\$15K - \$35K	2,865	25.75	8,536	24.05	26,287	19.33
		\$35K - \$75K	3,906	35.12	12,552	35.37	45,260	33.27
		> \$75K	2896	26.04	10201	28.75	50371	37.03

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$59,713		\$63,654		\$79,228	
			\$44,881		\$48,064		\$57,982	
			\$18,926		\$20,824		\$28,059	
	2005	Youth < 18yrs 1 or More	5,049	45.38	15,314	43.15	50,854	37.39
	2005	Vehicles None 1 2 or More	1,283	11.53	3,513	9.90	10,082	7.41
			4,283	38.50	13,126	36.99	46,245	34.00
			5,558	49.95	18,850	53.11	79,695	58.59
Households	2010		11,710		37,296		141,634	
	2005-2010	Growth Estimated %		5.27%		5.09%		4.13%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	1,388	11.85%	4,015	10.77%	13,247	10.77%
			2,812	24.01%	8,300	22.26%	25,226	22.26%
			4,055	34.62%	12,860	34.49%	45,413	34.49%
			3456	29.52%	12,121	32.51%	57,748	32.51%
	2010	Income Average Median Per Capita	\$65,490		\$69,867		\$86,283	
			\$47,784		\$52,090		\$62,549	
			\$20,640		\$22,605		\$30,333	
Families	2005		7,906		25,051		93,547	
	2005	Below Poverty Total With Children	1,157	14.63	3,241	12.92	8,357	8.94
			998	12.62	2,680	10.69	6,387	6.83

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	8,264		26,156		96,657	
	2005-2010			4.53%		4.41%		3.32%
Employment	2005	Unemployed Age 16+ Non Working	1,381	5.20	4,171	5.01	13,437	4.40
		Age 16+	9,734	36.65	29,016	34.89	105,770	34.65
	2005	Transportation  Public Transit Walk, Bike, Other	1,036	6.90	2,728	5.60	7,201	3.95
			828	5.52	2536	5.21	6236	3.42
Housing	2005	Owner Occupied Renter Occupied	4,938	44.39	16,536	46.59	78,103	57.42
			6,187	55.62	18,954	53.41	57,919	42.58
	2005	Residency  Average (Yrs)	9.00		9.00		11.00	
Density	2005	Type  Single Unit Multi-Unit	5,287	46.22	18,368	50.45	85,765	61.08
			6,152	53.77	18,042	49.55	54,653	38.92
	2005	Population Household Families	11,352		8,782		4,956	
			3,543		2,969		1,804	
			2,518		1,995		1,192	
	2010	Population Household Families	11,994		9,312		5,191	
			3,729		2,826		1,733	
		2,632		2,082		1,231		

Name: Griffith Park RC Pool				CD: 4						
Address: 3401 Riverside Dr.				REGION: Metro						
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		29,292		155,188		1,079,543		
	2005				15,327	52.32%	78,851	50.81%	552,739	51.20%
					13,965	47.68%	76,337	49.19%	526,804	48.80%
	2005	All	Age = 0-9 Age = 10-17	2,564	8.75	19,370	12.48	147,867	13.69	
				2,135	7.29	15,380	9.91	111,228	10.31	
			Age = 18-24	1,674	5.72	12,721	8.19	102,496	9.49	
			Age = 25-59	17,932	61.22	85,612	55.16	572,155	53.00	
			Age = 60+	4,989	17.03	22,105	14.24	145,797	13.51	
			Average Age	40.35		36.49		35.36		
	2005	Male	Age = 0-9	1,314	8.58	9,913	12.57	75,739	13.70	
			Age = 10-17	1,084	7.07	7,802	9.89	57,172	10.34	
			Age = 18-24	849	5.54	6,533	8.28	54,262	9.82	
			Age = 25-59	9,794	63.91	45,051	57.14	302,863	54.80	
			Age = 60+	2,286	14.92	9,552	12.12	62,705	11.35	
			Average Age	39.75		35.57		34.34		
	2005	Female	Age = 0-9	1,250	8.95	9,457	12.38	72,128	13.69	
			Age = 10-17	1,049	7.51	7,577	9.93	54,057	10.26	
			Age = 18-24	824	5.90	6,188	8.11	48,234	9.15	
			Age = 25-59	8,139	58.28	40,560	53.14	269,292	51.12	
			Age = 60+	2,703	19.35	12,553	16.45	83,092	15.77	
		Average	40.99		37.45		36.43			



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		30,762		161,249		1,132,136	
				5.02%		3.91%		4.87%
			16,076	52.26%	81,919	50.80%	579,465	51.18%
	2010	Male	14,686	47.74%	79,330	49.20%	552,671	48.82%
		Female						
	2010	All	2,502	8.14%	19,386	12.02%	149,281	13.18%
		Age = 0-9	2,330	7.57%	15,995	9.92%	118,156	10.43%
		Age = 10-17	1,819	5.92%	12,953	8.03%	100,359	8.87%
		Age = 18-24	18,177	59.09%	87,403	54.20%	595,491	52.59%
		Age = 25-59	5,934	19.29%	25,511	15.82%	168,849	14.91%
		Age = 60+	41.85		37.75		36.55	
		Average Age						
Households	2005		13,603		59,594		384,264	
	2005	Family	5,872	43.17	32,424	54.41	226,852	59.04
		Non-Family	7,731	56.83	27,170	45.59	157,412	40.96
	2005	Size	9,954	73.17	36,165	60.68	216,047	56.23
		1-2 Person	2,736	20.11	15,222	25.55	108,666	28.28
		3-4 Person	913	6.71	8,207	13.77	59,551	15.50
		5+ Person						
	2005	Size	2.12		2.57		2.71	
		Average						
	2005	Income	1,652	12.14	11,878	19.93	98,833	25.72
		< \$15K	2,469	18.15	16,649	27.93	114,714	29.86
		\$15K - \$35K	4,392	32.29	18,310	30.72	106,385	27.68
		\$35K - \$75K	5090	37.41	12759	21.42	64331	16.75
		> \$75K						

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income  Average Median Per Capita						
			\$82,636		\$56,295		\$48,335	
			\$56,647		\$37,053		\$30,922	
			\$38,789		\$21,890		\$17,753	
	2005	Youth < 18yrs  1 or More	2,778	20.43	18,677	31.33	134,942	35.11
	2005	Vehicles  None 1 2 or More	1,306	9.60	11,411	19.15	102,220	26.60
			6,232	45.81	26,904	45.15	160,861	41.86
			6,066	44.59	21,279	35.72	121,182	31.54
Households	2010		14,430		62,690		405,723	
	2005-2010	Growth  Estimated %						
				6.08%		5.20%		5.58%
	2010	Income  < \$15K \$15K - \$35K \$35K - \$75K > \$75K	1,508	10.45%	11,325	18.07%	95,797	18.07%
			2,352	16.30%	16,377	26.12%	114,879	26.12%
			4,480	31.05%	19,335	30.85%	115,585	30.85%
			6089	42.19%	15,651	24.96%	79,464	24.96%
	2010	Income  Average Median Per Capita	\$94,355		\$62,860		\$53,364	
			\$64,243		\$40,788		\$33,531	
			\$44,666		\$24,705		\$19,658	
Families	2005		5,872		32,424		226,852	
	2005	Below Poverty  Total With Children	588	10.01	6,602	20.37	54,020	23.81
			452	7.70	5,468	16.87	43,036	18.97

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	6,200		33,962		237,851	
	2005-2010			5.59%		4.74%		4.85%
Employment	2005	Unemployed Age 16+ Non Working	1,282	5.11	7,017	5.66	51,084	6.04
	2005	Transportation  Public Transit Walk, Bike, Other	7,739	30.85	47,853	38.61	362,613	42.90
			900	5.70	8,621	12.76	75,059	17.83
Housing	2005	Owner Occupied Renter Occupied	319	2.02	3060	4.53	26851	6.38
			5,404	39.73	16,113	27.04	80,762	21.02
	2005	Residency  Type	8,199	60.27	43,481	72.96	303,502	78.98
10.00				9.00		8.00		
Density	2005	Single Unit Multi-Unit						
			7,609	53.35	25,074	40.19	112,361	27.85
			6,654	46.66	37,307	59.81	291,043	72.14
	2005	Population Household Families	9,329		12,356		13,752	
			4,332		4,991		5,168	
			1,870		2,582		2,890	
	2010	Per Sq. Mile						
			9,797		12,838		14,422	
		Population Household Families	4,596		4,745		4,895	
			1,975		2,704		3,030	

Name: North Hollywood Park & Rec. Center (Pool)				CD: 4					
Address: 5301 Tujunga Avenue				REGION: Valley					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			46,132		153,898		609,479	
	2005	Male Female	23,392	50.71%	76,855	49.94%	305,386	50.11%	
			22,740	49.29%	77,044	50.06%	304,093	49.89%	
	2005	All							
			6,216	13.47	19,519	12.69	80,709	13.24	
		Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	4,397	9.53	14,467	9.40	61,704	10.13	
			3,665	7.94	11,251	7.31	48,197	7.91	
			27,188	58.94	88,196	57.31	333,012	54.63	
			4,666	10.12	20,465	13.30	85,858	14.08	
			34.35		36.44		36.38		
	2005	Male							
			3,156	13.49	9,989	13.00	41,149	13.48	
			2,283	9.76	7,498	9.75	31,763	10.40	
			1,749	7.47	5,619	7.31	24,673	8.08	
			14,171	60.57	45,075	58.65	170,430	55.82	
			2,035	8.70	8,672	11.29	37,372	12.24	
		Age = 60+ Average Age	33.73		35.39		35.41		
			3,060	13.46	9,530	12.37	39,560	13.01	
			2,115	9.30	6,969	9.04	29,941	9.85	
			1,915	8.42	5,631	7.31	23,524	7.74	
	2005	Female	13,017	57.25	43,122	55.97	162,582	53.47	
2,631			11.57	11,792	15.31	48,486	15.94		
34.98				37.48		37.36			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		48,912		165,567		652,862	
	2005-2010	Growth						
				6.03%		7.58%		7.12%
	2010	Male	24,800	50.70%	82,706	49.95%	327,111	50.10%
			24,113	49.30%	82,860	50.05%	325,750	49.90%
	2010	All						
			6,208	12.70%	19,898	12.02%	82,529	12.64%
			5,010	10.24%	16,392	9.90%	67,342	10.32%
			3,646	7.45%	12,129	7.33%	52,222	8.00%
			28,179	57.61%	92,127	55.64%	348,124	53.32%
			5,869	11.99%	25,020	15.11%	102,645	15.72%
			35.77		37.73		37.58	
Households	2005		19,506		65,075		237,126	
	2005	Family Non-Family						
			9,346	47.91	32,429	49.83	132,873	56.03
			10,160	52.09	32,646	50.17	104,253	43.97
	2005	Size						
			12,919	66.23	43,386	66.67	146,295	61.69
			4,551	23.33	15,288	23.50	60,974	25.71
			2,036	10.44	6,398	9.82	29,856	12.59
	2005	Size						
			2.35		2.34		2.55	
	2005	Income	3,364	17.25	9,380	14.41	33,267	14.03
			5,667	29.05	16,602	25.52	56,426	23.80
			7,123	36.52	23,387	35.94	78,440	33.07
			3351	17.20	15705	24.12	68994	29.10

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$49,748		\$60,489		\$71,349	
			\$37,969		\$43,739		\$46,592	
			\$21,187		\$25,818		\$27,935	
	2005	Youth < 18yrs 1 or More	5,718	29.32	18,402	28.28	75,274	31.74
	2005	Vehicles None 1 2 or More	2,313	11.86	6,772	10.41	23,830	10.05
			10,078	51.67	31,723	48.75	104,518	44.08
			7,115	36.48	26,579	40.85	108,778	45.87
Households	2010		20,606		69,545		252,327	
	2005-2010	Growth Estimated %						
				5.64%		6.87%		6.41%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	3,209	15.57%	9,035	12.99%	31,966	12.99%
			5,488	26.63%	16,118	23.17%	54,991	23.17%
			7,607	36.92%	24,955	35.88%	82,686	35.88%
			4301	20.87%	19,435	27.94%	82,683	27.94%
	2010	Income Average Median Per Capita	\$54,830		\$66,395		\$77,802	
			\$41,334		\$47,179		\$50,299	
			\$23,244		\$28,115		\$30,236	
Families	2005		9,346		32,429		132,873	
	2005	Below Poverty	1,501	16.06	4,201	12.96	18,013	13.55
		Total With Children	1,268	13.57	3,527	10.88	14,938	11.23



			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	9,841		34,517		140,555	
	2005-2010			5.30%		6.44%		5.78%
Employment	2005	Unemployed Age 16+ Non Working	2,482	6.81	7,053	5.73	25,522	5.31
	2005	Transportation  Public Transit Walk, Bike, Other	11,506	31.58	39,587	32.18	167,861	34.89
			1,454	6.64	4,279	5.75	15,450	5.50
Housing	2005	Owner Occupied Renter Occupied	1176	5.37	3083	4.14	11874	4.22
			4,150	21.28	20,052	30.81	91,988	38.79
			15,356	78.72	45,022	69.19	145,138	61.21
	2005	Residency  Average (Yrs)						
			7.00		8.00		9.00	
	2005	Type  Single Unit Multi-Unit	5,148	25.50	23,193	34.48	105,589	42.88
			15,034	74.48	44,064	65.51	140,681	57.12
			14,692		12,253		7,764	
			6,212		5,537		3,214	
Density	2005	Population Household Families	2,976		2,582		1,693	
			15,577		13,182		8,317	
			6,562		5,181		3,021	
	2010	Population Household Families	3,134		2,748		1,791	

Name: Pan Pacific Park Sr. Cit. Ctr. (& Pool) Address: 141 S. Gardner St.				CD: 4 REGION: Pacific				
Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Population	2005	Male Female	Number	%	Number	%	Number	%
			44,179		183,470		1,070,847	
	2005	Male Female						
			21,479	48.62%	91,843	50.06%	536,171	50.07%
		22,700	51.38%	91,628	49.94%	534,676	49.93%	
	2005	All						
			3,733	8.45	14,883	8.11	135,853	12.69
		Age = 0-9 Age = 10-17	2,618	5.93	11,659	6.35	101,461	9.47
			2,167	4.91	9,977	5.43	94,759	8.85
		Age = 18-24	27,953	63.29	113,809	62.02	583,066	54.44
		Age = 25-59						
		Age = 60+	7,709	17.45	33,143	18.06	155,709	14.54
		Average Age	40.18		40.65		36.42	
	2005	Male						
			1,942	9.04	7,689	8.38	69,799	13.02
		Age = 0-9						
		Age = 10-17	1,358	6.33	5,932	6.46	51,873	9.67
		Age = 18-24	957	4.45	4,845	5.27	48,779	9.10
		Age = 25-59	14,181	66.02	59,885	65.20	300,250	56.00
		Age = 60+	3,041	14.16	13,491	14.68	65,469	12.21
		Average Age	38.64		39.20		35.19	
	2005	Female						
			1,791	7.89	7,194	7.86	66,053	12.36
			1,261	5.56	5,728	6.26	49,587	9.27
			1,210	5.33	5,131	5.60	45,980	8.60
13,772			60.66	53,924	58.85	282,816	52.89	
4,667			20.57	19,651	21.44	90,240	16.88	
41.63				42.11		37.66		
Average								

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		47,573		193,602		1,124,876	
				7.68%		5.52%		5.05%
	2005-2010	Growth						
		Estimated %						
	2010	Male	23,201	48.77%	97,085	50.15%	563,711	50.11%
		Female	24,372	51.23%	96,517	49.85%	561,165	49.89%
	2010	All	3,747	7.88%	14,716	7.60%	136,420	12.13%
		Age = 0-9						
		Age = 10-17	3,231	6.79%	13,088	6.76%	110,293	9.81%
Households		Age = 18-24	2,197	4.62%	9,954	5.14%	93,082	8.28%
		Age = 25-59	29,570	62.14%	117,562	60.72%	605,186	53.80%
		Age = 60+	8,827	18.56%	38,283	19.78%	179,894	15.99%
		Average Age	41.32		42.04		37.61	
	2005		23,041		94,255		434,396	
	2005	Family	8,114	35.22	35,163	37.31	224,634	51.71
		Non-Family	14,927	64.78	59,092	62.69	209,762	48.29
	2005	Size	18,675	81.05	74,457	78.99	280,390	64.55
		1-2 Person						
		3-4 Person	3,497	15.18	15,555	16.51	105,068	24.19
		5+ Person	870	3.78	4,243	4.50	48,937	11.27
Households								
	2005	Size	1.88		1.92		2.42	
		Average						
	2005	Income	2,996	13.00	15,098	16.02	97,436	22.43
		< \$15K	4,244	18.42	20,322	21.56	116,414	26.80
Households		\$15K - \$35K	7,958	34.54	31,172	33.07	121,918	28.07
		\$35K - \$75K						
		> \$75K	7844	34.05	27662	29.35	98629	22.71

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$77,141		\$70,109		\$62,421	
			\$54,556		\$47,224		\$35,813	
			\$40,744		\$36,289		\$25,607	
	2005	Youth < 18yrs 1 or More	3,229	14.02	15,342	16.27	126,587	29.14
	2005	Vehicles None 1 2 or More	2,695	11.70	13,458	14.28	93,800	21.59
			11,797	51.20	48,691	51.66	198,993	45.81
			8,550	37.10	32,106	34.07	141,603	32.59
Households	2010		24,839		99,941		457,722	
	2005-2010	Growth Estimated %						
				7.80%		6.03%		5.37%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	2,798	11.26%	13,925	13.93%	93,351	13.93%
			4,090	16.47%	19,396	19.41%	114,971	19.41%
			8,198	33.01%	32,068	32.08%	130,580	32.08%
			9754	39.28%	34,551	34.56%	118,820	34.56%
	2010	Income Average Median Per Capita						
			\$86,265		\$78,870		\$68,593	
			\$61,286		\$53,637		\$39,738	
			\$45,526		\$40,976		\$28,187	
Families	2005		8,114		35,163		224,634	
	2005	Below Poverty Total With Children	582	7.18	3,862	10.98	48,034	21.38
			319	3.93	2,563	7.29	37,782	16.82

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	8,708		37,077		235,358	
	2005-2010			7.32%		5.44%		4.77%
Employment	2005	Unemployed Age 16+ Non Working	1,467	3.82	7,571	4.74	49,405	5.77
	2005	Transportation  Public Transit Walk, Bike, Other	12,211	31.78	53,329	33.41	336,370	39.30
			963	3.98	6,324	6.55	68,919	15.04
Housing	2005	Owner Occupied Renter Occupied	1154	4.77	4807	4.98	24849	5.42
			4,636	20.12	21,003	22.28	103,874	23.91
			18,405	79.88	73,252	77.72	330,522	76.09
Density	2005	Residency  Average (Yrs)	8.00		8.00		9.00	
	2005	Type  Single Unit Multi-Unit						
			5,411	22.57	20,187	20.59	117,253	25.71
		2005	Population Household Families	18,563	77.43	77,847	79.42	338,662
Density	2005	Per Sq. Mile	14,070		14,607		13,641	
			7,338		7,957		5,831	
			2,584		2,800		2,862	
Density	2010	Per Sq. Mile	15,151		15,414		14,330	
			7,911		7,504		5,534	
			2,773		2,952		2,998	

Name: Cheviot Hills Pool										CD: 5			
Address: 2693 Motor Ave										REGION: Pacific			
			Within ONE Mile		Within TWO Miles		Within FIVE Miles						
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%					
Population	2005	Male Female	22,652		152,972		762,799						
	2005			10,690	47.19%	73,283	47.91%	370,855	48.62%				
				11,962	52.81%	79,689	52.09%	391,944	51.38%				
	2005	All	2,547	11.25	16,248	10.62	76,207	9.99					
				1,974	8.72	12,384	8.10	60,460	7.93				
				1,128	4.98	11,210	7.33	66,443	8.71				
				11,194	49.40	86,756	56.71	425,703	55.81				
				5,807	25.64	26,373	17.24	133,989	17.56				
			43.53		38.99		39.13						
	2005	Male	1,315	12.30	8,420	11.49	39,421	10.63					
				1,005	9.40	6,374	8.70	30,612	8.25				
				582	5.45	5,602	7.64	32,643	8.81				
				5,290	49.49	41,815	57.06	211,967	57.15				
				2,499	23.38	11,071	15.10	56,213	15.15				
			41.96		37.53		37.78						
	2005	Female	1,232	10.30	7,827	9.82	36,787	9.38					
				970	8.11	6,009	7.54	29,848	7.62				
				546	4.57	5,608	7.04	33,800	8.63				
				5,906	49.37	44,940	56.39	213,735	54.54				
				3,308	27.66	15,303	19.21	77,775	19.84				
			44.93		40.34		40.41						



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		23,062		161,962		800,991	
	2005-2010	Growth						
		Estimated %						
				1.81%		5.88%		5.01%
	2010	Male	10,907	47.29%	77,739	48.00%	390,064	48.70%
		Female	12,155	52.71%	84,223	52.00%	410,927	51.30%
	2010	All						
		Age = 0-9	2,425	10.51%	16,112	9.95%	75,540	9.43%
		Age = 10-17	2,265	9.82%	14,168	8.75%	66,246	8.27%
		Age = 18-24	1,359	5.90%	10,641	6.57%	65,855	8.22%
		Age = 25-59	10,623	46.07%	90,079	55.62%	438,073	54.69%
		Age = 60+	6,390	27.70%	30,962	19.11%	155,278	19.39%
		Average Age	44.16		40.24		40.36	
Households	2005		10,487		70,029		345,034	
	2005	Family						
		Non-Family	5,725	54.59	34,016	48.57	160,689	46.57
			4,763	45.42	36,013	51.43	184,345	53.43
	2005	Size						
		1-2 Person	7,586	72.34	49,812	71.13	248,679	72.08
		3-4 Person	2,345	22.36	15,727	22.46	72,514	21.01
		5+ Person	557	5.31	4,490	6.41	23,840	6.91
	2005	Size						
		Average	2.14		2.16		2.16	
	2005	Income	886	8.45	8,955	12.79	51,109	14.81
		< \$15K	1,406	13.41	13,676	19.53	67,444	19.55
		\$15K - \$35K	2,550	24.31	22,272	31.80	107,753	31.23
		\$35K - \$75K	5646	53.84	25126	35.88	118729	34.42
		> \$75K						

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$129,858					
			\$83,385		\$86,320		\$82,646	
			\$60,541		\$54,656		\$52,171	
	2005	Youth < 18yrs 1 or More			\$39,800		\$37,747	
			2,421	23.10	16,260	23.22	76,847	22.28
	2005	Vehicles None 1 2 or More	492	4.69	6,440	9.20	40,313	11.68
			4,562	43.50	33,720	48.15	163,275	47.32
			5,432	51.79	29,869	42.65	141,446	40.99
Households	2010		10,647		73,500		363,219	
	2005-2010	Growth Estimated %						
				1.53%		4.96%		5.27%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	830	7.80%	8,286	11.27%	47,922	11.27%
			1,329	12.48%	12,818	17.44%	63,847	17.44%
			2,501	23.49%	22,825	31.05%	110,099	31.05%
			5987	56.22%	29,571	40.23%	141,350	40.23%
	2010	Income Average Median Per Capita						
			\$137,820		\$94,839		\$91,302	
			\$89,237		\$60,822		\$58,800	
Families			\$64,052		\$43,312		\$41,754	
	2005		5,725		34,016		160,689	
	2005	Below Poverty Total With Children						
			203	3.54	3,360	9.88	18,015	11.21
			109	1.90	2,395	7.04	13,352	8.31

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	5,763		35,561		167,932	
	2005-2010			0.66%		4.54%		4.51%
Employment	2005	Unemployed Age 16+ Age 16+	510	2.74	4,920	3.87	28,931	4.52
	2005	Transportation  Public Transit Walk, Bike, Other	7,004	37.69	42,277	33.23	223,863	34.97
			334	3.06	4,098	5.24	23,499	6.21
Housing	2005	Owner Occupied Renter Occupied	276	2.52	3335	4.26	21429	5.67
			6,479	61.78	23,180	33.10	119,346	34.59
	2005	Residency  Average (Yrs)	4,008	38.22	46,848	66.90	225,687	65.41
Density	2005	Type  Single Unit Multi-Unit	13.00		9.00		10.00	
	2005	Population Household Families	5,436	49.38	20,454	28.08	116,807	32.37
			5,572	50.62	52,395	71.91	244,079	67.64
	2005	Per Sq. Mile	7,214		12,179		9,717	
			3,340		5,852		4,627	
	2010	Population Household Families	1,823		2,708		2,047	
2010	Per Sq. Mile	7,345		12,895		10,204		
		3,391		5,575		4,395		
		1,835		2,831		2,139		

Name: Westwood Park and RC Pool Address: 1350 S. Sepulveda Blvd.				CD: 5 REGION: Pacific						
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		50,283		139,232		571,534		
	2005				24,912	49.54%	67,069	48.17%	278,812	48.78%
					25,370	50.45%	72,163	51.83%	292,722	51.22%
	2005	All	Age = 0-9 Age = 10-17	2,851	5.67	9,299	6.68	51,132	8.94	
				1,505	3.00	6,316	4.54	40,887	7.15	
			Age = 18-24	7,665	15.24	22,617	16.25	51,131	8.95	
			Age = 25-59	31,270	62.20	77,107	55.37	325,396	56.94	
			Age = 60+	6,990	13.89	23,893	17.16	102,988	18.02	
			Average Age	37.84		38.92		39.90		
	2005	Male	Age = 0-9	1,495	6.00	4,837	7.21	26,346	9.45	
			Age = 10-17	758	3.04	3,181	4.74	20,724	7.43	
			Age = 18-24	3,535	14.19	10,526	15.69	24,952	8.95	
			Age = 25-59	16,137	64.77	38,292	57.10	162,444	58.26	
			Age = 60+	2,988	12.00	10,233	15.25	44,345	15.90	
			Average Age	36.97		37.89		38.74		
	2005	Female	Age = 0-9	1,356	5.35	4,462	6.18	24,785	8.46	
			Age = 10-17	747	2.94	3,135	4.34	20,163	6.89	
			Age = 18-24	4,130	16.28	12,092	16.76	26,179	8.94	
			Age = 25-59	15,133	59.65	38,812	53.78	162,953	55.67	
			Age = 60+	4,003	15.77	13,661	18.93	58,641	20.04	
		Average	38.69		39.88		41.00			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		52,793		146,193		598,081	
				4.99%		5.00%		4.64%
			26,119	49.47%	70,386	48.15%	291,874	48.80%
			26,675	50.53%	75,807	51.85%	306,208	51.20%
			2,785	5.27%	9,065	6.20%	49,954	8.35%
			2,226	4.22%	8,027	5.49%	45,641	7.63%
			5,893	11.16%	20,621	14.11%	49,798	8.32%
Households			33,707	63.85%	80,819	55.28%	332,575	55.60%
			8,181	15.49%	27,663	18.92%	120,114	20.09%
			39.36		40.25		41.20	
	2005-2010							
Households	2005		25,396		65,633		268,326	
	2005		7,917	31.17	25,042	38.15	118,758	44.26
			17,480	68.83	40,591	61.85	149,568	55.74
	2005		20,776	81.80	51,514	78.49	200,089	74.57
			3,910	15.40	11,862	18.07	53,388	19.89
			710	2.80	2,257	3.44	14,849	5.53
	2005		1.83		1.93		2.06	
Households	2005		4,454	17.54	9,559	14.56	34,519	12.86
			4,280	16.86	10,396	15.84	46,928	17.49
			7,843	30.88	19,122	29.13	81,510	30.38
			8821	34.73	26555	40.46	105368	39.27

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$76,649		\$94,281		\$95,276	
			\$53,038		\$60,800		\$59,011	
			\$40,036		\$45,292		\$45,195	
	2005	Youth < 18yrs 1 or More	2,638	10.37	9,149	13.95	52,874	19.71
	2005	Vehicles None 1 2 or More	2,520	9.92	5,421	8.26	25,216	9.40
			13,503	53.17	32,047	48.83	128,302	47.82
			9,374	36.92	28,163	42.91	114,808	42.79
Households	2010		26,774		69,409		281,932	
	2005-2010	Growth Estimated %		5.43%		5.75%		5.07%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	4,283	16.00%	9,211	13.27%	32,301	13.27%
			4,066	15.19%	9,798	14.11%	43,926	14.11%
			7,985	29.83%	19,397	27.94%	82,598	27.94%
			10441	38.99%	31,001	44.66%	123,106	44.66%
	2010	Income Average Median Per Capita	\$85,040		\$103,667		\$104,499	
			\$58,736		\$66,849		\$65,547	
			\$44,414		\$50,042		\$49,712	
Families	2005		7,917		25,042		118,758	
	2005	Below Poverty Total With Children	778	9.83	1,780	7.12	10,156	8.56
			421	5.32	960	3.84	7,050	5.94



			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth Estimated %	8,342		26,380		123,826	
	2005-2010			5.37%		5.34%		4.27%
Employment	2005	Unemployed Age 16+	1,630	3.53	4,969	3.97	20,932	4.28
		Non Working Age 16+	14,801	32.03	42,150	33.71	162,108	33.15
	2005	Transportation Public Transit Walk, Bike, Other	1,981	6.78	3,834	5.03	14,856	4.97
			3470	11.86	8437	11.06	19655	6.57
Housing	2005	Owner Occupied Renter Occupied	5,305	20.89	22,250	33.90	97,395	36.30
			20,091	79.11	43,383	66.10	170,931	63.70
	2005	Residency Average (Yrs)	7.00		9.00		10.00	
Density	2005	Type Single Unit Multi-Unit	2,292	8.60	15,651	22.73	90,823	32.23
			24,345	91.40	53,200	77.26	191,004	67.77
	2005	Population Household Families	16,014		11,085		7,281	
			8,088		5,526		3,591	
			2,521		1,994		1,513	
	2010	Population Household Families	16,813		11,640		7,619	
			8,527		5,226		3,418	
			2,657		2,100		1,577	

Name: Fernangeles Rec. Ctr. Address: 8851 Laurel Canyon Blvd.				CD: 6 REGION: Valley						
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%	
Population	2005			18,182		92,568		686,478		
	2005	Male Female								
				9,187	50.53%	46,926	50.69%	345,860	50.38%	
				8,995	49.47%	45,642	49.31%	340,618	49.62%	
	2005	All	Age = 0-9	2,847	15.66	15,316	16.55	116,264	16.94	
			Age = 10-17	2,544	13.99	12,754	13.78	87,128	12.69	
			Age = 18-24	2,113	11.62	10,326	11.16	70,707	10.30	
			Age = 25-59	8,488	46.68	43,468	46.96	336,246	48.98	
			Age = 60+	2,190	12.04	10,704	11.56	76,132	11.09	
			Average Age	33.11		32.62		32.68		
	2005	Male	Age = 0-9	1,418	15.43	7,735	16.48	59,128	17.10	
			Age = 10-17	1,286	14.00	6,600	14.06	44,815	12.96	
			Age = 18-24	1,127	12.27	5,433	11.58	36,700	10.61	
			Age = 25-59	4,387	47.75	22,434	47.80	172,447	49.86	
			Age = 60+	969	10.54	4,725	10.07	32,769	9.48	
			Average Age	32.40		31.87		31.79		
	2005	Female	Age = 0-9	1,429	15.88	7,580	16.60	57,137	16.77	
Age = 10-17			1,258	13.99	6,154	13.48	42,313	12.42		
Age = 18-24			987	10.97	4,894	10.72	34,007	9.98		
Age = 25-59			4,101	45.59	21,034	46.08	163,799	48.09		
Age = 60+			1,220	13.57	5,980	13.11	43,363	12.73		
Average			33.83		33.39		33.59			



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$57,812		\$54,968		\$53,086	
			\$45,856		\$43,435		\$39,707	
			\$13,899		\$13,530		\$15,632	
	2005	Youth < 18yrs 1 or More	2,485	57.14	12,720	56.33	96,588	48.29
			355	8.16	2,395	10.61	25,552	12.77
	2005	Vehicles None 1 2 or More	1,423	32.72	7,046	31.21	76,701	38.34
			2,571	59.12	13,135	58.18	97,787	48.88
Households	2010		4,366		23,264		211,316	
	2005-2010	Growth Estimated %		0.39%		3.05%		5.64%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	508	11.64%	3,023	12.99%	31,493	12.99%
			1,060	24.27%	5,726	24.61%	56,332	24.61%
			1,459	33.42%	8,202	35.26%	72,109	35.26%
			1,339	30.66%	6,313	27.15%	51,380	27.15%
	2010	Income Average Median Per Capita	\$64,699		\$60,082		\$57,678	
			\$49,796		\$46,476		\$42,516	
			\$15,279		\$14,567		\$16,797	
Families	2005		3,638		18,608		144,081	
	2005	Below Poverty Total With Children	556	15.28	2,926	15.73	25,976	18.04
			498	13.69	2,580	13.87	22,618	15.70

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Families	2010	Growth Estimated %	3,629		19,046		151,208	
				-0.25%		2.35%		4.95%
Employment	2005	Unemployed Non Working Transportation Public Transit Walk, Bike, Other	959	7.15	3,812	5.64	27,343	5.43
			5,752	42.90	29,079	43.05	201,128	39.97
			416	6.39	2,099	6.25	21,770	8.14
			172	2.64	1696	5.05	13731	5.14
Housing	2005	Owner Occupied Renter Occupied Residency Type Average (Yrs)	2,923	67.21	13,447	59.57	85,487	42.73
			1,426	32.79	9,128	40.43	114,553	57.26
			14.00		12.00		10.00	
			3,437	76.96	16,476	70.48	102,477	49.72
Density	2005	Population Household Families Per Sq. Mile	1,028	23.01	6,898	29.50	103,646	50.29
			5,790		7,370		8,745	
			1,385		1,852		2,692	
	2010	Population Household Families Per Sq. Mile	1,159		1,482		1,835	
			5,914		7,702		9,329	
			1,390		1,797		2,548	
			1,156		1,516		1,926	

Name: Sun Valley Park Pool Address: 8123 Vineland Ave.				CD: 6 REGION: Valley					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			30,396		88,561		628,709	
	2005	Male Female	15,571	51.23%	45,163	51.00%	314,626	50.04%	
			14,825	48.77%	43,399	49.00%	314,084	49.96%	
	2005	All							
			5,473	18.00	15,837	17.89	97,164	15.46	
		Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	4,242	13.96	11,770	13.29	75,278	11.97	
			3,458	11.37	9,937	11.22	60,087	9.56	
			14,258	46.91	42,083	47.52	318,410	50.64	
			2,965	9.75	8,935	10.10	77,770	12.37	
			31.25		31.65		34.12		
	2005	Male	2,758	17.71	8,031	17.79	49,455	15.71	
			2,170	13.94	6,048	13.39	38,866	12.36	
			1,852	11.89	5,271	11.67	31,140	9.89	
			7,479	48.03	21,886	48.46	161,867	51.45	
			1,314	8.44	3,928	8.70	33,298	10.58	
			30.69		30.95		33.09		
	2005	Female							
			2,715	18.32	7,806	17.98	47,709	15.19	
			2,071	13.97	5,722	13.19	36,412	11.60	
			1,606	10.83	4,666	10.75	28,947	9.22	
			6,781	45.74	20,198	46.55	156,544	49.84	
			1,653	11.15	5,007	11.53	44,472	14.16	
			31.83		32.37		35.15		



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		32,413		93,997		669,985	
				6.64%		6.14%		6.57%
	2005-2010	Growth						
		Estimated %						
	2010	Male	16,567	51.11%	47,863	50.92%	335,358	50.05%
		Female	15,846	48.89%	46,134	49.08%	334,626	49.95%
	2010	All	5,692	17.57%	16,307	17.35%	99,582	14.86%
		Age = 0-9	4,312	13.30%	12,018	12.78%	78,556	11.73%
		Age = 10-17	3,520	10.86%	10,112	10.75%	63,558	9.48%
		Age = 18-24	15,315	47.25%	44,910	47.78%	336,278	50.19%
		Age = 25-59	3,575	11.03%	10,650	11.33%	92,014	13.75%
		Age = 60+	32.37		32.79		35.27	
		Average Age						
Households	2005		7,270		22,856		203,443	
	2005	Family	5,972	82.15	18,068	79.05	134,590	66.16
		Non-Family	1,299	17.87	4,788	20.95	68,853	33.84
	2005	Size	2,165	29.78	7,758	33.95	101,591	49.94
		1-2 Person	2,288	31.47	7,533	32.96	60,081	29.54
		3-4 Person	2,816	38.74	7,564	33.09	41,770	20.54
		5+ Person						
	2005	Size	4.16		3.83		3.06	
		Average						
	2005	Income	1,187	16.33	3,906	17.09	30,612	15.05
		< \$15K	1,981	27.25	6,531	28.57	53,590	26.34
		\$15K - \$35K	2,566	35.29	7,571	33.13	70,214	34.52
		\$35K - \$75K	1537	21.14	4849	21.21	49027	24.09
		> \$75K						

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$53,786		\$52,912		\$57,895	
			\$40,797		\$39,322		\$42,673	
			\$13,021		\$13,805		\$18,909	
	2005	Youth < 18yrs 1 or More	4,289	59.00	12,588	55.07	85,192	41.87
	2005	Vehicles None 1 2 or More	912	12.54	2,913	12.75	23,433	11.52
			2,462	33.87	8,259	36.13	81,850	40.23
			3,895	53.58	11,683	51.12	98,161	48.25
Households	2010		7,611		23,995		215,106	
	2005-2010	Growth Estimated %		4.69%		4.98%		5.73%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	1,122	14.74%	3,737	15.57%	29,533	15.57%
			1,970	25.88%	6,503	27.10%	52,539	27.10%
			2,691	35.35%	7,916	32.99%	73,574	32.99%
			1829	24.03%	5,839	24.33%	59,460	24.33%
	2010	Income Average Median Per Capita	\$57,733		\$57,437		\$63,401	
			\$43,657		\$42,285		\$45,861	
			\$13,703		\$14,805		\$20,522	
Families	2005		5,972		18,068		134,590	
	2005	Below Poverty Total With Children	1,177	19.71	3,637	20.13	21,230	15.77
			1,015	16.99	3,280	18.15	18,297	13.59

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	6,231		18,882		141,333	
	2005-2010			4.34%		4.51%		5.01%
Employment	2005	Unemployed Age 16+ Non Working	1,365	6.29	4,130	6.48	25,692	5.42
	2005	Transportation  Public Transit Walk, Bike, Other	9,190	42.34	26,684	41.85	181,351	38.29
			741	6.88	2,697	8.45	17,469	6.73
Housing	2005	Owner Occupied Renter Occupied	712	6.60	1724	5.40	12173	4.69
			3,745	51.51	10,804	47.27	84,628	41.60
			3,526	48.50	12,052	52.73	118,815	58.40
	2005	Residency  Average (Yrs)						
			11.00		11.00		10.00	
	2005	Type  Single Unit Multi-Unit	4,712	62.67	13,191	56.05	100,109	47.72
			2,806	37.32	10,343	43.95	109,671	52.27
			9,680		7,051		8,009	
			2,315		1,910		2,740	
Density	2005	Population Household Families	1,902		1,439		1,715	
			10,323		7,484		8,535	
			2,424		1,820		2,592	
	2010	Population Household Families	1,984		1,503		1,800	

Name: Hansen Dam Swim Lake							CD: 7		
Address: 11798 Foothill Blvd.							REGION: Valley		
			Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%	
Population	2005	Male	25,122		66,331		418,756		
	2005		Female	12,454	49.57%	33,530	50.55%	210,612	50.29%
				12,668	50.43%	32,801	49.45%	208,144	49.71%
	2005	All							
			4,731	18.83	12,121	18.28	72,757	17.37	
			3,531	14.06	9,699	14.62	57,008	13.61	
			2,801	11.15	8,032	12.11	46,245	11.04	
			11,745	46.75	30,086	45.36	196,197	46.85	
			2,312	9.21	6,393	9.65	46,550	11.11	
			30.75		30.79		32.23		
	2005	Male							
			2,406	19.32	6,098	18.18	36,840	17.49	
			1,748	14.04	4,986	14.87	29,016	13.77	
			1,434	11.52	4,209	12.55	24,246	11.51	
			5,868	47.12	15,438	46.04	100,266	47.61	
			999	8.02	2,800	8.35	20,245	9.61	
			30.02		30.12		31.40		
			2,325	18.35	6,023	18.37	35,916	17.26	
			1,783	14.08	4,713	14.37	27,993	13.45	
			1,367	10.79	3,823	11.65	21,999	10.57	
			5,878	46.40	14,648	44.65	95,930	46.08	
			1,315	10.38	3,594	10.95	26,304	12.63	
			31.47		31.48		33.07		
2005			Female						

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		27,103		70,308		440,700	
	2005-2010	Growth						
				7.89%		6.00%		5.24%
	2010	Male	13,457	49.65%	35,532	50.54%	221,566	50.28%
			13,646	50.35%	34,776	49.46%	219,135	49.72%
	2010	All						
			4,897	18.07%	12,383	17.61%	74,221	16.84%
			3,658	13.50%	9,760	13.89%	57,218	12.99%
			2,940	10.85%	8,145	11.58%	47,550	10.79%
			12,724	46.95%	32,371	46.04%	207,449	47.07%
			2,883	10.63%	7,649	10.87%	54,261	12.31%
			32.03		32.01		33.33	
Households	2005		6,063		15,099		106,101	
	2005	Family Non-Family						
			4,899	80.8	12,432	82.34	85,254	80.35
			1,165	19.21	2,667	17.66	20,847	19.65
	2005	Size						
			1,962	32.36	4,469	29.60	35,429	33.40
			1,927	31.79	4,527	29.98	34,690	32.70
			2,174	35.86	6,102	40.42	35,982	33.91
	2005	Size						
			4.04		4.32		3.90	
	2005	Income	786	12.96	2,102	13.92	13,860	13.06
			1,721	28.38	4,154	27.51	26,547	25.02
			2,335	38.51	5,619	37.21	38,896	36.66
			1220	20.13	3222	21.33	26798	25.25

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$50,355		\$52,177		\$57,594	
			\$41,470		\$41,967		\$45,519	
			\$12,495		\$12,141		\$14,752	
	2005	Youth < 18yrs 1 or More	3,635	59.95	9,157	60.65	58,704	55.33
	2005	Vehicles None 1 2 or More	542	8.94	1,614	10.69	11,286	10.64
			2,069	34.13	4,872	32.27	33,113	31.21
			3,451	56.92	8,612	57.03	61,702	58.15
Households	2010		6,516		16,056		110,597	
	2005-2010	Growth Estimated %		7.47%		6.34%		4.24%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	789	12.11%	2,023	12.60%	13,128	12.60%
			1,765	27.09%	4,155	25.87%	25,464	25.87%
			2,512	38.55%	5,880	36.62%	39,467	36.62%
			1451	22.27%	3,998	24.90%	32,538	24.90%
	2010	Income Average Median Per Capita	\$53,681		\$57,217		\$63,316	
			\$43,223		\$44,774		\$48,981	
			\$13,227		\$13,319		\$16,043	
Families	2005		4,899		12,432		85,254	
	2005	Below Poverty Total With Children	845	17.25	2,473	19.90	13,096	15.37
			746	15.23	2,171	17.47	11,352	13.32



			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010 2005-2010	Growth Estimated %	5,231		13,124		88,328	
				6.78%		5.57%		3.61%
Employment	2005 2005	Unemployed Non Working Transportation Public Transit Walk, Bike, Other	945	5.35	2,756	5.87	15,690	5.18
			7,169	40.56	20,550	43.74	125,932	41.59
			648	6.93	1,587	6.88	9,983	6.38
			310	3.31	1,225	5.31	6,824	4.35
Housing	2005 2005 2005	Owner Occupied Renter Occupied Residency Type Average (Yrs)	3,717	61.31	9,157	60.65	62,786	59.18
			2,346	38.69	5,941	39.35	43,315	40.82
			10.00		12.00		11.00	
			3,418	54.69	10,915	69.73	74,515	68.07
Density	2005 2005	Single Unit Multi-Unit Per Sq. Mile Population Household Families	2,831	45.30	4,738	30.27	34,953	31.93
			8,001		5,281		5,334	
			1,931		1,278		1,409	
			1,560		990		1,086	
	2010	Per Sq. Mile Population Household Families	8,632		5,598		5,614	
			2,075		1,202		1,352	
			1,666		1,045		1,125	

Name: Humphrey Memorial Park Pool				CD: 7						
Address: 12560 Filmore St.				REGION: Valley						
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		31,800		88,768		388,065		
	2005				15,979	50.25%	44,852	50.53%	194,883	50.22%
					15,821	49.75%	43,917	49.47%	193,182	49.78%
	2005	All	Age = 0-9 Age = 10-17	5,995	18.85	16,570	18.67	67,205	17.32	
				4,658	14.64	13,011	14.66	53,280	13.73	
				3,908	12.29	10,646	11.99	42,809	11.03	
				14,418	45.34	40,330	45.44	180,955	46.63	
				2,821	8.87	8,211	9.26	43,816	11.30	
				30.24		30.46		32.29		
	2005	Male	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	3,070	19.22	8,337	18.59	34,034	17.46	
				2,325	14.55	6,636	14.80	27,216	13.97	
				2,032	12.72	5,594	12.47	22,384	11.49	
				7,373	46.14	20,736	46.24	92,262	47.35	
				1,181	7.39	3,548	7.91	18,987	9.74	
				29.48		29.79		31.42		
	2005	Female	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average	2,927	18.50	8,233	18.75	33,171	17.17	
				2,333	14.75	6,375	14.51	26,064	13.49	
				1,876	11.86	5,052	11.50	20,425	10.57	
				7,045	44.53	19,595	44.62	88,692	45.91	
				1,641	10.38	4,663	10.61	24,829	12.84	
			31.00		31.14		33.16			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		33,192		93,531		408,208	
				4.38%		5.37%		5.19%
			16,685	50.27%	47,230	50.50%	204,963	50.21%
			16,508	49.73%	46,301	49.50%	203,245	49.79%
			6,034	18.17%	16,853	18.02%	68,592	16.80%
			4,625	13.93%	13,051	13.95%	53,389	13.08%
			3,877	11.68%	10,735	11.48%	44,022	10.79%
			15,357	46.28%	43,151	46.14%	191,370	46.88%
Households			3,298	9.94%	9,741	10.42%	50,836	12.45%
			31.44		31.66		33.37	
	2005		6,916		19,985		97,770	
	2005	Family	5,772	83.46	16,742	83.77	79,122	80.93
		Non-Family	1,145	16.56	3,243	16.23	18,648	19.07
	2005	Size	1,914	27.67	5,473	27.38	32,397	33.14
			2,011	29.07	6,172	30.88	32,038	32.76
			2,991	43.25	8,340	41.73	33,335	34.09
	2005	Size	4.51		4.39		3.92	
			961	13.90	2,687	13.44	12,378	12.66
	2005	Income	1,945	28.12	5,415	27.09	24,135	24.68
			2,601	37.61	7,831	39.18	35,954	36.78
			1408	20.36	4053	20.29	25303	25.87

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$50,330		\$51,150		\$58,145	
			\$41,340		\$42,464		\$46,206	
			\$11,267		\$11,713		\$14,825	
	2005	Youth < 18yrs 1 or More	4,395	63.55	12,514	62.62	54,214	55.44
			651	9.41	2,193	10.97	10,305	10.54
	2005	Vehicles None 1 2 or More	2,286	33.05	6,311	31.58	29,662	30.34
			3,978	57.52	11,482	57.45	57,802	59.11
Households	2010		7,242		21,100		101,878	
	2005-2010	Growth Estimated %		4.71%		5.57%		4.20%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	911	12.58%	2,559	12.13%	11,769	12.13%
			1,913	26.42%	5,309	25.16%	23,091	25.16%
			2,718	37.53%	8,067	38.23%	36,400	38.23%
			1701	23.48%	5,166	24.48%	30,619	24.48%
	2010	Income Average Median Per Capita	\$54,741		\$56,292		\$63,862	
			\$44,048		\$45,397		\$49,623	
			\$12,255		\$12,889		\$16,108	
Families	2005		5,772		16,742		79,122	
	2005	Below Poverty Total With Children	1,077	18.67	3,119	18.63	11,976	15.13
			957	16.58	2,729	16.30	10,366	13.09

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	6,006		17,557		81,925	
	2005-2010			4.05%		4.87%		3.54%
Employment	2005	Unemployed Age 16+ Age 16+	1,353	6.07	3,474	5.57	14,365	5.12
	2005	Transportation  Public Transit Walk, Bike, Other	9,912	44.43	27,270	43.69	116,635	41.57
			701	6.52	2,184	7.08	9,267	6.37
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	483	4.50	1597	5.18	6243	4.29
			4,281	61.90	11,779	58.94	59,534	60.89
			2,635	38.10	8,206	41.06	38,236	39.11
Density	2005	Average (Yrs)						
			11.00		11.00		11.00	
	2005	Single Unit Multi-Unit						
			4,767	66.67	14,570	70.64	69,506	68.99
	2005	Per Sq. Mile	2,384	33.34	6,055	29.37	31,247	31.02
			10,127		7,068		4,944	
	2010	Per Sq. Mile	2,203		1,680		1,298	
			1,838		1,333		1,008	
		Population Household Families						
			10,571		7,447		5,200	
			2,306		1,591		1,245	
			1,913		1,398		1,044	

Name: Valens RC Pool				CD: 7					
Address: 10731 Laurel Canyon Blvd.				REGION: Valley					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005	Male Female		29,874		131,172		562,113	
				15,150	50.71%	66,105	50.40%	282,218	50.21%
	2005	Male Female		14,724	49.29%	65,068	49.61%	279,895	49.79%
				5,171	17.31	23,215	17.69	95,340	16.96
	2005	All	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	4,299	14.39	18,853	14.38	74,305	13.22
				3,707	12.41	15,232	11.61	61,110	10.87
				13,498	45.18	59,805	45.59	265,908	47.31
				3,199	10.71	14,066	10.72	65,450	11.64
				31.48		31.58		32.70	
				2,565	16.93	11,715	17.72	48,454	17.17
	2005	Male	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	2,147	14.17	9,589	14.51	38,167	13.52
				1,963	12.96	8,009	12.11	31,568	11.18
				7,051	46.55	30,695	46.44	135,445	47.99
				1,423	9.39	6,097	9.23	28,583	10.12
				31.02		30.78		31.83	
				2,606	17.70	11,500	17.67	46,885	16.75
	2005	Female	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average	2,152	14.61	9,264	14.24	36,139	12.91
				1,743	11.84	7,222	11.10	29,541	10.55
				6,447	43.79	29,111	44.73	130,463	46.61
				1,776	12.06	7,970	12.26	36,867	13.18
				31.94		32.38		33.58	

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		30,215		136,163		594,582	
	2005-2010	Growth						
		Estimated %						
				1.14%		3.80%		5.78%
	2010	Male	15,292	50.61%	68,587	50.37%	298,429	50.19%
		Female	14,923	49.39%	67,576	49.63%	296,153	49.81%
	2010	All						
		Age = 0-9	5,075	16.80%	23,408	17.19%	97,859	16.46%
		Age = 10-17	4,115	13.62%	18,575	13.64%	75,267	12.65%
		Age = 18-24	3,579	11.84%	15,363	11.29%	63,217	10.63%
		Age = 25-59	13,926	46.09%	62,857	46.17%	281,953	47.44%
		Age = 60+	3,521	11.64%	15,959	11.72%	76,287	12.84%
		Average Age	32.55		32.64		33.77	
Households	2005		6,394		30,403		151,355	
	2005	Family						
		Non-Family	5,676	88.77	25,529	83.97	118,236	78.12
			718	11.23	4,874	16.03	33,119	21.88
	2005	Size						
		1-2 Person	1,423	22.26	8,552	28.13	55,948	36.97
		3-4 Person	1,977	30.91	9,543	31.38	50,530	33.38
		5+ Person	2,992	46.80	12,310	40.49	44,876	29.65
	2005	Size	4.67		4.28		3.66	
		Average						
	2005	Income						
		< \$15K	682	10.67	3,717	12.23	20,859	13.78
		\$15K - \$35K	1,496	23.40	7,907	26.01	38,780	25.62
		\$35K - \$75K	2,633	41.18	11,523	37.90	52,929	34.97
		> \$75K	1581	24.73	7258	23.86	38787	25.62



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$58,571					
			\$47,502		\$55,306		\$58,452	
			\$12,574		\$44,772		\$44,763	
	2005	Youth < 18yrs 1 or More			\$12,910		\$15,936	
			4,026	62.96	18,213	59.89	78,863	52.11
	2005	Vehicles None 1 2 or More	636	9.95	3,304	10.87	16,793	11.10
			1,565	24.48	8,853	29.12	49,624	32.79
			4,193	65.57	18,245	60.01	84,938	56.12
Households	2010		6,508		31,561		158,548	
	2005-2010	Growth Estimated %		1.78%		3.81%		4.75%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	622	9.56%	3,402	10.78%	20,201	10.78%
			1,346	20.68%	7,454	23.62%	37,872	23.62%
			2,546	39.12%	11,722	37.14%	54,297	37.14%
			1993	30.62%	8,984	28.46%	46,178	28.46%
	2010	Income Average Median Per Capita						
			\$65,363		\$61,226		\$63,629	
			\$52,039		\$48,438		\$47,775	
			\$14,118		\$14,281		\$17,157	
Families	2005		5,676		25,529		118,236	
	2005	Below Poverty Total With Children	868	15.29	3,993	15.64	18,301	15.48
			746	13.14	3,467	13.58	15,793	13.36

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	5,743		26,314		123,005	
	2005-2010			1.18%		3.07%		4.03%
Employment	2005	Unemployed Age 16+ Non Working	1,029	4.79	4,826	5.15	21,348	5.20
	2005	Transportation  Public Transit Walk, Bike, Other	9,474	44.13	40,804	43.53	166,433	40.56
			712	6.71	3,131	6.70	14,697	6.79
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	481	4.54	2337	5.00	9579	4.42
			4,200	65.69	18,735	61.62	82,983	54.83
			2,194	34.31	11,668	38.38	68,372	45.17
Density	2005	Average (Yrs)	14.00		12.00		11.00	
	2005	Single Unit Multi-Unit						
			5,827	88.23	23,608	75.29	96,081	61.56
	2005	Per Sq. Mile	777	11.78	7,749	24.72	59,986	38.45
9,514				10,444		7,161		
2,036				2,513		2,020		
1,808				2,033		1,506		
2010	Per Sq. Mile							
		9,623		10,841		7,574		
		2,073		2,421		1,928		
		1,829		2,095		1,567		

Name: Sepulveda Pool				CD: 7						
Address: 8737 Kester Ave.				REGION: Valley						
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcatagory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		84,399		170,785		734,358		
	2005				42,843	50.76%	86,235	50.49%	368,276	50.15%
				41,555	49.24%	84,550	49.51%	366,082	49.85%	
	2005	All	Age = 0-9 Age = 10-17	18,446	21.85	32,478	19.02	120,149	16.36	
				11,088	13.13	22,302	13.06	90,917	12.38	
			Age = 18-24	10,033	11.89	18,771	10.99	77,331	10.53	
			Age = 25-59	39,411	46.69	81,198	47.54	358,802	48.87	
			Age = 60+	5,419	6.41	16,037	9.38	87,158	11.87	
			Average Age	28.29		30.93		33.26		
	2005	Male	Age = 0-9	9,359	21.85	16,505	19.14	61,198	16.62	
			Age = 10-17	5,625	13.13	11,401	13.23	46,733	12.69	
			Age = 18-24	5,269	12.30	9,776	11.33	39,653	10.77	
			Age = 25-59	20,334	47.46	41,667	48.32	183,091	49.71	
			Age = 60+	2,257	5.27	6,886	7.99	37,602	10.21	
			Average Age	27.66		30.14		32.32		
2005	Female	Age = 0-9	9,089	21.87	15,973	18.89	58,951	16.10		
		Age = 10-17	5,465	13.15	10,900	12.89	44,184	12.07		
		Age = 18-24	4,765	11.47	8,995	10.64	37,678	10.30		
		Age = 25-59	19,075	45.90	39,532	46.76	175,712	48.00		
		Age = 60+	3,162	7.61	9,151	10.83	49,557	13.53		
		Average	28.94		31.74		34.19			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		91,813		182,830		780,944	
	2005-2010	Growth						
		Estimated %						
	2010	Male						
		Female						
	2010	All		8.78%		7.05%		6.34%
		Age = 0-9	19,136	20.85%	33,452	18.30%	123,618	15.83%
		Age = 10-17	11,816	12.87%	23,262	12.72%	94,410	12.09%
		Age = 18-24	10,057	10.96%	19,232	10.52%	79,825	10.22%
		Age = 25-59	43,951	47.88%	87,714	47.98%	380,927	48.78%
		Age = 60+	6,854	7.46%	19,171	10.49%	102,166	13.09%
		Average Age	29.74		32.12		34.35	
Households	2005		21,324		47,904		228,372	
	2005	Family						
		Non-Family	17,085	80.12	35,543	78.11	157,471	72.54
			4,239	19.88	9,960	21.89	59,615	27.46
	2005	Size						
		1-2 Person	6,186	29.01	15,541	34.15	93,704	43.16
		3-4 Person	7,467	35.01	15,518	34.10	70,012	32.25
		5+ Person	7,671	35.97	14,445	31.75	53,372	24.59
	2005	Size						
		Average	3.95		3.73		3.35	
	2005	Income						
		< \$15K	4,584	21.50	7,835	17.22	32,511	14.98
		\$15K - \$35K	7,442	34.90	13,623	29.94	58,722	27.05
		\$35K - \$75K	6,797	31.88	15,473	34.01	74,716	34.42
		> \$75K	2501	11.74	8574	18.84	51139	23.55

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$40,394		\$49,110		\$55,953	
			\$31,068		\$37,453		\$42,166	
			\$10,285		\$13,229		\$16,722	
	2005	Youth < 18yrs 1 or More	13,271	62.24	25,353	55.72	101,802	46.89
	2005	Vehicles None 1 2 or More	4,532	21.25	7,100	15.60	24,940	11.49
			8,347	39.14	16,283	35.78	80,002	36.85
			8,445	39.60	22,120	48.62	112,144	51.65
Households	2010		22,855		45,504		217,087	
	2005-2010	Growth Estimated %						
				7.18%		5.27%		5.20%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	4,639	20.30%	7,716	16.11%	31,487	13.79%
			7,643	33.44%	13,562	28.32%	57,959	25.38%
			7,504	32.84%	16,339	34.10%	78,143	34.21%
			3068	13.42%	10,288	21.47%	60,784	26.61%
	2010	Income Average Median Per Capita						
			\$42,971		\$52,844		\$60,510	
			\$32,626		\$39,848		\$44,931	
Families	2005	Below Poverty Total With Children	\$10,770		\$13,982		\$17,869	
			17,085		35,543		157,471	
	2005		4,616	27.02	7,147	20.11	25,643	16.28
			4,142	24.25	6,321	17.79	22,051	14.00

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	18,210		37,213		164,643	
	2005-2010			6.58%		4.70%		4.55%
Employment	2005	Unemployed Age 16+ Non Working	3,365	5.87	6,362	5.26	29,348	5.39
	2005	Transportation  Public Transit Walk, Bike, Other	23,531	41.04	48,725	40.26	214,150	39.34
			4,173	14.11	6,686	10.44	21,281	7.26
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	2197	7.43	3525	5.50	13480	4.60
			5,501	25.80	19,029	41.82	101,229	46.63
			15,823	74.20	26,475	58.18	115,858	53.37
Density	2005	Single Unit Multi-Unit	7.00		9.00		10.00	
			5,776	26.36	21,166	45.11	120,146	53.63
			16,139	73.64	25,755	54.88	103,845	46.37
	2005	Population Household Families  Population Household Families	26,879		13,598		9,355	
			6,791		3,814		2,909	
			5,441		2,830		2,006	
2010	Per Sq. Mile	29,240		14,557		9,948		
		7,279		3,623		2,765		
			5,799		2,963		2,097	





Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		36,916		95,089		318,975	
				5.43%		5.39%		5.28%
			18,312	49.60%	47,654	50.12%	159,616	50.04%
			18,604	50.40%	47,435	49.88%	159,360	49.96%
			6,349	17.19%	16,360	17.21%	51,154	16.04%
			4,927	13.34%	12,812	13.48%	41,811	13.11%
			4,016	10.88%	10,053	10.57%	34,128	10.70%
			17,318	46.91%	44,393	46.69%	149,063	46.72%
Households			4,305	11.66%	11,471	12.07%	42,820	13.43%
			32.85		33.01		34.10	
	2005		8,613		22,623		77,688	
	2005	Family	6,975	80.98	18,375	81.22	63,150	81.29
		Non-Family	1,638	19.02	4,248	18.78	14,538	18.71
	2005	Size	2,759	32.03	7,443	32.90	26,817	34.52
			2,815	32.69	7,478	33.05	25,934	33.38
			3,040	35.30	7,703	34.05	24,936	32.10
	2005	Size	4.01		3.93		3.85	
			994	11.54	2,399	10.60	8,001	10.30
	2005	Income	2,008	23.31	5,042	22.29	17,176	22.11
			3,508	40.73	9,037	39.94	28,841	37.13
			2104	24.42	6145	27.16	23670	30.46

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$57,116		\$60,304		\$64,704	
			\$46,797		\$49,977		\$51,383	
			\$14,270		\$15,301		\$16,791	
	2005	Youth < 18yrs 1 or More	4,979	57.81	12,796	56.56	41,833	53.84
			750	8.71	1,961	8.67	6,376	8.21
	2005	Vehicles None 1 2 or More	2,608	30.28	6,688	29.56	21,788	28.05
			5,256	61.03	13,973	61.76	49,524	63.75
Households	2010		8,968		23,548		81,223	
	2005-2010	Growth Estimated %		4.12%		4.09%		4.55%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	969	10.81%	2,240	9.51%	7,524	9.51%
			1,929	21.51%	4,715	20.03%	16,250	20.03%
			3,525	39.31%	8,963	38.06%	28,939	38.06%
			2544	28.36%	7,631	32.41%	28,511	32.41%
	2010	Income Average Median Per Capita	\$62,016		\$66,870		\$71,387	
			\$49,731		\$55,468		\$56,585	
			\$15,278		\$16,735		\$18,371	
Families	2005		6,975		18,375		63,150	
	2005	Below Poverty Total With Children	899	12.89	2,246	12.23	7,787	12.33
			815	11.69	1,962	10.68	6,674	10.57

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	7,202		19,005		65,594	
	2005-2010			3.25%		3.43%		3.87%
Employment	2005	Unemployed Age 16+ Age 16+	1,332	5.31	3,074	4.75	10,336	4.67
	2005	Transportation  Public Transit Walk, Bike, Other	10,737	42.80	26,748	41.35	90,985	41.07
			564	4.47	1,381	4.08	5,595	4.78
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	408	3.24	1276	3.77	4162	3.55
			5,619	65.24	14,791	65.38	52,127	67.10
			2,995	34.77	7,832	34.62	25,560	32.90
Density	2005	Average (Yrs)						
			11.00		11.00		12.00	
			6,534	73.81	17,245	74.18	60,643	75.81
	2005	Single Unit Multi-Unit	2,319	26.18	6,003	25.82	19,354	24.19
			11,151		7,184		3,859	
			2,743		1,875		1,035	
			2,221		1,463		804	
2010	Per Sq. Mile							
		11,757		7,571		4,063		
		2,856		1,801		990		
		2,294		1,513		836		

Name: Sutton Rec. Ctr. and Pool Address: 8800 S. Hoover St.				CD: 8 REGION: Pacific					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			143,177		387,078		1,313,446	
	2005	Male Female	75,191	52.52%	199,908	51.65%	668,077	50.86%	
			67,986	47.48%	187,169	48.35%	645,369	49.14%	
	2005	All							
			24,745	17.29	62,209	16.07	199,893	15.22	
		Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	15,270	10.66	41,529	10.73	146,083	11.13	
			16,139	11.27	45,725	11.82	139,628	10.63	
			72,947	50.96	197,641	51.06	669,031	50.94	
			14,075	9.83	39,974	10.33	158,809	12.09	
			31.80		32.43		33.75		
	2005	Male	12,608	16.77	31,722	15.87	102,278	15.31	
			8,021	10.67	21,488	10.75	74,816	11.20	
			9,186	12.22	24,606	12.31	73,619	11.01	
			39,311	52.27	104,979	52.52	350,492	52.46	
			6,065	8.07	17,114	8.57	66,871	10.01	
			30.95		31.58		32.71		
	2005	Female							
			12,137	17.85	30,488	16.29	97,616	15.12	
			7,249	10.67	20,041	10.71	71,267	11.04	
			6,954	10.23	21,119	11.29	66,009	10.23	
			33,637	49.47	92,660	49.52	318,539	49.37	
			8,010	11.77	22,860	12.21	91,936	14.24	
			32.75		33.34		34.83		



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income  Average Median Per Capita						
			\$30,003		\$33,739		\$44,410	
			\$21,340		\$23,240		\$28,705	
			\$10,188		\$11,634		\$15,563	
	2005	Youth < 18yrs  1 or More	19,926	41.82	52,339	40.19	168,944	37.88
	2005	Vehicles  None 1 2 or More	22,097	46.37	49,786	38.22	128,479	28.81
			17,658	37.06	52,676	40.44	189,027	42.39
			7,899	16.58	27,807	21.35	128,409	28.80
Households	2010		51,442		139,373		471,583	
	2005-2010	Growth  Estimated %						
				7.95%		6.99%		5.76%
	2010	Income  < \$15K \$15K - \$35K \$35K - \$75K > \$75K	17,360	33.75%	43,983	31.56%	121,275	31.56%
			18,312	35.60%	47,165	33.84%	138,126	33.84%
			11,747	22.84%	34,296	24.61%	131,366	24.61%
			4024	7.82%	13,929	10.00%	80,815	10.00%
	2010	Income  Average Median Per Capita	\$33,100		\$36,914		\$49,141	
			\$23,111		\$24,996		\$31,293	
			\$11,311		\$12,817		\$17,256	
Families	2005		30,248		80,606		263,986	
	2005	Below Poverty  Total With Children	11,329	37.46	25,786	31.99	72,222	27.37
			9,197	30.41	20,756	25.75	59,543	22.56

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	32,395		85,414		277,095	
	2005-2010			7.10%		5.96%		4.97%
Employment	2005	Unemployed Age 16+ Non Working	7,043	6.64	19,491	6.68	65,491	6.55
	2005	Transportation  Public Transit Walk, Bike, Other	47,113	44.41	128,644	44.09	441,359	44.13
			20,411	40.31	43,427	31.07	96,455	20.10
Housing	2005	Owner Occupied Renter Occupied	3748	7.40	11240	8.04	33465	6.98
			2,189	4.59	10,446	8.02	88,586	19.87
	2005	Residency  Type	45,464	95.41	119,823	91.98	357,328	80.13
Density	2005	Average (Yrs)	6.00		7.00		8.00	
	2005	Single Unit Multi-Unit	3,592	7.12	16,561	12.04	142,903	30.24
			46,886	92.88	121,057	87.96	329,647	69.76
	2005	Population Household Families	45,598		30,818		16,732	
			15,176		11,097		6,007	
	2010	Per Sq. Mile	9,633		6,418		3,363	
Density	2010	Population Household Families	48,774		32,645		17,588	
			16,383		10,372		5,680	
			10,317		6,800		3,530	



Name: Harvard RC Pool Address: 6120 Denker Ave.			CD: 8 REGION: Pacific					
			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Population	2005	Male Female	48,729		202,999		1,162,486	
	2005		22,974	47.15%	97,081	47.82%	566,259	48.71%
			25,756	52.86%	105,918	52.18%	596,228	51.29%
	2005	All	8,677	17.80	37,274	18.36	215,344	18.53
		Age = 0-9 Age = 10-17	7,299	14.97	29,409	14.49	160,340	13.79
		Age = 18-24	5,179	10.63	21,938	10.81	136,307	11.72
		Age = 25-59	21,324	43.76	89,764	44.23	526,235	45.27
		Age = 60+ Average Age	6,250	12.83	24,614	12.12	124,261	10.69
			32.47		32.03		31.32	
	2005	Male	4,437	19.32	19,218	19.80	110,290	19.48
		Age = 10-17	3,704	16.13	14,880	15.32	81,176	14.33
		Age = 18-24	2,515	10.95	10,928	11.26	69,348	12.25
	Age = 25-59	9,922	43.19	42,356	43.64	254,905	45.02	
	Age = 60+ Average Age	2,395	10.42	9,699	9.99	50,539	8.92	
		30.62		30.34		29.97		
2005	Female	4,240	16.46	18,057	17.05	105,053	17.62	
	Age = 10-17	3,596	13.96	14,530	13.72	79,163	13.28	
	Age = 18-24	2,664	10.34	11,010	10.39	66,959	11.23	
	Age = 25-59	11,402	44.27	47,408	44.76	271,330	45.50	
	Age = 60+ Average	3,856	14.97	14,915	14.08	73,722	12.36	
		34.12		33.58		32.61		

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		52,575		215,425		1,238,062	
	2005-2010	Growth						
		Estimated %						
				7.89%		6.12%		6.50%
	2010	Male	24,974	47.50%	103,567	48.08%	604,941	48.86%
		Female	27,601	52.50%	111,859	51.92%	633,121	51.14%
	2010	All						
		Age = 0-9	9,133	17.37%	38,398	17.82%	221,712	17.90%
		Age = 10-17	7,476	14.22%	29,568	13.72%	164,275	13.26%
		Age = 18-24	5,691	10.82%	23,384	10.86%	141,386	11.42%
		Age = 25-59	23,298	44.31%	96,545	44.80%	565,808	45.70%
		Age = 60+	6,977	13.27%	27,532	12.77%	144,883	11.71%
		Average Age	33.22		32.94		32.39	
Households	2005		14,109		59,330		335,570	
	2005	Family						
		Non-Family	10,306	73.05	42,951	72.39	242,057	72.13
			3,804	26.96	16,379	27.61	93,513	27.87
	2005	Size						
		1-2 Person	6,009	42.59	25,647	43.23	143,451	42.75
		3-4 Person	4,238	30.04	18,073	30.46	102,944	30.68
		5+ Person	3,862	27.37	15,610	26.31	89,175	26.58
	2005	Size						
		Average	3.45		3.40		3.42	
	2005	Income						
		< \$15K	3,709	26.29	17,372	29.28	90,820	27.06
		\$15K - \$35K	4,272	30.27	17,799	30.00	101,615	30.28
		\$35K - \$75K	4,507	31.95	17,070	28.77	96,028	28.62
		> \$75K	1621	11.48	7089	11.95	47108	14.04

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$40,059		\$38,958		\$42,618	
			\$30,328		\$27,948		\$29,766	
			\$11,715		\$11,547		\$12,464	
	2005	Youth < 18yrs 1 or More	7,247	51.37	30,570	51.53	172,609	51.43
	2005	Vehicles None 1 2 or More	2,996	21.23	14,415	24.30	81,351	24.24
			5,855	41.50	24,602	41.47	136,451	40.66
			5,259	37.28	20,313	34.23	117,768	35.09
Households	2010		14,929		62,145		355,185	
	2005-2010	Growth Estimated %						
				5.81%		4.75%		5.85%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	3,512	23.52%	16,827	27.08%	88,393	27.08%
			4,302	28.81%	17,852	28.73%	101,950	28.73%
			4,919	32.95%	18,306	29.46%	104,890	29.46%
			2195	14.69%	9,159	14.74%	59,953	14.74%
	2010	Income Average Median Per Capita	\$44,611		\$42,945		\$47,132	
			\$33,254		\$30,448		\$32,328	
			\$12,775		\$12,542		\$13,676	
Families	2005		10,306		42,951		242,057	
	2005	Below Poverty Total With Children	2,793	27.10	12,654	29.46	69,487	28.69
			2,379	23.08	11,002	25.62	60,696	25.07

			Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%	
Families	2010	Growth  Estimated %	10,852		44,757		254,692		
	2005-2010			5.30%		4.20%		5.22%	
Employment	2005	Unemployed Age 16+ Non Working	2,569	7.45	11,442	7.99	58,736	7.13	
	2005	Transportation  Public Transit Walk, Bike, Other	16,553	48.03	67,096	46.85	377,590	45.84	
			2,141	14.55	10,023	16.15	59,121	15.81	
Housing	2005	Owner Occupied Renter Occupied	357	2.42	2107	3.40	22023	5.88	
			6,929	49.11	24,319	40.99	112,029	33.38	
			7,180	50.89	35,011	59.01	223,540	66.62	
2005	Residency	Average (Yrs)							
			12.00		11.00		10.00		
2005	Type	Single Unit Multi-Unit	11,608	74.95	41,303	63.51	180,672	50.26	
			3,879	25.05	23,735	36.50	178,829	49.74	
			15,519		16,162		14,809		
			4,493		4,948		4,525		
Density	2005	Population Household Families	3,282		3,420		3,084		
			16,744		17,152		15,771		
			4,754		4,724		4,275		
2010	Population Household Families	Per Sq. Mile	3,456		3,563		3,244		

Name: Exposition Park Pool (EPICC) Address: 3990 S. Menlo Ave.				CD: 8 REGION: Pacific						
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		55,196		245,188		1,305,467		
	2005				27,101	49.10%	121,439	49.53%	652,605	49.99%
					28,095	50.90%	123,749	50.47%	652,862	50.01%
	2005	All	Age = 0-9 Age = 10-17	10,660	19.31	44,860	18.30	225,058	17.24	
				7,683	13.92	32,611	13.30	164,005	12.56	
			Age = 18-24	7,437	13.47	37,880	15.45	149,310	11.44	
			Age = 25-59	24,444	44.29	107,119	43.69	621,371	47.60	
			Age = 60+	4,973	9.01	22,719	9.27	145,723	11.16	
			Average Age	30.01		30.17		32.23		
	2005	Male	Age = 0-9	5,509	20.33	22,823	18.79	115,450	17.70	
			Age = 10-17	3,911	14.43	16,672	13.73	83,427	12.78	
			Age = 18-24	3,756	13.85	19,530	16.08	78,152	11.98	
			Age = 25-59	11,966	44.16	53,341	43.93	315,240	48.30	
			Age = 60+	1,959	7.22	9,072	7.47	60,337	9.25	
			Average Age	28.65		28.96		31.06		
	2005	Female	Age = 0-9	5,151	18.34	22,037	17.81	109,609	16.78	
			Age = 10-17	3,771	13.42	15,939	12.88	80,578	12.34	
			Age = 18-24	3,681	13.11	18,350	14.83	71,159	10.90	
			Age = 25-59	12,479	44.41	53,777	43.45	306,132	46.89	
			Age = 60+	3,012	10.72	13,645	11.02	85,386	13.08	
		Average	31.32		31.35		33.40			



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$31,807		\$35,339		\$40,203	
			\$21,990		\$24,761		\$27,143	
			\$8,880		\$9,678		\$12,694	
	2005	Youth < 18yrs 1 or More	8,312	54.75	34,222	52.54	183,087	45.98
	2005	Vehicles None 1 2 or More	4,868	32.07	19,502	29.94	118,545	29.77
			6,103	40.21	25,966	39.87	160,943	40.42
			4,208	27.71	19,664	30.20	118,672	29.81
Households	2010		15,954		68,614		422,853	
	2005-2010	Growth Estimated %						
				5.11%		5.35%		6.20%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	5,614	35.19%	20,873	30.42%	116,075	30.42%
			4,915	30.81%	20,788	30.30%	127,260	30.30%
			3,931	24.64%	18,851	27.47%	117,111	27.47%
			1495	9.37%	8,103	11.81%	62,408	11.81%
	2010	Income Average Median Per Capita						
			\$34,658		\$39,112		\$44,242	
			\$23,528		\$27,226		\$29,539	
			\$9,611		\$10,618		\$13,908	
Families	2005		10,924		46,019		267,130	
	2005	Below Poverty Total	4,154	38.04	15,036	32.67	78,255	29.30
			3,630	33.24	12,991	28.23	66,218	24.79
		With Children						



			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth Estimated %	11,427		48,103		281,417	
	2005-2010			4.60%		4.53%		5.35%
Employment	2005	Unemployed Non Working	3,267	8.45	13,547	7.73	66,549	6.98
			18,523	47.89	83,194	47.45	442,021	46.36
	2005	Transportation Public Transit Walk, Bike, Other	3,620	22.19	16,091	21.19	90,611	21.03
			1304	8.00	8143	10.72	28618	6.64
Housing	2005	Owner Occupied Renter Occupied	3,607	23.76	18,221	27.98	100,100	25.14
			11,572	76.24	46,910	72.02	298,059	74.86
	2005	Residency Type	9.00		9.00		9.00	
Density	2005	Population Household Families	7,173	42.95	35,770	50.48	163,982	38.53
			9,528	57.05	35,091	49.51	261,701	61.48
	2005	Per Sq. Mile	17,578		19,521		16,630	
			4,834		5,463		5,387	
		Population Household Families	3,479		3,664		3,403	
	2010	Per Sq. Mile	18,570		20,665		17,662	
			5,081		5,186		5,072	
			3,639		3,830		3,585	

Name: Van Ness RC and CC Pool				CD: 8						
Address: 5720 2nd Ave.				REGION: Pacific						
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		42,860		169,553		1,154,672		
	2005				19,968	46.59%	79,624	46.96%	562,103	48.68%
					22,893	53.41%	89,928	53.04%	592,569	51.32%
	2005	All	Age = 0-9 Age = 10-17	7,054	16.45	27,424	16.18	206,185	17.86	
				6,064	14.15	23,473	13.84	154,738	13.40	
			Age = 18-24	4,446	10.37	17,004	10.03	132,117	11.45	
			Age = 25-59	19,240	44.89	76,469	45.10	532,273	46.09	
			Age = 60+	6,055	14.14	25,182	14.85	129,359	11.21	
			Average Age	33.78		34.36		31.95		
	2005	Male	Age = 0-9	3,636	18.21	14,208	17.84	105,790	18.82	
			Age = 10-17	3,064	15.34	11,915	14.96	78,380	13.95	
			Age = 18-24	2,146	10.75	8,343	10.48	67,525	12.01	
			Age = 25-59	8,787	44.00	35,362	44.41	257,873	45.88	
			Age = 60+	2,335	11.69	9,798	12.30	52,534	9.34	
			Average Age	31.80		32.35		30.54		
	2005	Female	Age = 0-9	3,418	14.93	13,215	14.69	100,395	16.94	
			Age = 10-17	3,001	13.11	11,559	12.86	76,358	12.88	
			Age = 18-24	2,300	10.04	8,661	9.64	64,592	10.90	
			Age = 25-59	10,452	45.66	41,108	45.71	274,401	46.30	
			Age = 60+	3,720	16.24	15,384	17.12	76,825	12.97	
		Average	35.51		36.14		33.29			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		45,341		179,826		1,225,190	
	2005-2010	Growth						
		Estimated %						
	2010	Male						
		Female						
	2010	All		5.79%		6.06%		6.11%
		Age = 0-9	21,274	46.92%	84,999	47.27%	598,202	48.83%
		Age = 10-17	24,067	53.08%	94,827	52.73%	626,988	51.17%
		Age = 18-24						
		Age = 25-59						
		Age = 60+						
		Average Age	7,256	16.00%	28,339	15.76%	211,359	17.25%
			6,021	13.28%	23,517	13.08%	158,815	12.96%
Households	2005		4,857	10.71%	18,637	10.36%	137,127	11.19%
			20,508	45.23%	81,211	45.16%	567,442	46.32%
			6,697	14.76%	28,121	15.64%	150,445	12.28%
			34,60		35.15		33.01	
	2005		13,447		54,274		346,948	
	2005	Family						
		Non-Family	9,439	70.19	37,614	69.3	244,052	70.34
			4,008	29.81	16,660	30.7	102,896	29.66
	2005	Size	6,340	47.15	26,688	49.17	157,114	45.29
			4,093	30.43	16,056	29.59	105,776	30.48
			3,013	22.41	11,530	21.25	84,058	24.23
	2005	Size	3.17		3.10		3.29	
	2005	Income	3,529	26.24	13,404	24.70	90,489	26.08
			4,284	31.86	14,790	27.25	102,487	29.53
			3,955	29.41	16,731	30.82	100,378	28.93
			1679	12.48	9349	17.23	53595	15.44

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income						
			\$40,130					
			\$29,654		\$46,875		\$44,808	
			\$12,875		\$33,476		\$30,922	
	2005	Youth < 18yrs			\$15,197		\$13,641	
			6,393	47.54	24,850	45.78	169,443	48.84
	2005	Vehicles	3,002	22.32	10,913	20.11	81,657	23.54
			5,567	41.40	22,720	41.86	141,649	40.83
			4,878	36.27	20,641	38.03	123,642	35.63
Households	2010		13,975		56,786		366,046	
	2005-2010	Growth		3.93%		4.63%		5.50%
	2010	Income	3,393	24.28%	12,872	22.67%	87,727	22.67%
			4,180	29.91%	14,562	25.64%	102,230	25.64%
			4,232	30.28%	17,567	30.94%	108,731	30.94%
			2169	15.52%	11,784	20.76%	67,359	20.76%
	2010	Income						
			\$44,239		\$52,272		\$49,607	
			\$32,063		\$36,644		\$33,559	
Families			\$13,908		\$16,689		\$14,990	
	2005		9,439		37,614		244,052	
	2005	Below Poverty	2,208	23.39	8,612	22.91	66,854	27.38
		Total	1,843	19.52	7,367	19.59	58,012	23.77
		With Children						

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	9,764		39,177		256,089	
			3.44%		4.16%		4.93%	
Employment	2005	Unemployed Non Working	2,558	8.20	9,392	7.56	56,820	6.85
	14,425		46.25	55,626	44.76	371,764	44.83	
	2005	Transportation  Public Transit Walk, Bike, Other	1,820	13.40	7,108	12.42	60,930	15.73
			276	2.03	1480	2.59	22128	5.70
Housing	2005	Owner Occupied Renter Occupied	6,152	45.75	26,049	48.00	116,233	33.50
	7,295		54.25	28,226	52.01	230,716	66.50	
	2005	Residency  Type	12.00		12.00		10.00	
	2005							
Density	2005	Single Unit Multi-Unit	9,643	65.49	38,423	65.37	179,352	48.39
	5,081		34.51	20,363	34.64	191,253	51.60	
		Population Household Families	13,650		13,499		14,709	
			4,282		4,521		4,663	
			3,006		2,995		3,109	
	2010	Population Household Families	14,440		14,317		15,608	
	4,451			4,321		4,420		
			3,110		3,119		3,262	

Name: Central Rec. Ctr. and Pool Address: 1357 E. 22nd St.				CD: 9 REGION: Metro					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			43,870		148,026		1,356,895	
	2005	Male Female	22,632	51.59%	78,548	53.06%	688,057	50.71%	
			21,238	48.41%	69,477	46.94%	668,838	49.29%	
	2005	All							
			9,260	21.11	27,612	18.65	243,479	17.94	
		Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	6,147	14.01	18,224	12.31	174,163	12.84	
			6,085	13.87	22,158	14.97	161,864	11.93	
			19,545	44.55	67,473	45.57	638,887	47.09	
			2,834	6.46	12,558	8.50	138,503	10.21	
			27.85		29.99		31.37		
	2005	Male	Age = 0-9	20.45	13,923	17.73	124,461	18.09	
			Age = 10-17	13.89	9,354	11.91	89,050	12.94	
			Age = 18-24	14.53	11,740	14.94	85,329	12.40	
			Age = 25-59	45.53	37,395	47.61	330,778	48.07	
			Age = 60+	5.59	6,135	7.81	58,438	8.49	
			Average Age		30.15		30.43		
2005	Female	Age = 0-9	21.80	13,689	19.71	119,017	17.80		
		Age = 10-17	14.15	8,871	12.77	85,112	12.73		
		Age = 18-24	13.17	10,418	14.99	76,535	11.45		
		Age = 25-59	43.49	30,077	43.29	308,108	46.07		
		Age = 60+	7.37	6,422	9.25	80,065	11.96		
		Average		29.81		32.33			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		46,708		156,626		1,440,643	
	2005-2010	Growth						
				6.47%		5.81%		6.17%
	2010	Male	24,039	51.47%	82,982	52.98%	730,880	50.73%
		Female	22,669	48.53%	73,644	47.02%	709,763	49.27%
	2010	All						
			9,509	20.36%	28,001	17.88%	249,913	17.34%
			6,222	13.32%	18,444	11.78%	181,249	12.58%
			6,017	12.88%	21,715	13.87%	161,591	11.22%
			21,489	46.01%	73,290	46.79%	687,312	47.70%
			3,471	7.43%	15,177	9.69%	160,578	11.14%
			29,21		31.41		32.47	
Households	2005		9,301		38,526		382,748	
	2005	Family Non-Family						
			7,743	83.25	23,857	61.92	269,674	70.46
			1,558	16.75	14,669	38.07	113,074	29.54
	2005	Size						
			2,192	23.57	17,613	45.72	160,740	41.99
			2,694	28.96	8,873	23.03	116,490	30.43
			4,414	47.46	12,041	31.26	105,519	27.57
	2005	Size						
			4.69		3.56		3.45	
	2005	Income						
			2,402	25.83	15,444	40.09	113,680	29.70
			3,448	37.07	11,830	30.70	127,225	33.24
			2,502	26.90	7,997	20.75	101,767	26.59
			949	10.20	3255	8.44	40075	10.47



			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Households	2005	Income  Average Median Per Capita						
			\$39,231		\$33,093		\$37,487	
			\$27,495		\$20,823		\$26,360	
			\$8,420		\$9,234		\$10,984	
	2005	Youth < 18yrs  1 or More	6,191	66.56	18,273	47.43	190,463	49.77
	2005	Vehicles  None 1 2 or More	3,180	34.19	17,175	44.58	118,171	30.87
			3,449	37.08	12,920	33.53	150,506	39.32
			2,672	28.73	8,431	21.88	114,072	29.80
Households	2010	Growth  Estimated %	9,881		41,464		407,313	
			6.24%		7.62%		6.42%	
	2010	Income  < \$15K \$15K - \$35K \$35K - \$75K > \$75K	2,254	22.81%	15,610	37.65%	111,262	37.65%
			3,447	34.88%	12,145	29.29%	128,630	29.29%
			2,854	28.89%	9,331	22.50%	114,517	22.50%
			1326	13.42%	4,378	10.56%	52,903	10.56%
	2010	Income  Average Median Per Capita						
			\$44,097		\$36,921		\$41,441	
\$30,244				\$22,631		\$28,874		
\$9,426				\$10,373		\$12,111		
Families	2005	Below Poverty Total With Children	7,743		23,857		269,674	
	2005			8,725	36.57	81,751	30.33	
			2,419	31.24	7,619	31.93	69,803	25.89

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	8,162		25,029		284,638	
	2005-2010			5.41%		4.91%		5.55%
Employment	2005	Unemployed Age 16+ Non Working	1,730	5.79	9,135	8.59	67,924	6.94
	2005	Transportation  Public Transit Walk, Bike, Other	14,077	47.08	52,357	49.21	463,126	47.30
			3,569	26.05	11,388	26.18	94,575	21.78
Housing	2005	Owner Occupied Renter Occupied	1802	13.15	7019	16.14	33224	7.65
			2,261	24.31	6,677	17.33	88,652	23.16
	2005	Residency  Type	7,039	75.68	31,850	82.67	294,097	76.84
Density	2005	Average (Yrs)	9.00		8.00		9.00	
	2005	Single Unit Multi-Unit	5,726	56.67	16,220	38.00	169,875	41.60
			4,377	43.32	26,458	61.99	238,497	58.40
	2005	Population Household Families	13,971		11,786		17,285	
			2,962		3,301		5,189	
	2010	Per Sq. Mile	2,466		1,899		3,435	
2010	Per Sq. Mile	14,875		12,470		18,352		
		3,147		3,067		4,876		
		2,599		1,993		3,626		

Name: Ross Snyder RC Pool Address: 1501 E. 41st Street			CD: 9 REGION: Metro						
Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles		
			Number	%	Number	%	Number	%	
Population	2005	Male Female	52,078		148,966		1,344,718		
	2005		Male Female	26,682	51.23%	76,600	51.42%	679,956	50.56%
				25,396	48.77%	72,366	48.58%	664,761	49.43%
	2005		All						
				11,516	22.11	32,345	21.71	250,005	18.59
	2005	Male	7,750	14.88	21,461	14.40	178,182	13.25	
			6,895	13.24	19,501	13.09	164,662	12.24	
			22,638	43.47	65,926	44.26	619,876	46.10	
			3,278	6.30	9,731	6.53	131,992	9.82	
			27.43		27.87		30.82		
			5,809	21.77	16,330	21.32	127,609	18.77	
			3,996	14.98	10,977	14.33	90,968	13.38	
			3,680	13.79	10,440	13.63	86,513	12.73	
			11,701	43.86	34,526	45.07	319,305	46.96	
	2005	Female	1,495	5.61	4,327	5.64	55,561	8.16	
			27.02		27.48		29.90		
			5,708	22.47	16,014	22.13	122,397	18.41	
			3,754	14.78	10,484	14.49	87,213	13.12	
			3,216	12.66	9,061	12.53	78,150	11.75	
			10,936	43.05	31,401	43.39	300,571	45.22	
			1,782	7.02	5,403	7.46	76,430	11.49	
			27.87		28.28		31.77		

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		55,373		157,008		1,432,171	
	2005-2010							
		Growth						
		Estimated %						
				6.33%		5.40%		6.50%
	2010							
		Male	28,323	51.15%	80,632	51.36%	724,721	50.60%
		Female	27,050	48.85%	76,376	48.64%	707,450	49.40%
	2010							
		All	11,760	21.23%	32,787	20.88%	257,430	17.97%
		Age = 0-9	7,778	14.04%	21,499	13.69%	184,712	12.90%
		Age = 10-17	6,925	12.51%	19,215	12.24%	164,701	11.50%
		Age = 18-24	24,951	45.05%	71,703	45.67%	671,967	46.93%
		Age = 25-59	3,958	7.14%	11,805	7.52%	153,361	10.71%
		Age = 60+	28,79		29,22		31,93	
		Average Age						
Households	2005		11,042		33,145		364,352	
	2005							
		Family	9,242	83.7	26,926	81.24	264,894	72.7
		Non-Family	1,801	16.31	6,219	18.76	99,458	27.3
	2005							
		Size	2,586	23.42	8,883	26.80	143,371	39.35
		1-2 Person	3,117	28.23	9,706	29.29	111,776	30.68
		3-4 Person	5,339	48.35	14,555	43.91	109,205	29.97
		5+ Person						
	2005		4,71		4,46		3,59	
		Size						
		Average						
	2005		3,148	28.51	9,629	29.05	108,720	29.84
		Income	3,874	35.08	11,662	35.19	121,287	33.29
		< \$15K	2,839	25.71	8,724	26.33	97,643	26.80
		\$15K - \$35K	1180	10.69	3128	9.43	36702	10.07
		\$35K - \$75K						
		> \$75K						

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$39,749		\$37,210		\$36,840	
			\$26,951		\$26,379		\$26,267	
			\$8,529		\$8,389		\$10,385	
	2005	Youth < 18yrs 1 or More	7,594	68.78	21,681	65.42	191,863	52.65
	2005	Vehicles None 1 2 or More	3,641	32.97	11,295	34.08	112,534	30.89
			4,182	37.87	12,194	36.79	140,145	38.46
			3,218	29.14	9,655	29.13	111,673	30.65
Households	2010		11,638		34,821		388,538	
	2005-2010	Growth Estimated %						
				5.40%		5.06%		6.64%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	2,895	24.88%	9,043	25.97%	106,606	25.97%
			3,746	32.19%	11,512	33.06%	122,718	33.06%
			3,384	29.08%	10,045	28.85%	110,074	28.85%
			1614	13.87%	4,222	12.13%	49,141	12.13%
	2010	Income Average Median Per Capita	\$45,614		\$41,758		\$40,773	
			\$30,550		\$29,247		\$28,785	
			\$9,682		\$9,366		\$11,448	
Families	2005		9,242		26,926		264,894	
	2005	Below Poverty Total With Children	3,469	37.53	10,128	37.61	81,897	30.92
			3,130	33.87	9,093	33.77	70,850	26.75

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	9,671		28,048		280,043	
				4.64%		4.17%		5.72%
Employment	2005	Unemployed Age 16+	2,516	7.27	7,412	7.40	68,207	7.12
		Non Working Age 16+	16,892	48.79	48,073	47.99	459,443	47.98
	2005	Transportation Public Transit	3,695	25.16	10,964	25.39	87,757	21.09
		Walk, Bike, Other	1461	9.95	4742	10.98	32416	7.79
Housing	2005	Owner Occupied	3,076	27.86	8,275	24.97	90,557	24.85
		Renter Occupied	7,966	72.14	24,869	75.03	273,795	75.15
	2005	Residency Average (Yrs)	9.00		9.00		9.00	
Density	2005	Type Single Unit	7,687	63.35	20,803	57.58	176,762	45.32
		Multi-Unit	4,448	36.66	15,322	42.42	213,309	54.69
	2005	Population Household Families	16,585		11,860		17,130	
			3,517		2,772		4,950	
			2,943		2,144		3,374	
	2010	Population Household Families	17,635		12,501		18,244	
			3,706		2,639		4,641	
			3,080		2,233		3,567	

Name: Fremont Pool			CD: 9						
Address: 7676 S. San Pedro St.			REGION: Pacific						
			Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcatagory(s)	Number	%	Number	%	Number	%	
Population	2005	Male Female	63,803		241,089		1,127,603		
	2005		Male	31,547	49.44%	118,702	49.24%	553,643	49.10%
			Female	32,256	50.56%	122,387	50.76%	573,960	50.90%
	2005	All	14,093	22.09	51,550	21.39	218,768	19.40	
		Age = 0-9 Age = 10-17	9,866	15.46	37,132	15.41	161,927	14.36	
		Age = 18-24	7,534	11.81	28,436	11.79	138,857	12.32	
		Age = 25-59	27,343	42.85	103,561	42.95	497,677	44.13	
		Age = 60+	4,967	7.79	20,411	8.46	110,374	9.79	
		Average Age	28.41		28.94		30.35		
	2005	Male	7,261	23.02	26,499	22.32	111,814	20.20	
		Age = 0-9	4,981	15.78	18,651	15.71	81,942	14.80	
		Age = 10-17	3,844	12.19	14,490	12.21	70,859	12.80	
		Age = 18-24	13,447	42.62	50,702	42.71	243,675	44.01	
		Age = 25-59	2,015	6.39	8,360	7.04	45,354	8.20	
		Age = 60+	27.34		27.85		29.16		
		Average Age							
	2005	Female	6,831	21.18	25,051	20.46	106,954	18.64	
		Age = 0-9	4,885	15.15	18,481	15.10	79,985	13.94	
		Age = 10-17	3,690	11.44	13,947	11.40	67,998	11.85	
		Age = 18-24	13,896	43.08	52,858	43.19	254,003	44.26	
		Age = 25-59	2,952	9.15	12,051	9.84	65,021	11.33	
		Age = 60+	29.45		30.00		31.51		
		Average							





Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$32,679		\$34,855		\$41,043	
			\$23,317		\$25,291		\$30,037	
			\$8,101		\$8,660		\$10,938	
	2005	Youth < 18yrs 1 or More	9,846	62.89	36,990	62.17	168,271	56.90
	2005	Vehicles None 1 2 or More	4,213	26.91	15,870	26.67	68,766	23.25
			6,227	39.78	23,466	39.44	115,316	38.99
			5,215	33.32	20,159	33.89	111,677	37.75
Households	2010		16,838		64,268		312,771	
	2005-2010	Growth Estimated %		7.56%		8.02%		5.75%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	5,299	31.47%	18,260	28.41%	75,257	28.41%
			5,478	32.53%	20,299	31.59%	90,862	31.59%
			4,428	26.30%	18,583	28.92%	96,378	28.92%
			1633	9.70%	7,127	11.08%	50,275	11.08%
	2010	Income Average Median Per Capita	\$35,744		\$38,537		\$45,490	
			\$25,115		\$27,904		\$32,726	
			\$8,724		\$9,455		\$12,006	
Families	2005		12,431		47,311		226,934	
	2005	Below Poverty Total With Children	4,954	39.85	17,265	36.49	65,436	28.85
			4,469	35.95	15,568	32.90	57,883	25.52

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	13,295		50,829		238,445	
	2005-2010			6.95%		7.44%		5.07%
Employment	2005	Unemployed Age 16+ Age 16+	3,438	8.15	12,417	7.71	56,549	7.21
	2005	Transportation  Public Transit Walk, Bike, Other	21,735	51.54	81,016	50.31	371,172	47.30
			3,042	18.57	11,381	17.48	49,587	14.40
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	853	5.20	3256	5.00	21736	6.32
			5,015	32.04	21,073	35.42	109,542	37.04
			10,639	67.96	38,423	64.58	186,218	62.96
Density	2005	Single Unit Multi-Unit						
			10.00		10.00		10.00	
			11,174	64.86	43,993	67.46	187,738	59.16
	2010	Per Sq. Mile	6,054	35.13	21,227	32.54	129,616	40.83
			20,319		19,195		14,364	
			4,985		5,117		3,984	
			3,959		3,767		2,891	
2010	Per Sq. Mile							
		22,165		20,975		15,306		
		5,362		4,737		3,768		
		4,234		4,047		3,038		

Name: South Park Rec. Center and Childcare Center Pool					CD: 9					
Address: 345 E. 51st Street					REGION: Metro					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		69,638		243,848		1,303,167		
	2005				35,396	50.83%	122,596	50.28%	652,364	50.06%
					34,243	49.17%	121,251	49.72%	650,803	49.94%
	2005	All	Age = 0-9 Age = 10-17	15,411 10,112	22.13 14.53	52,255 35,984	21.42 14.75	239,729 173,152	18.40 13.28	
			Age = 18-24 Age = 25-59 Age = 60+ Average Age	8,791 30,411 4,914 28.02	12.63 43.67 7.06	30,837 106,464 18,307 28.47	12.64 43.66 7.51	156,985 597,761 135,538 31.22	12.05 45.88 10.40	
	2005	Male	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	7,827 5,212 4,689 15,555 2,112 27.31	22.11 14.72 13.25 43.94 5.97	26,612 18,356 16,129 53,861 7,641 27.63	21.71 14.98 13.16 43.93 6.23	122,567 88,155 82,045 303,228 56,368 30.14	18.79 13.51 12.58 46.48 8.63	
	2005	Female	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average	7,582 4,901 4,102 14,855 2,802 28.75	22.14 14.31 11.98 43.38 8.18	25,643 17,629 14,708 52,604 10,667 29.32	21.15 14.54 12.13 43.38 8.80	117,162 84,996 74,939 294,535 79,171 32.30	18.01 13.06 11.51 45.26 12.17	



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$34,955		\$35,362		\$38,116	
			\$24,735		\$25,003		\$26,478	
			\$8,056		\$8,402		\$11,094	
	2005	Youth < 18yrs 1 or More	10,185	63.99	36,352	63.44	187,092	51.23
	2005	Vehicles None 1 2 or More	5,112	32.11	17,717	30.92	110,687	30.31
			6,028	37.87	22,292	38.90	141,086	38.63
			4,779	30.02	17,295	30.18	113,452	31.06
Households	2010		16,684		60,581		388,432	
	2005-2010	Growth Estimated %		4.81%		5.72%		6.35%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	4,701	28.18%	17,279	28.52%	108,464	28.52%
			5,569	33.38%	19,549	32.27%	118,315	32.27%
			4,666	27.97%	17,075	28.19%	108,235	28.19%
			1749	10.48%	6,679	11.03%	53,419	11.03%
	2010	Income Average Median Per Capita	\$38,989		\$39,480		\$42,121	
			\$27,501		\$27,704		\$28,948	
			\$8,838		\$9,282		\$12,191	
Families	2005		12,663		45,777		260,912	
	2005	Below Poverty Total With Children						
			5,019	39.64	17,303	37.79	80,147	30.73
			4,527	35.75	15,460	33.77	69,278	26.56

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth Estimated %	13,189		48,104		275,122	
	2005-2010			4.15%		5.08%		5.45%
Employment	2005	Unemployed Non Working	3,621	7.79	12,574	7.66	67,525	7.26
			22,448	48.28	79,748	48.61	445,298	47.90
	2005	Transportation Public Transit Walk, Bike, Other	5,168	26.19	16,147	23.28	82,032	20.35
			1683	8.53	5626	8.12	29214	7.24
Housing	2005	Owner Occupied Renter Occupied	4,405	27.67	16,719	29.18	101,022	27.66
			11,513	72.33	40,585	70.82	264,204	72.34
	2005	Residency Average (Yrs)	9.00		9.00		9.00	
	2005	Type Single Unit Multi-Unit	11,017	62.43	38,295	60.93	179,226	45.68
Density	2005	Population Household Families	6,629	37.57	24,561	39.07	213,086	54.32
			22,178		19,415		16,601	
	2010	Population Household Families	5,069		4,823		4,948	
			4,033		3,645		3,324	
	2010	Per Sq. Mile	23,606		20,708		17,668	
			5,313		4,563		4,653	
			4,200		3,830		3,505	



Name: Green Meadows RC Pool Address: 431 E. 89th Street				CD: 9 REGION: Pacific					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			56,129		228,151		1,145,711	
	2005	Male Female	27,289	48.62%	111,002	48.65%	562,142	49.06%	
			28,839	51.38%	117,149	51.35%	583,568	50.94%	
	2005	All							
			11,955	21.30	49,481	21.69	227,330	19.84	
	2005	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	8,835	15.74	36,030	15.79	167,706	14.63	
			6,442	11.48	26,543	11.63	134,520	11.74	
			23,854	42.49	96,637	42.35	506,043	44.17	
			5,043	8.99	19,461	8.53	110,111	9.62	
			29,23		28,83		30,16		
	2005	Male	6,177	22.63	25,404	22.88	116,331	20.69	
			4,373	16.02	18,065	16.28	84,821	15.08	
			3,239	11.87	13,258	11.95	68,673	12.22	
			11,482	42.07	46,391	41.79	246,782	43.91	
			2,018	7.39	7,885	7.10	45,534	8.10	
			27,97		27,62		28,99		
	2005	Female	5,777	20.03	24,076	20.55	110,999	19.02	
			4,462	15.47	17,965	15.34	82,884	14.21	
			3,203	11.10	13,284	11.34	65,847	11.28	
			12,374	42.92	50,247	42.89	259,262	44.43	
			3,025	10.48	11,575	9.87	64,576	11.07	
30,42				29,97		31,30			



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$34,129		\$34,356		\$41,591	
			\$24,599		\$24,608		\$30,990	
			\$8,588		\$8,637		\$10,837	
	2005	Youth < 18yrs 1 or More	8,471	60.48	35,321	62.13	173,111	58.77
	2005	Vehicles None 1 2 or More	3,623	25.86	15,232	26.79	64,220	21.80
			5,400	38.55	22,327	39.27	113,921	38.67
			4,985	35.58	19,293	33.93	116,427	39.51
Households	2010		15,324		61,556		311,202	
	2005-2010	Growth Estimated %						
				9.39%		8.27%		5.65%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	4,485	29.27%	18,232	29.62%	70,534	29.62%
			4,868	31.77%	19,235	31.25%	90,455	31.25%
			4,265	27.84%	17,119	27.81%	99,015	27.81%
			1706	11.14%	6,970	11.32%	51,199	11.32%
	2010	Income Average Median Per Capita						
			\$37,591		\$38,153		\$46,052	
			\$27,136		\$27,194		\$33,745	
			\$9,305		\$9,456		\$11,867	
Families	2005		11,076		45,142		231,857	
	2005	Below Poverty Total With Children						
			4,087	36.90	17,022	37.71	65,937	28.43
			3,666	33.10	15,370	34.05	58,546	25.25

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth Estimated %	12,052		48,610		243,500	
	2005-2010			8.81%		7.68%		5.02%
Employment	2005	Unemployed Non Working	2,915	7.79	12,219	8.10	56,555	7.16
			19,906	53.23	77,479	51.35	372,242	47.14
		Transportation Public Transit Walk, Bike, Other	2,238	15.93	9,399	16.01	46,648	13.40
	2005		524	3.72	2754	4.68	19067	5.47
Housing	2005	Owner Occupied Renter Occupied	5,671	40.48	20,360	35.81	115,067	39.06
			8,337	59.52	36,493	64.19	179,501	60.94
	2005	Residency Average (Yrs)	10.00		10.00		10.00	
Density	2005	Type Single Unit Multi-Unit	10,746	69.55	41,060	65.58	193,898	61.46
			4,704	30.45	21,555	34.42	121,612	38.55
	2005	Population Household Families	17,875		18,165		14,595	
			4,461		4,901		3,964	
			3,527		3,594		2,954	
		Population Household Families						
	2010		19,849		19,921		15,564	
			4,880		4,526		3,752	
			3,838		3,870		3,102	

Name: Celes King III				CD: 10						
Address: 5001 Rodeo Rd.				REGION: Pacific						
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		45,358		136,212		1,137,736		
	2005				20,956	46.20%	63,664	46.74%	554,668	48.75%
					24,401	53.80%	72,548	53.26%	583,069	51.25%
	2005	All	Age = 0-9 Age = 10-17	7,648	16.86	20,947	15.38	159,857	14.05	
				5,717	12.60	16,905	12.41	122,449	10.76	
			Age = 18-24	4,319	9.52	12,397	9.10	111,190	9.77	
			Age = 25-59	20,947	46.18	64,677	47.48	583,967	51.33	
			Age = 60+	6,726	14.84	21,285	15.63	160,275	14.09	
			Average Age	34.41		35.47		35.40		
	2005	Male	Age = 0-9	4,035	19.25	10,914	17.14	82,352	14.85	
			Age = 10-17	2,832	13.51	8,460	13.29	62,457	11.26	
			Age = 18-24	2,076	9.90	6,159	9.68	56,675	10.22	
			Age = 25-59	9,402	44.87	29,874	46.92	287,954	51.92	
			Age = 60+	2,612	12.47	8,255	12.96	65,227	11.75	
		Average Age	32.28		33.39		33.90			
2005	Female	Age = 0-9	3,613	14.81	10,033	13.83	77,505	13.29		
		Age = 10-17	2,886	11.82	8,445	11.64	59,992	10.29		
		Age = 18-24	2,243	9.20	6,238	8.60	54,513	9.34		
		Age = 25-59	11,545	47.31	34,803	47.97	296,011	50.77		
		Age = 60+	4,113	16.86	13,028	17.96	95,046	16.31		
		Average	36.24		37.31		36.83			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		47,591		143,187		1,196,595	
	2005-2010	Growth						
		Estimated %						
				4.92%		5.12%		5.17%
	2010	Male	22,167	46.58%	67,386	47.06%	584,817	48.87%
		Female	25,423	53.42%	75,802	52.94%	611,778	51.13%
	2010	All	7,811	16.41%	21,418	14.96%	160,910	13.45%
		Age = 0-9	5,907	12.41%	17,267	12.06%	129,715	10.84%
		Age = 10-17	4,678	9.83%	13,799	9.64%	112,786	9.43%
		Age = 18-24	21,731	45.65%	66,706	46.59%	608,064	50.82%
		Age = 25-59	7,465	15.68%	23,998	16.76%	185,121	15.47%
		Age = 60+	35.12		36.27		36.52	
		Average Age						
Households	2005		16,768		49,582		428,205	
	2005	Family						
		Non-Family	10,662	63.59	31,643	63.82	245,549	57.34
			6,106	36.41	17,939	36.18	182,656	42.66
	2005	Size	9,514	56.74	27,899	56.27	256,767	59.96
		1-2 Person	4,702	28.04	13,995	28.22	112,465	26.26
		3-4 Person	2,552	15.22	7,689	15.51	58,973	13.77
		5+ Person						
	2005	Size	2.70		2.73		2.62	
		Average						
	2005	Income	4,471	26.66	11,594	23.38	92,769	21.66
		< \$15K	5,147	30.70	13,388	27.01	111,172	25.96
		\$15K - \$35K	4,647	27.71	14,988	30.23	128,035	29.90
		\$35K - \$75K	2503	14.93	9614	19.39	96230	22.48
		> \$75K						

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income						
			\$43,321					
			\$29,693		\$50,051		\$58,351	
			\$16,060		\$34,707		\$37,401	
	2005	Youth < 18yrs			\$18,361		\$22,197	
			6,918	41.24	19,818	39.97	146,188	34.14
	2005	Vehicles	3,983	23.75	10,020	20.21	84,728	19.79
			7,259	43.29	21,239	42.84	191,809	44.79
			5,526	32.96	18,323	36.96	151,669	35.42
Households	2010		17,432		51,649		449,810	
	2005-2010	Growth						
				3.96%		4.17%		5.05%
	2010	Income	4,316	24.76%	11,096	21.48%	88,691	21.48%
			5,043	28.93%	12,929	25.03%	108,845	25.03%
			5,022	28.81%	15,875	30.73%	135,118	30.73%
			3051	17.50%	11,750	22.76%	117,157	22.76%
	2010	Income						
			\$47,722		\$55,849		\$64,628	
			\$32,256		\$38,446		\$41,265	
Families			\$17,519		\$20,281		\$24,522	
	2005		10,662		31,643		245,549	
	2005	Below Poverty	2,669	25.04	6,633	20.96	50,842	20.71
			2,192	20.56	5,519	17.44	41,465	16.89
		Total						



			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010		11,047		32,831		256,209	
	2005-2010	Growth Estimated %		3.61%		3.75%		4.34%
Employment	2005	Unemployed Age 16+	2,337	7.03	6,289	6.15	51,640	5.85
		Non Working Age 16+	14,876	44.73	44,229	43.23	352,973	39.97
	2005	Transportation Public Transit Walk, Bike, Other	1,988	12.95	5,973	11.91	60,884	13.09
			352	2.29	1320	2.63	24519	5.28
Housing	2005	Owner Occupied	5,087	30.34	18,415	37.14	126,230	29.48
		Renter Occupied	11,681	69.66	31,168	62.86	301,975	70.52
	2005	Residency Average (Yrs)	10.00		11.00		9.00	
Density	2005	Type Single Unit	6,322	35.43	22,769	43.34	152,118	33.83
		Multi-Unit	11,518	64.57	29,777	56.67	297,589	66.17
	2005	Population Household Families Per Sq. Mile	14,445		10,845		14,493	
			5,340		4,112		5,730	
			3,396		2,519		3,128	
	2010	Population Household Families Per Sq. Mile	15,156		11,400		15,243	
			5,552		3,948		5,455	
			3,518		2,614		3,264	

Name: Roberts (Eleanor Green) Aquatic Ctr. Address: 4446 & 4526 Pico Blvd.				CD: 10 REGION: Metro					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			50,943		222,387		1,278,519	
	2005		Male Female	24,704	48.49%	108,284	48.69%	640,277	50.08%
				26,240	51.51%	114,103	51.31%	638,241	49.92%
	2005	All	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age						
				7,543	14.81	31,815	14.31	176,877	13.84
				5,949	11.68	24,707	11.11	131,696	10.30
				4,610	9.05	19,358	8.71	125,468	9.82
				25,910	50.87	116,097	52.20	671,611	52.53
				6,933	13.61	30,409	13.68	172,867	13.52
				35.00		35.25		35.22	
	2005	Male	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age						
				3,850	15.59	16,466	15.20	90,768	14.17
				3,018	12.22	12,537	11.57	67,305	10.51
				2,376	9.62	9,853	9.10	64,942	10.14
				12,659	51.24	57,319	52.93	345,190	53.91
				2,801	11.35	12,108	11.18	72,070	11.25
				33.46		33.66		33.99	
	2005	Female	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average						
				3,692	14.07	15,348	13.45	86,108	13.49
				2,931	11.17	12,170	10.67	64,389	10.09
				2,234	8.52	9,505	8.33	60,527	9.49
				13,252	50.50	58,779	51.51	326,421	51.13
				4,132	15.75	18,301	16.04	100,796	15.80
				36.44		36.76		36.46	

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		53,084		235,536		1,345,454	
	2005-2010	Growth						
		Estimated %						
				4.20%		5.91%		5.24%
	2010	Male	25,808	48.62%	115,065	48.85%	674,589	50.14%
		Female	27,277	51.38%	120,471	51.15%	670,865	49.86%
	2010	All						
		Age = 0-9	7,550	14.23%	32,242	13.69%	178,707	13.28%
		Age = 10-17	6,176	11.64%	26,401	11.21%	140,335	10.43%
		Age = 18-24	4,848	9.13%	20,442	8.68%	123,894	9.21%
		Age = 25-59	26,559	50.03%	121,346	51.52%	702,854	52.25%
		Age = 60+	7,954	14.99%	35,105	14.90%	199,666	14.84%
		Average Age	36.10		36.32		36.39	
Households	2005		17,388		81,869		487,478	
	2005	Family						
		Non-Family	11,290	64.93	48,511	59.25	264,650	54.29
			6,098	35.07	33,358	40.75	222,828	45.71
	2005	Size						
		1-2 Person	9,009	51.81	46,987	57.39	298,053	61.14
		3-4 Person	5,348	30.76	22,858	27.92	122,165	25.06
		5+ Person	3,030	17.42	12,024	14.69	67,259	13.80
	2005	Size						
		Average	2.90		2.69		2.58	
	2005	Income						
		< \$15K	3,855	22.17	18,968	23.17	120,215	24.66
		\$15K - \$35K	4,660	26.80	22,497	27.48	136,912	28.08
		\$35K - \$75K	5,226	30.05	24,682	30.15	135,723	27.84
		> \$75K	3647	20.97	15722	19.21	94627	19.42

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$54,507		\$52,913		\$54,104	
			\$36,075		\$34,501		\$32,898	
			\$18,912		\$19,733		\$20,897	
	2005	Youth < 18yrs 1 or More	7,069	40.64	29,650	36.20	158,552	32.53
	2005	Vehicles None 1 2 or More	3,586	20.62	16,993	20.76	118,936	24.40
			7,437	42.77	36,752	44.89	217,975	44.71
			6,366	36.61	28,125	34.35	150,566	30.88
Households	2010		18,171		86,659		514,213	
	2005-2010	Growth Estimated %		4.50%		5.85%		5.48%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	3,567	19.63%	18,311	21.13%	116,091	21.13%
			4,519	24.87%	22,315	25.75%	135,971	25.75%
			5,532	30.44%	26,526	30.61%	146,216	30.61%
			4553	25.06%	19,507	22.51%	115,935	22.51%
	2010	Income Average Median Per Capita						
			\$61,175		\$58,278		\$59,725	
			\$40,633		\$38,140		\$36,019	
			\$21,238		\$21,684		\$23,085	
Families	2005		11,290		48,511		264,650	
	2005	Below Poverty Total With Children						
			2,250	19.92	10,197	21.03	62,523	23.62
			1,869	16.55	8,223	16.96	50,465	19.07

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010		11,713		50,914		277,382	
	2005-2010	Growth		3.75%		4.95%		4.81%
		Estimated %						
Employment	2005	Unemployed	2,167	5.58	9,932	5.80	61,076	6.11
		Age 16+						
		Non Working	16,435	42.32	71,049	41.46	408,254	40.85
		Age 16+						
	2005	Transportation	3,164	16.03	13,468	15.31	86,838	16.83
		Public Transit						
		Walk, Bike, Other	505	2.56	3147	3.57	31447	6.10
Housing	2005	Owner Occupied	5,077	29.20	19,830	24.22	111,388	22.85
		Renter Occupied	12,310	70.80	62,039	75.78	376,090	77.15
	2005	Residency	10.00		9.00		9.00	
		Average (Yrs)						
	2005	Type	6,339	34.49	25,328	29.50	141,366	27.50
		Single Unit						
		Multi-Unit	12,040	65.52	60,528	70.49	372,667	72.50
Density	2005	Population	16,224		17,706		16,287	
		Household	5,538		6,900		6,550	
		Families	3,596		3,862		3,371	
	2010	Population	16,906		18,753		17,140	
		Household	5,787		6,518		6,210	
		Families	3,730		4,054		3,534	

Name: Venice Pool			CD: 11						
Address: 2401 Walgrove Ave.			REGION: Pacific						
			Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcatagory(s)	Number	%	Number	%	Number	%	
Population	2005	Male Female	35,889		128,586		521,207		
	2005			18,038	50.26%	64,959	50.52%	254,369	48.80%
				17,851	49.74%	63,628	49.48%	266,838	51.20%
	2005	All	3,618	10.08	12,373	9.62	49,012	9.40	
				2,542	7.08	9,001	7.00	37,572	7.21
				2,017	5.62	7,528	5.86	42,323	8.12
				21,917	61.07	79,054	61.48	303,142	58.17
				5,795	16.15	20,631	16.04	89,158	17.12
			39.39		39.50		39.47		
	2005	Male	1,836	10.18	6,307	9.71	25,205	9.91	
				1,281	7.11	4,572	7.04	19,151	7.53
				1,058	5.87	3,948	6.08	20,836	8.20
				11,272	62.48	40,936	63.02	150,919	59.34
				2,592	14.37	9,194	14.15	38,259	15.04
			38.55		38.63		38.29		
	2005	Female	1,783	9.98	6,065	9.53	23,808	8.92	
				1,260	7.06	4,429	6.96	18,420	6.91
				959	5.37	3,581	5.63	21,487	8.05
				10,644	59.63	38,118	59.92	152,224	57.05
				3,203	17.94	11,435	17.97	50,900	19.08
		40.25		40.39		40.60			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		37,984		134,190		546,615	
				5.84%		4.36%		4.87%
			19,083	50.24%	67,733	50.48%	266,821	48.81%
			18,902	49.76%	66,457	49.52%	279,795	51.19%
			3,495	9.20%	11,877	8.85%	47,702	8.73%
			3,066	8.07%	10,552	7.87%	42,901	7.85%
			2,108	5.55%	7,535	5.62%	40,507	7.41%
Households			22,133	58.27%	79,213	59.03%	309,908	56.69%
			7,181	18.91%	25,011	18.64%	105,596	19.31%
			40.95		41.02		40.86	
	2005		16,562		61,719		246,428	
	2005		7,938	47.93	27,169	44.02	110,534	44.85
			8,624	52.07	34,550	55.98	135,894	55.15
	2005		12,082	72.95	46,377	75.15	183,396	74.42
			3,430	20.71	11,734	19.02	49,676	20.16
			1,049	6.33	3,607	5.84	13,358	5.42
	2005		2.16		2.07		2.07	
Population								
			1,621	9.79	6,860	11.12	30,303	12.30
			2,984	18.02	10,945	17.73	43,355	17.59
			5,468	33.01	19,948	32.32	78,013	31.66
Households			6488	39.16	23966	38.84	94756	38.46



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income  Average Median Per Capita						
			\$82,042		\$85,319		\$87,790	
			\$60,028		\$59,125		\$58,505	
			\$38,016		\$41,122		\$41,928	
	2005	Youth < 18yrs  1 or More	3,478	21.01	12,151	19.69	49,825	20.22
	2005	Vehicles  None 1 2 or More	1,222	7.38	5,544	8.98	21,712	8.81
			8,012	48.38	30,187	48.91	119,181	48.36
			7,329	44.24	25,988	42.10	105,535	42.82
Households	2010		17,746		64,959		259,709	
	2005-2010	Growth  Estimated %						
				7.15%		5.25%		5.39%
	2010	Income  < \$15K \$15K - \$35K \$35K - \$75K > \$75K	1,545	8.71%	6,303	9.70%	28,339	9.70%
			2,680	15.10%	10,035	15.45%	40,516	15.45%
			5,597	31.54%	19,987	30.77%	78,770	30.77%
			7923	44.65%	28,633	44.07%	112,084	44.07%
	2010	Income  Average Median Per Capita	\$93,517		\$96,737		\$97,532	
			\$67,527		\$66,619		\$65,135	
			\$43,838		\$46,994		\$46,747	
Families	2005		7,938		27,169		110,534	
	2005	Below Poverty  Total With Children	569	7.17	2,423	8.92	9,295	8.41
			422	5.32	1,906	7.02	6,816	6.16

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	8,388		28,346		115,622	
	2005-2010			5.67%		4.33%		4.60%
Employment	2005	Unemployed Age 16+ Non Working	1,378	4.55	5,060	4.63	18,770	4.24
	2005	Transportation  Public Transit Walk, Bike, Other	9,228	30.46	32,343	29.62	138,786	31.33
			972	5.07	3,701	5.28	13,652	4.89
Housing	2005	Owner Occupied Renter Occupied	836	4.35	3351	4.78	16043	5.74
	2005	Residency  Average (Yrs)	6,855	41.39	21,475	34.80	88,569	35.94
			9,706	58.60	40,244	65.21	157,860	64.06
Density	2005	Type  Single Unit Multi-Unit	10.00		10.00		10.00	
	2005	Population Household Families	8,371	47.29	24,898	38.08	81,720	31.55
			9,332	52.71	40,480	61.92	177,311	68.45
	2005	Per Sq. Mile	11,430		10,238		6,640	
			5,275		5,172		3,308	
	2010	Population Household Families	2,528		2,163		1,408	
2010	Per Sq. Mile	12,097		10,684		6,963		
		5,652		4,914		3,139		
		2,671		2,257		1,473		

Name: Rustic Canyon Park (Pool)				CD: 11							
Address: 601 Latimer Road				REGION: West							
				Within ONE Mile		Within TWO Miles		Within FIVE Miles			
Category	Year	Subcatagory(s)		Number	%	Number	%	Number	%		
Population	2005	Male Female		14,762		57,267		286,396			
	2005			Male Female		7,055	47.79%	27,160	47.43%	139,918	48.85%
						7,707	52.21%	30,107	52.57%	146,479	51.15%
					1,609	10.90	4,913	8.58	22,299	7.78	
					1,598	10.83	4,686	8.18	18,017	6.29	
					774	5.25	2,558	4.47	30,910	10.79	
					7,153	48.46	31,774	55.48	163,986	57.27	
					3,629	24.58	13,337	23.29	51,183	17.87	
			43.19		43.64		40.08				
	2005	Male		823	11.66	2,505	9.23	11,507	8.22		
				804	11.39	2,362	8.69	9,151	6.54		
				394	5.59	1,299	4.78	14,674	10.48		
				3,382	47.94	15,311	56.37	82,314	58.82		
				1,653	23.44	5,683	20.93	22,271	15.92		
				42.34		42.34		39.07			
2005	Female		786	10.20	2,408	7.99	10,792	7.37			
			794	10.30	2,324	7.72	8,866	6.05			
			379	4.91	1,260	4.18	16,236	11.08			
			3,771	48.92	16,463	54.68	81,672	55.75			
			1,976	25.64	7,652	25.41	28,913	19.74			
			43.96		44.82		41.05				

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		15,461		59,335		297,146	
				4.74%		3.61%		3.75%
			7,381	47.74%	28,168	47.47%	145,106	48.83%
			8,080	52.26%	31,167	52.53%	152,040	51.17%
			1,578	10.20%	4,714	7.95%	21,379	7.20%
			1,657	10.72%	4,877	8.22%	20,165	6.79%
			1,103	7.14%	3,401	5.73%	30,021	10.10%
			6,965	45.04%	31,146	52.49%	165,997	55.87%
Households			4,157	26.89%	15,195	25.61%	59,582	20.05%
			43.96		44.79		41.41	
	2005		6,462		29,279		138,061	
	2005	Family	3,864	59.8	12,747	43.54	56,852	41.18
		Non-Family	2,598	40.2	16,532	56.46	81,209	58.82
	2005	Size	4,325	66.93	22,877	78.13	106,837	77.38
			1,706	26.40	5,301	18.11	25,599	18.54
			431	6.67	1,101	3.76	5,624	4.08
	2005	Size	2.28		1.91		1.96	
2005								
			347	5.37	3,041	10.39	17,602	12.75
			527	8.15	3,992	13.63	21,795	15.78
			1,115	17.25	7,369	25.16	39,715	28.77
			4474	69.24	14878	50.81	58949	42.69

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income  Average Median Per Capita						
			\$200,016		\$130,929		\$102,300	
			\$132,622		\$76,949		\$63,723	
			\$88,057		\$67,594		\$49,993	
	2005	Youth < 18yrs  1 or More	1,749	27.06	5,496	18.76	23,594	17.09
	2005	Vehicles  None 1 2 or More	186	2.88	2,533	8.65	12,202	8.84
			2,360	36.52	13,958	47.67	66,158	47.92
			3,915	60.59	12,787	43.68	59,701	43.25
Households	2010		6,810		30,591		144,809	
	2005-2010	Growth  Estimated %						
				5.39%		4.48%		4.89%
	2010	Income  < \$15K \$15K - \$35K \$35K - \$75K > \$75K	331	4.86%	2,825	9.23%	16,580	9.23%
			485	7.12%	3,772	12.33%	20,399	12.33%
			1,106	16.24%	7,267	23.75%	39,892	23.75%
			4888	71.79%	16,727	54.68%	67,937	54.68%
	2010	Income  Average Median Per Capita						
			\$211,616		\$142,029		\$112,386	
			\$141,290		\$85,885		\$70,204	
			\$93,686		\$73,866		\$55,434	
Families	2005		3,864		12,747		56,852	
	2005	Below Poverty	119	3.09	543	4.26	3,673	6.45
		Total With Children	38	0.99	288	2.26	2,335	4.10

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	3,993		13,125		59,037	
	2005-2010			3.34%		2.97%		3.84%
Employment	2005	Unemployed Age 16+ Age 16+	350	2.93	2,016	4.13	10,794	4.31
	2005	Transportation  Public Transit Walk, Bike, Other	4,384	36.72	16,171	33.12	81,014	32.36
			135	1.91	809	2.70	6,840	4.42
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	225	3.18	1594	5.33	12931	8.36
			4,388	67.90	12,029	41.08	50,556	36.62
			2,074	32.10	17,250	58.92	87,505	63.38
Density	2005	Average (Yrs)						
			14.00		11.00		10.00	
	2005	Single Unit Multi-Unit						
			4,545	66.72	10,484	33.55	47,314	32.46
	2005	Per Sq. Mile	2,267	33.28	20,769	66.45	98,431	67.53
			4,701		4,559		3,648	
	2010	Per Sq. Mile	2,058		2,436		1,845	
			1,231		1,015		724	
4,924				4,724		3,785		
			2,169		2,331		1,759	
			1,272		1,045		752	

Name: Stoner Pool				CD: 11					
Address: 1831 Stoner Ave.				REGION: Pacific					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcatagory(s)		Number	%	Number	%	Number	%
Population	2005	Male Female		45,293		144,604		553,394	
	2005	Male Female		22,619	49.94%	70,195	48.54%	269,107	48.63%
				22,674	50.06%	74,409	51.46%	284,287	51.37%
	2005	All	Age = 0-9 Age = 10-17						
				3,225	7.12	11,254	7.78	49,890	9.02
			Age = 18-24 Age = 25-59 Age = 60+ Average Age	2,028	4.47	7,998	5.53	39,934	7.22
				3,819	8.43	14,869	10.28	50,206	9.07
				29,724	65.63	86,435	59.77	314,181	56.78
				6,497	14.35	24,047	16.63	99,182	17.92
				38.55		39.33		39.80	
	2005	Male	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	1,685	7.44	5,838	8.31	25,712	9.55
				1,006	4.45	4,080	5.82	20,293	7.54
				1,859	8.22	7,131	10.16	24,564	9.13
				15,325	67.76	43,093	61.40	155,827	57.91
				2,744	12.13	10,054	14.33	42,713	15.87
				37.47		38.05		38.62	
	2005	Female	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average						
				1,541	6.79	5,417	7.28	24,178	8.50
				1,022	4.51	3,918	5.26	19,641	6.91
				1,959	8.64	7,737	10.39	25,641	9.01
				14,399	63.51	43,343	58.25	158,356	55.70
				3,752	16.54	13,993	18.81	56,471	19.86
				39.63		40.54		40.91	



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		47,324		152,056		579,874	
				4.48%		5.15%		4.79%
			23,619	49.91%	73,799	48.53%	282,076	48.64%
			23,704	50.09%	78,257	51.47%	297,798	51.36%
			3,125	6.60%	11,044	7.26%	48,772	8.41%
			2,586	5.47%	9,642	6.34%	44,621	7.69%
			2,273	4.80%	12,813	8.42%	48,857	8.42%
			31,762	67.12%	90,448	59.48%	321,535	55.45%
Households			7,577	16.00%	28,108	18.48%	116,086	20.02%
			40.20		40.74		41.10	
	2005		23,484		70,672		258,541	
	2005	Family	8,242	35.1	28,314	40.06	115,911	44.83
		Non-Family	15,242	64.9	42,358	59.94	142,630	55.17
	2005	Size	18,784	79.98	54,452	77.05	192,060	74.29
			3,739	15.92	13,440	19.01	52,007	20.11
			960	4.09	2,782	3.94	14,474	5.60
	2005	Size	1.91		1.97		2.07	
Households								
			3,328	14.17	9,963	14.10	32,896	12.72
			4,532	19.30	11,971	16.94	44,580	17.24
			8,228	35.04	21,874	30.96	78,421	30.33
			7396	31.50	26862	38.01	102644	39.70

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income						
			\$68,123					
			\$51,217		\$84,457		\$95,136	
			\$35,539		\$57,829		\$59,647	
	2005	Youth < 18yrs			\$41,929		\$44,904	
			3,159	13.45	11,535	16.33	51,554	19.94
	2005	Vehicles	2,454	10.45	6,496	9.19	23,657	9.15
			12,092	51.49	34,973	49.49	123,570	47.80
			8,938	38.06	29,203	41.32	111,314	43.05
Households	2010		24,623		74,725		271,814	
	2005-2010	Growth						
				4.85%		5.73%		5.13%
	2010	Income	3,063	12.44%	9,432	12.62%	30,825	12.62%
			4,167	16.92%	11,297	15.12%	41,784	15.12%
			8,349	33.91%	22,221	29.73%	79,338	29.73%
			9044	36.73%	31,776	42.53%	119,868	42.53%
	2010	Income						
			\$77,102		\$94,054		\$104,560	
			\$57,937		\$64,204		\$66,160	
Families	2005	Below Poverty	\$40,327		\$46,854		\$49,456	
			8,242		28,314		115,911	
	2005	Total	875	10.62	2,236	7.90	9,902	8.55
		With Children	557	6.76	1,451	5.13	6,903	5.96

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	8,615		29,888		120,936	
					5.56%		4.34%	
Employment	2005	Unemployed Age 16+ Non Working	1,394	3.45	4,472	3.52	19,907	4.21
	2005	Transportation  Public Transit Walk, Bike, Other	11,675	28.87	40,402	31.79	156,205	33.03
			2,000	7.43	4,529	5.62	14,279	4.92
Housing	2005	Owner Occupied Renter Occupied	1535	5.71	6642	8.25	18862	6.50
			4,796	20.42	22,138	31.32	92,762	35.88
			18,688	79.58	48,534	68.68	165,779	64.12
2005	Residency  Type							
		8.00		9.00		10.00		
		3,421	14.03	17,598	23.86	86,530	31.79	
Density	2005	Single Unit Multi-Unit	20,967	85.98	56,151	76.14	185,731	68.22
			14,425		11,513		7,050	
			7,479		5,949		3,463	
			2,625		2,254		1,477	
	2010	Per Sq. Mile  Population Household Families						
			15,071		12,106		7,387	
			7,842		5,627		3,294	
			2,744		2,380		1,541	

Name: Mar Vista Pool Address: 11655 Palms Blvd.				CD: 11 REGION: Pacific					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			38,812		149,367		672,067	
	2005	Male Female	19,174	49.40%	74,171	49.66%	324,232	48.24%	
			19,639	50.60%	75,196	50.34%	347,835	51.76%	
	2005	All							
			4,479	11.54	16,465	11.03	66,274	9.86	
		Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	3,101	7.99	12,070	8.08	52,113	7.75	
			2,853	7.35	12,026	8.05	61,423	9.14	
			22,178	57.14	86,749	58.07	376,026	55.94	
			6,202	15.99	22,054	14.76	116,231	17.30	
			37.98		37.64		39.10		
	2005	Male							
			2,297	11.98	8,462	11.40	34,241	10.56	
			1,600	8.35	6,181	8.33	26,376	8.13	
			1,500	7.83	6,223	8.39	30,018	9.25	
			11,157	58.19	43,997	59.32	184,348	56.85	
			2,620	13.67	9,309	12.55	49,249	15.19	
		Age = 60+ Average Age	36.70		36.42		37.82		
			2,182	11.11	8,003	10.64	32,033	9.20	
			1,499	7.64	5,889	7.83	25,737	7.39	
			1,352	6.88	5,803	7.71	31,404	9.03	
2005	Female	11,022	56.14	42,754	56.86	191,679	55.11		
		3,581	18.23	12,746	16.95	66,982	19.26		
		39.22		38.85		40.30			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		40,948		155,487		706,228	
	2005-2010	Growth						
		Estimated %						
	2010	Male						
		Female						
	2010	All		5.50%		4.10%		5.08%
		Age = 0-9	4,480	10.94%	16,050	10.32%	65,261	9.24%
		Age = 10-17	3,698	9.03%	13,863	8.92%	57,920	8.20%
		Age = 18-24	2,781	6.79%	10,658	6.85%	60,999	8.64%
		Age = 25-59	22,838	55.78%	89,039	57.26%	385,413	54.57%
		Age = 60+	7,152	17.47%	25,877	16.64%	136,635	19.35%
		Average Age	39.03		38.94		40.39	
Households	2005		16,909		65,235		307,086	
	2005	Family						
		Non-Family	9,122	53.95	32,865	50.38	143,117	46.6
			7,787	46.05	32,370	49.62	163,969	53.39
	2005	Size						
		1-2 Person	11,310	66.89	44,507	68.22	223,437	72.76
		3-4 Person	4,475	26.47	15,768	24.17	64,351	20.95
		5+ Person	1,124	6.64	4,959	7.60	19,299	6.28
	2005	Size						
		Average	2.28		2.27		2.12	
	2005	Income						
		< \$15K	2,233	13.21	8,213	12.59	41,198	13.42
		\$15K - \$35K	3,241	19.17	13,870	21.26	55,855	18.18
		\$35K - \$75K	5,797	34.29	22,477	34.45	95,673	31.15
		> \$75K	5638	33.35	20675	31.69	114361	37.25

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$74,702		\$72,040		\$86,762	
			\$50,874		\$49,571		\$56,424	
			\$32,685		\$31,662		\$40,057	
	2005	Youth < 18yrs 1 or More	4,420	26.13	16,253	24.91	67,347	21.93
	2005	Vehicles None 1 2 or More	1,681	9.94	6,276	9.62	30,354	9.88
			7,819	46.24	30,771	47.17	146,452	47.69
			7,409	43.82	28,188	43.21	130,281	42.42
Households	2010		17,808		67,780		323,575	
	2005-2010	Growth Estimated %		5.32%		3.90%		5.37%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	2,074	11.65%	7,525	11.10%	38,749	11.10%
			3,095	17.38%	12,732	18.78%	52,542	18.78%
			5,928	33.28%	22,952	33.86%	97,050	33.86%
			6710	37.68%	24,573	36.26%	135,233	36.26%
	2010	Income Average Median Per Capita						
			\$83,235		\$80,429		\$96,132	
			\$58,076		\$56,276		\$62,959	
			\$36,332		\$35,255		\$44,444	
Families	2005		9,122		32,865		143,117	
	2005	Below Poverty Total With Children						
			895	9.81	3,255	9.91	14,465	10.11
			657	7.20	2,556	7.78	10,773	7.53

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	9,593		33,997		149,748	
			5.16%		3.44%		4.63%	
Employment	2005	Unemployed Age 16+ Age 16+	1,299	4.08	5,356	4.34	25,658	4.54
	2005	Transportation  Public Transit Walk, Bike, Other	10,343	32.47	39,523	32.04	188,780	33.37
			1,417	7.20	5,198	6.78	18,052	5.26
Housing	2005	Owner Occupied Renter Occupied  Residency  Type  Average (Yrs)	835	4.26	3319	4.33	20466	5.97
			5,948	35.18	22,003	33.73	109,499	35.66
			10,961	64.82	43,232	66.27	197,588	64.34
Density	2005	Single Unit Multi-Unit  Per Sq. Mile			10.00		10.00	
	2010	Per Sq. Mile	10.00		10.00		10.00	
			6,678	38.41	25,416	37.85	102,466	31.74
			10,707	61.59	41,739	62.15	220,397	68.26
			12,361		11,892		8,561	
2005	Population Household Families  Population Household Families  Per Sq. Mile	5,385		5,396		4,122		
		2,905		2,617		1,823		
		13,041		12,380		8,997		
2010	Population Household Families	5,671		5,194		3,912		
		3,055		2,707		1,908		



Name: Westchester Pool						CD: 11			
Address: 9100 Lincoln Blvd						REGION: West			
			Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%	
Population	2005	Male Female	15,359		45,655		504,758		
	2005		7,364	47.95%	22,186	48.59%	247,702	49.07%	
			7,996	52.06%	23,469	51.41%	257,055	50.93%	
	2005	All	1,385	9.01	4,409	9.66	66,142	13.10	
			985	6.42	3,298	7.22	50,333	9.97	
			2,833	18.44	4,741	10.38	42,116	8.35	
			7,496	48.80	24,618	53.93	275,639	54.62	
			2,661	17.33	8,590	18.82	70,527	13.97	
			38.36		40.15		36.32		
	2005	Male	711	9.65	2,259	10.18	34,012	13.73	
			510	6.93	1,705	7.69	25,543	10.32	
			1,269	17.24	2,236	10.08	21,251	8.58	
			3,724	50.56	12,176	54.87	136,326	55.03	
		1,151	15.63	3,810	17.18	30,567	12.34		
		37.59		39.21		35.26			
2005	Female	674	8.43	2,149	9.16	32,130	12.50		
		476	5.95	1,594	6.79	24,789	9.65		
		1,564	19.56	2,504	10.67	20,865	8.12		
		3,773	47.19	12,442	53.01	139,313	54.19		
		1,509	18.87	4,780	20.37	39,959	15.54		
		39.08		41.05		37.34			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		16,058		47,535		531,376	
	2005-2010	Growth						
		Estimated %						
				4.55%		4.12%		5.27%
	2010	Male	7,704	47.98%	23,081	48.56%	260,992	49.12%
		Female	8,354	52.02%	24,454	51.44%	270,383	50.88%
	2010	All						
		Age = 0-9	1,322	8.23%	4,172	8.78%	65,670	12.36%
		Age = 10-17	1,203	7.49%	3,875	8.15%	54,356	10.23%
		Age = 18-24	2,796	17.41%	4,905	10.31%	43,397	8.16%
		Age = 25-59	7,614	47.42%	24,455	51.44%	282,493	53.16%
		Age = 60+	3,123	19.45%	10,126	21.30%	85,459	16.09%
		Average Age	39.53		41.46		37.66	
Households	2005		6,144		20,152		204,225	
	2005	Family						
		Non-Family	3,257	53.01	10,589	52.55	112,159	54.92
			2,888	47.01	9,563	47.45	92,066	45.08
	2005	Size						
		1-2 Person	4,356	70.90	14,456	71.73	131,561	64.42
		3-4 Person	1,495	24.33	4,698	23.31	50,671	24.81
		5+ Person	295	4.80	999	4.96	21,993	10.77
	2005	Size						
		Average	2.16		2.14		2.44	
	2005	Income						
		< \$15K	455	7.41	1,396	6.93	25,941	12.70
		\$15K - \$35K	779	12.68	2,762	13.70	41,051	20.10
		\$35K - \$75K	1,915	31.17	6,328	31.40	67,621	33.12
		> \$75K	2995	48.74	9667	47.96	69613	34.08

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$97,295		\$98,496		\$77,041	
			\$73,454		\$72,331		\$52,632	
			\$39,933		\$43,934		\$31,348	
	2005	Youth < 18yrs 1 or More	1,362	22.16	4,416	21.91	62,307	30.51
	2005	Vehicles None 1 2 or More	208	3.39	796	3.95	20,122	9.85
			2,422	39.42	8,321	41.29	91,937	45.02
			3,514	57.19	11,034	54.75	92,166	45.12
Households	2010		6,539		21,253		214,989	
	2005-2010	Growth Estimated %						
				6.43%		5.46%		5.27%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	429	6.56%	1,294	6.09%	24,382	6.09%
			746	11.40%	2,540	11.95%	38,879	11.95%
			1,823	27.88%	6,169	29.03%	68,300	29.03%
			3540	54.14%	11,250	52.93%	83,426	52.93%
	2010	Income Average Median Per Capita	\$108,308		\$109,124		\$86,478	
			\$81,609		\$79,920		\$59,149	
			\$45,086		\$49,235		\$35,159	
	2005		3,257		10,589		112,159	
Families	2005	Below Poverty Total With Children	133	4.09	472	4.45	13,832	12.32
			94	2.89	360	3.40	11,682	10.41

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	3,437		11,031		117,139	
	2005-2010			5.53%		4.17%		4.44%
Employment	2005	Unemployed Age 16+ Non Working	1,064	8.05	1,770	4.57	18,615	4.66
	2005	Transportation  Public Transit Walk, Bike, Other	3,967	30.01	11,196	28.93	132,966	33.26
			142	1.76	496	1.96	12,537	5.17
Housing	2005	Owner Occupied Renter Occupied	688	8.53	1284	5.08	10520	4.34
			3,646	59.34	11,318	56.16	78,334	38.36
	2005	Residency  Average (Yrs)	2,498	40.66	8,835	43.84	125,891	61.64
12.00				12.00		10.00		
Density	2005	Type  Single Unit Multi-Unit	3,719	58.91	10,763	51.73	90,019	42.17
			2,594	41.10	10,043	48.27	123,448	57.85
			4,891		3,635		6,430	
	2010	Population Household Families  Per Sq. Mile	1,957		1,692		2,739	
1,037				843		1,429		
5,114				3,785		6,769		
		Population Household Families	2,082		1,604		2,602	
			1,095		878		1,492	

Name: Granada Hills Pool Address: 16730 Chatsworth St.				CD: 12 REGION: Valley					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			24,722		76,005		545,251	
	2005	Male Female	12,023	48.63%	37,091	48.80%	272,519	49.98%	
			12,699	51.37%	38,915	51.20%	272,732	50.02%	
	2005	All							
			3,064	12.40	8,625	11.35	86,488	15.86	
			2,879	11.65	8,316	10.94	69,350	12.72	
			2,112	8.54	7,732	10.18	58,791	10.78	
			12,317	49.82	37,097	48.81	260,456	47.76	
			4,351	17.60	14,236	18.72	70,167	12.87	
			37.93		38.61		33.82		
	2005	Male	1,603	13.33	4,474	12.07	44,138	16.20	
			1,492	12.41	4,225	11.39	35,604	13.06	
			1,044	8.68	3,741	10.09	29,984	11.00	
			5,979	49.73	18,377	49.55	131,981	48.43	
			1,903	15.82	6,275	16.92	30,811	11.31	
			36.70		37.53		32.88		
	2005	Female	1,461	11.50	4,151	10.67	42,349	15.53	
			1,387	10.93	4,092	10.51	33,745	12.38	
			1,067	8.41	3,992	10.26	28,806	10.56	
			6,337	49.90	18,718	48.11	128,474	47.10	
			2,447	19.28	7,961	20.46	39,356	14.43	
39.09				39.64		34.75			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		26,099		79,037		571,216	
				5.57%		3.99%		4.76%
			12,686	48.61%	38,548	48.77%	285,396	49.96%
			13,413	51.39%	40,489	51.23%	285,820	50.04%
			3,119	11.95%	8,719	11.03%	87,988	15.41%
			2,853	10.93%	7,998	10.11%	69,423	12.16%
			2,442	9.35%	8,155	10.31%	60,224	10.54%
			12,768	48.92%	38,092	48.19%	272,687	47.74%
Households			4,916	18.84%	16,073	20.33%	80,894	14.16%
			38.93		39.64		34.88	
	2005		8,221		25,861		156,058	
	2005		6,141	74.7	18,762	72.55	119,266	76.42
			2,080	25.3	7,099	27.45	36,792	23.58
	2005		3,917	47.64	13,246	51.22	63,759	40.85
			3,014	36.66	8,892	34.38	52,529	33.66
			1,289	15.68	3,723	14.39	39,769	25.48
	2005		2.96		2.86		3.45	
			584	7.10	2,093	8.09	19,661	12.60
			1,508	18.34	4,619	17.86	36,085	23.12
			3,017	36.70	8,938	34.56	53,897	34.53
			3111	37.85	10212	39.49	46415	29.75

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income						
			\$72,416					
			\$61,515		\$76,920		\$65,457	
			\$24,428		\$62,268		\$48,675	
	2005	Youth < 18yrs			\$26,534		\$18,939	
			3,339	40.61	9,603	37.13	74,808	47.94
	2005	Vehicles	508	6.18	1,426	5.51	15,487	9.92
			2,412	29.34	7,536	29.14	49,003	31.40
			5,300	64.47	16,899	65.34	91,568	58.68
Households	2010		8,570		26,750		162,013	
	2005-2010	Growth						
				4.25%		3.43%		3.82%
	2010	Income	536	6.25%	1,915	7.16%	18,725	7.16%
			1,367	15.95%	4,277	15.99%	34,825	15.99%
			2,927	34.16%	8,813	32.94%	54,408	32.94%
			3738	43.62%	11,745	43.91%	54,055	43.91%
	2010	Income						
			\$80,595		\$84,160		\$71,456	
			\$67,619		\$67,444		\$52,639	
Families	2005	Below Poverty	\$26,800		\$28,839		\$20,465	
			6,141		18,762		119,266	
	2005	Total	405	6.59	1,068	5.69	15,813	13.26
		With Children	295	4.80	751	4.00	13,435	11.27



			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	6,363		19,274		123,082	
	2005-2010			3.62%		2.73%		3.20%
Employment	2005	Unemployed Age 16+ Non Working	690	3.55	2,897	4.74	20,826	5.13
	2005	Transportation  Public Transit Walk, Bike, Other	7,051	36.25	21,536	35.24	157,947	38.88
			230	2.02	798	2.22	12,957	5.84
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	178	1.57	687	1.91	8806	3.96
			5,310	64.59	17,855	69.04	89,891	57.60
			2,910	35.40	8,007	30.96	66,167	42.40
Density	2005	Average (Yrs)	12.00		13.00		11.00	
	2005	Single Unit Multi-Unit	6,129	72.14	20,164	76.03	104,246	64.92
			2,367	27.87	6,355	23.96	56,317	35.08
	2005	Population Household Families	7,873		6,051		6,946	
			2,618		2,130		2,064	
	2010	Population Household Families	1,956		1,494		1,519	
Density	2010	Per Sq. Mile	8,312		6,293		7,277	
			2,729		2,059		1,988	
			2,026		1,535		1,568	

Name: Northridge Pool Address: 10088 Reseda Blvd				CD: 12 REGION: Valley					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcatagory(s)		Number	%	Number	%	Number	%
Population	2005			25,159		67,752		479,486	
	2005	Male		11,975	47.60%	32,920	48.59%	237,716	49.58%
		Female		13,185	52.41%	34,832	51.41%	241,770	50.42%
	2005	All	Age = 0-9	2,135	8.49	6,782	10.01	69,355	14.46
			Age = 10-17	2,079	8.27	6,627	9.78	55,674	11.61
			Age = 18-24	4,490	17.85	8,853	13.06	47,678	9.94
			Age = 25-59	12,330	49.00	32,939	48.62	237,185	49.46
			Age = 60+	4,124	16.39	12,551	18.53	69,595	14.52
			Average Age	37.31		38.59		35.54	
	2005	Male	Age = 0-9	1,089	9.09	3,488	10.60	35,417	14.89
			Age = 10-17	1,072	8.95	3,431	10.42	28,561	12.01
			Age = 18-24	1,943	16.23	4,026	12.23	23,925	10.07
			Age = 25-59	6,071	50.69	16,313	49.55	119,569	50.30
			Age = 60+	1,802	15.04	5,662	17.20	30,244	12.72
			Average Age	36.56		37.77		34.47	
	2005	Female	Age = 0-9	1,046	7.93	3,293	9.45	33,939	14.04
			Age = 10-17	1,008	7.64	3,196	9.17	27,112	11.22
			Age = 18-24	2,547	19.31	4,826	13.86	23,754	9.82
			Age = 25-59	6,261	47.49	16,626	47.73	117,616	48.65
			Age = 60+	2,323	17.63	6,890	19.78	39,351	16.27
		Average	37.98		39.36		36.59		

			Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%	
Population	2010	Growth  Male Female  All  Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	26,147		69,438		506,848		
	2005-2010								
			2010		3.93%		2.49%		5.71%
	2010			12,448	47.61%	33,707	48.54%	251,240	49.57%
				13,699	52.39%	35,731	51.46%	255,608	50.43%
	2010								
				2,173	8.31%	6,772	9.75%	71,039	14.02%
				1,943	7.43%	6,171	8.89%	56,977	11.25%
				4,159	15.91%	8,481	12.21%	49,857	9.84%
				13,097	50.09%	33,819	48.70%	247,879	48.90%
				4,773	18.26%	14,194	20.44%	81,097	15.99%
				38.66		39.75		36.59	
	Households		2005	Family Non-Family  Size  Size  Income  < \$15K \$15K - \$35K \$35K - \$75K > \$75K	9,478		24,331		152,696
2005									
		2005	5,740		60.56	16,589	68.18	111,137	72.78
			3,738		39.44	7,742	31.82	41,559	27.22
2005									
		2005	5,873		61.97	13,622	55.98	71,481	46.81
			2,809		29.64	8,003	32.89	52,008	34.06
2005		796	8.40		2,708	11.13	29,207	19.13	
2005			2.45			2.67		3.09	
2005			1,275		13.45	2,517	10.34	17,531	11.48
			1,972		20.81	4,341	17.84	33,014	21.62
2005			3,237		34.15	7,958	32.71	52,343	34.28
		2994	31.59	9515	39.10	49808	32.62		

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income						
			\$70,335		\$81,839		\$69,420	
			\$51,727		\$60,667		\$52,354	
			\$26,960		\$29,776		\$22,397	
	2005	Youth < 18yrs						
			2,671	28.19	7,969	32.75	64,753	42.41
	2005	Vehicles						
			548	5.78	1,305	5.36	13,553	8.88
			3,432	36.21	7,608	31.27	49,706	32.55
Households	2010	Income						
			5,498	58.01	15,417	63.36	89,439	58.57
	2005-2010	Growth						
			9,843		24,926		159,522	
	2010	Income						
				3.85%		2.45%		4.47%
Families	2005	Income						
			1,194	12.13%	2,338	9.38%	16,709	9.38%
			1,920	19.51%	4,142	16.62%	31,877	16.62%
			3,312	33.65%	7,973	31.99%	53,071	31.99%
	2010	Income						
			3,418	34.72%	10,472	42.01%	57,865	42.01%
	2005	Income						
			\$75,811		\$87,672		\$75,665	
			\$55,642		\$64,459		\$56,784	
Families	2005	Income						
			\$28,999		\$31,857		\$24,092	
Families	2005	Income						
			5,740		16,589		111,137	
Families	2005	Income						
			387	6.73	1,103	6.66	12,479	11.23
Families	2005	Income						
			245	4.27	761	4.59	10,217	9.19

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010 2005-2010	Growth Estimated %	5,934		16,880		115,497	
				3.38%		1.75%		3.92%
Employment	2005	Unemployed Non Working Age 16+ Age 16+ Transportation Public Transit Walk, Bike, Other	2,251	10.48	3,925	7.00	17,880	4.86
			6,620	30.82	18,370	32.78	132,827	36.14
			359 518	2.88 4.15	861 1102	2.59 3.31	10,794 7480	5.09 3.53
Housing	2005	Owner Occupied Renter Occupied Residency Average (Yrs) Type Single Unit Multi-Unit	4,522	47.71	14,793	60.80	86,278	56.50
			4,956	52.29	9,538	39.20	66,419	43.50
			10.00		12.00		11.00	
Density	2005	Population Household Families Per Sq. Mile	4,927	50.76	16,476	66.20	96,696	61.59
			4,779	49.24	8,412	33.82	60,307	38.42
			8,012		5,394		6,108	
			3,018		1,985		2,032	
	2010	Population Household Families Per Sq. Mile	1,828		1,321		1,416	
			8,327		5,529		6,457	
			3,135		1,937		1,945	
			1,890		1,344		1,471	

Name: Echo Park and R.C. Shallow Outdoor Pool							CD: 1			
Address: 1632 Bellevue Ave.							REGION: Metro			
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		81,692		258,730		1,250,981		
	2005				42,235	51.70%	138,171	53.40%	640,263	51.18%
					39,457	48.30%	120,559	46.60%	610,718	48.82%
	2005			All						
					13,857	16.96	38,084	14.72	194,618	15.55
	2005	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	9,628	11.78	25,873	10.00	142,149	11.36		
			9,199	11.26	27,027	10.44	137,826	11.02		
			40,187	49.20	136,330	52.69	629,926	50.35		
			8,821	10.80	31,416	12.14	146,461	11.70		
			32.24		34.14		33.35			
			7,060	16.71	19,457	14.09	99,542	15.54		
			4,964	11.76	13,345	9.66	72,964	11.40		
			5,090	12.05	15,317	11.08	72,951	11.39		
	21,372	50.60	75,969	54.98	332,049	51.86				
	3,748	8.87	14,084	10.20	62,759	9.81				
31.29		33.47		32.42						
2005	Female	6,797	17.23	18,627	15.45	95,076	15.57			
		4,664	11.82	12,528	10.39	69,185	11.33			
		4,110	10.42	11,709	9.71	64,875	10.62			
		18,814	47.68	60,361	50.07	297,879	48.77			
		5,072	12.85	17,333	14.39	83,703	13.71			
		33.26		34.91		34.33				

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		85,349		275,483		1,311,447	
	2005-2010	Growth						
		Estimated %						
				4.48%		6.48%		4.83%
	2010	Male	44,020	51.58%	146,708	53.25%	671,142	51.18%
		Female	41,329	48.42%	128,775	46.75%	640,305	48.82%
	2010	All						
		Age = 0-9	14,072	16.48%	39,041	14.17%	197,063	15.02%
		Age = 10-17	10,143	11.88%	28,804	10.46%	149,067	11.37%
		Age = 18-24	8,781	10.29%	25,941	9.42%	135,686	10.34%
		Age = 25-59	42,426	49.71%	144,980	52.63%	661,324	50.43%
		Age = 60+	9,927	11.63%	36,717	13.32%	168,307	12.84%
		Average Age	33.29		35.28		34.47	
Households	2005		25,066		88,717		403,446	
	2005	Family						
		Non-Family	17,120	68.3	50,571	57	253,048	62.72
	2005		7,946	31.7	38,146	43	150,398	37.28
		Size	11,235	44.82	49,938	56.29	205,334	50.90
			8,000	31.91	23,861	26.89	116,219	28.80
	2005		5,830	23.27	14,918	16.81	81,893	20.31
		Size	3.18		2.73		3.00	
	2005	Income	7,487	29.87	30,143	33.98	113,209	28.06
		< \$15K	9,207	36.73	29,046	32.74	127,475	31.60
		\$15K - \$35K	5,933	23.67	20,253	22.83	107,342	26.60
		\$35K - \$75K	2440	9.74	9274	10.45	55419	13.74
		> \$75K						



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$36,782		\$36,614		\$43,228	
			\$24,738		\$23,636		\$28,232	
			\$11,669		\$13,691		\$14,438	
	2005	Youth < 18yrs 1 or More	11,557	46.10	31,814	35.85	163,868	40.62
	2005	Vehicles None 1 2 or More	9,849	39.29	36,206	40.81	118,981	29.49
			9,459	37.74	33,461	37.72	165,006	40.90
			5,758	22.97	19,049	21.47	119,458	29.61
Households	2010		26,565		95,940		426,479	
	2005-2010	Growth Estimated %		5.98%		8.14%		5.71%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	7,271	27.37%	30,456	31.74%	110,342	31.74%
			9,366	35.25%	30,317	31.60%	128,420	31.60%
			6,788	25.55%	23,212	24.19%	118,500	24.19%
			3139	11.82%	11,956	12.46%	69,218	12.46%
	2010	Income Average Median Per Capita	\$40,393		\$40,177		\$47,557	
			\$26,994		\$25,428		\$30,664	
			\$12,947		\$15,082		\$15,949	
Families	2005		17,120		50,571		253,048	
	2005	Below Poverty Total With Children	5,444	31.80	15,826	31.29	69,451	27.44
			4,609	26.93	12,834	25.37	57,379	22.67

			Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%	
Families	2010	Growth  Estimated %	18,064		54,191		265,408		
	2005-2010			5.51%		7.16%		4.88%	
Employment	2005	Unemployed Age 16+ Non Working	4,023	6.67	13,148	6.57	61,334	6.48	
	2005	Transportation  Public Transit Walk, Bike, Other	26,733	44.35	93,092	46.50	422,968	44.71	
			9,709	33.72	28,232	30.79	92,680	20.62	
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	1967	6.83	6938	7.57	33410	7.43	
			3,130	12.49	10,236	11.54	82,110	20.35	
			21,936	87.51	78,481	88.46	321,336	79.65	
Density	2005	Single Unit Multi-Unit  Per Sq. Mile  Per Sq. Mile							
			8.00		7.00		8.00		
			6,612	24.67	17,017	17.96	136,947	32.12	
Density	2005	Population Household Families  Population Household Families	20,188	75.33	77,745	82.03	289,424	67.87	
			26,017		20,600		15,936		
			7,983		7,639		5,433		
			5,452		4,026		3,224		
Density	2010	Population Household Families  Population Household Families							
			27,181		21,933		16,706		
			8,460		7,063		5,139		
			5,753		4,315		3,381		

Name: Hollywood RC Pool				CD: 13						
Address: 1122 Cole Ave.				REGION: Metro						
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		51,914		219,208		1,039,287		
	2005				27,820	53.59%	113,593	51.82%	526,889	50.70%
				24,093	46.41%	105,615	48.18%	512,398	49.30%	
	2005	All	Age = 0-9 Age = 10-17	6,103	11.76	23,657	10.79	134,751	12.97	
			Age = 18-24 Age = 25-59 Age = 60+ Average Age	4,535	8.74	18,498	8.44	99,548	9.58	
				4,651	8.96	16,649	7.60	90,236	8.68	
				30,458	58.67	128,803	58.75	570,953	54.93	
				6,166	11.88	31,601	14.41	143,800	13.84	
				35.32		37.28		36.03		
	2005	Male	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	3,125	11.23	12,188	10.73	69,089	13.11	
				2,335	8.40	9,512	8.38	50,974	9.67	
				2,439	8.77	8,573	7.55	47,276	8.97	
				17,203	61.84	69,933	61.57	298,495	56.65	
				2,718	9.77	13,387	11.79	61,055	11.59	
				34.61		36.20		34.92		
2005	Female	Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average	2,978	12.36	11,469	10.86	65,662	12.81		
			2,199	9.13	8,987	8.51	48,574	9.48		
			2,211	9.17	8,075	7.65	42,960	8.38		
			13,255	55.01	58,869	55.74	272,458	53.17		
			3,447	14.31	18,215	17.25	82,744	16.15		
			36.14		38.45		37.17			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		53,160		226,581		1,091,335	
	2005-2010	Growth						
				2.40%		3.36%		5.01%
	2010	Male	28,428	53.48%	117,362	51.80%	553,410	50.71%
		Female	24,732	46.52%	109,219	48.20%	537,925	49.29%
	2010	All						
			5,995	11.28%	23,202	10.24%	135,406	12.41%
			4,880	9.18%	19,614	8.66%	108,046	9.90%
			3,993	7.51%	15,645	6.90%	88,861	8.14%
			31,340	58.95%	131,976	58.24%	592,258	54.27%
			6,952	13.08%	36,145	15.95%	166,764	15.28%
			36.63		38.69		37.25	
Households	2005		23,404		97,453		415,502	
	2005	Family Non-Family						
			9,717	41.52	43,657	44.8	215,894	51.96
			13,687	58.48	53,796	55.2	199,608	48.04
	2005	Size						
			16,521	70.59	68,101	69.88	263,955	63.52
			4,745	20.28	21,005	21.55	101,438	24.42
			2,138	9.14	8,346	8.57	50,108	12.06
	2005	Size						
			2.18		2.21		2.46	
	2005	Income						
			6,650	28.41	23,208	23.81	94,446	22.73
			7,734	33.05	28,444	29.18	114,715	27.61
			6,042	25.82	27,539	28.26	117,381	28.25
			2978	12.73	18261	18.74	88961	21.41

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$40,965		\$53,893		\$58,867	
			\$27,544		\$32,758		\$34,736	
			\$18,717		\$24,238		\$23,801	
	2005	Youth < 18yrs 1 or More	5,722	24.44	23,391	23.99	124,026	29.86
	2005	Vehicles None 1 2 or More	6,826	29.17	22,138	22.72	94,472	22.74
			11,188	47.80	47,120	48.35	189,763	45.67
			5,389	23.02	28,194	28.94	131,266	31.58
Households	2010		24,271		101,865		438,540	
	2005-2010	Growth Estimated %						
				3.70%		4.53%		5.54%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	6,284	25.89%	21,675	21.28%	90,539	21.28%
			7,592	31.28%	28,021	27.51%	113,541	27.51%
			6,677	27.51%	29,705	29.16%	125,957	29.16%
			3717	15.31%	22,465	22.05%	108,504	22.05%
	2010	Income Average Median Per Capita	\$45,466		\$59,814		\$65,048	
			\$30,020		\$36,204		\$38,625	
			\$21,006		\$27,166		\$26,397	
Families	2005		9,717		43,657		215,894	
	2005	Below Poverty Total With Children	2,325	23.93	9,440	21.61	48,405	22.42
			1,899	19.55	7,169	16.41	38,480	17.82

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth Estimated %	10,035		45,325		226,552	
				3.27%		3.82%		4.94%
Employment	2005	Unemployed Non Working Age 16+ Age 16+	2,999	7.10	10,905	6.02	48,348	5.85
			16,331	38.68	69,222	38.22	323,505	39.13
			4,087	18.40	13,863	14.07	72,169	16.27
Housing	2005	Transportation Public Transit Walk, Bike, Other	1897	8.54	5901	5.98	24145	5.44
			2,461	10.52	15,430	15.83	91,468	22.01
			20,943	89.48	82,023	84.17	324,033	77.99
Density	2005	Owner Occupied Renter Occupied Average (Yrs)	7.00		8.00		8.00	
	2005	Type Single Unit Multi-Unit	3,646	14.95	19,199	18.95	113,319	25.99
			20,752	85.07	82,096	81.04	322,821	74.01
	2005	Population Household Families Per Sq. Mile	16,533		17,453		13,239	
			7,454		8,110		5,586	
			3,095		3,476		2,750	
	2010	Population Household Families Per Sq. Mile						
			16,930		18,040		13,902	
			7,730		7,759		5,293	
			3,196		3,609		2,886	

Name: Glassell Pool										CD: 13			
Address: 3704 Verdugo Road										REGION: Metro			
			Within ONE Mile		Within TWO Miles		Within FIVE Miles						
Category	Year	Subcatagory(s)	Number	%	Number	%	Number	%					
Population	2005	Male Female	32,404		151,223		849,117						
	2005		Male Female	16,214	50.04%	74,521	49.28%	428,485	50.46%				
				16,190	49.96%	76,702	50.72%	420,631	49.54%				
	2005		All										
				5,097	15.73	21,001	13.89	117,238	13.81				
	2005	Male	3,922	12.10	17,494	11.57	92,037	10.83					
			3,133	9.67	14,968	9.90	80,809	9.51					
			15,893	49.06	75,518	49.94	437,640	51.55					
			4,358	13.45	22,242	14.71	121,393	14.29					
			34.29		35.69		35.64						
			2,581	15.92	10,771	14.45	60,039	14.01					
			2,004	12.36	8,973	12.04	47,040	10.98					
			1,593	9.82	7,553	10.13	42,674	9.95					
			8,076	49.81	37,858	50.80	226,792	52.92					
	1,959	12.09	9,367	12.57	51,940	12.13							
	33.48		34.40		34.49								
2005	Female	2,516	15.54	10,230	13.34	57,199	13.60						
		1,919	11.86	8,521	11.11	44,996	10.70						
		1,540	9.52	7,415	9.67	38,135	9.06						
		7,817	48.29	37,660	49.10	210,848	50.13						
		2,398	14.81	12,876	16.79	69,453	16.52						
		35.11		36.94		36.82							



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		34,263		159,531		889,539	
	2005-2010	Growth						
		Estimated %						
				5.74%		5.49%		4.76%
	2010	Male	17,139	50.02%	78,690	49.33%	448,809	50.45%
		Female	17,124	49.98%	80,841	50.67%	440,730	49.55%
	2010	All						
		Age = 0-9	5,251	15.33%	21,547	13.51%	118,645	13.34%
		Age = 10-17	4,045	11.81%	17,845	11.18%	95,779	10.77%
		Age = 18-24	3,327	9.71%	15,714	9.85%	81,632	9.18%
		Age = 25-59	16,496	48.14%	78,584	49.26%	453,785	51.02%
		Age = 60+	5,144	15.01%	25,841	16.20%	139,699	15.71%
		Average Age	35.31		36.77		36.76	
Households	2005		9,834		47,901		288,168	
	2005	Family						
		Non-Family	7,137	72.57	33,545	70.03	184,869	64.15
			2,696	27.42	14,356	29.97	103,299	35.85
	2005	Size						
		1-2 Person	4,273	43.45	22,169	46.28	151,848	52.69
		3-4 Person	3,189	32.43	15,807	32.99	87,051	30.20
		5+ Person	2,372	24.12	9,924	20.71	49,269	17.10
	2005	Size						
		Average	3.29		3.10		2.85	
	2005	Income						
		< \$15K	1,419	14.43	8,144	17.00	63,769	22.13
		\$15K - \$35K	2,495	25.37	12,633	26.38	81,239	28.19
		\$35K - \$75K	3,423	34.81	16,510	34.47	85,114	29.54
		> \$75K	2496	25.37	10616	22.17	58046	20.14

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income  Average Median Per Capita						
			\$59,123		\$54,316		\$54,021	
			\$44,750		\$41,167		\$34,756	
			\$18,043		\$17,505		\$18,924	
	2005	Youth < 18yrs  1 or More	4,432	45.06	20,208	42.19	109,021	37.83
	2005	Vehicles  None 1 2 or More	1,403	14.27	7,262	15.16	64,431	22.36
			3,483	35.42	18,589	38.81	115,814	40.19
			4,948	50.32	22,051	46.02	107,923	37.45
Households	2010	Growth  Estimated %	10,419		50,323		303,339	
				5.95%		5.05%		5.26%
	2005-2010	Income  < \$15K \$15K - \$35K \$35K - \$75K > \$75K	1,334	12.80%	7,569	15.04%	61,405	15.04%
			2,447	23.49%	12,264	24.37%	80,755	24.37%
			3,491	33.51%	17,188	34.16%	90,660	34.16%
			3148	30.22%	13,302	26.44%	70,519	26.44%
	2010	Income  Average Median Per Capita	\$66,193		\$60,629		\$59,440	
			\$48,906		\$45,176		\$38,150	
			\$20,226		\$19,417		\$20,846	
Families	2005	Below Poverty  Total With Children	7,137		33,545		184,869	
			1,155	16.18	5,993	17.86	38,805	21.00
	2005		1,008	14.12	4,861	14.49	30,967	16.76

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	7,541		35,074		193,374	
	2005-2010			5.66%		4.56%		4.60%
Employment	2005	Unemployed Age 16+ Age 16+	1,224	5.04	6,052	5.18	35,823	5.42
	2005	Transportation  Public Transit Walk, Bike, Other	10,197	41.98	48,985	41.95	285,836	43.24
			1,016	8.02	5,301	8.74	48,089	14.51
Housing	2005	Owner Occupied Renter Occupied	812	6.42	3464	5.71	18371	5.55
			4,452	45.27	18,160	37.91	82,937	28.78
	2005	Residency  Average (Yrs)	5,382	54.73	29,742	62.09	205,231	71.22
Density	2005	Type  Single Unit Multi-Unit	11.00		10.00		9.00	
	2005	Population Household Families	6,495	63.09	27,455	54.95	115,700	38.37
			3,798	36.89	22,510	45.05	185,838	61.63
	2005	Per Sq. Mile	10,320		12,040		10,817	
			3,132		4,007		3,864	
	2010	Population Household Families	2,273		2,671		2,355	
Density	2010	Per Sq. Mile	10,912		12,702		11,332	
			3,318		3,814		3,671	
			2,402		2,793		2,463	

Name: Costello Youth Sr. Cit. Center Pool Address: 3121 E. Olympic Blvd.				CD: 14 REGION: Metro					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			24,897		106,634		1,107,340	
	2005	Male Female	12,599	50.60%	54,289	50.91%	565,951	51.11%	
			12,298	49.40%	52,346	49.09%	541,389	48.89%	
	2005	All							
			4,793	19.25	20,636	19.35	206,504	18.65	
		Age = 0-9 Age = 10-17 Age = 18-24 Age = 25-59 Age = 60+ Average Age	3,546	14.24	14,455	13.55	145,255	13.12	
			2,925	11.75	12,893	12.09	140,006	12.65	
			11,131	44.71	47,771	44.80	506,066	45.70	
			2,504	10.07	10,880	10.21	109,510	9.89	
			30.37		30.59		30.74		
	2005	Male	2,484	19.72	10,449	19.25	105,100	18.57	
			1,818	14.43	7,412	13.65	74,364	13.13	
			1,512	12.00	6,847	12.61	74,397	13.15	
			5,764	45.75	25,041	46.13	264,886	46.80	
			1,021	8.11	4,539	8.37	47,204	8.35	
			29.26		29.64		29.97		
	2005	Female	2,309	18.77	10,186	19.46	101,404	18.73	
1,728			14.05	7,042	13.45	70,891	13.10		
1,412			11.48	6,046	11.55	65,608	12.11		
5,367			43.64	22,729	43.42	241,178	44.54		
1,483			12.05	6,341	12.11	62,307	11.51		
31.51				31.57		31.55			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		25,215		111,745		1,175,306	
				1.28%		4.79%		6.14%
	2005-2010	Growth						
		Estimated %						
	2010	Male	12,763	50.62%	56,897	50.92%	600,718	51.11%
		Female	12,451	49.38%	54,848	49.08%	574,588	48.89%
	2010	All	4,717	18.71%	21,049	18.84%	212,479	18.08%
		Age = 0-9						
		Age = 10-17	3,451	13.69%	14,537	13.01%	149,249	12.70%
		Age = 18-24	2,810	11.15%	12,694	11.36%	139,181	11.85%
		Age = 25-59	11,555	45.82%	51,372	45.98%	548,239	46.65%
		Age = 60+	2,682	10.64%	12,094	10.83%	126,159	10.74%
		Average Age	31.40		31.59		31.84	
Households	2005		5,765		25,740		285,171	
	2005	Family	4,869	84.46	20,800	80.81	215,759	75.66
		Non-Family	896	15.54	4,940	19.19	69,412	24.34
	2005	Size	1,496	25.95	7,704	29.93	101,812	35.70
		1-2 Person						
		3-4 Person	1,813	31.45	8,176	31.76	89,695	31.46
		5+ Person	2,456	42.61	9,859	38.31	93,663	32.85
	2005	Size	4.29		4.09		3.76	
		Average						
	2005	Income	1,385	24.02	6,511	25.30	78,751	27.62
		< \$15K						
		\$15K - \$35K	1,990	34.51	8,917	34.64	94,975	33.30
		\$35K - \$75K	1,705	29.57	7,666	29.78	79,199	27.77
		> \$75K	685	11.88	2646	10.28	32245	11.30

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income  Average Median Per Capita						
			\$40,918		\$38,169		\$38,918	
			\$29,333		\$28,446		\$27,788	
			\$9,576		\$9,387		\$10,477	
	2005	Youth < 18yrs  1 or More	3,603	62.50	15,203	59.05	155,969	54.70
	2005	Vehicles  None 1 2 or More	1,505	26.11	7,228	28.08	85,630	30.03
			2,273	39.43	9,810	38.11	103,773	36.39
			1,987	34.46	8,702	33.80	95,768	33.59
Households	2010		5,891		27,201		304,123	
	2005-2010	Growth  Estimated %						
				2.19%		5.68%		6.65%
	2010	Income  < \$15K \$15K - \$35K \$35K - \$75K > \$75K	1,293	21.95%	6,250	22.98%	77,074	22.98%
			1,917	32.54%	8,899	32.71%	95,381	32.71%
			1,801	30.57%	8,528	31.35%	88,609	31.35%
			880	14.95%	3,525	12.95%	43,059	12.95%
	2010	Income  Average Median Per Capita	\$45,181		\$42,013		\$43,160	
			\$31,886		\$31,116		\$30,384	
			\$10,658		\$10,397		\$11,605	
Families	2005		4,869		20,800		215,759	
	2005	Below Poverty  Total	1,493	30.67	6,310	30.33	62,752	29.08
			1,307	26.85	5,527	26.57	54,589	25.30
		With Children						

			Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%	
Families	2010	Growth  Estimated %	4,939		21,815		227,831		
	2005-2010			1.44%		4.88%		5.60%	
Employment	2005	Unemployed Age 16+ Non Working	1,146	6.60	4,703	6.28	52,409	6.64	
	2005	Transportation  Public Transit Walk, Bike, Other	8,328	47.93	36,302	48.45	380,963	48.25	
			1,524	19.64	6,196	18.82	67,923	19.68	
Housing	2005	Owner Occupied Renter Occupied	583	7.51	2782	8.45	30256	8.77	
			1,676	29.07	6,798	26.41	75,787	26.58	
	2005	Residency  Type	4,089	70.93	18,942	73.59	209,384	73.42	
Density	2005	Average (Yrs)	12.00		10.00		9.00		
	2005	Single Unit Multi-Unit	3,672	60.14	16,835	62.00	150,534	49.70	
2,434			39.86	10,316	38.00	152,370	50.31		
2005			Per Sq. Mile	7,929		8,490		14,106	
				1,836		2,166		3,874	
	1,551			1,656		2,749			
2010	Per Sq. Mile	8,030		8,897		14,972			
		1,876		2,049		3,633			
		1,573		1,737		2,902			



Name: Pecan Park Pool				CD: 14					
Address: 120 S. Gless St.				REGION: Metro					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			42,668		156,404		1,156,910	
	2005	Male		25,255	59.19%	85,028	54.36%	593,108	51.27%
		Female		17,413	40.81%	71,376	45.64%	563,802	48.73%
	2005	All	Age = 0-9	5,665	13.27	23,307	14.90	199,912	17.28
			Age = 10-17	3,983	9.33	17,582	11.24	141,650	12.24
			Age = 18-24	5,701	13.37	17,288	11.06	138,249	11.95
			Age = 25-59	23,295	54.60	77,260	49.40	553,841	47.87
			Age = 60+	4,022	9.41	20,965	13.40	123,256	10.65
			Average Age	33.16		34.38		31.88	
	2005	Male	Age = 0-9	2,897	11.47	11,858	13.95	101,862	17.18
			Age = 10-17	2,049	8.11	9,054	10.65	72,770	12.27
			Age = 18-24	3,768	14.92	9,888	11.63	73,430	12.38
			Age = 25-59	14,776	58.50	44,666	52.53	291,575	49.15
			Age = 60+	1,765	6.98	9,562	11.24	53,470	9.02
			Average Age	32.71		33.89		31.08	
	2005	Female	Age = 0-9	2,768	15.90	11,449	16.04	98,051	17.39
			Age = 10-17	1,934	11.11	8,528	11.95	68,880	12.21
			Age = 18-24	1,933	11.10	7,400	10.37	64,819	11.49
			Age = 25-59	8,519	48.92	32,595	45.67	262,265	46.51
			Age = 60+	2,257	12.96	11,404	15.97	69,786	12.37
		Average	33.80		34.96		32.72		

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		43,583		162,791		1,219,340	
	2005-2010	Growth						
		Estimated %						
				2.14%		4.08%		5.40%
	2010	Male	25,790	59.17%	88,470	54.35%	625,001	51.26%
		Female	17,794	40.83%	74,320	45.65%	594,338	48.74%
	2010	All						
		Age = 0-9	5,628	12.92%	23,406	14.38%	204,005	16.73%
		Age = 10-17	3,944	9.05%	17,665	10.85%	147,318	12.08%
		Age = 18-24	5,659	12.98%	16,872	10.36%	136,321	11.18%
		Age = 25-59	23,913	54.86%	81,085	49.80%	589,854	48.38%
		Age = 60+	4,441	10.19%	23,762	14.60%	141,841	11.63%
		Average Age	33.91		35.49		32.97	
Households	2005		8,649		43,605		331,342	
	2005	Family						
		Non-Family	6,045	69.89	26,784	61.42	231,175	69.77
	2005		2,604	30.11	16,821	38.58	100,167	30.23
		Size	3,700	42.78	22,304	51.15	142,215	42.92
			2,507	28.99	10,716	24.58	101,650	30.68
	2005		2,443	28.25	10,585	24.28	87,478	26.40
		Size	3.42		3.10		3.38	
	2005	Income	2,713	31.37	16,535	37.92	92,952	28.05
		< \$15K	2,958	34.20	13,112	30.07	108,726	32.81
		\$15K - \$35K	2,227	25.75	9,835	22.56	88,784	26.80
		\$35K - \$75K	752	8.70	4124	9.46	40881	12.34
		> \$75K						

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$34,318		\$33,965		\$40,263	
			\$24,209		\$21,866		\$27,660	
			\$12,958		\$11,677		\$12,006	
	2005	Youth < 18yrs 1 or More	4,207	48.65	17,667	40.52	158,032	47.70
	2005	Vehicles None 1 2 or More	3,172	36.67	18,265	41.89	101,606	30.66
			3,352	38.76	14,732	33.79	126,290	38.11
			2,125	24.56	10,608	24.32	103,446	31.23
Households	2010		9,053		46,730		352,198	
	2005-2010	Growth Estimated %		4.67%		7.17%		6.29%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	2,656	29.34%	16,845	36.05%	91,104	36.05%
			2,997	33.10%	13,622	29.15%	109,819	29.15%
			2,446	27.02%	10,916	23.36%	98,863	23.36%
			954	10.54%	5,347	11.45%	52,411	11.45%
	2010	Income Average Median Per Capita	\$37,243		\$36,951		\$44,479	
			\$26,175		\$23,235		\$30,094	
			\$13,742		\$12,774		\$13,307	
Families	2005		6,045		26,784		231,175	
	2005	Below Poverty Total With Children	1,959	32.43	8,127	30.34	65,859	28.49
			1,695	28.05	6,811	25.43	55,893	24.18

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth Estimated %	6,222		28,117		243,531	
	2005-2010			2.93%		4.98%		5.34%
Employment	2005	Unemployed Non Working	1,505	4.43	8,684	7.25	55,008	6.49
			22,522	66.36	66,879	55.81	393,952	46.47
	2005	Transportation Public Transit Walk, Bike, Other	2,139	22.13	8,516	19.78	82,741	21.35
			978	10.11	5358	12.44	31778	8.21
Housing	2005	Owner Occupied Renter Occupied	1,326	15.33	7,554	17.32	77,649	23.43
			7,324	84.68	36,051	82.68	253,693	76.57
	2005	Residency Average (Yrs)	9.00		9.00		9.00	
Density	2005	Type Single Unit Multi-Unit	3,449	37.01	16,554	35.18	143,485	40.87
			5,870	62.98	30,494	64.82	207,648	59.13
	2005	Population Household Families	13,589		12,453		14,738	
			2,754		3,721		4,487	
			1,925		2,132		2,945	
	2010	Population Household Families	13,880		12,961		15,533	
			2,883		3,472		4,221	
			1,982		2,239		3,102	

Name: Roosevelt Pool				CD: 14						
Address: 456 S. Mathews St.				REGION: Metro						
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		58,791		165,540		1,060,676		
	2005				29,766	50.63%	88,644	53.55%	543,253	51.22%
					29,025	49.37%	76,896	46.45%	517,422	48.78%
		2005	All							
			Age = 0-9	11,131	18.93	28,679	17.32	186,427	17.58	
			Age = 10-17	7,931	13.49	20,987	12.68	132,334	12.48	
			Age = 18-24	6,969	11.85	20,074	12.13	129,680	12.23	
			Age = 25-59	26,268	44.68	78,737	47.55	497,599	46.91	
			Age = 60+	6,492	11.05	17,064	10.31	114,636	10.81	
			Average Age	31.22		31.58		31.73		
		2005	Male							
			Age = 0-9	5,643	18.96	14,626	16.50	95,044	17.50	
			Age = 10-17	4,002	13.44	10,888	12.28	68,003	12.52	
			Age = 18-24	3,666	12.31	11,409	12.87	68,927	12.69	
			Age = 25-59	13,771	46.26	44,283	49.94	261,640	48.17	
			Age = 60+	2,685	9.02	7,438	8.39	49,638	9.13	
		Average Age	30.23		31.00		30.90			
	2005	Female								
		Age = 0-9	5,489	18.91	14,053	18.27	91,383	17.66		
		Age = 10-17	3,928	13.54	10,099	13.13	64,331	12.43		
		Age = 18-24	3,303	11.38	8,664	11.26	60,753	11.74		
		Age = 25-59	12,497	43.06	34,454	44.80	235,958	45.61		
		Age = 60+	3,807	13.12	9,627	12.53	64,997	12.56		
		Average	32.23		32.25		32.59			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		60,342		172,746		1,118,958	
	2005-2010	Growth						
		Estimated %						
	2010	Male						
		Female						
	2010	All		2.64%		4.35%		5.49%
		Age = 0-9						
		Age = 10-17						
		Age = 18-24						
		Age = 25-59						
		Age = 60+						
		Average Age						
			11,157	18.49%	29,132	16.86%	190,787	17.05%
Households	2005		7,833	12.98%	21,048	12.19%	136,547	12.21%
			6,779	11.23%	19,949	11.55%	128,519	11.49%
			27,551	45.67%	83,585	48.39%	532,128	47.55%
			7,023	11.64%	19,032	11.01%	130,976	11.71%
			32.11		32.53		32.79	
	2005		14,696		38,683		291,289	
	2005	Family						
		Non-Family						
			11,650	79.27	29,148	75.35	210,572	72.29
			3,046	20.73	9,535	24.65	80,717	27.71
	2005	Size						
		1-2 Person	4,811	32.74	13,887	35.90	117,205	40.24
		3-4 Person	4,659	31.71	11,493	29.71	90,490	31.06
		5+ Person	5,225	35.56	13,303	34.39	83,595	28.69
	2005	Size	3.90		3.81		3.52	
		Average						
	2005	Income						
		< \$15K	4,199	28.57	11,072	28.62	78,776	27.04
		\$15K - \$35K	5,164	35.14	12,939	33.45	94,525	32.45
		\$35K - \$75K	4,021	27.36	10,760	27.82	80,429	27.61
		> \$75K	1313	8.93	3912	10.11	37560	12.88

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income						
			\$35,727		\$37,070		\$40,984	
			\$26,012		\$26,863		\$28,534	
			\$9,205		\$10,571		\$11,754	
	2005	Youth < 18yrs						
			8,304	56.51	21,043	54.39	145,235	49.86
	2005	Vehicles						
			4,760	32.39	12,064	31.19	86,665	29.75
			5,548	37.75	14,130	36.53	107,584	36.93
Households	2010	Growth						
			15,275		41,144		309,784	
				3.94%		6.36%		6.35%
	2005-2010	Income						
			4,009	26.25%	10,863	26.40%	76,957	26.40%
			5,133	33.60%	13,021	31.64%	94,844	31.64%
	2010	Income						
			4,433	29.02%	11,947	29.04%	89,346	29.04%
			1700	11.12%	5,313	12.91%	48,636	12.91%
Families	2005	Income						
			\$39,270		\$40,961		\$45,371	
			\$28,462		\$29,388		\$31,141	
			\$10,214		\$11,625		\$13,043	
	2005	Below Poverty						
			11,650		29,148		210,572	
	2010	Total						
			3,707	31.82	8,807	30.22	58,683	27.86
			3,188	27.36	7,711	26.46	50,211	23.84



			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	12,025		30,596		221,805	
	2005-2010			3.22%		4.97%		5.33%
Employment	2005	Unemployed Age 16+ Non Working	2,563	6.16	8,270	6.83	49,447	6.40
	2005	Transportation  Public Transit Walk, Bike, Other	20,816	50.06	65,605	54.18	364,509	47.18
			3,779	21.35	8,752	19.10	69,415	19.92
Housing	2005	Owner Occupied Renter Occupied	1471	8.31	4070	8.88	29617	8.51
			3,554	24.18	9,697	25.07	76,979	26.43
	2005	Residency  Average (Yrs)	11,142	75.82	28,986	74.93	214,310	73.57
Density	2005	Type  Single Unit Multi-Unit	10.00		10.00		9.00	
	2005	Population Household Families	8,380	53.75	23,005	55.93	142,855	46.29
			7,213	46.25	18,126	44.07	165,747	53.72
	2005	Per Sq. Mile	18,723		13,180		13,512	
			4,680		3,276		3,946	
	2010	Population Household Families	3,710		2,321		2,682	
Density	2010	Per Sq. Mile	19,217		13,754		14,254	
			4,865		3,080		3,711	
			3,830		2,436		2,826	

Name: Alatorre Pool										CD: 14			
Address: 4721 Klamath St										REGION: Metro			
			Within ONE Mile		Within TWO Miles		Within FIVE Miles						
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%					
Population	2005	Male Female	31,060		128,855		842,735						
	2005		Male Female	15,288	49.22%	63,678	49.42%	422,907	50.18%				
				15,772	50.78%	65,178	50.58%	419,828	49.82%				
	2005	All											
			5,191	16.71	21,696	16.84	126,791	15.05					
			4,137	13.32	17,389	13.49	99,063	11.76					
			3,282	10.57	13,989	10.86	84,911	10.07					
			14,263	45.92	58,915	45.73	411,311	48.80					
			4,186	13.47	16,867	13.09	120,659	14.31					
			33.22		33.01		34.85						
	2005	Male	2,657	17.38	11,148	17.51	64,937	15.36					
			2,062	13.49	8,902	13.98	50,670	11.98					
			1,657	10.84	7,068	11.10	44,432	10.51					
			7,124	46.59	29,307	46.02	210,893	49.88					
			1,788	11.69	7,251	11.38	51,975	12.30					
			32.06		31.84		33.71						
	2005	Female	2,532	16.05	10,546	16.18	61,855	14.74					
			2,075	13.16	8,487	13.02	48,392	11.52					
			1,626	10.31	6,921	10.62	40,479	9.64					
			7,139	45.26	29,607	45.43	200,419	47.74					
			2,398	15.21	9,616	14.76	68,682	16.36					
34.35				34.17		35.99							

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		32,716		133,382		889,081	
	2005-2010	Growth						
		Estimated %						
				5.33%		3.51%		5.50%
	2010	Male	16,144	49.35%	66,067	49.53%	446,451	50.21%
		Female	16,571	50.65%	67,315	50.47%	442,630	49.79%
	2010	All						
		Age = 0-9	5,422	16.57%	22,054	16.54%	130,160	14.64%
		Age = 10-17	4,233	12.94%	17,467	13.09%	101,952	11.47%
		Age = 18-24	3,340	10.21%	14,193	10.64%	87,385	9.83%
		Age = 25-59	15,171	46.37%	61,188	45.88%	432,292	48.63%
		Age = 60+	4,550	13.91%	18,480	13.85%	137,294	15.44%
		Average Age	33.90		33.80		35.82	
Households	2005		8,628		35,467		253,892	
	2005	Family						
		Non-Family	6,948	80.53	27,975	78.87	179,576	70.73
			1,680	19.47	7,492	21.12	74,316	29.27
	2005	Size						
		1-2 Person	3,098	35.91	13,168	37.13	116,341	45.83
		3-4 Person	3,040	35.23	12,136	34.22	79,271	31.23
		5+ Person	2,490	28.86	10,163	28.66	58,279	22.95
	2005	Size						
		Average	3.58		3.57		3.20	
	2005	Income						
		< \$15K	1,522	17.64	6,700	18.89	51,523	20.29
		\$15K - \$35K	2,517	29.18	10,359	29.20	69,423	27.34
		\$35K - \$75K	2,991	34.67	11,550	32.57	79,199	31.19
		> \$75K	1599	18.54	6860	19.34	53748	21.17

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income						
			\$50,110		\$50,862		\$54,697	
			\$37,645		\$36,786		\$37,306	
			\$14,041		\$14,208		\$17,062	
	2005	Youth < 18yrs	4,449	51.56	18,085	50.99	109,678	43.20
	2005	Vehicles	1,510	17.50	6,248	17.62	50,385	19.85
			3,142	36.42	12,795	36.07	93,511	36.83
			3,977	46.09	16,426	46.31	109,996	43.32
Households	2010		9,215		37,101		269,474	
	2005-2010	Growth						
				6.80%		4.60%		6.14%
	2010	Income	1,455	15.79%	6,305	16.99%	49,891	16.99%
			2,414	26.20%	9,988	26.92%	68,645	26.92%
			3,287	35.67%	12,272	33.07%	84,489	33.07%
			2059	22.35%	8,537	23.01%	66,450	23.01%
	2010	Income						
			\$55,581		\$56,255		\$60,302	
			\$41,509		\$40,600		\$40,919	
			\$15,774		\$15,853		\$18,841	
Families	2005		6,948		27,975		179,576	
	2005	Below Poverty	1,260	18.13	6,010	21.48	34,905	19.45
			1,010	14.53	5,099	18.22	29,104	16.21

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	7,378		29,132		189,143	
	2005-2010			6.19%		4.14%		5.33%
Employment	2005	Unemployed Age 16+ Age 16+	1,301	5.73	5,116	5.44	34,005	5.31
	2005	Transportation  Public Transit Walk, Bike, Other	9,968	43.92	43,299	46.01	290,950	45.42
			1,200	10.80	4,904	11.04	33,848	11.00
Housing	2005	Owner Occupied Renter Occupied	524	4.71	2352	5.29	17875	5.81
			4,295	49.78	15,945	44.96	95,881	37.76
	2005	Residency  Type	4,333	50.22	19,523	55.04	158,011	62.24
Density	2005	Average (Yrs)	12.00		12.00		10.00	
	2005	Single Unit Multi-Unit	6,270	69.61	24,819	66.84	150,893	56.60
			2,736	30.38	12,316	33.17	115,674	43.39
	2005	Population Household Families	9,892		10,259		10,735	
			2,748		2,954		3,433	
	2010	Per Sq. Mile	2,213		2,227		2,288	
	2010	Per Sq. Mile	10,419		10,620		11,326	
			2,935		2,824		3,234	
			2,350		2,319		2,409	

Name: Yosemite RC and Pool Address: 1840 Yosemite Dr.										CD: 14 REGION: Metro			
			Within ONE Mile		Within TWO Miles		Within FIVE Miles						
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%					
Population	2005	Male Female	32,809		119,832		640,614						
	2005	Male Female	15,895	48.45%	58,836	49.10%	314,007	49.02%					
			16,914	51.55%	60,996	50.90%	326,607	50.98%					
	2005	All											
			4,122	12.57	16,512	13.78	85,445	13.34					
		Age = 0-9 Age = 10-17	3,741	11.40	14,003	11.69	71,204	11.12					
			3,960	12.07	12,113	10.11	57,818	9.02					
		Age = 25-59 Age = 60+ Average Age	15,723	47.92	59,257	49.45	326,303	50.94					
			5,264	16.04	17,947	14.97	99,843	15.59					
			36.60		35.92		36.53						
	2005	Male	2,108	13.26	8,515	14.47	43,757	13.94					
			1,917	12.06	7,268	12.36	36,242	11.54					
		Age = 18-24 Age = 25-59 Age = 60+ Average Age	1,958	12.32	6,046	10.28	29,514	9.40					
			7,754	48.78	29,406	49.98	162,283	51.68					
			2,157	13.57	7,601	12.92	42,212	13.44					
			35.06		34.56		35.21						
	2005	Female	2,014	11.90	7,997	13.11	41,689	12.76					
			1,824	10.79	6,735	11.04	34,962	10.71					
		Age = 18-24 Age = 25-59 Age = 60+ Average	2,001	11.83	6,066	9.94	28,304	8.67					
			7,969	47.12	29,850	48.94	164,020	50.22					
			3,106	18.36	10,346	16.95	57,631	17.64					
38.05				37.23		37.79							

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		34,625		127,159		673,812	
				5.54%		6.11%		5.18%
			16,817	48.57%	62,487	49.14%	330,640	49.07%
			17,808	51.43%	64,672	50.86%	343,172	50.93%
			4,255	12.29%	17,021	13.39%	86,742	12.87%
			3,879	11.20%	14,376	11.30%	73,405	10.89%
			4,093	11.82%	12,750	10.02%	60,262	8.94%
			16,244	46.92%	61,788	48.59%	338,183	50.19%
Households			6,154	17.77%	21,224	16.68%	115,219	17.11%
			37.52		36.98		37.60	
	2005		10,374		38,503		223,280	
	2005	Family	7,155	68.97	27,137	70.48	144,611	64.77
		Non-Family	3,218	31.02	11,366	29.52	78,669	35.23
	2005	Size	5,057	48.75	18,368	47.70	120,211	53.83
			3,361	32.40	12,680	32.94	66,695	29.87
			1,957	18.87	7,454	19.36	36,375	16.29
	2005	Size	3.00		3.05		2.82	
2005								
			1,255	12.10	5,600	14.54	36,015	16.13
			2,284	22.01	8,906	23.13	52,994	23.73
			3,537	34.09	13,080	33.97	73,020	32.70
			3298	31.79	10918	28.36	61251	27.44



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income						
			\$67,506					
			\$51,346		\$63,868		\$66,566	
			\$21,795		\$46,886		\$44,853	
	2005	Youth < 18yrs			\$20,815		\$23,472	
			4,099	39.52	16,000	41.57	82,092	36.78
	2005	Vehicles						
			981	9.46	4,789	12.44	30,429	13.63
			3,706	35.72	14,263	37.04	90,280	40.43
Households	2010	Growth						
			10,836		40,505		235,164	
				4.45%		5.20%		5.32%
	2005-2010	Income						
			1,138	10.50%	5,180	12.79%	33,891	12.79%
			2,066	19.07%	8,525	21.05%	51,338	21.05%
	2010	Income	3,619	33.39%	13,462	33.23%	76,113	33.23%
			4013	37.04%	13,337	32.92%	73,824	32.92%
	2010	Income						
			\$75,968		\$71,145		\$73,560	
			\$57,588		\$51,414		\$48,870	
			\$24,207		\$22,944		\$25,936	
Families	2005	Below Poverty	7,155		27,137		144,611	
	2005	Total	664	9.30	3,692	13.61	22,202	15.34
		With Children	526	7.36	2,994	11.04	17,637	12.19

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	7,431		28,423		151,162	
	2005-2010			3.86%		4.74%		4.53%
Employment	2005	Unemployed Age 16+ Age 16+	1,192	4.61	4,324	4.67	23,837	4.76
	2005	Transportation  Public Transit Walk, Bike, Other	10,141	39.22	37,399	40.38	200,049	39.93
			861	6.04	3,888	7.78	19,321	7.13
Housing	2005	Owner Occupied Renter Occupied	878	6.15	2202	4.41	14674	5.40
			5,502	53.04	18,065	46.92	89,048	39.88
	2005	Residency  Average (Yrs)	4,872	46.96	20,438	53.08	134,232	60.12
Density	2005	Type  Single Unit Multi-Unit	11.00		11.00		10.00	
			7,943	73.77	25,033	62.48	117,267	50.44
	2005	Population Household Families	2,824	26.22	15,035	37.52	115,214	49.55
			10,449		9,541		8,161	
			3,304		3,225		2,996	
	2010	Population Household Families	2,279		2,161		1,842	
2010	Per Sq. Mile	11,027		10,124		8,584		
		3,451		3,066		2,844		
		2,367		2,263		1,926		

Name: Harbor Sports Ctr. Pool				CD: 15						
Address: 1221 N. Figueroa Pl.				REGION: Pacific						
				Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%	
Population	2005	Male Female		32,885		99,668		444,347		
	2005				16,590	50.45%	49,765	49.93%	219,316	49.36%
				16,295	49.55%	49,903	50.07%	225,031	50.64%	
	2005	All	Age = 0-9	6,748	20.52	17,841	17.90	68,223	15.35	
			Age = 10-17	4,618	14.04	13,128	13.17	55,183	12.42	
			Age = 18-24	3,707	11.27	10,235	10.27	41,502	9.34	
			Age = 25-59	14,988	45.58	46,440	46.59	211,977	47.70	
			Age = 60+	2,826	8.59	12,024	12.06	67,461	15.17	
			Average Age	29.65		32.52		35.36		
	2005	Male	Age = 0-9	3,438	20.72	9,063	18.21	34,816	15.87	
			Age = 10-17	2,330	14.05	6,677	13.42	28,327	12.92	
			Age = 18-24	1,972	11.88	5,339	10.73	21,415	9.77	
			Age = 25-59	7,649	46.11	23,439	47.11	105,263	48.00	
			Age = 60+	1,202	7.25	5,248	10.54	29,494	13.44	
			Average Age	28.89		31.60		34.21		
	2005	Female	Age = 0-9	3,309	20.30	8,778	17.59	33,408	14.85	
	Age = 10-17		2,288	14.04	6,453	12.93	26,855	11.94		
	Age = 18-24		1,735	10.65	4,895	9.81	20,085	8.93		
	Age = 25-59		7,339	45.03	23,000	46.09	106,714	47.42		
	Age = 60+		1,624	9.97	6,776	13.57	37,969	16.88		
		Average	30.42		33.44		36.49			

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		34,851		104,987		470,966	
				5.98%		5.34%		5.99%
			17,591	50.47%	52,434	49.94%	232,496	49.37%
			17,260	49.53%	52,553	50.06%	238,469	50.63%
			6,912	19.84%	18,191	17.33%	69,950	14.85%
			4,683	13.44%	13,333	12.70%	55,980	11.88%
			3,858	11.07%	10,807	10.30%	45,912	9.75%
			16,017	45.96%	48,539	46.23%	220,434	46.81%
Households			3,379	9.70%	14,115	13.44%	78,688	16.72%
			30.79		33.60		36.37	
	2005		8,754		28,832		143,346	
	2005	Family	7,041	80.43	22,234	77.12	103,456	72.17
		Non-Family	1,713	19.57	6,598	22.88	39,890	27.83
	2005	Size	2,928	33.45	11,476	39.81	69,398	48.41
			2,980	34.05	9,700	33.64	45,963	32.07
			2,846	32.51	7,656	26.55	27,984	19.52
	2005	Size	3.75		3.44		3.05	
Households								
	2005	Income	1,760	20.11	4,525	15.69	19,679	13.73
			2,742	31.32	7,759	26.91	31,877	22.24
			2,795	31.93	9,566	33.18	47,025	32.81
			1457	16.65	6981	24.21	44766	31.22

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$46,111					
			\$33,983		\$56,205		\$67,711	
			\$12,450		\$42,080		\$49,370	
	2005	Youth < 18yrs 1 or More			\$16,419		\$22,079	
			5,161	58.97	14,625	50.73	61,772	43.09
	2005	Vehicles None 1 2 or More	1,433	16.37	3,652	12.67	15,641	10.91
			3,406	38.91	10,268	35.61	50,188	35.01
			3,916	44.73	14,911	51.71	77,516	54.07
Households	2010		9,193		30,163		151,196	
	2005-2010	Growth Estimated %						
				5.01%		4.62%		5.48%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	1,634	17.77%	4,168	13.82%	18,778	13.82%
			2,692	29.29%	7,457	24.72%	30,716	24.72%
			2,979	32.41%	9,908	32.84%	47,934	32.84%
			1890	20.55%	8,629	28.61%	53,767	28.61%
	2010	Income Average Median Per Capita						
			\$51,257		\$62,923		\$74,760	
			\$37,776		\$46,333		\$54,854	
			\$13,690		\$18,233		\$24,228	
Families	2005		7,041		22,234		103,456	
	2005	Below Poverty Total With Children	1,739	24.69	4,085	18.37	13,881	13.41
			1,553	22.05	3,495	15.71	11,745	11.35

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	7,356		23,137		108,485	
	2005-2010			4.47%		4.06%		4.86%
Employment	2005	Unemployed Age 16+	1,382	6.12	3,683	5.13	15,474	4.63
		Non Working Age 16+	9,521	42.14	29,569	41.22	132,522	39.67
	2005	Transportation  Public Transit Walk, Bike, Other						
			939	8.29	1,932	5.15	7,067	3.90
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	794	7.01	1642	4.38	7092	3.92
			3,241	37.02	14,193	49.23	76,395	53.29
			5,513	62.98	14,638	50.77	66,951	46.71
Density	2005	Average (Yrs)						
			9.00		11.00		11.00	
	2005	Single Unit Multi-Unit						
			4,314	47.43	17,018	56.17	88,234	59.01
	2005	Per Sq. Mile	4,782	52.57	13,279	43.85	61,282	40.98
			10,473		7,935		5,660	
	2010	Per Sq. Mile	2,788		2,402		1,926	
			2,242		1,770		1,318	
Density	2010	Population Household Families						
			11,099		8,359		6,000	
			2,928		2,296		1,826	
			2,343		1,842		1,382	

Name: 109th Street Pool Address: 1464 109th Street				CD: 15 REGION: Pacific					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%	
Population	2005	Male Female	45,695		183,079		1,066,547		
	2005			21,827	47.77%	89,396	48.83%	524,835	49.21%
				23,869	52.24%	93,684	51.17%	541,712	50.79%
	2005	All	10,283	22.50	38,920	21.26	214,795	20.14	
			7,854	17.19	29,469	16.09	158,592	14.87	
			5,327	11.66	21,511	11.75	122,952	11.53	
			18,581	40.66	77,260	42.20	468,627	43.95	
			3,652	8.00	15,916	8.70	101,582	9.52	
			28.08		29.00		29.99		
	2005	Male	5,262	24.11	19,791	22.14	109,638	20.89	
			3,943	18.06	14,747	16.50	80,254	15.29	
			2,556	11.71	10,857	12.14	62,948	12.00	
			8,631	39.54	37,498	41.95	229,466	43.73	
			1,436	6.57	6,502	7.27	42,529	8.11	
			26.70		27.90		28.90		
2005	Female	5,020	21.03	19,130	20.42	105,157	19.42		
		3,912	16.39	14,722	15.71	78,338	14.46		
		2,771	11.61	10,654	11.37	60,004	11.07		
		9,951	41.69	39,763	42.45	239,160	44.16		
		2,216	9.28	9,416	10.06	59,053	10.90		
		29.35		30.04		31.05			



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		49,661		199,934		1,138,417	
	2005-2010	Growth						
		Estimated %						
				8.68%		9.21%		6.74%
	2010	Male	23,893	48.11%	97,963	49.00%	561,360	49.31%
		Female	25,768	51.89%	101,971	51.00%	577,057	50.69%
	2010	All						
		Age = 0-9	10,753	21.66%	41,069	20.54%	221,683	19.48%
		Age = 10-17	8,116	16.35%	30,614	15.31%	161,191	14.16%
		Age = 18-24	5,553	11.18%	22,712	11.36%	127,342	11.18%
		Age = 25-59	20,926	42.14%	86,816	43.42%	509,152	44.72%
		Age = 60+	4,314	8.68%	18,723	9.36%	119,049	10.46%
		Average Age	29.16		30.03		31.10	
Households	2005		10,749		43,182		265,902	
	2005	Family						
		Non-Family	8,761	81.51	35,414	82.01	215,023	80.87
			1,988	18.49	7,768	17.99	50,879	19.13
	2005	Size						
		1-2 Person	3,288	30.59	12,973	30.04	84,980	31.96
		3-4 Person	3,237	30.11	13,364	30.95	85,843	32.29
		5+ Person	4,223	39.28	16,844	39.01	95,080	35.76
	2005	Size						
		Average	4.21		4.19		3.98	
	2005	Income						
		< \$15K	3,730	34.70	12,261	28.39	61,525	23.14
		\$15K - \$35K	3,302	30.72	13,483	31.23	80,573	30.30
		\$35K - \$75K	2,712	25.23	12,457	28.85	85,937	32.32
		> \$75K	1004	9.33	4980	11.54	37867	14.23

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$33,989		\$38,637		\$43,103	
			\$23,646		\$28,186		\$32,610	
			\$8,140		\$9,354		\$10,885	
	2005	Youth < 18yrs 1 or More	7,112	66.17	27,720	64.19	160,735	60.44
	2005	Vehicles None 1 2 or More	3,170	29.49	10,136	23.47	52,353	19.69
			3,822	35.56	16,215	37.55	100,459	37.78
			3,757	34.96	16,831	38.98	113,090	42.54
Households	2010		11,548		46,697		281,132	
	2005-2010	Growth Estimated %		7.43%		8.14%		5.73%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	3,626	31.40%	11,932	25.55%	58,961	25.55%
			3,383	29.29%	13,676	29.29%	79,514	29.29%
			3,115	26.98%	14,166	30.34%	92,932	30.34%
			1424	12.34%	6,923	14.83%	49,725	14.83%
	2010	Income Average Median Per Capita	\$38,445		\$43,484		\$47,791	
			\$26,538		\$31,404		\$35,674	
			\$9,073		\$10,379		\$11,934	
Families	2005		8,761		35,414		215,023	
	2005	Below Poverty Total With Children	3,736	42.64	12,077	34.11	58,902	27.39
			3,433	39.19	10,938	30.89	52,533	24.43

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	9,353		38,047		225,897	
	2005-2010			6.76%		7.43%		5.06%
Employment	2005	Unemployed Age 16+ Non Working	2,936	10.04	9,820	8.09	50,918	6.98
	2005	Transportation  Public Transit Walk, Bike, Other	15,041	51.42	62,791	51.75	344,671	47.22
			1,376	12.77	5,442	11.65	37,736	11.70
Housing	2005	Owner Occupied Renter Occupied	466	4.33	2207	4.73	15822	4.92
			4,289	39.90	18,600	43.07	112,525	42.32
			6,460	60.10	24,582	56.93	153,377	57.68
	2005	Residency  Type						
			11.00		11.00		11.00	
			8,216	69.37	32,917	69.97	183,157	64.64
Density	2005	Single Unit Multi-Unit	3,630	30.64	14,125	30.04	100,223	35.37
			14,553		14,576		13,587	
			3,423		3,718		3,581	
			2,790		2,820		2,739	
	2010	Per Sq. Mile						
			15,816		15,918		14,502	
			3,678		3,438		3,387	
			2,979		3,029		2,878	

Name: Banning Pool				CD: 15					
Address: 1415 N. Avalon Blvd.				REGION: Pacific					
				Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)		Number	%	Number	%	Number	%
Population	2005			43,072		81,612		498,448	
	2005	Male		21,876	50.79%	41,052	50.30%	246,804	49.51%
		Female		21,196	49.21%	40,560	49.70%	251,645	50.49%
	2005	All	Age = 0-9	8,440	19.59	15,354	18.82	80,629	16.18
			Age = 10-17	5,999	13.93	11,315	13.87	63,206	12.69
			Age = 18-24	4,935	11.45	8,950	10.96	48,547	9.74
			Age = 25-59	19,540	45.36	37,206	45.58	236,297	47.40
			Age = 60+	4,158	9.65	8,787	10.77	69,769	13.99
			Average Age	30.41		31.33		34.36	
	2005	Male	Age = 0-9	4,243	19.40	7,777	18.94	41,115	16.66
			Age = 10-17	3,056	13.97	5,763	14.04	32,335	13.10
			Age = 18-24	2,591	11.84	4,714	11.48	24,922	10.10
			Age = 25-59	10,154	46.41	18,929	46.11	118,078	47.84
			Age = 60+	1,833	8.38	3,870	9.42	30,354	12.30
			Average Age	29.85		30.56		33.27	
	2005	Female	Age = 0-9	4,198	19.81	7,578	18.68	39,514	15.71
			Age = 10-17	2,943	13.88	5,552	13.69	30,871	12.27
			Age = 18-24	2,344	11.06	4,235	10.44	23,625	9.38
			Age = 25-59	9,385	44.28	18,277	45.05	118,220	46.98
			Age = 60+	2,325	10.97	4,917	12.13	39,414	15.65
		Average	31.00		32.11		35.44		



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$49,955		\$51,562		\$59,564	
			\$37,366		\$38,749		\$43,478	
			\$12,791		\$13,696		\$19,026	
	2005	Youth < 18yrs 1 or More	6,536	59.91	12,232	57.25	69,710	44.40
	2005	Vehicles None 1 2 or More	1,763	16.16	2,937	13.75	23,414	14.91
			3,826	35.07	7,525	35.22	57,053	36.34
			5,321	48.78	10,901	51.03	76,519	48.74
Households	2010		11,573		22,543		165,482	
	2005-2010	Growth Estimated %						
				6.08%		5.52%		5.41%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	1,759	15.20%	3,431	15.22%	25,993	15.22%
			3,154	27.26%	5,947	26.38%	37,810	26.38%
			3,994	34.51%	7,606	33.74%	51,288	33.74%
			2667	23.04%	5,557	24.65%	50,392	24.65%
	2010	Income Average Median Per Capita	\$55,734		\$57,492		\$65,860	
			\$41,598		\$42,877		\$47,366	
			\$14,103		\$15,177		\$20,875	
Families	2005		9,020		17,466		110,862	
	2005	Below Poverty Total	1,902	21.09	3,550	20.31	18,609	16.79
			1,629	18.06	3,083	17.64	16,129	14.55
		With Children						

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	9,511		18,308		116,194	
	2005-2010			5.44%		4.82%		4.81%
Employment	2005	Unemployed Age 16+ Age 16+	1,764	5.87	3,216	5.58	19,585	5.30
	2005	Transportation  Public Transit Walk, Bike, Other	13,336	44.35	24,359	42.28	150,822	40.82
			954	6.58	1,805	6.19	10,719	5.53
Housing	2005	Owner Occupied Renter Occupied  Residency  Type	868	5.98	1524	5.23	8687	4.48
			4,736	43.41	10,393	48.65	75,408	48.03
			6,174	56.59	10,970	51.35	81,578	51.97
Density	2005	Average (Yrs)						
			11.00		11.00		10.00	
			6,924	61.50	13,182	59.44	87,392	53.02
	2005	Single Unit Multi-Unit	4,334	38.49	8,995	40.55	77,439	46.97
			13,717		6,498		6,350	
			3,475		1,795		2,108	
			2,873		1,391		1,412	
2010	Per Sq. Mile							
		14,701		6,885		6,733		
		3,686		1,701		2,000		
		3,029		1,458		1,480		



Name: Peck Park & Community Child Care Ctr. & Pool					CD: 15				
Address: 560 N. Western Ave.					REGION: Pacific				
			Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%	
Population	2005	Male	92,055		329,750		1,133,989		
	2005		Female	46,521	50.54%	168,491	51.10%	580,649	51.20%
				45,534	49.46%	161,259	48.90%	553,340	48.80%
	2005		All						
		Age = 0-9		14,231	15.46	46,622	14.14	149,535	13.19
			Age = 10-17	10,588	11.51	33,684	10.22	110,133	9.71
			Age = 18-24	8,639	9.38	29,927	9.07	109,892	9.69
			Age = 25-59	48,549	52.74	181,125	54.92	611,442	53.93
			Age = 60+	10,049	10.91	38,394	11.64	152,986	13.48
			Average Age	33.45		34.36		35.56	

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Population	2010		94,877		343,802		1,194,388	
	2005-2010	Growth						
		Estimated %						
				3.07%		4.26%		5.33%
	2010	Male	47,933	50.52%	175,570	51.07%	611,619	51.21%
		Female	46,944	49.48%	168,231	48.93%	582,769	48.79%
	2010	All						
		Age = 0-9	14,027	14.79%	46,528	13.53%	151,184	12.65%
		Age = 10-17	11,132	11.73%	36,929	10.74%	118,945	9.95%
		Age = 18-24	8,571	9.03%	28,693	8.35%	108,391	9.07%
		Age = 25-59	49,430	52.09%	187,029	54.40%	638,343	53.44%
		Age = 60+	11,715	12.34%	44,624	12.97%	177,526	14.86%
		Average Age	34.74		35.60		36.76	
Households	2005		30,429		123,447		431,998	
	2005	Family						
		Non-Family	20,555	67.55	71,073	57.57	228,238	52.83
			9,873	32.45	52,374	42.43	203,760	47.17
	2005	Size						
		1-2 Person	14,244	46.81	70,424	57.05	267,486	61.92
		3-4 Person	10,497	34.50	35,785	28.99	107,050	24.78
		5+ Person	5,687	18.69	17,237	13.96	57,463	13.30
	2005	Size						
		Average	2.99		2.64		2.53	
	2005	Income						
		< \$15K	8,619	28.32	34,901	28.27	110,319	25.54
		\$15K - \$35K	10,894	35.81	42,031	34.05	123,157	28.50
		\$35K - \$75K	7,861	25.83	32,385	26.24	118,671	27.47
		> \$75K	3056	10.04	14130	11.45	79852	18.48

Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income Average Median Per Capita						
			\$38,094		\$41,230		\$52,477	
			\$26,231		\$27,050		\$31,906	
			\$12,767		\$15,659		\$20,535	
	2005	Youth < 18yrs 1 or More	13,219	43.44	42,978	34.82	134,636	31.17
	2005	Vehicles None 1 2 or More	8,523	28.01	35,831	29.03	111,805	25.88
			13,444	44.18	56,135	45.47	191,396	44.30
			8,461	27.81	31,481	25.50	128,797	29.81
Households	2010		31,545		129,461		458,093	
	2005-2010	Growth Estimated %		3.67%		4.87%		6.04%
	2010	Income < \$15K \$15K - \$35K \$35K - \$75K > \$75K	8,327	26.40%	33,633	25.98%	107,326	25.98%
			10,930	34.64%	42,185	32.59%	123,316	32.59%
			8,673	27.50%	36,180	27.95%	128,542	27.95%
			3615	11.46%	17,464	13.50%	98,909	13.50%
	2010	Income Average Median Per Capita	\$40,848		\$44,814		\$58,145	
			\$27,967		\$29,343		\$34,722	
			\$13,755		\$17,094		\$22,828	
Families	2005		20,555		71,073		228,238	
	2005	Below Poverty Total With Children						
			5,684	27.66	19,054	26.80	54,740	23.99
			4,542	22.10	14,950	21.03	43,698	19.15

			Within ONE Mile		Within TWO Miles		Within FIVE Miles	
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%
Families	2010	Growth  Estimated %	21,212		74,162		240,382	
	2005-2010			3.20%		4.35%		5.32%
Employment	2005	Unemployed Age 16+ Non Working	4,591	6.61	15,974	6.23	55,464	6.17
	2005	Transportation  Public Transit Walk, Bike, Other	29,750	42.82	108,353	42.26	374,908	41.73
			8,091	23.63	28,538	22.21	79,636	17.46
Housing	2005	Owner Occupied Renter Occupied	1829	5.34	7866	6.12	30557	6.70
			3,951	12.98	14,108	11.43	87,375	20.23
	2005	Residency  Average (Yrs)	26,478	87.02	109,339	88.57	344,623	79.77
8.00				7.00		8.00		
Density	2005	Type  Single Unit Multi-Unit						
			6,208	19.70	19,459	15.17	114,908	25.25
			25,303	80.30	108,801	84.83	340,206	74.75
	2005	Population Household Families	29,317		26,254		14,446	
9,691				10,307		5,836		
6,546				5,659		2,907		
2010	Population Household Families	30,216		27,373		15,215		
		10,046		9,829		5,503		
		6,755		5,905		3,062		

Name: Gaffey Street Pool			CD: 15						
Address: 3351 S. Gaffey Street			REGION: Pacific						
			Within ONE Mile		Within TWO Miles		Within FIVE Miles		
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%	
Population	2005	Male	20,552		54,009		125,710		
	2005		Female	10,191	49.59%	26,640	49.33%	62,507	49.72%
				10,360	50.41%	27,368	50.67%	63,203	50.28%
	2005	All							
			2,826	13.75	7,857	14.55	18,595	14.80	
		2,202	10.72	6,078	11.25	14,852	11.81		
		1,597	7.77	4,650	8.61	11,134	8.85		
		10,959	53.32	27,232	50.43	60,453	48.09		
		2,967	14.43	8,193	15.18	20,677	16.45		
		36.58		36.20		36.40			
		2005	Male	1,439	14.12	4,018	15.08	9,517	15.22
				1,132	11.11	3,160	11.86	7,696	12.31
	818		8.03	2,386	8.95	5,763	9.22		
	5,472		53.69	13,538	50.82	30,292	48.46		
	1,330		13.05	3,537	13.28	9,241	14.78		
	35.70			35.00		35.29			
	2005	Female							
			1,387	13.39	3,839	14.03	9,078	14.36	
1,070		10.33	2,917	10.66	7,157	11.32			
780		7.53	2,264	8.28	5,371	8.50			
5,486		52.96	13,694	50.03	30,161	47.72			
1,638		15.81	4,655	17.00	11,436	18.09			
37.44			37.37		37.50				



Category	Year	Subcategory(s)	Within ONE Mile		Within TWO Miles		Within FIVE Miles	
			Number	%	Number	%	Number	%
Households	2005	Income  Average Median Per Capita						
			\$65,339		\$59,192		\$73,888	
			\$50,678		\$44,521		\$49,657	
			\$27,374		\$23,265		\$26,649	
	2005	Youth < 18yrs  1 or More	2,758	32.36	7,300	34.95	17,018	37.94
	2005	Vehicles  None 1 2 or More	566	6.64	2,530	12.11	4,754	10.60
			3,553	41.69	8,613	41.24	16,489	36.77
			4,404	51.67	9,744	46.65	23,598	52.62
Households	2010		8,801		21,707		46,573	
	2005-2010	Growth  Estimated %						
				3.26%		3.93%		3.86%
	2010	Income  < \$15K \$15K - \$35K \$35K - \$75K > \$75K	837	9.51%	3,218	14.82%	6,033	14.82%
			1,683	19.12%	4,934	22.73%	9,703	22.73%
			3,089	35.10%	6,804	31.34%	13,510	31.34%
			3192	36.26%	6,748	31.09%	17,327	31.09%
	2010	Income  Average Median Per Capita						
			\$72,723		\$65,107		\$80,872	
			\$56,934		\$48,097		\$54,979	
Families			\$30,367		\$25,409		\$29,151	
	2005		5,097		12,908		30,635	
	2005	Below Poverty  Total With Children	491	9.64	1,848	14.32	4,367	14.27
			381	7.48	1,514	11.73	3,684	12.03



			Within ONE Mile		Within TWO Miles		Within FIVE Miles				
Category	Year	Subcategory(s)	Number	%	Number	%	Number	%			
Families	2010	Growth  Estimated %	5,249		13,365		31,652				
	2005-2010			2.98%		3.54%		3.32%			
Employment	2005	Unemployed Age 16+ Non Working	579	3.62	1,812	4.37	3,969	4.14			
	2005	Transportation  Public Transit Walk, Bike, Other	5,114	31.94	15,838	38.20	39,066	40.79			
			227	2.27	771	3.34	1,801	3.51			
Housing	2005	Owner Occupied Renter Occupied	260	2.60	1043	4.53	2025	3.95			
			3,062	35.93	7,580	36.29	22,152	49.40			
			5,462	64.09	13,306	63.71	22,690	50.60			
	2005	Residency  Average (Yrs)									
			9.00		10.00		11.00				
	2005	Type  Single Unit Multi-Unit	4,106	45.96	10,216	46.60	26,350	55.72			
			4,828	54.05	11,708	53.40	20,939	44.29			
			Density	2005	Population Household Families  Per Sq. Mile	6,545		4,300		1,601	
						2,714		1,728		593	
1,623		1,028					390				
	2010	Population Household Families  Per Sq. Mile	6,772		4,493		1,662				
			2,803		1,663		571				
			1,672		1,064		403				



# Quick Looks:

## Swimming Pools by Council District

*The State of City Swimming Pools  
in Los Angeles  
July 2004*

*Department of Recreation and Parks*

## Council District 1

*Four pools served 175,730 swimmers in 2003.*



*Lincoln Park Pool—the #1 replacement priority for the Department city-wide*

### Seasonal Pools:

#### **DOWNEY**

Built 1918, Rebuilt 1939

#### **HIGHLAND PARK**

Built 1948

#### **LINCOLN PARK**

Built 1951

### Year Round Pools:

#### **ECHO DEEP (recently closed)**

Built 1982

### Special Issues

All pools in this Council District have been repaired repeatedly and are in imminent danger of failure. The #1 priority for pool replacement city-wide is Lincoln, the #3 priority is Downey, and the #12 priority is Highland Park. Echo Deep is already closed for major renovation. This District also features MacArthur Park Lake, where boat rental use is supervised by the Aquatics staff.



*Closed for Renovation - Echo Deep*

## Council District 2

*Three pools served 65,756 swimmers in 2003.*



*A water play feature at the newly rebuilt Van Nuys Sherman Oaks pool.*

### Seasonal Pools:

#### **VALLEY PLAZA**

Built 1971

#### **VERDUGO HILLS**

Built 1951

### Year Round Pools:

#### **VAN NUYS/SHERMAN OAKS (New year round)**

Built 1951, Rebuilt 2004

### Special Issues

Although Valley Plaza is in grave need of replacement, Verdugo Hills pool received major refurbishment in 2002, including a new deck, and Van Nuys/Sherman Oaks has reopened this summer as a rebuilt, year-round pool.



*Valley Plaza needs to be replaced.*



## Council District 3

*Three pools served 78,487 swimmers in 2003.*



*Lanark - Closed, but funding is in place to design and build a replacement*

### Seasonal Pools:

#### **LANARK (Closed)**

Built 1959

#### **RESEDA**

Built 1930

#### **WOODLAND HILLS**

Built 1962

### Year Round Pools:

#### **CLEVELAND HIGH SCHOOL**

Built 1995

### Special Issues

Lanark has been closed since 2002, which has placed more pressure on the other pools in this area of the Valley. Early in June, the Mayor and Council announced funding to design and construct a new pool for Lanark. Meanwhile, Woodland Hills needs renovation, while Reseda is #11 in priority for replacement.



*Cleveland is a newer pool, but the bathhouse, HVAC, and electrical room need major renovation.*

## Council District 4

*Two pools served 51,202 swimmers in 2003.*



*Griffith Plunge—about twice the size of a typical neighborhood pool*

### Seasonal Pools:

#### **GRIFFITH PARK**

Built 1927

#### **NORTH HOLLYWOOD\***

Built 1929

#### **PAN PACIFIC**

Built 1955

### Year Round Pools:

**NONE**

\* Closed Summer 2003

### Special Issues

Major repairs and the addition of a splash pad are helping to sustain North Hollywood facility through another season, but the pool needs to be replaced. Although both Griffith Park and Pan Pacific need major renovation, Griffith Park is benefitting from a new equipment room in 2000.



*New water play features replaced the failing small pool at North Hollywood*

## Council District 5

*Two pools served 102,584 swimmers in 2003.*



*Pool concrete particularly needs replacement at Cheviot Hills.*

### Seasonal Pools:

#### **CHEVIOT HILLS**

Built 1949

### Year Round Pools:

#### **WESTWOOD**

Built 1988

### Special Issues

While Westwood is a newer pool in fair condition, needing only minor renovation, Cheviot Hills requires major repair and renovation due to its age. Although there are areas of higher income in this District, additional pools are needed to serve residents with swim lessons and programming.



*This newer facility at Westwood offers ADA accessibility.*



## Council District 6

*Two pools served 23,763 swimmers in 2003.*



*This older pool in Sun Valley, in fairly good condition, is testimony to the longevity in our pools with the experienced care and periodic refurbishment performed by Recreation and Parks Facility Repair staff.*

### Seasonal Pools:

#### **FERNANGELES**

Built 1929

#### **SUN VALLEY**

Built 1931

### Year Round Pools:

**NONE**

### Special Issues

Additional pools and consideration of adding or remodeling for a year round pool are issues for this District. Also, Fernangeles needs major refurbishment. Sun Valley is in passable condition due to extensive renovations by the Recreation and Parks Facility Repair after the Northridge Earthquake. This District also features Lake Balboa, where boat rentals are supervised by the Aquatics Division.



*Much of work needed at the pools is in the bathhouse, as seen in this view of the Fernangeles shower room for boys.*

## Council District 7

*Five pools served 76,758 swimmers in 2003.*



*Major repairs performed by the Department of Recreation and Parks have kept Hubert Humphrey in fair condition.*

### Seasonal Pools:

#### **RITCHIE VALENS**

Built 1960

#### **SEPULVEDA**

Built 1959

#### **SYLMAR**

Built 1962

#### **HANSEN DAM SWIM LAKE**

Built 1999

### Year Round Pools:

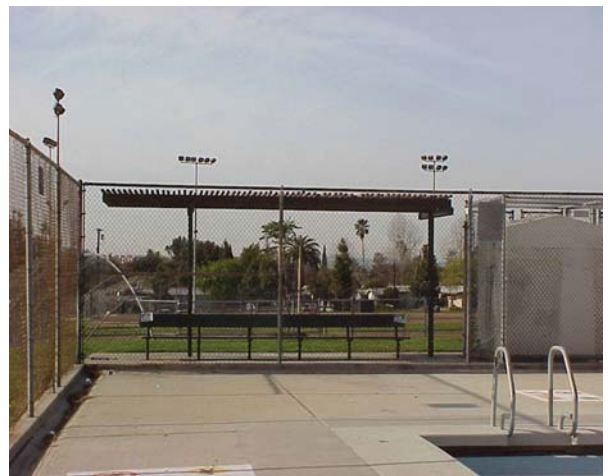
#### **HUBERT HUMPHREY**

Built 1970

### Special Issues

Aggressive repairs and renovations on pools in this district by the Recreation and Parks repair staff have kept most pools in fair shape, needing only moderate refurbishment. Sylmar, however, is at major risk of leaking because the entire pool is tilting.

Hansen Dam operates on an extended season of April to October, but not year round. The Aquatics Division also oversees the fishing lake at Hansen Dam.



*Sylmar Pool needs replacement.*

## Council District 8

*Three pools served 69,168 swimmers in 2003.*



*Algin Sutton has remained in service because of good repair work.*

### Seasonal Pools:

#### **ALGIN SUTTON**

Built 1931

#### **HARVARD (Closed)**

Built 1939

#### **VAN NESS**

Built 1959

### Year Round Pools:

#### **JOHN C. ARGUE SWIM STADIUM (EPPIC)**

Built 1932, Rebuilt 2002-3

### Special Issues

Algin Sutton has been holding its own; Department repair forces did major renovation work in 2002. Harvard closed in 2001, and the Department received good news early in June, when the Mayor and Council announced funding to construct a new pool. Van Ness, however, is #5 in priority for replacement.



*EPPIC Swim Stadium recalls Olympic glory.*

## Council District 9

*Five pools served 131,905 swimmers in 2003.*



*Central Pool uses valuable open green space, and a new nearby location for a new pool would be an asset to the community.*

### Seasonal Pools:

#### **CENTRAL**

Built 1927

#### **GREEN MEADOWS**

Built 1955

#### **ROSS SNYDER**

Built 1978

#### **SOUTH PARK**

Built 1950

### Year Round Pools:

#### **FREMONT HIGH SCHOOL**

Built 1978

### Special Issues

Two aging pools in this Council District, Green Meadows and Central, are #6 and #9 in priority need of replacement, despite on-going efforts to repair them. South Park received major refurbishment by the Department in 2002, while Ross Snyder still has extensive repair needs. At Fremont, the pool is in good shape but the bathhouse needs



*Refurbishment work by Recreation and Parks Facility Repair has kept South Park in good shape.*



## Council District 10

*One pool served 65,259 swimmers in 2003.*



*A refurbished E.G. Roberts will reopen later in the summer of 2004*

Seasonal Pools:

**NONE**

Year Round Pools:

**CELES KING III**

Built 1962

**E.G. Roberts (closed)**

Built 1979

### Special Issues

Without the benefit of seasonal pools, this District has also been seriously impacted by the closure in 2002 of E.G. Roberts, which is currently under major renovation and is scheduled to re-open later this summer. Celes King is in need of some repair, but identifying locations for additional pools is also a priority.



*Celes King III, the only open pool in the 10<sup>th</sup> District at the start of the 2004 swim season, is also a year round pool.*

## Council District 11

*Five pools served 120,559 swimmers in 2003.*



*The new Stoner Family Aquatic Center opened in 2003.*

### Seasonal Pools:

#### **MAR VISTA**

Built 1959

#### **RUSTIC CANYON**

Built 1961

#### **STONER PARK**

Built 1931, Rebuilt 2003

#### **WESTCHESTER**

Built 1961

### Year Round Pools:

#### **VENICE HIGH SCHOOL**

Built 1961

### Special Issues

The year round pool in this District, Venice, is operating on a day-to-day basis because of severely leaking pipes and a leaking roof; it is #4 priority for replacement. Mar Vista and Westchester both require major refurbishment. Stoner, rebuilt as a family aquatic center with slide and other play features in 2003, is an excellent model for a new style of recreation and park aquatic facility.



*Leaking pipes at Venice make keeping the pool open a daily challenge.*

## Council District 12

*One pool served 15,657 swimmers in 2003.*



*Funding has been identified to replace Northridge pool, based on a plan with input from the community*

### Seasonal Pools:

#### **GRANADA HILLS**

Built 1975

#### **NORTHRIDGE (Closed)**

Built 1959

### Year Round Pools:

**NONE**

### Special Issues

This Council District has only two pools, and no year round pools. Northridge has been closed since 2000, despite efforts to repair the pool after the earthquake, which kept it operational for several years, however, in June the Mayor and Council announced funding to construct a new pool. Granada Hills is #19 in priority for replacement, with many out-of-service days because of restricted pipe conditions.



*Detail of clogged and rusted pipes from the Pool Repair sketch—an example of the problem at Granada Hills*



## Council District 13

*Three pools served 53,610 swimmers in 2003.*



*Echo Shallow, encircled by a 101 freeway on-ramp, is too "freeway close."*

### Seasonal Pools:

#### **ECHO SHALLOW**

Built 1912, Rebuilt 1956 and 1962

#### **HOLLYWOOD**

Built 1950

### Year Round Pools:

#### **GLASSELL PARK (temporary)**

Built 1930

### Special Issues

Glassell, refurbished in 1981, is open year round temporarily as an alternative for Echo Deep patrons, since Echo closed in 2003; Glassell needs a new deck and bathhouse. Echo Shallow should be relocated away from the Freeway, and Hollywood has substantial repair needs. This District also features Echo Park Lake, where boat rentals are supervised by the Aquatics Division



*Glassell has been modified for year-round use as an interim substitute for patrons of Echo Deep while that pool and building is rebuilt*

## Council District 14

*Five pools served 180,622 swimmers in 2003.*



*Named for Lou Costello's son, who died tragically by drowning, in the comedian's hopes that other children could learn to swim and be safe*

### Seasonal Pools:

#### **COSTELLO**

Built 1950

#### **PECAN PARK**

Built 1962

#### **YOSEMITE**

Built 1923, Rebuilt 2001

### Year Round Pools:

#### **RICHARD ALATORRE**

Built 1931, Replaced 1999

#### **ROOSEVELT HIGH SCHOOL**

Built 1977

### Special Issues

Heavily used Costello and Pecan pools are #2 and #10 in priority for replacement, with complete closure imminent. Costello was built by the late comedian Lou Costello in memory of his child who died in a drowning accident, so that other children could learn to swim. Roosevelt has major repair needs. Yosemite is also used by LAUSD, who reimburses the Department for costs.



*Richard Alatorre is an award-winning pool building design*

## Council District 15

*Four pools served 66,654 swimmers in 2003.*



*109<sup>th</sup> Street is an important resource in the community, but needs to be replaced*

### Seasonal Pools:

**109<sup>th</sup> STREET**  
Built 1933

**GAFFEY (Closed)**  
Built 1944

**HARBOR**  
Built 1955

### Year Round Pools:

**BANNING HIGH SCHOOL**  
Built 1979

**PECK PARK**  
Built 1962, Rebuilt 2003

### Special Issues

The seasonal pools in this Council District are in poor condition, with 109<sup>th</sup> Street and Harbor the #7 and #8 priority for pool replacement city-wide, and Gaffey closed since 1989 and needing relocation as well as replacement. Peck Park was successfully converted by Recreation and Parks Facility Repair from a seasonal to a year round pool in 2003.



*Banning needs major bathhouse work.*

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## **J. POPULATION AND HOUSING**

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## J.1. POPULATION AND HOUSING GROWTH

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### 1. INITIAL STUDY SCREENING PROCESS

#### A. Initial Study Checklist Question

- XII.a): Would the project induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- XII.b): Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

#### B. Introduction

The quantity and distribution of population and households in the City affects the environment, use of infrastructure, and the demand for public services. Thus, in order to respond to and plan for future population and households, the General Plan, including the Framework and Housing Elements, and the Southern California Association of Government (SCAG) Regional Comprehensive Plan and Guide (RCP&G) include forecasts of population and housing trends.<sup>1</sup> Because the projections are used to plan the infrastructure and level of service required to support the future population, actual growth in excess of the projections can lead to deficiencies. According to the CEQA Guidelines Section 15064(e): “Economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment.” Population and housing growth are examples of economic and social changes.

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<sup>1</sup> *The City of Los Angeles uses two different estimates of its population. The first is prepared by the California Department of Finance (DOF) and provided to SCAG. For purposes of conformity with the requirements of these other agencies, the City uses this estimate when and where appropriate. The City Planning Department prepares an estimate of its population based on a number of locally derived factors including: building and demolition permits issued, school enrollments, and the percentage of active electric meters. The City Planning Department estimates are used for planning purposes in the City of Los Angeles. It should be noted that both sets of numbers are estimates and, therefore, only close approximations of the actual population. Every 10 years these estimates are reconciled by the U.S. Census.*



Population refers to the occupants of housing projects, population indirectly associated with workers of proposed non-residential projects, or changes in the amount and distribution of population and employment permitted by adoption or revision to a land use plan. Important areas include changes in the number, characteristics, geographic distribution, and timing of new residents directly or indirectly resulting from a proposed project, and the degree to which project-related changes are consistent with City, regional or other adopted population growth policies. Other issues are the degree to which project-related population is already present in the area under analysis (i.e., already residing or working in the area), or whether they represent in-migrants (i.e., likely to relocate into the area from some other more distant location as a result of the project).

Housing impacts may result directly from projects, which include housing units, or indirectly from, for example, revisions to the Housing Element or changes in housing demand associated with new non-residential development projects. Important issues include changes in the number, characteristics (including rent level or purchase price), geographic distribution, and timing of new housing units associated with a proposed project, supply-demand relationships, and the degree to which project-related changes are consistent with City, regional or other adopted housing growth policies.

### **C. Screening Criteria**

- Would the project include a General Plan amendment, which could result in an increase in population over that projected in the adopted Community Plan or General Plan?
- Would the project induce substantial growth on the project site or surrounding area?

A "yes" response to any of the preceding questions indicates further study in an expanded Initial Study, Negative Declaration, Mitigated Negative Declaration or EIR may be required. Refer to the Significance Threshold for Population and Housing Growth, and review the associated Methodology to Determine Significance, as appropriate.

A "no" response to all of the preceding questions indicates that there would normally be no significant impact on Population and Housing Growth from the proposed project.

### **D. Evaluation of Screening Criteria**

Review the description of the proposed project and the surrounding area. Determine whether the project includes a General Plan amendment, and identify the potential to induce substantial growth. General Plan amendments which could result in an increase in population are those for which the population in the planning subregion containing the project site would exceed the population forecast in the Framework Element after buildout to the maximum amount permitted

under the General Plan amendment. The potential to induce substantial growth may be indicated by the introduction of a project in an undeveloped area or the extension of major infrastructure. As necessary, contact the City Planning Department Demographics and Framework Monitoring Sections for current analysis, data, and department policy. Examples of major infrastructure systems include: major roads, highways, or bridges; major utility or service lines; major drainage improvements; or grading which would make accessible a previously inaccessible area. Compare this information to the Screening Criteria.

## **2. DETERMINATION OF SIGNIFICANCE**

### **A. Significance Threshold**

The determination of significance shall be made on a case-by-case basis, considering the following factors:

- The degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/ planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment;
- Whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- The extent to which growth would occur without implementation of the project.

### **B. Methodology to Determine Significance**

#### Environmental Setting

In a description of the environmental setting, include the following information:

- Recent population and housing growth trends for the planning subregion containing the project site (e.g., past 10 years);
- Forecast or projection of population and housing growth for the planning subregion containing the project site; and



- Summary of population and/or housing growth policies that affect or regulate the project site. These may include, for example, the Community Plan, General Plan (including the Framework and Housing Elements), redevelopment plan, the City's Housing and Urban Development (HUD) Consolidated Plan, or SCAG's RCP&G.

### Project Impacts

Determine the amount of growth from the project by calculating the number of housing units included as part of the project and the occupancy of the units. Occupancy is related to design and the number of bedrooms per unit (i.e., for seniors, large families, etc.). For non-residential uses, estimate the population associated with employees based on the type of use and the corresponding type of employment (e.g., degree of skill required, wage levels, likelihood of causing in-migration). To evaluate the degree to which the project would exceed adopted population or housing projections for the planning subregion containing the project site, consider forecasts found in, for example, the applicable specific plan, General Plan, Framework Element, Community Plan, redevelopment plan, or RCP&G. A physical change in the environment would affect the land, air, water, flora, fauna, noise conditions, minerals, objects of historic or aesthetic significance, etc.

If the project is in an area that is currently undeveloped or unserved by major infrastructure, and the project would introduce infrastructure or accelerate development, then non-contiguous "leapfrog" or other undesirable or inefficient development patterns may result if project growth is not consistent with adopted projections and policies. Consider whether the proposed infrastructure has been analyzed or planned for in the Community Plan. Examples of major infrastructure systems include: major roads, highways, or bridges; major utility or service lines; major drainage improvements; or grading which would make accessible a previously inaccessible area.

Evaluate the extent to which growth would occur without implementation of the project by determining the amount, timing, and location of growth contemplated for the project site and surrounding area in the adopted population and housing projections. Compare this to the growth anticipated with the proposed project and determine whether potential impacts are significant.

### Cumulative Impacts

Determine the increase in housing units, occupancy and population associated with the related projects in the same manner as described above under Project Impacts. Compare the combined effect of the growth from the project and the related projects to the amount, timing and location of growth forecast for the project site and surrounding area in the adopted

population and housing projections. If the area is currently underdeveloped or the project introduces new major infrastructure, also note whether the project or related projects would introduce infrastructure or accelerate development.

#### Sample Mitigation Measures

As noted in the Introduction, population and housing growth are not considered significant effects on the environment. Secondary or indirect impacts, such as increased traffic or noise, may be significant and may be physical changes caused by population and housing growth. Thus, mitigating these secondary impacts may mitigate the effects of population and housing growth.

### **3. DATA, RESOURCES, AND REFERENCES**

City of Los Angeles: For adopted housing policies, see the Housing and Framework Elements and the City's HUD Consolidated Plan. The HUD Consolidated Plan is updated annually in July, and is available from the Community Development Department (CDD) at 215 West Sixth Street, Los Angeles, California 90014; Telephone: (213) 485-4682. For current population and housing estimates, see Population and Housing Estimates, 1999 (updated periodically), City Planning Department, Demographical Research Unit, 200 N. Spring St., 7<sup>th</sup> Floor, Los Angeles, California 90012; Telephone: (213) 978-1416; Internet: [www.lacity.org/PLN](http://www.lacity.org/PLN) (click on *Statistical Info*).

SCAG: RCP&G, Chapter 3: Growth Management. SCAG's regional growth forecast to the year 2025 is available in a Small Area Forecast edition, which includes employment, households and population (including limited characteristics) at the census tract level for the entire six-county SCAG region. Available at SCAG offices, 818 West Seventh Street, 12th Floor, Los Angeles, California 90017; Telephone: (213) 236-1800; Internet: [www.scag.ca.gov](http://www.scag.ca.gov).

Center for the Continuing Study of the California Economy (CCSCE): This research center based in Palo Alto, California, publishes an annual five-year forecast of economic and population growth at the county level. See for example, California County Projections, which includes data on population growth, household growth, and income growth, for each county in the state, including Los Angeles County. CCSCE is located at 610 University Avenue, Palo Alto, CA 94301; Telephone: (650) 321-8550.

U.S. Census of Population and Housing: The Bureau of the Census is generally regarded as the most authoritative source of population and housing data, although its estimates are only prepared every 10 years. Summary Tape Files 1 and 3 provide the most commonly used data, at a scale as small as a census block. Available at public libraries.

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## J.2. POPULATION AND HOUSING DISPLACEMENT

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### 1. INITIAL STUDY SCREENING PROCESS

#### A. Initial Study Checklist Question

- XII.b): Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- XII.c): Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

#### B. Introduction

Within the City of Los Angeles, the supply of and demand for housing, especially affordable housing, indicates that the existing stock should be preserved, maintained, and expanded in order to provide for the population. The CEQA Guidelines Section 15064(e) states “economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment.”

A recent study prepared for the Housing Department<sup>1</sup> explored some of the current housing problems in the City of Los Angeles, including:

- Lack of growth in the supply of housing despite an increasing number of households;
- Household-housing type mismatch because average unit size is small and declining, while average household size is large and increasing;
- Overcrowding; and
- Increasing rent burden such that more than 30 percent of income goes for rent. This situation is related to household size, income, ethnicity, as well as the age of the head of the household.

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<sup>1</sup> *Housing Department, 1994 Housing Study, prepared by Hamilton, Rabinovitz & Alschuler, Inc., December 1995.*

Adopted City programs and policies, designed to increase and conserve the supply of housing, particularly the supply of housing affordable to lower-income households, are contained in the Housing and Framework Elements, the Housing and Urban Development (HUD) Consolidated Plan, redevelopment plans, and the Rent Stabilization Ordinance. Examples of these policies and other regulations include:

- Housing Element, which discourages the demolition of affordable housing and encourages the replacement of affordable housing; obligates the City to provide relocation services to persons who are displaced as a result of City actions; and mandates mitigation of relocation and displacement hardships caused by housing demolitions, conversions or neighborhood gentrification;
- Comprehensive Housing Affordability Study (CHAS) -- a component of the HUD Consolidated Plan -- which contains a description of current housing policy, particularly with respect to low-income housing needs;
- The Rent Stabilization Ordinance, which includes requirements for relocation payments to tenants under “no-fault” evictions;
- State redevelopment law which specifies actual relocation assistance, in addition to payments, for displaced households and requires replacement of all lost units that occur within or as a result of redevelopment projects subject to a written agreement with the redevelopment agency or where financial assistance is provided by the redevelopment agency; and
- Federal law that mandates relocation payments and assistance when displacement results from a project supported with federal funds (e.g., HUD financing).

### **C. Screening Criteria**

- Would the project result in a net loss of housing equal to or greater than a one-half block equivalent of habitable housing units through demolition, conversion, or other means? (One-half block is generally equivalent to 15 single-family or 25 multi-family dwelling units.)

- Would the project result in the net loss of any existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means?

A "yes" response to any of the preceding questions indicates further study in an expanded Initial Study, Negative Declaration, Mitigated Negative Declaration or EIR may be required. Refer to the Significance Threshold for Population and Housing Displacement, and review the associated Methodology to Determine Significance, as appropriate.

A "no" response to all of the preceding questions indicates that there would normally be no significant impact on Population and Housing Displacement from the proposed project.

#### **D. Evaluation of Screening Criteria**

Review the description of the proposed project and determine the number and type of housing units, which will be eliminated and added as a result of the proposed project. Calculate the net change in the number of habitable housing units, as well as units affordable to very low- or low-income households (See Exhibit J.2-1). Affordable units can be lost through conversion to market rate units. Compare this information to the Screening Criteria.

## **2. DETERMINATION OF SIGNIFICANCE**

### **A. Significance Threshold**

The determination of significance shall be made on a case-by-case basis, considering the following factors:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the proposed project, in terms of net loss of market-rate and affordable units;
- The current and anticipated housing demand and supply of market rate and affordable housing units in the project area;
- The land use and demographic characteristics of the project area and the appropriateness of housing in the area; and

- Whether the project is consistent with adopted City and regional housing policies such as the Framework and Housing Elements, HUD Consolidated Plan and CHAS policies, redevelopment plan, Rent Stabilization Ordinance, and the Regional Comprehensive Plan and Guide (RCP&G).

## **B. Methodology to Determine Significance**

### Environmental Setting

In a description of the environmental setting, include the following information:

- Description of existing land uses on the project site and in the surrounding area;
- Recent (e.g., past 10 years) housing supply and demand trends, as well as housing supply characteristics (e.g., vacancy patterns, tenure, rent and sale price levels) for the project site and surrounding area;
- Housing supply and demand forecasts for the project site and surrounding area; and
- Summary of housing displacement policies applicable to the project. These may include policies in the Framework and Housing Elements, HUD Consolidated Plan, redevelopment plans, and the Rent Stabilization Ordinance.

### Project Impacts

Review the description of the proposed project and identify the net change in the number of habitable housing units, as well as units affordable to low- and very-low income households, from the Evaluation of Screening Criteria.

To determine current and anticipated housing demand and supply in the project area, use the Population Estimate and Housing Inventory prepared by the City Planning Department, field research, published reports, or market research studies, as appropriate.

In evaluating the characteristics of the project area, survey the land uses and zoning designations for parcels in the surrounding area. Determine the character of the area and any recent housing trends, and consider the appropriateness of housing in that location in light of applicable housing policies and plans. Land use compatibility is addressed in H.2 LAND USE COMPATIBILITY.

Identify adopted housing projects in, for example, the applicable redevelopment plans, the Framework Element, HUD Consolidated Plan, Rent Stabilization Ordinance, or RCP&G. If necessary, consult with the City Planning Department, Housing Department, or Community Redevelopment Agency (CRA) of the City of Los Angeles.

Evaluate whether the project would be consistent with these policies.

#### Cumulative Impacts

Determine the number and type of housing units to be eliminated and added as a result of the related projects in the same manner as described above for Project Impacts. Compare the combined effect of the displacement from the project and the related projects to the current and anticipated housing demand and supply in the project area and adopted housing policies.

#### Sample Mitigation Measures

Potential mitigation measures include the following:

- Exceed the statutory requirements for relocation assistance; and
- Increase the number of housing units affordable to lower income households.

### **3. DATA, RESOURCES, AND REFERENCES**

Population and Housing Estimates are available from the City Planning Department, Citywide Demographics Unit, 200 N. Spring Street, 7<sup>th</sup> Floor, Los Angeles, California 90012; Telephone: (213) 978-1416; Internet: [www.lacity.org/PLN](http://www.lacity.org/PLN) (click on *Statistical Info*).

Redevelopment plans are available from the CRA, 354 South Spring Street, Suite 800, Los Angeles, California 90013; Telephone: (213) 977-1600.

Rent Stabilization Ordinance, City of Los Angeles, adopted 1979 (periodically updated and revised). Available at the Housing Department's Public Counter, 3550 Wilshire Boulevard, 15<sup>th</sup> floor, Los Angeles, California 90010, open Monday through Friday from 8:00 a.m. to 4:30 p.m., or call toll free (866) 557-7368.



Housing Department, 1994 Rental Housing Study, prepared by Hamilton, Rabinovitz & Alschuler, Inc., December 1995.

See also J.1. POPULATION AND HOUSING GROWTH.

### **Selected Legislation**

#### Federal

##### 24 CFR Part 970.5

Tenants who are to be displaced as a result of demolition or disposition must be relocated to other decent, safe, sanitary, and affordable housing (at rents no higher than permitted under the Uniform Relocation Assistance and Real Property Acquisition Policies Act). The new housing, to the maximum extent practicable, should be housing of the tenants' choice, on a nondiscriminatory basis, without regard to race, color, religion (creed), national origin, handicap, age, or sex, in compliance with applicable Federal and State laws.

In addition to provision of relocation housing, assistance to all displaced tenants includes assistance in finding other suitable housing, including payment of actual, reasonable moving costs, and counseling and advisory services to assure that full choices and real opportunities exist for tenants displaced from public housing scheduled for demolition or other disposition to select relocation housing in a full range of neighborhoods in which suitable relocation housing may be found, in and outside areas of minority concentration.

**Exhibit J.2-1**

**MAXIMUM AFFORDABLE RENT  
FOR VERY LOW- AND LOW-INCOME HOUSEHOLDS  
IN THE CITY OF LOS ANGELES, FY 2003**

<b>Household Income Category as Percent of Median Family Income (MFI)</b>	<b>Household Size</b>					
	<b><u>1-Person</u></b>	<b><u>2-Persons</u></b>	<b><u>3-Persons</u></b>	<b><u>4-Persons</u></b>	<b><u>5-Persons</u></b>	<b><u>6-Persons</u></b>
Very Low-Income (up to 50% of MFI)						
Maximum Household Income <sup>a</sup>	\$19,740	\$22,560	\$25,380	\$28,200	\$30,456	\$32,712
Maximum Monthly Rent <sup>b</sup>	494	564	635	705	761	818
Low-Income (51-80% of MFI)						
Maximum Household Income (73% of MFI) <sup>a</sup>	\$28,820	\$32,938	\$37,055	\$41,172	\$44,466	\$47,760
Maximum Monthly Rent <sup>b</sup>	720	823	926	1,029	1,112	1,194

<sup>a</sup> Per Department of HUD.

<sup>b</sup> Assumes 30% of monthly income for rent, rounded to nearest dollar.

Source: Department of HUD; Hamilton, Rabinowitz & Alschuler, Inc., 1996 and the City of Los Angeles Housing Department, 2003.

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# **Economic Recession and Population Projections in a Regional Planning Context**

(1/7/10)

By

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## **Abstract**

This study demonstrates the recent experience of the Southern California Association of Governments (SCAG) in developing the regional population projections as part of updating the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), and the regional Housing Needs Allocation (RHNA). The SCAG region's population projection update began in January 2009 and is scheduled to be adopted by the Regional Council (RC) in April 2012. The study analyzes several issues observed during the recent population projections update process: 1) the unstable/uncertain nature of economic-demographic behaviors (unemployment rate, migration, labor force participation rate, etc) in the short term framework; 2) the currency and reasonableness of population projections (and assumptions) by US Census Bureau and CA Department of Finance; 3) lack of relevant statistical data in a timely manner; and 4) the significant gap in population estimates between US Census Bureau and CA DOF. The study discusses a couple of ways of addressing the issues. First, the first major challenge is to develop the reasonable short term economic prospect for job growth, unemployment rate, and population growth. A range of the short term economic outlooks (e.g., job growth rate, unemployment rate) could be identified from a list of economic forecasts, a panel of expert meeting, and expert interview. Second, there is need to reassess the traditional top down approach and to promote the bottom up approach. The regional planning agencies might need to be selective in using them and creative in interpreting the forces underlying the current economic recession and demographic changes. The regionally based bottom up demographic assumptions and projections might be the better practice because they might reflect the more realistic trend and short term outlook than the pure top down approach based demographic assumptions and projections. The study identifies the future challenges in a regional planning framework. First, SCAG is required to meet diverse federal and state planning and regulatory requirements (e.g., currency, consistency) for developing reasonable regional population projections. Second, SCAG should promote public involvement and participation during the population projection process, while maintaining the accuracy of the regional population projections. Both promoting the active public involvement and maintaining the accuracy of the regional population projections are not separate but integrated planning goals in a regional planning framework.

**Key Words:** economic recession, short term population projections, uncertainty, regional planning, Southern California

## 1. Introduction

Population projections play a key role in determining the future community needs including housing and transportation in a regional planning context. Regional demographers and planners efficiently and regularly develop and update the future population growth using diverse data sources including US Census Bureau, State Statistical Agency, and private vendors. Those federal and state agencies do not frequently update their demographic assumptions, and sometimes might not maintain currency and reasonableness of population projections. For example, we recently have experienced the unexpected economic recession beginning in 2008 across the nation, which would affect the regional population growth, in particular, migration, in the near future. The assumption of existing population projections quickly becomes questionable due to the economic uncertainty in the near future. The traditional long term perspective, which might not reflect the on-going economic trends and the frequently updated short term economic forecast, might result in the serious bias of the short term population projections.

This study demonstrates the recent experience of the Southern California Association of Governments (SCAG) in developing the regional population projections as part of updating the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), and the regional Housing Needs Allocation (RHNA). The SCAG region's population projection update began in January 2009 and is scheduled to be adopted by the Regional Council (RC) in April 2012. The study analyzes several issues observed during the recent population projections update process: 1) the unstable/uncertain nature of economic-demographic behaviors (unemployment rate, migration, labor force participation rate, etc) in the short term framework; 2) the currency and reasonableness of population projections (and assumptions) by US Census Bureau and CA Department of Finance; 3) lack of relevant statistical data in a timely manner; and 4) the significant gap in population estimates between US Census Bureau and CA DOF.

The study discusses a few ways of addressing the issues and challenges. First, the short term (5-10 year) population projections can be developed to properly reflect the on-going and plausible short term economic prospect. Second, the uncertainty of economic-demographic assumptions and prospects can be properly addressed through development of a range of population projections and the frequent and regular review of assumptions by a panel of experts. Third, the extrapolation of the region's historical pattern of demographic components (e.g., international migration) should also be considered important along with the demographic assumptions for the national population projections by the US Census Bureau. Fourth, employment forecast is useful in developing regional population projections. It provides regional planners with a persuasive

growth story.

In the following sections, the study will discuss 1) Why does SCAG develop the regional population projections?; 2) economic recession and population projections: issues and challenges; 4) expert approaches to the regional economic-demographic assumptions; 5) regional population projection model: practice and sensitivity analysis; 6) discussion and conclusions

## II. Why Does SCAG Develop the Regional Population Projections?

Southern California Association of Governments (SCAG) is the largest of nearly 700 councils of government in the United States, functioning as the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. The region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles (See figure 1). As the designated Metropolitan Planning Organization, the SCAG is mandated by the federal and state governments to research and draw up plans for transportation, growth management, hazardous waste management, and air quality, housing, hazardous waste management, and waste treatment management. SCAG also acts as an information clearinghouse, providing cities and counties a wide array of demographics, forecasting, mapping and other regional statistics and data.

Why does SCAG develop the regional population projections? First of all, SCAG, with the assistance of counties and cities, is required to prepare and approve the portions of the Air Quality Plan related to regional demographic projections on which emission of pollutants are based. SCAG prepares a consistent socioeconomic data set for Cities, Counties, and other government agencies in the region (California Health and Safety Code Section 40460 (b)). Second, SCAG is mandated to develop population projections as part of developing the Regional Transportation Plan (RTP), pursuant to federal transportation planning requirements 23 CFR 450.322(c) and (e). As part of each RTP update process, SCAG must confirm the RTP's validity and consistency with current and forecasted transportation and land use conditions and trends for the minimum 20-year forecast horizon. Third, SCAG also develops population projections for the Regional Housing Needs Allocation (RHNA) (see 65584.01 of the Government Code 65584.01. (a) For the fourth and subsequent revision of the housing element pursuant to Section 65588).

The SCAG's regional population projections are widely used for the planning purposes by major public agencies and local jurisdictions in the region. For example, the Metropolitan Water



District (MWD) of Southern California is a consortium of 26 cities and water districts in Southern California. It provides its service area with adequate and reliable supplies of water. MWD relies on the SCAG's population projections for projecting future water needs of the service areas for the 50 year projection horizon. Los Angeles County Sanitation Districts consist of 24 independent special districts serving about 5.7 million people in Los Angeles County. The Districts construct, operate, and maintain facilities that collect, treat, recycle, and dispose of domestic and industrial wastewater. The Districts use the SCAG's population projections for estimating the domestic and industrial wastewater of their service areas.

### III. Economic Recession and Population Projections: Issues and Challenges

In February 2009 SCAG officially launched its growth forecast process. At the point, the SCAG region was heavily hit by the national economic recession (probably the greatest recession since the great depression!), which formally started in the late 2007. One of the key causes of the recession was the sub-prime loan losses and their impact on other risky loans and over-inflated asset prices ([http://en.wikipedia.org/wiki/Late\\_2000s\\_recession](http://en.wikipedia.org/wiki/Late_2000s_recession)). The SCAG region's foreclosure data during the period of 2007-2008 reflects the impact of the sub-prime loan losses (Dataquick, 2008). The number of the regional foreclosed units increased from 3,779 units in July 2007 to 12,734 units in August 2008 by 237%.

[Figure 2 Insert here]

Since the economic recession was so deep that we had difficulty in understanding the near term economic perspective (size of job loss, affected jobs by sector, labor force adjustment, and unemployment rate, etc) and its related population impact. A couple of economic indicators, unemployment rate and job growth rate, are popular ways of measuring the economic condition. The two economic indicators are projected by well-known government agencies and private consulting firms (See table 1). According to table 1, several agencies projected the short term unemployment rate for different levels of geography: nation, state, and county. Nine agencies developed the national level unemployment rate. Although two federal agencies (Federal Reserves Governors and President and OMB) expected the national unemployment rate will be highest in 2009, other seven agencies predict the highest unemployment rate in the nation to occur in 2010. It seems that there is consensus on the perspective of the short term California State's unemployment rate. All of four agencies forecast that the California State's unemployment rate is highest in 2010. Table 1 includes only one agency's short term forecast of the unemployment rate of four counties in the SCAG region. Four counties in the SCAG region

are projected to show the highest unemployment rate in 2010. In addition to unemployment rate projection, job growth rate.

[Table 1 Insert here]

In most of metropolitan regions, the long term regional transportation plan is usually updated every three or four years as required by the federal law. The regularly updated regional plan likely reflects the current and updated planning indicators. Population projections, as a key indicator to determine future travel demand, are also revised upward or downward according to the recent trend or the updated expectation of the future population growth. When a metropolitan region is required to update the population projections during the economic recession, it immediately faces a few issues and challenges in moving forward population projections process.

First, there is lack of timely information of the relevant historical population trends, including components of growth (e.g., births, deaths, and migration). In particular, information of the regional birth rate, death rate, or migration rate by demographic characteristics is not available on time. The mid year county population estimates and components of population change are oftentimes available due to the processing time of administrative records 6 months to 11 months later, and are updated on an annual basis. The update of these demographic is based on administrative records of 17 state and federal departments and agencies (CA DOF, 2009)(<http://www.dof.ca.gov/research/demographic/reports/estimates/e-2/2000-09/>). Due to the delay of the data availability, we might miss the significant demographic changes to occur in turbulent economic condition.

Second, economic-demographic behaviors (e.g., unemployment rate, labor force participation rate, multiple jobholding rate) might be out of the normal range in the short term framework (Campbell, 2008). In particular, unemployment rate in the economic recession is extremely high that the population projection model should be able to reflect its impact on migration in the short term projection.

Third, there is a significant gap in population estimates between US Census Bureau and CA DOF (Wheaton, 2009). According to the Census Bureau's July 2008 estimate for the SCAG region is 17,950,391, while CA DOF's estimate of population is 18,648,406. The Census Bureau's estimate of population is 698,015 persons, 3.9% lower than that of CA DOF. As expected, the major reason for the discrepancy is the estimation of domestic migration. Both agencies use different data bases to estimate domestic migration. The US Census Bureau mainly uses federal

tax returns for tax filers to measure migration, while CA DOF mainly uses the licensed driver's address change. The size of the difference is varying by county. Los Angeles County (485,388) showed the most significant numerical difference in the population estimate between US Census Bureau and CA DOF. Other Counties also showed a numerical difference: Orange (114,997), San Bernardino (45,367), Ventura (32,605), Imperial (13,848), Riverside (5,812). In terms of the percent change, Imperial County showed the most significant difference (8.4%). Other counties' percent change is as follows: Los Angeles (4.9%), Ventura (4.1%), Orange (3.8%), San Bernardino (2.3%), Riverside (0.3%).

Fourth, the existing population projections and related demographic assumptions by US Census Bureau (2008) or CA DOF (2007) might be outdated and should be carefully reviewed for its currency and reasonableness. For example, US Census Bureau's international migration were developed using historical time series information. As with past projections, the international migration assumptions forecast for this series are not constrained to any current or proposed policy or administratively determined immigration levels. (US Census Bureau, 2008)(<http://www.census.gov/population/www/projections/methodstatement.html>). Total annual average of net international immigration is projected to be 1,338,400 (2010-15), 1,434,400 (2015-20), 1,530,200 (2020-25), 1,626,000 (2025-30), 1,721,600 (2030-35). The projected immigration is much higher than that of the recent historical trends (945,000 per year). As of writing this paper, the US Census Bureau (2009) released the supplementary population projections with alternative net international migration assumptions.

#### IV. Expert Approaches to the Regional Economic-Demographic Assumptions

The SCAG regional job and population projections are divided into two different approaches. The first approach is applied to the national projections: develop national job projections using the population projections. The second approach is applied to the regional projections: develop the regional population projections using the regional job projections. The key steps and concepts for developing the regional job and population projections are described as follows (Levy, 2009): First, the regional job growth projections depend on the number and type of jobs created in the nation and the regional share of these jobs located in the nation and California. Second, the number of jobs in the U.S. depends on the growth in total population and population by age group and projections of labor force participation rates. Unemployment rates and the number of workers holding more than one job are also contributing factors in determining long-term U.S. job growth. Third, projected regional job growth determines regional labor force and workers demand, which will affect labor force and workers supply through mainly migration.

Regional population projections are derived as a result of this labor demand-supply balance process.

Since the economic recession was so deep that we had difficulty in understanding the near term economic perspective (size of job loss, affected jobs by sector, labor force adjustment, and unemployment rate, etc) and its related population impact, we decided to identify a reasonable range of key assumptions and critical issues at the national, state and regional level for developing the 2012 RTP growth forecasts through a panel of expert and expert interview.

### 1. Panel of Experts

A panel of expert comprised fifteen experts in the field of economy and demography. These experts might have worked on economic or demographic forecasts for a long time or the agencies that they work for might have produced economic or demographic forecasts. They come from a variety of public or private organizations. Nearly 50% of the panel members come from the universities in California (e.g., University of Southern California, University of California Los Angeles, University of California Riverside, University of California Santa Barbara, California State University Long Beach, California State University Fullerton). Other panel members come from the state or local government agencies, private consulting firms (e.g., Los Angeles Economic Development Corporation, South Coast Air Quality management District, California Department of Finance, Regional Economic Models, Inc., Beacon Economics, DB Consulting). Experts were provided with a list of questions regarding assumptions with background information (e.g., historical data and preliminary range of forecast by moderator) a few days before the panel of expert meeting held on May 15, 2009.

The survey questions are focused on short term assumptions of unemployment rate and job growth, and long term assumptions of employment, population, and household forecasts and their relationships (See Appendix A). The survey questions include, not limited to: How deep and long will the recession be?; How will the recession affect the economy and prospects for housing in 2020?; How does the panel evaluate the new Census Bureau U.S. population projections?; Will labor force participation rates continue to increase for older workers?; Will California job growth equal, exceed or lag behind the projected U. S. job growth rate?; Will SCAG region job growth equal, exceed or lag behind California growth rates? (Levy, 2009)

This paper focuses on three major categories of the survey questions: 1) short term economic outlook; 2) economic assumptions (e.g., regional share of the national job projections); 3)

demographic assumptions (e.g., national and regional net international immigration assumption). First, the short term economic outlook is focused on understanding the timing of the bottom of the national and regional economic recession. According to responses of the experts, the economic recession measured in job losses in the SCAG Region would most likely end in 2010 (2 respondents), 2011(7 respondents), or 2012(3 respondents). Once the economy is recovered from the recession, it might take several years for the unemployment rates to be back to a normal range (5% - 8%). Five of seven responded that, after the recession ends, national job growth would be equal to the annual average of U.S. job growth rate (1.04% between 2006 and 2016) from the current 2007 US BLS job projection. Two respondents said that national job growth would be greater than the U.S. job growth rate from the current 2007 US BLS job projection.

Second, the regional share of the national job projections is indirectly surveyed through two different but related questions about 1) California's share of U.S. jobs for 2020 and 2035 and 2) SCAG Region's share of California jobs for 2020 and 2035. Twelve experts responded to both questions above. The survey results imply that the regional share of the national job projection ranges from 4.3% (minimum) to 5.3% (maximum) in 2020 and 3.8% (minimum) to 5.5% (maximum) in 2035 (See table 2). The gap between the minimum and maximum is much bigger in 2035 than in 2020. The median regional share remains constant at 5% for both 2020 and 2035, which is 0.2% point lower than the most current regional share (5.2%). The overall survey response is not optimistic about the SCAG region's relative economic competitiveness in the national economy.

[Table 2 Insert here]

Third, the national immigration assumption of the Census Bureau is reviewed and discussed by the panel of experts. In fact, the Census Bureau released one set of long-term population projections for the nation in August 2008. These baseline projections included higher immigration projections than previously, which resulted in an increase in projected population growth to 2050. The key question is whether SCAG adjusts the current international immigration upward in light of the higher Census Bureau projections. Ten of the thirteen responded experts said No to the upward adjustment of the international immigration assumption.

## 2. Expert Interview

SCAG also made interviews with five experts specialized in the county or subregion's demographic and economic analysis and forecasting, and planning process in the SCAG region.

Five experts are comprised of two demographers, two economists, and one subregional planning executive. One demographer also participated in the panel of experts meeting. According to the expert interviews, the on-going economic recession is widely felt and might not be fully recovered in the coming years. Responses to two major questions: 1) economic recession and recovery 2) migration are summarized (Doche-Boulos, 2009).

#### The Regional and Subregional Economic Outlook:

1) Ventura County has been hit harder than the rest of the State because of the presence of Country Wide. The companies providing stability to Ventura County were weakened. The recession in the County will not end before 2010. The recovery will start in 2011. Until then the County will remain in recession like the rest of the State. When the recession will be over the County will rebound faster than the State because there are fewer foreclosures in the County than in the rest of the State.

2) Economic recession of Orange County will bottom out in 2010 or 2011. The job growth in 2010 and 2020 will be much lower than what is currently projected. The economy will rebound but not to the same levels as 3 years ago. The 2020/2035 targets will be pushed out to later years. The numbers forecast for 2020 might happen in 2035. Economist can project the shares of the national economy but we will not know what local economies are going to be until we get a clearer picture of the national economy.

3) Fast economic growth and a return to post WW II situation will not happen. The political process and climate in the state and region is not favorable. The ballot initiative system leads to totally contradictory results. There is also the potential for the ballot initiative results to be overturned. There is no long term predictability. Voters opt for bonds to provide certain services but not for augmenting revenues to pay for such services. The state and region might have an advantage as they have a large share of the fast growing industries but if the political process and climate do not change, there is a potential for those industries to leave the state. The region cannot be a retail center, it should also produce items. If the economic and political climate does not change, business can leave.

4) Unemployment in the Inland Empire (Riverside and San Bernardino Counties) is among the highest in the nation at 12.9%, the highest after Detroit. Construction of new homes has to compete with foreclosures. There will be 5 years at a minimum of suppressed growth. Housing and logistics are not what they used to be in the Inland Empire. When they bounce back the economy will pick up again. It will take a long time for the economy to fully recover from the recession and that there will be a need for restructuring.

5) The gateway subregion, once home to 13 growing industry clusters, has lost a lot of it's

economic base and is down to 4 clusters, 3 of them not growing and the 4th (logistics) in trouble. The Industry Cluster study might help to promote the economic development for the subregion and for the region.

#### The Regional and Subregional Perspective of Migration:

- 1) The skills levels for certain jobs and the skills of the local labor force do not match. Workers commute from Santa Barbara and Los Angeles Counties. With Los Angeles County, the commute is in both directions. This is detrimental to the economy. Migration and commuting will continue unless the skills of the local labor force are improved.
- 2) Fewer jobs mean fewer migrants drawn to Orange County. Asian immigrants will continue to be pulled to Orange County because neighborhoods like Little Saigon are developing their neighborhoods. Other ethnic enclaves will grow in the County.
- 3) Southern California region no longer has the same pull to attract immigrants and domestic migrants. Other areas of the nation are becoming more attractive.
- 4) Migration to the Inland Empire has almost come to a halt according to CA DOF figures. But the demand for housing will rebound and there will be more migration to the area.

A panel of experts and an expert opinion play an important role in determining the reasonable assumptions of the region's future economic and population growth in an extremely volatile economic context.

### V. Regional Population Projection Model: Practice and Sensitivity Analysis

#### 1. Regional Population Projection Model

Population projections are required as key input to develop federal and state mandated plans and programs. Employment projections are also developed along with population projections because of their importance in developing regional economic strategy and measuring traffic attractiveness of the destination areas. As a result, the future population and employment size should be determined considering the relationship of two variables. An example is to use population to employment (P/E) ratio to develop population or employment projections. The P/E ratio can be effectively used to link population to employment.

Given the requirements of developing both population and employment projections, SCAG has developed a type of economic-demographic models. The following is a brief description of



SCAG regional population projection model (SCAG, 1998) (See figure 3).

[Figure 3 Insert here]

Two major components (five minor components: births, deaths, net international immigration, domestic in-migration, domestic out-migration) account for population growth: natural increase (which is the balance between births and deaths) and net migration (which is the balance between the number of people coming and leaving the region). Net migration is further divided into three components: domestic in-migrants (people moving into the region from the rest of the country), domestic out-migrants (people moving into the rest of the country from the region), and net international immigrants (legal and undocumented immigrants minus legal and undocumented international emigrants).

SCAG initially develops regional population projections using the cohort-component model. The model computes the population at the future point in time by adding to the existing population the number of group quarters population, births and persons moving into the region during a projection period, and by subtracting the number of deaths and the number of persons moving out of the region. Two region gross migration approach is used to develop two domestic migration components for its theoretical soundness, less data needs, and easy applicability (Isserman, 1993). This process is represented as the demographic balancing equation.

$$P_t = P_0 + B - D + DIM - DOM + NIM$$

where  $P_t$  is the population at time  $t$ ,  $P_0$  is the population at time 0,  $B$  is births between times 0 and 1,  $D$  is deaths between times 0 and 1,  $DIM$  is domestic in-migrants,  $DOM$  is domestic out-migrants, and  $NIM$  is net international migrants.

The fertility, mortality and migration rates are projected in five year intervals for eighteen age groups, for two sexes, for four mutually exclusive ethnic groups: Non-Hispanic White, Non-Hispanic Black, Non-Hispanic Asian and Others, and Hispanic. The birth rates are also projected by population classes: residents (domestic migrants) and international immigrants. The regional migrations are derived using: 1) three component approach (domestic in-migration, domestic out-migration, net international migration), 2) structural model for domestic migration, extrapolation for international migration, 3) bottom-up model linked to employment assumptions, and 4) two region gross migration model. The future labor force supply is computed from the population projection mode by multiplying civilian resident population by projected labor force

participation rates. This labor force supply is compared to the labor force demand based on the number of jobs by the shift share employment projection model. The labor force demand is derived using three step processes. The first step is to develop independent job projections using diverse economic models, including export-base models, input-output models, or shift-share techniques (Smith et al, 2001). The second step is to convert jobs into workers using the worker to job ratio. The application of the worker to job ratio is intended to reflect the proportion of workers holding two jobs or more. The third step is to convert workers into labor force demand using the ideal implied unemployment rate. If any imbalance occurs between labor force demand and labor force supply, it is corrected by adjusting the migration assumptions of the population projection model. This kind of equilibrium model is relatively less costly and easy to implement (George et al, 2004). Adjustment of migration assumption is translated into total population changes using the established conversion ratio.

## 2. Sensitivity Analysis

Although key demographic assumptions are primarily processed through complex mathematical techniques, these assumptions are open to reviews of peers, experts, or other interested individuals during the regional forecast and plan process. The key demographic assumptions include fertility rate, survival rate, and migration rate (e.g., domestic in-migration rate, domestic out-migration rate, net international migration) by age, gender, and race/ethnic group. Migration is the most volatile variable and hard to project. SCAG uses the externally developed employment projection as a way to estimate the reasonable size of domestic migration.

In the SCAG regional population projection framework, the regional share of the national job projections and the net international immigration and the related nation population projections can make a significant difference in deriving the regional population projections. The following two sensitivity analyses are designed to understand the possible impact of different assumptions on the regional population.

### 2-1. Regional Share of National Job Projections and Population Projections

This sensitivity analysis shows the impact of three alternative regional shares of national job projections on population projections during the projection horizon (2010-2035), while maintaining other key demographic and economic assumptions (e.g., fertility rate, survival rate, international migration, labor force participation rate, unemployment rate, multiple jobholding rate). The regional share of national job projections plays an important role in determining the

regional employment projection in the shift share projection model. The future regional share of national job projections is linked to regional competitiveness. In this demonstration, the future regional share is developed by using the extrapolation technique. This sensitivity analysis maintains other key regional demographic and economic assumptions (e.g., fertility rate, survival rate, regional share of national net immigration, labor force participation rate, unemployment rate, multiple jobholding rate) except the regional share of national job projections. B1 is the fast growth scenario. Its regional share of national job projections increases over time than the current regional share of national job projections. The regional share of national job projections grows from 5.2% in 2010 to 5.6% in 2035. B2 is the baseline scenario. Its regional share of national job projections is consistent with the recent regional share of the national job projections. The regional share of national job projections grows from 5.2% in 2010 to 5.4% in 2035. B3 is the slow growth scenario. Its regional share of national job projections remains constant at 5.2% during the projection horizon. The higher regional share of the national population projections results in more regional jobs, then more regional population via more net domestic migration. The lower regional share of the national population projections shows a different implication. The lower regional share of the national population projections results in less regional jobs, and then less regional population via less net domestic migration. Table 3 presents the impact of three different regional shares of national job projections on population projections between 2010 and 2035. The difference in population projections between B1 and B3 increased from 251,457 (1.2% of B2) in 2015 to 748,662 (3.6% of B2) in 2020 and 1,272,079 (5.3% of B2) in 2035. It is found that the small change in the regional share of national job projections might greatly change the regional population projections. For example, there was only 0.3% difference in the regional share of national job projections in 2020, but the resulting population difference is 748,662 (3.6% of B2).

[Table 3 Insert here]

## 2-2. Net International Migration and Population Projections

The purpose of this sensitivity analysis is to show the impact of the different size of national net international migration on the national and regional job projections, and then regional population projections via the labor balance model during the projection horizon (2010-2035). The US Census Bureau released the relatively high net international migration assumption (C1) as part of the national population projections in August 2008, but it realized that the actual international migration did not keep pace with the high level of international migration due to serious economic recession. The US Census Bureau developed two supplementary net international

migration assumptions (low(C2) and constant(C3)) to reflect the recent low immigration trend in December 2009. The national immigration assumption affects 1) regional job projections using the regional share of the national job projections derived from national population projections 2) regional net immigration using the regional share (12.5%) of the national immigration. This sensitivity analysis maintains other key regional demographic and economic assumptions (e.g., fertility rate, survival rate, regional share of national net immigration, labor force participation rate, unemployment rate, multiple jobholding rate, regional share of national job projections). The sensitivity analysis result indicates that regional net international migration and regional job projections are translated into regional population projections (See table 4). As a sensitivity analysis result, the difference in regional population projections between C1 and C3 increased from 262,717 (1.3% of C2) in 2015 to 429,929 (2.1% of C2) in 2020 and 1,144,795 (4.9% of B2) in 2035. The single important contribution to different regional population projections is the different national net international migration assumption, which affect population based national job projections. Although the different regional net international migration assumptions are applied with a fixed regional share (12.5%) of the national net international immigration, they will not affect population size but the relative composition of international migration and domestic migration, and demographic characteristics (e.g., age composition and ethnic distribution).

[Table 4 Insert here]

## VI. Discussion and Conclusions

While the economic recession officially begins in December 2007 and has been getting more serious over the year with no clear sign of economic recovery, SCAG region has been hit hard with loss of jobs and high unemployment rate. In February 2009, SCAG, as one of the largest MPOs in the nation, began updating the existing population projections for diverse regional planning activities including regional transportation plan (RTP), regional housing needs allocation (RHNA), sustainable communities strategy (SCS), etc.

Unlike the routine update of the regional population projections in the context of usual economic or business environment, the serious economic recession increased the uncertainty of the immediate future economic outlook for job growth, unemployment rate, and population growth through migration. What would be the best practice of developing the reasonable regional population projections? The uncertain and gloomy economic outlook will influence the population projections through mainly domestic migration and partly international migration.

There are several challenges and proposed regional approach to population projections. First, the first major challenge is to develop the reasonable short term economic prospect for job growth, unemployment rate, and population growth. A range of the short term economic outlooks (e.g., job growth rate, unemployment rate) could be identified from a list of economic forecasts, a panel of expert meeting, and expert interview.

Second, there is need to reassess the traditional top down approach and to promote the bottom up approach. In a usual projection environment, diverse demographic estimates, assumptions, and projections from the federal and state governments are widely used as a reference or a guide. They are of limited help in such an uncertain economic environment. The recent demographic data plays a limited role in understanding the immediate future status through the rapidly changing economic environment due to unavailability of the timely data base. The currently available demographic assumptions and projections by the US Census Bureau, US Bureau of Labor Statistics, and CA DOF are also of limited use because they are already outdated or overestimated, and might need to be updated. Instead of fully relying on the authoritative federal and state data sources, the regional planning agencies might need to be selective in using them and creative in interpreting the forces underlying the current economic recession and demographic changes. The regionally based bottom up demographic assumptions and projections might be the better practice because they might reflect the more realistic trend and short term outlook than the pure top down approach based demographic assumptions and projections. The successful example of using the bottom up approach is CA DOF's current practice of developing migration assumptions. California Department of Finance Demographic Research Unit (DOF ) is designated as the single official source of demographic data for state planning and budgeting (<http://www.dof.ca.gov/research/>). The DOF develops population projections for the State and the counties for 50 year projection horizon. The population projections are developed using the cohort-component model and are available for age, sex, and race/ethnic groups. It is worth noting that the DOF depends on local input to develop county level net migration assumptions. Local input is usually provided by local or regional planners or demographers of local jurisdictions, COGs, MPOs in California. The local input process significantly reduced the gap in the long term population projections. For example, the most recent DOF population projections (July 2007) for the SCAG region were 24.3 million in 2035, while the SCAG regional population projections (July 2007) were 24 million in 2035 (See tables 5A-5D). The difference in regional population projections was only 277,000 at 1.2%. While there is a wide variation of the difference in population projections by county, the regional difference was extremely low, considering that the typical mean absolute percent error for 30 year population projections at the State level is eighteen percent (Smith et al, 2001, p.340). The major cause of such small gap in

population projections between SCAG and DOF must be related to the local input process that DOF uses to develop the net migration assumptions.

The study identifies the future challenges in a regional planning framework. First, SCAG is required to meet diverse federal and state planning and regulatory requirements (e.g., currency, consistency) for developing reasonable regional population projections. According to the federal transportation and air quality law, the SCAG is required to use the most “current” planning assumptions to develop the regional transportation plan. The currency requirement is not specifically defined in the law, but might be applied to the whole planning process and might be interpreted in a broad way. When this currency requirement is applied to the population projection process, demographic assumptions used for population projections should readily reflect the recent trend and the plausible growth trajectory. The reasonable and realistic demographic assumptions are easily found to be true or false within a short time period. In addition to the currency requirement, the “consistency” requirement is also an important consideration for developing demographic assumptions in a regional planning framework. The first example is California Senate Bill 375 enacted in 2008. The SB 375 is an implementation law of AB 32 – the Global Warming Solution Act of 2006. SB 375 integrates three key planning elements: SCS, RTP, and RHNA to achieve the regional GHG emissions target, and one set of demographic assumptions and population projections are required to consistently serve the above planning activities. The long-term transportation plan (planning horizon of minimum 20 years) and the short term housing needs allocation plan (8.5 year planning horizon) are linked each other through SCS and prepared on the “same” planning cycle (every four years). Once these two different temporal perspectives (e.g., short term and long term) can be discussed together on the same planning cycle, the demographic assumptions and population projections might be dealt with in a more integrated way. The second example is a potential reconciliation process of population projections during the RHNA process. The reconciliation occurs if there is a significant difference in population projections between SCAG and DOF during the RHNA process. For example, if the total regional population growth of both agencies for the planning period (8.5 years) is within a range of 3 percent, SCAG’s population projections for RTP shall be the basis for calculating projected housing need in the region. If the total regional population growth of both agencies for the planning period is greater than 3 percent, SCAG will further discuss HCD on an appropriate methodology. If there is still no agreement SCAG and HCD, then HCD bases the RHNA on the DOF projections, but may modify the projections as a result of its discussions with SCAG.

Second, SCAG should promote public involvement and participation during the population



projection process, while maintaining the accuracy of the regional population projections. Public involvement and participation is vital to the regional planning process. Participation by local jurisdictions, the general public, the business community, community groups, and other governmental agencies is encouraged during the forecast and planning process. Public participation should be a proactive and meaningful public involvement process, including access to complete technical and policy information, timely notices, full access to key decisions, and support for early and continuing involvement in regional population projection development.

The public outreach is a part of developing a reasonable population projection at different levels of geography in a regional planning framework. As part of developing a growth forecast for 2012 Regional Transportation Plan, SCAG conducted the local input process between August 2009 and October 2009 to get growth projection input from local jurisdictions. When asked for an input on small area population projection during the recent growth forecast outreach process, a local planner asked about an ideal accuracy level of the 27 year population projection (2008-2035) at the census tract or transportation analysis zone level. The local planner already knew the high uncertainty level of the small area projection, and was comfortable in providing his input on growth projection after confirming that the typical mean absolute projections errors (MAPE) might be very high at approximately 50% according to demographers (Smith et al, 2001, pp. 339-340). As the smaller geography or the smaller population size generates the higher forecasting uncertainty, the longer projection horizon also does the higher forecasting uncertainty.

Table 6 calculates the forecasting accuracy of regional population and employment projections in the SCAG region using MAPE as of 2008. SCAG has produced 11 series of the regional population and employment projections since the early 1970s, and the projection results were compared with the available estimates from CA DOF and California Employment Development Department (EDD). The MAPEs of the regional population projections are higher with the longer length of projection horizon, and is consistent with the typical MAPEs for population projections at the State level (Smith, Tayman, Swanson, 2001, p. 340). The MAPEs of the regional employment projections are overall higher than those of the regional population projections, and are higher with the longer length of projection horizon, except for the 20 year projection horizon. Regional employment projection for the year 2000 in the SCAG, SCAG82 Growth Forecast Policy (adopted in October 1982) was 7.6 million jobs, while the 2000 employment estimates were 7.4 million jobs. The margin of errors for the 20 year employment projection was very low at approximately 3%, which has improved the overall accuracy of the 20 year employment projection from the possibly 15% MAPE to 8% MAPE.



[Table 6 Insert here]

As observed in table 6, the SCAG regional population projections are overall found reasonable and accurate and are within an acceptable range of errors. Probably the regular update of the regional population projections every three or four years might have helped in avoiding the further enlargement of the errors. The population projection does not usually become an issue during the normal economic condition. In the economic recession, local communities are financially affected by lack of building permits and housing construction and loss of retail and service sector jobs. In particular, the serious set back of the building permits is easily translated into lower population projections in terms of both the short term and long term perspectives. Economic aspects are naturally embedded in the discussion of components of population growth, and used to develop a coherent growth story of the local jurisdictions, subregions, and the region.

Both promoting the active public involvement and maintaining the accuracy of the regional population projections are not separate but integrated planning goals in a regional planning framework.

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## **[List of Tables and Figures]**

Table 1. Survey of Economic Outlook/Forecasts

<b>Forecast/Outlook for the U.S.</b>	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<i>Unemployment rate</i>												
Federal Reserve Governors & Presidents		8.65%	8.15%	7.10%	(Longer run: between 4.8% to 5.0%)							
OMB	5.80%	8.10%	7.90%	7.10%	6.00%	5.20%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
CBO	5.70%	8.30%	9.00%	8.00%	6.80%	5.80%	5.10%	4.90%	4.80%	4.80%	4.80%	4.80%
February Bluechip Consensus	5.80%	8.30%	8.70%	5.80%	5.50%	5.30%	5.20%	5.10%	5.10%	5.10%	5.10%	5.10%
UCLA Anderson Forecast (3/25/09)	5.80%	9.20%	10.40%	9.80%								
UC Santa Barbara Economic Forecast	5.80%	9.70%	10.90%	10.30%								
Governor's Budget January 2009)	5.70%	7.70%	8.20%									
LA EDC	5.80%	8.70%	9.50%									
<i>Non-farm job growth</i>												
UCLA Anderson Forecast (3/25/09)	-0.40%	-3.60%	-1.00%	1.50%								
UC Santa Barbara Economic Forecast	-0.30%	-3.60%	-2.40%	0.00%								
Governor's Budget	-0.10%	-1.50%	0.10%									
LA EDC	-0.30%	-3.20%	-0.90%									
Economy.com	-0.40%	-3.66%	-0.37%	2.70%	3.60%	3.31%	1.09%	0.60%	0.70%	0.76%	0.73%	0.70%
<b>Forecast/Outlook for California</b>	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<i>Unemployment rate</i>												
UCLA Anderson Forecast (3/25/09)	7.20%	11.00%	11.70%	10.80%								
UC Santa Barbara Economic Forecast	7.20%	12.00%	13.80%	13.00%								
Governor's Budget	7.10%	9.10%	9.40%									
LA EDC	7.20%	10.5	11.70%									
<i>Non-farm job growth</i>												
UCLA Anderson Forecast (3/25/09)	-1.20%	-4.10%	-1.00%	1.70%								
UC Santa Barbara Economic Forecast	-1.10%	-4.80%	-2.80%	0.10%								
California Economic Forecast	-1.16%	-4.14%	-1.00%	1.74%	1.89%	1.53%	1.34%	1.25%				
Governor's Budget	-0.60%	-1.60%	-0.50%	1.40%								
LA EDC		-3.00%	-1.00%									
Economy.com	-1.08%	-3.73%	-0.58%	2.41%	3.33%	2.53%	0.92%	0.51%	0.57%	0.60%	0.58%	0.57%
<b>Forecast/Outlook for SCAG Region</b>	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<i>Non-farm job growth</i>												
LA EDC												
5-county area	-1.07%	-2.54%	-1.46%									
Los Angeles	-0.43%	-2.17%	-1.62%									
Orange	-1.94%	-2.91%	-0.86%									
Riv/SB	-1.84%	-3.16%	-1.59%									
Ventura	-2.16%	-3.25%	-1.75%									
CSU-Long Beach												
5-county area	-1.90%	-1.50%	-0.90%	0.30%								
Los Angeles	-1.30%	-1.30%	-0.80%	-0.10%								
Orange	-2.00%	-1.20%	-0.40%	1.40%								
Riv/SB	-3.80%	-2.60%	-1.70%	0.30%								
Ventura	-2.50%	-1.30%	-0.10%	1.00%								
California Economic Forecast												
Los Angeles	-1.28%	-5.05%	-1.73%	2.53%	4.06%	2.47%	0.40%	0.08%				
Orange	-2.04%	-2.72%	-0.46%	1.70%	1.74%	1.69%	1.33%	1.17%				
Ventura	-2.17%	-2.79%	-0.74%	1.09%	1.12%	1.59%	1.76%	1.75%				
UC Santa Barbara Economic Forecast												
Los Angeles	-1.30%	-6.40%	-4.00%	-0.30%								
Dr. John Husing Forecast												
Riv/SB		-6.70%										
Economy.com												
6-county area	-1.87%	-5.22%	-1.14%	2.71%	3.98%	2.72%	0.70%	0.35%	0.51%	0.49%	0.42%	0.44%
Note: Economy.com job information is for total wage & salary jobs, all others are non-farm wage & salary jobs.												
Governor's budget was issued in December 2008, job information was based on 2008 benchmark.												
Source: SCAG Forecasting staff compiled from various sources												

Table 2. The Regional Share of the National Job Projections

	2020			2035		
	Low	Mid	High	Low	Mid	High
Minimum	4.3%	4.6%	4.8%	3.8%	4.0%	4.3%
Maximum	5.3%	5.3%	5.3%	5.4%	5.4%	5.5%
Mean	4.8%	4.9%	5.1%	4.7%	4.9%	5.1%
Median	4.8%	5.0%	5.2%	4.8%	5.0%	5.2%
Mode	4.7%	4.9%	5.1%	4.7%	4.9%	5.3%
Quartile (25%)	4.8%	5.0%	5.2%	4.8%	5.0%	5.2%
Quartile (75%)	5.0%	5.1%	5.3%	5.1%	5.2%	5.3%

Table 3. Regional Share of National Job Projections and Population Projections

	Scenario	2010	2015	2020	2025	2030	2035
Regional share of national job projections	B1	5.2%	5.3%	5.5%	5.5%	5.5%	5.6%
	B2	5.2%	5.3%	5.4%	5.4%	5.4%	5.4%
	B3	5.2%	5.2%	5.2%	5.2%	5.2%	5.2%
	Difference (B1-B3)	0%	0.1%	0.3%	0.3%	0.3%	0.4%
Regional Domestic Migration (Annual Average)*	B1		-78648	-105369	-59157	-63162	-65753
	B2		-85525	-152700	-74929	-76512	-88265
	B3		-123680	-191201	-80587	-82457	-93377
	Difference (B1-B3)		45032	85831	21430	19296	27624
Regional Population Projections	B1	19089002	20206095	21189741	22404357	23566419	24671834
	B2	19089002	20167693	20884332	21990059	23054477	24010609
	B3	19089002	19954638	20441079	21487478	22494165	23399756
	Difference (B1-B3)	0	251457	748662	916879	1072254	1272079

Note: \* Note: Data on domestic migration refer to events occurring during the preceding five years of the indicated year



Table 4. Regional Net International Migration and Population Projections

	Scenario	2010	2015	2020	2025	2030	2035
Regional Net International Migration (Annual Average)	C1		167300	179300	191275	203250	215200
	C2		143600	153900	164175	174425	184700
	C3		121875	121875	121875	121875	121875
	Difference (C1-C3)		45425	57425	69400	81375	93325
Regional Job Projections	C1	7457860	8191954	8735268	9071288	9420213	9782539
	C2	7457860	8112209	8618819	8916510	9222958	9538409
	C3	7457860	8079848	8549400	8797285	9039449	9275444
	Difference (C1-C3)	0	112106	185868	274003	380764	507095
Regional Population Projections	C1	19089002	20204413	20943002	22068928	23151747	24118227
	C2	19089002	20024219	20682048	21715529	22700027	23567122
	C3	19089002	19941696	20513073	21428241	22263288	22973432
	Difference (C1-C3)	0	262717	429929	640687	888459	1144795

Note: \* Note: Data on net international migration refer to events occurring during the preceding five years of the indicated year

Table 5-A. DOF Population Projections

Unit: Thousands

COUNTY	2010	2015	2020	2025	2030	2035
Imperial	190	214	239	262	284	309
Los Angeles	10,515	10,840	11,214	11,593	11,920	12,218
Orange	3,228	3,373	3,520	3,619	3,705	3,781
Riverside	2,239	2,562	2,905	3,205	3,507	3,800
San Bernardino	2,178	2,378	2,581	2,774	2,959	3,133
Ventura	856	905	956	1,004	1,050	1,093
SCAG	19,205	20,272	21,416	22,456	23,425	24,333

Source: State of California, Department of Finance, Population Projections for California 2007.  
and Its Counties 2000-2050, July 2007.

Table 5-B. SCAG Preliminary Baseline Population Forecasts+A34

Unit: Thousands

COUNTY	2010	2015	2020	2025	2030	2035
Imperial	202	247	276	298	312	320
Los Angeles	10,616	10,971	11,329	11,678	12,015	12,338
Orange	3,315	3,452	3,534	3,586	3,630	3,654
Riverside	2,243	2,509	2,809	3,090	3,344	3,597
San Bernardino	2,182	2,386	2,583	2,774	2,958	3,134
Ventura	861	900	937	969	996	1,014
SCAG	19,418	20,465	21,468	22,394	23,254	24,056

Source: SCAG, Preliminary Baseline Population Forecasts for Counties  
in the SCAG Region 2000-2035, July 2007.

Table 5-C. Difference between DOF Projections and SCAG Forecasts

Unit: Thousands

COUNTY	2010	2015	2020	2025	2030	2035
Imperial	-13	-33	-37	-36	-29	-12
Los Angeles	-101	-131	-115	-84	-95	-120
Orange	-87	-79	-14	32	76	127
Riverside	-4	53	96	115	164	203
San Bernardino	-4	-8	-1	0	1	0
Ventura	-5	5	19	36	54	79
SCAG	-213	-192	-52	62	171	277

Table 5-D. % Difference between DOF Projections and SCAG Forecasts (Difference / SCAG Forecasts)

COUNTY	2010	2015	2020	2025	2030	2035
Imperial	-6.2%	-13.2%	-13.4%	-12.1%	-9.2%	-3.6%
Los Angeles	-1.0%	-1.2%	-1.0%	-0.7%	-0.8%	-1.0%
Orange	-2.6%	-2.3%	-0.4%	0.9%	2.1%	3.5%
Riverside	-0.2%	2.1%	3.4%	3.7%	4.9%	5.6%
San Bernardino	-0.2%	-0.3%	-0.1%	0.0%	0.0%	0.0%
Ventura	-0.5%	0.5%	2.0%	3.7%	5.4%	7.8%
SCAG	-1.1%	-0.9%	-0.2%	0.3%	0.7%	1.2%

**Table 6. Forecasting Accuracy of Regional Population and Employment Projections in the SCAG Region: Mean Absolute Percentage Errors as of 2008**

	Projection Horizon			
	5 year	10 year	15 year	20 year
Population	3%	5%	9%	11%
Employment	6%	9%	13%	8%
Observations	11	9	7	5

Note: The intermediate years' projections were calculated using the compound growth rate.

Sources: SCAG, SCAG Development Guide - Growth Forecast Selection, Jan. 1974 (SCAG90 adopted in 1972); SCAG, SCAG Development Guide - Growth Forecast Selection, Jan. 1974 (D/E 2a adopted in 1974); SCAG, SCAG-76 Growth Forecast Policy, Jan 1976 (adopted in December 1975); SCAG, SCAG78 Growth Forecast Policy (adopted in January 1979); SCAG, SCAG82 Growth Forecast Policy (adopted in October 1982); SCAG, Growth Management Plan (adopted in February 1989); SCAG, Regional Comprehensive Plan and Guide (adopted in June 1994); SCAG, 1998 RTP Growth Forecast (adopted in April 1998); SCAG, 2001 RTP Growth Forecast (adopted in April 2001); SCAG, 2004 RTP Growth Forecast (adopted in April 2004); SCAG, 2008 RTP Integrated Growth Forecast (adopted in April 2008)

# SCAG REGION



Figure 1. The SCAG Region Map

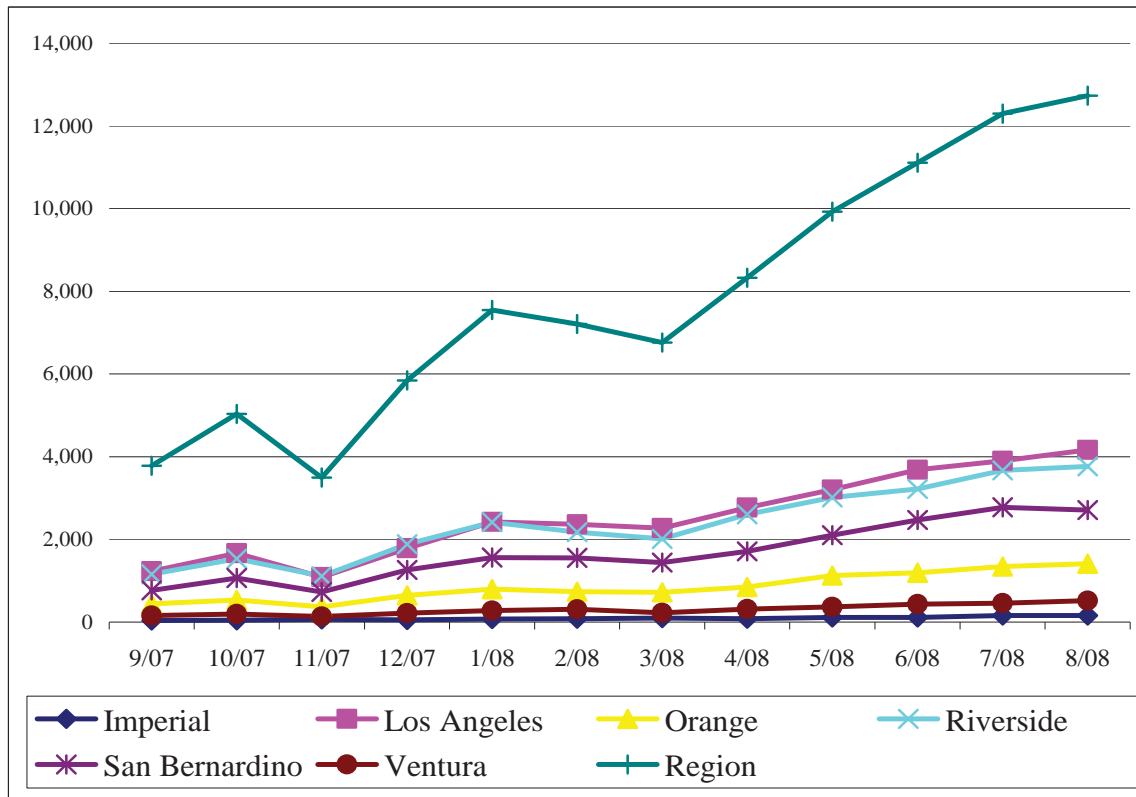


Figure 2. Foreclosures by County in the SCAG Region, 7/07-8/08

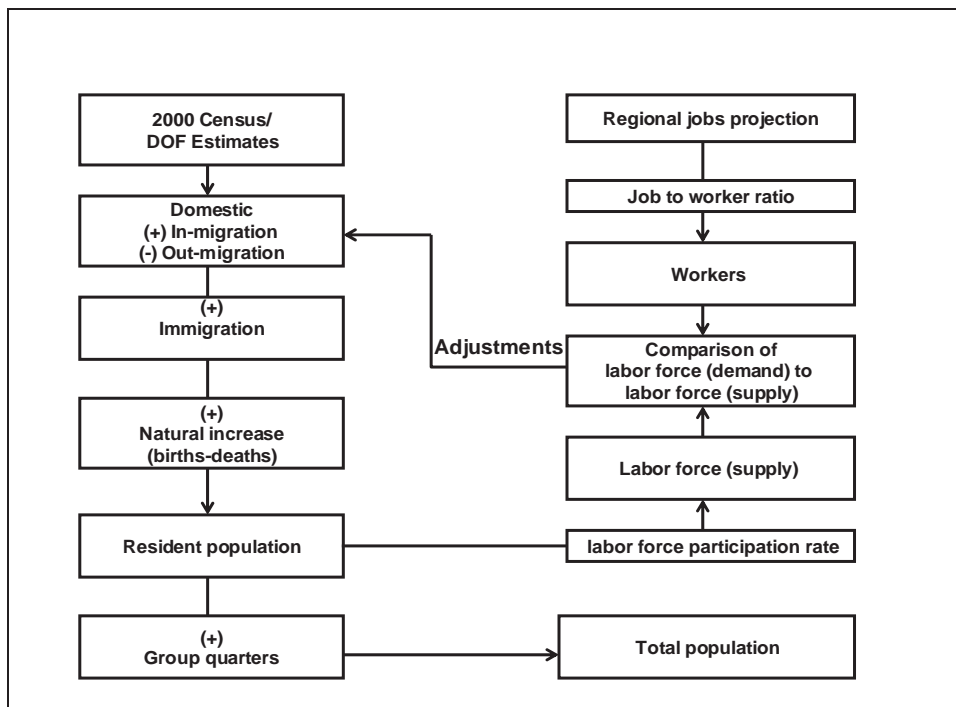


Figure 2. Population Projection Model in an Economic-Demographic Model

## Appendix A

### **Survey Questions on Major Assumptions for 2012 RTP Regional Growth Forecasts for SCAG Panel of Experts, May 15, 2009**

Thank you for taking time to respond to questions on major assumptions for 2012 RTP Regional Growth Forecasts. We will not disclose the respondents and their professional opinion of forecasting assumptions. The respondent's opinion should be personal and does not represent the affiliated organization's current official forecast assumptions. The survey response will be used only for statistical and analytical purpose. Feel free to skip any questions you are not comfortable answering. We will provide time in the meeting to answer the survey or you can submit your survey response to Steve Levy ([slevy@ccsce.com](mailto:slevy@ccsce.com)) by the end of May 15 (Friday).

Name:

Organization:

*1. How deep the economic recession measured in job losses in the SCAG Region will be and when it might end?*

*The economic recession measured in job losses in the SCAG Region will most likely end in:*

a) 2009 b) 2010 c) 2011 d) 2012 e) Others ( )

*What is the likely range of the SCAG Region's unemployment rate for 2020?*

a) 5%-6% b) 6%-7% c) 7%-8%, d) Others ( )

*What is the likely range of the SCAG Region's unemployment rate for 2035?*

a) 5%-6% b) 6%-7% c) 7%-8%, d) Others ( )

*Do you think that the economic recession will have impact on the regional growth forecast in 2020 and 2035 for jobs, population and households? If there is an impact, why will it occur and what will be the direction of change on SCAG region growth?*

*2. After the recession ends, will national job growth be equal to, greater than or less than the U.S.*

*job growth rate from the current US BLS projection? According to US BLS projection released in November 2007, US jobs are projected to grow at an annual average growth rate of 1.04% between 2006 and 2016.*

*3. Please assess the U.S. population assumptions in the CCSCE memo. U.S. population growth—the new Census Bureau projections will push the growth forecast up if all other comparisons to the 2008 RTP are roughly the same.*

*4. Do you agree that workers will retire later as outlined in the CCSCE memo?*

*5. Do you think California's share of U.S. jobs will remain the same, increase or decrease to 2020 and 2035? CCSCE's initial assumptions are shown on page 8 of the background memo.*

California's share of U.S. jobs for 2020 will be:

a) 10.5%-11% b) 11%-11.5% c) 11.5%-12% d) Others (            %)

California's share of U.S. jobs for 2035 will be:

a) 10.5%-11% b) 11%-11.5% c) 11.5%-12% d) Others (            %)

*6. Do you think the SCAG Region's share of California job growth will remain the same, increase or decrease to 2020 and 2035? See page 12 of the background memo.*

SCAG Region's share of California jobs for 2020 will be:

a) 43%-44% b) 44%-45% c) 45%-46% d) Others (            %)

SCAG Region's share of California jobs for 2035 will be:

a) 43%-44% b) 44%-45% c) 45%-46% d) Others (            %)

*7. Please provide your opinion on the future birth rates (total fertility rates) in the SCAG region. Average total fertility rate for 2000-2005 was 2.1. See slide 7 in the demographic presentation.*

Average total fertility rate for 2020 will be:

a) 1.8-2.0 b) 2.0-2.2 c) 2.2-2.4 d) Others (        )

Average total fertility rate for 2035 will be

a) 1.8-2.0 b) 2.0-2.2 c) 2.2-2.4 d) Others (        )



8. *Should SCAG adopt the life expectancy trends in the new Census Bureau projections? See slide 8 in the demographic presentation.*

9. *Should SCAG expect more international immigration in light of the higher Census Bureau projections? International net immigration was assumed to be 125,000 per year. See slide 9 in the demographic presentation.* a) Yes b) No

If yes, please quantify the percentage of additional international immigration to 2008 RTP assumptions of net international immigration.

a) 0%-25% b) 25%-50% c) 50%-75% d) 75%-100% e) Others (                      %)

10. *Will the SCAG region experience the same changes in labor force participation rate (retirement) trends that have been discussed for the nation? See slide 10 in the demographic presentation.*

11. *Please provide your opinion on future headship rates in the SCAG region for 2035. According to 2007 American Community Survey, the overall headship rate in the SCAG Region is 41%. See slide 12 in the demographic presentation.*

Please identify the possible range of overall headship rates.

a) 37%-39% b) 40%-42% c) 43%-45% d) Others (                      )

12. *Do you think that Asian and Hispanic headship rates in 2035 will be closer to White headship rates in 2035 than now? See slide 12 in the demographic presentation.*

a) Yes b) No

If yes, please identify how much the headship rates gap between Non-Hispanic White group and Non-Hispanic Asian and Hispanic groups in 2035 will be reduced due to assimilation, when compared with the current gap.

The headship rates gap between Non-Hispanic White group and Non-Hispanic Asian group will be reduced by (        %):

a) 25% b) 50% c) 75% d) 100% e) Others (                      )

The headship rates gap between Non-Hispanic White group and Non-Hispanic Asian group will

be reduced by (      %):

a) 25% b) 50% c) 75% d) 100% e) Others (                      )

*13. Please provide your comments on other significant factors influencing the SCAG region's employment, population, and household projections for 2020 and 2035.*

**Appendix K**

**Source Documents**



## METHODOLOGY

This section describes the data sources and methodologies employed in the identification of the EIR Existing Conditions and Future Projections, both of which are used to assess potential impacts of the Proposed Plan. The section also explains how Proposed Plan capacity is derived and how Proposed Plans address anticipated growth.

The EIR evaluates the environmental impacts related to potential changes in population, housing and employment based upon information from a variety of sources including, the United States Census Bureau (U.S. Census), California Department of Finance (DOF), the Southern California Association of Governments (SCAG), the City of Los Angeles Department of City Planning (DCP), the City of Los Angeles General Plan Framework Element (Framework) and associated documents. Since each of these sources may use different methods of data collection and analysis and/or different timeframes, the data do not always arrive at precisely the same results. Accordingly, the demographic data used in the analysis may vary somewhat, depending upon the source cited. Despite the variations, the data used in this EIR represent the best available data sources and provide a reasonable description of the population, housing, and employment characteristics of the Community Plan Area (CPA).

### Existing Conditions

Existing Conditions or Baseline Conditions for the purposes of environmental analysis, can be described in demographic terms (population, housing, and employment) or in terms of development characteristics (square feet of development, height of structures or number of housing units). DCP as the lead agency has the discretion to determine the best data source for Existing Conditions. DCP represents Existing Conditions as demographic data that is published and referenced public data used by multiple agencies in planning for the city and region. Obtaining accurate development characteristics at the parcel level for each Community Plan Area has in recent decades become possible through geographic information systems (GIS), however the technology still presents practical difficulties in verifying precise, detailed data at the parcel level for CPAs for a city the size of Los Angeles. Whereas smaller jurisdictions are able to rely on County Assessor data for parcel level data, the size of the city at over 469 square miles results in duplicate, incomplete, and/or unverified data that is time and cost prohibitive to obtain at present.

The leading source of demographic data is the U.S. Census. While Census data is typically the most reliable representation of socio economic data for discrete geographic areas, it is only available on a decennial basis, i.e., 2000, 2010, 2020. Census data is the most accurate source for demographic data, however, it is subject to sampling variability. While it is preferable to utilize census data for analysis, it is not always possible to align planning processes with the release of census data. Instead, SCAG estimates are often utilized by planning agencies. For the NCP Program, DCP utilizes SCAG estimates as a reasonable substitute for the baseline for population, housing, and employment data at the CPA level.

SCAG, as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) publishes demographic estimates and projections through the long-range transportation plan (RTP), developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using demographic growth forecasts and economic trends that project

out over a 20-year period or “horizon,” the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the region.

## ■ Baseline (SCAG)

SCAG is the regional demographer for a six-county region that includes LA County. In that capacity it has an established methodology for estimating regional population, housing, and employment for the region and as well as projecting future population, housing, and employment at a citywide level. SCAG uses Census data which it adjusts using California Department of Finance data to determine existing or baseline population, housing and employment. This method is used to derive annual estimates of population, housing, and employment for years that are not a census year.

At the city level, SCAG estimates occupied housing units by extrapolating past trends of occupied units from a number of different data sources then estimates persons per household and multiplies the units by the persons per household (PPH) (which is tailored by geography) to get a subtotal of the population. The proportion of group quartered population to total population of prior census year are added to get the total population.

Data for each city includes California Department of Finance enumeration-based values from the 1980, 1990, and 2000 censuses. The trend extrapolations do not consider anything beyond historical trends in the data. Institutional constraints, land constraints, and build-out scenarios from general plans are not considered in the estimate. Average household size projections tends to be very rudimentary at the city level. A constrained trend extrapolation of the average household size values is used. See the following SCAG publications for the methodology employed to determine annual estimates of population, housing, and employment data:

- [http://rtpscscag.ca.gov/Documents/2004/2004RTPAppendix\\_A\\_final.pdf](http://rtpscscag.ca.gov/Documents/2004/2004RTPAppendix_A_final.pdf)
- [http://rtpscscag.ca.gov/Documents/2012/final/SR/2012fRTP\\_GrowthForecast.pdf](http://rtpscscag.ca.gov/Documents/2012/final/SR/2012fRTP_GrowthForecast.pdf)

DCP has regularly tracked growth and development activity in the city. Approximately every four years, as part of the regional planning process, local planning departments (including DCP) work together with SCAG to develop population projections for the City of Los Angeles and the Southern California region. SCAG publishes regional transportation plans (RTP) every four years and is currently working on the 2016 RTP. However, the cycles of RTP preparation do not regularly coincide with the release of Census data. Because of the time involved in preparing the RTP, there is a lag between the times the Census data is released or population estimate is prepared and the time that the RTP makes population estimates available. An additional lag occurs between the time the Planning Department receives SCAG’s population estimates for the baseline and horizon year, and the time a draft community plan and EIR are completed. It is not necessary to change the baseline year of EIR analysis every time a government agency at the state, federal, or local level issues a projection for a future condition or issues an estimate for those years subsequent to the EIR baseline year.

For the New Community Plans begun in 2006-7 Existing Baseline was derived from SCAG 2004 RTP with a corresponding horizon year of 2030.<sup>1</sup> Plans begun in 2008 utilized SCAG 2008 RTP with a corresponding horizon year of 2035. Plans begun after 2010-12 would be able to utilize the 2010 Census for Existing Baseline with a corresponding horizon year of 2035; plans beginning later would determine whether to use 2010 Census or 2016 RTP for the Baseline.

## Future Projections

The New Community Plans are intended to plan for anticipated growth by 2030 (the planning horizon year), and consequently use the 2004 SCAG RTP as a resource for both the Baseline (also called Existing Conditions) population, housing and employment estimates and the future projections. SCAG projects sub-county demographic trend projections using the housing unit method, which is one of the most widely used methods for estimating and projecting local area households and population for planning purposes. Projections are completed using the cohort-component model for the regional level; for the sub-county the following apply:

- **Population projection methodology**—The model computes the population at a future point in time by adding to the existing population the number of group quartered population, births and persons moving into the region during a projection period, and by subtracting the number of deaths and the number of persons moving out of the area in 5-year intervals.
- **Housing projection methodology**—SCAG projects households (occupied housing) by multiplying the population projection (minus the group quartered population) by the headship rate or the proportion of that population that is expected to form a household (projected in 5-year intervals).
- **Employment projection methodology**—SCAG links population dynamics to economic trends, examining labor force supply and demand to develop employment projections. Supply is derived by multiplying population by projected labor force participation rates. Demand is developed by converting the jobs to workers using the double job rate and applying the ideal unemployment rate and factoring out the number of people holding two or more jobs.

After deriving the regional projections using its published methodology, SCAG allocates to each city its share of the regional growth, providing each city with a citywide projection for population, housing, and employment. At the citywide level, these projections are largely based on past trends.

SCAG and DCP then distribute the total citywide number among all of the city's census tracts and Transportation Analysis Zones (TAZ), again derived from past trends and building upon/compared to TAZ projections of previous adopted Regional Transportation Plans. The city reviews the proposed SCAG projections and then refines the demographic projections by Census Tract/TAZ numbers. This local feedback provides further input based on the effects of local policymaking, such as General Plan or Community Plan updates, and the mandates of federal and state plans, which are also taken into consideration during the local review process.

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<sup>1</sup> During the preparation of the first plans being updated through the New Community Plan program, Census 2010 data became available. That information is disclosed in the Final EIRs and this methodology is intended to describe how data sets are utilized and what factors influence the identification of baseline year.



## ■ Adjusted SCAG Projections

The long-standing policy of the City of Los Angeles is to accommodate SCAG projections in its long-range planning efforts and this is a stated primary goal of the New Community Plan Program. SCAG provides the demographic expertise in developing projections and works with the DCP planners and demographers to refine those projections and their distribution throughout the city, as described previously. Community Plan updates aim at minimum to meet SCAG projections for the City and each CPA and in some cases may exceed those projections for certain CPAs depending on changed circumstances such as market demand, trends, the introduction of transit or other infrastructure, etc. In this respect, SCAG projections are viewed as targets, and DCP ultimately determines the distribution of Citywide growth through adherence to the General Plan Framework and Community Plans while the Citywide projections are being accommodated.

Community Plan area projections are derived by summing up the Census Tracts or TAZs that comprise each of the CPAs. In the case of the 2004 RTP, 2030 projections for some of the Community Plan were less than or close to existing estimates for the current year (2005). This can be attributed to the fact that SCAG's trend-based methodology could not adequately factor in more recent trends which represented substantial shifts from earlier trends. Recent trends indicated that new development was occurring more in the form of urban infill in the inner city neighborhoods than previous patterns of development. In particular, recent trends showed significant housing and population growth in areas like Downtown Los Angeles. After decades of being a largely 9-to-5 employment center, Downtown LA as a result of policies and regulations adopted by the City in the 1990s and early 2000s was developing a growing residential population. Adoption of the City's adaptive reuse ordinance and other regulations and policies that encouraged infill new construction on underused lots in Downtown and other neighborhoods in the core of the City brought about this tangible shift in development patterns. By way of illustration, the SCAG 2030 projection for the Central City CPA (which makes up the Downtown proper) was 31,000 people, a number which had already been exceeded by 2005. Given that City policies encourage substantially more growth in the Downtown area, DCP, when embarking on the NCP program adjusted the adopted SCAG 2030 projections to better align the projections with these recent trends and continued implementation of the General Plan Framework.

As a result, DCP developed a methodology to allocate Citywide growth in a manner that was more consistent with these recent trends and broader policy objectives to orient new development to designated centers, mixed use boulevards, transit and State law (SB 375 and the Sustainable Communities Strategy). In developing a methodology for this exercise, DCP held SCAG's total citywide projections constant but reallocated the citywide number across the 35 plan areas to be more consistent with recent trends and the city's targeted growth strategy (Framework). The city oriented more growth to CPAs that have designated centers and mixed use boulevards per the Framework and to those areas that are supported by transit (existing and planned). Existing land use patterns, existing (adopted) General Plan Land uses and potential for increases in zoning capacity consistent with both existing patterns and adopted policy guided which CPAs were allocated a greater share of the Citywide number. In the same manner, it was assumed that all CPAs continue to grow consistent with SCAG assumptions for 1% growth across the region and would still need to accommodate at least marginal levels of growth (i.e., it was not assumed that any CPAs would have less population than current levels).

The table below compares the allocations by geographies for 2005 and its horizon year 2030. The source is SCAG RTP 2004 for the Baseline and 2030 Population Projection. The total 2030 Population Projection has been adjusted upward to match the Framework objectives and to account for anticipated growth in the Central CPAs.

Based on these objectives, slightly more growth was attributed to the Central grouping of CPAs (19% of citywide allocation) where recent trends, policy and transportation infrastructure indicate that more growth can and should be supported; a larger share of the overall citywide population, housing and employment projections was also allocated to the South LA CPAs (18% of citywide allocation) given the substantial transit investment (both existing and planned; Blue and Green lines and the addition of the Expo and Crenshaw/LAX lines) in those areas. About 11% of the citywide allocation was attributed to the Westside CPAs. While the North and South Valley CPAs accounted for 18% and 19%, respectively. East LA CPAs were anticipated to represent approximately 10% and the Harbor area CPAs 5% of the citywide allocation. The distribution of reallocated growth is shown for CPAs in the final column and indicates the shift in population growth to the Central CPAs which account for 31% of projected population growth anticipated for 2030.

Population Projections by CPA Geography						
Area	Population 2005	% of Citywide 2005 Population*	Projected Population 2030 Adjusted	% of Citywide 2030 Projected Population	Difference 2030-2004	Citywide Growth Distribution (2004-2030)
<b>City of Los Angeles</b>	<b>3,947,712</b>	<b>100%</b>	<b>4,320,975</b>	<b>100%</b>	<b>373,263</b>	<b>100%</b>
Central	705,843	18%	823,229	19%	117,386	31%
East Los Angeles	432,053	11%	448,912	10%	16,859	5%
West Los Angeles	427,770	11%	473,615	11%	45,845	12%
Harbor	203,675	5%	211,145	5%	7,470	2%
South Los Angeles	730,322	19%	793,688	18%	63,366	17%
South Valley	752,478	19%	810,382	19%	57,904	16%
North Valley	695,571	18%	760,003	18%	64,432	17%

\* SOURCE: 2004 RTP. The 2030 projected population is based on SCAG's 2004 RTP. DCP adjusted the 2030 projected population to implement the Framework Element of the General Plan. The total 2030 projected population for the city was slightly increased from SCAG. Totals may not sum to 100% due to rounding.

## Calculating Plan Capacity

Separate from the demographic projections is the calculation of Proposed Plan build out or plan capacity. Capacity is also referred to as the Reasonable Expected Development of a Community Plan.

DCP uses a midpoint methodology to calculate the capacity that is being created by proposed land use changes, when updating its Community Plans. Assumptions are made about the level of build out that is likely or reasonably expected to occur in a Community Plan area based on the acreage of land designated for each type of land use (by General Plan Land Use designations); allowable densities and intensities in each designation; and anticipated levels of development in the life of the plan. Ultimately, market factors

dictate the level of development that occurs but experience shows that only a percentage of the properties within a CPA will be redeveloped within the horizon year, typically 20-25 years, and that even the sites that do redevelop are not always developed to maximum levels allowed by the zoning. A number of factors serve to constrain development, including:

- Physical site constraints (topography, geology, etc.)
- Zoning regulations (requirements for parking, open space, yards and setbacks that sometimes limit the maximum development on a site to levels below what the zoning would otherwise permit)
- Environmental factors and constraints (adjacent uses, sensitive uses, local, state and federal laws)
- Historic preservation goals and regulations
- Land values, property ownership
- Market factors, (economy, financial lending practices, etc.)
- Community input and public participation process, among others

In preparing Community Plans, land use changes are proposed that will allow for projected growth to be accommodated, given the realities of the above stated factors. For this reason, 100% build out is a theoretical scenario and is not analyzed, but rather a more “realistic” reasonable expected capacity is used both to guide proposed land use changes and analyze the potential environmental impacts of those changes. DCP’s goal is to align Community Plan land use capacities with the SCAG projections, or at minimum to meet that projection, to be consistent with other Department and Agencies who plan for and provide public services and infrastructure to the city.

## How Growth Is Addressed through Planning and Zoning

During the planning process, technical land use analysis including the study of trends and consideration of General Plan policies is conducted to identify appropriate locations and levels of future development. In places where new growth is anticipated and planned to occur, corresponding zoning is applied to implement updated land use policy. Where zoning is changed to reflect new land use objectives, further development standards are applied to address potential impacts of planned growth. These standards can include urban design and/or general development standards and environmental standards.

The Proposed Plan follows an important principle of “smart growth”, which is to preserve open space, farmland, sensitive environmental areas and redirect population growth to areas with more public transit and employment options through increased housing density in areas where transit and job centers are located. The Proposed Plan retains the low-density development and agricultural designations and zones in Granada Hills-Knollwood, which helps direct more intensive development, and therefore more of the population to the public transit and job centers of Los Angeles. Generally, land use changes are primarily focused on maintaining and preserving the semi-rural and small town character of the community. The Proposed Plan would generally maintain the current land use pattern and housing density. There are specific parcels and areas proposed for changes in land use designations and zoning to correct inconsistencies. Overall, the Proposed Plan and implementing ordinances do not introduce major changes to land use in the Granada Hills-Knollwood Community Plan area.

Consistent with Framework and Community Plan land use policies reflected in the Proposed Plan, zone changes are applied in very limited instances e.g., the removal of P zones abutting major streets or zone changes to match the existing land use designation and surrounding development pattern. Future growth is directed to existing commercial areas and multiple-family residential areas, the majority of which are within the Granada Hills Specific Plan. The specific plan includes additional regulations for land use, building height and setbacks, and site landscaping.

## **Excerpts from SCAG's Methodology Report**

SCAG Methodology for 2004 is available online at  
[http://rtpscs.scag.ca.gov/Documents/2004/2004RTPAppendix\\_A\\_final.pdf](http://rtpscs.scag.ca.gov/Documents/2004/2004RTPAppendix_A_final.pdf).

### **■ 2. Regional Population Trend Projection**

#### **2-1. Cohort-Component Model**

SCAG projects regional population using the cohort-component model. The model computes the population at a future point in time by adding to the existing population the number of group quartered population, births and persons moving into the region during a projection period, and by subtracting the number of deaths and the number of persons moving out of the area. This process is formalized in the demographic balancing equation.

The fertility, mortality, and migration rates are projected in 5-year intervals for 18 age groups, for four mutually exclusive ethnic groups: Non-Hispanic White, non-Hispanic Black, non-Hispanic Asian, and Hispanic. These demographic rates are also projected by population classes: residents, domestic migrants, and international migrants.

#### **2-2. Balance of Labor Demand and Labor Supply**

SCAG links population dynamics to economic trends, and is based on the assumption that patterns of migration into and out of the region are influenced by the availability of jobs. The future labor force supply is computed from the population projection model by multiplying civilian resident population by projected labor force participation rates.

This labor force supply is compared to the labor force demand based on the number of jobs projected by the shift/share economic model. The labor force demand is derived using two step processes. The first step is to convert jobs into workers using the double job rate. The double job rate is measured by the proportion of workers holding two jobs or more to total workers.

The second step is to convert workers into labor force demand using the ideal unemployment rate. If any imbalance occurs between labor force demand and labor force supply, it is corrected by adjusting the migration assumptions of the demographic projection model. Adjusted migration assumptions are followed by total population changes.

## ■ 2. Regional Household Trend Projection

SCAG projects regional households by using projected headship rate. The projected households at a future point in time are computed by multiplying the projected civilian resident population by projected headship rates. It is formulated in a following way. Headship rate is the proportion of a population cohort that forms the household. It is specified by age and ethnicity. Headship rate is projected in 5-year intervals for seven age groups (for instance, 15–24, 25–34, 35–44, 45–54, 55–64, 65–74, 75+), for four mutually exclusive ethnic groups.

### ***County Population and Household Projection***

As used in the regional population and household projection, SCAG uses the cohort-component model and the headship rate to project the county population and households.

#### ***B-1-2. Sub-County Demographic Trend Projection***

SCAG projects sub-county demographic trend projections using the housing unit method, which is one of the most widely used methods for estimating and projecting local area households and population for planning purposes. The housing unit method consists of the following three steps.

First, occupied housing units (households) are estimated by extrapolating the past trend of occupied housing units. The input data series can include up to 21 observations by combining information from the California Department of Finance E-5 series with enumeration-based values from the 1980, 1990, and 2000 censuses. The model parameters are estimated using the 21 observation series for each city. The trend extrapolations will not consider anything beyond historical trends in the data. Institutional constraints, land constraints, and build-out scenarios from general plans will not be considered in the trend projection.

Second, household (residential) population is estimated by multiplying occupied housing units (households) by the projected average household size. The average household size projection is problematic given the tension between expectations for a strong demographic component in the methodology and the lack of suitable data to support such a methodology. The so called “state-of-the-art” for average household size projections tends to be very rudimentary at the city level. A constrained trend extrapolation of the E-5 average household size values is used with bounds determined by expert opinion, currently [1.2, 5.5].

Third, projected group quartered population is added to projected household population. The group quartered population is projected based on 2000 ratio of group quartered population to total population.



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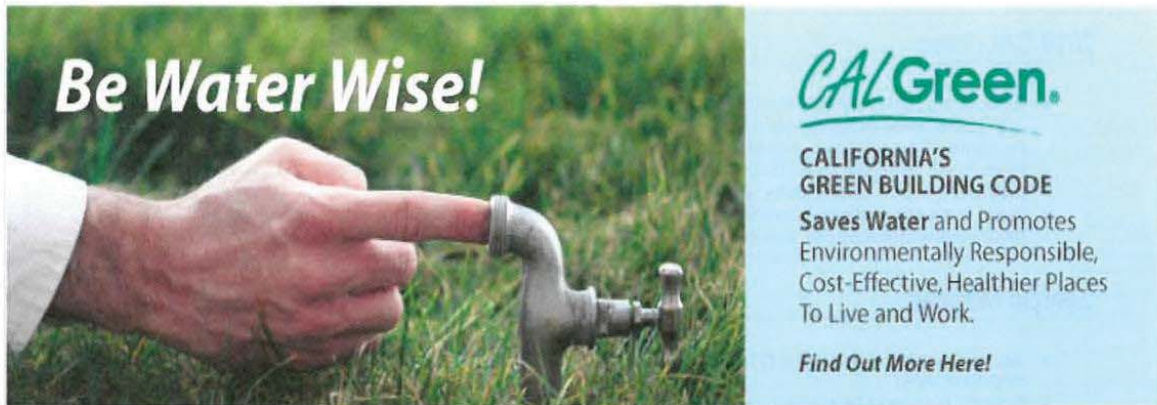
\* Printout of website provided.





## California Building Standards Commission

Home (<http://www.bsc.ca.gov/Home.aspx>) > CALGreen (Part 11 of Title 24)  
(<http://www.bsc.ca.gov/Home/CALGreen.aspx>)



### California Green Building Standards Code (Part 11 of Title 24, California Code of Regulations)

#### 2013 CALIFORNIA GREEN BUILDING STANDARDS CODE (EFFECTIVE JANUARY 1, 2014)

([http://www.ecodes.biz/ecodes\\_support/Free\\_Resources/2013California/13Green/13Green\\_main.html](http://www.ecodes.biz/ecodes_support/Free_Resources/2013California/13Green/13Green_main.html))

- Supplement: 2013 California Green Building Standards Code - effective July 1, 2015 (PDF ([http://www.iccsafe.org/wp-content/uploads/errata\\_central/5570S133.pdf](http://www.iccsafe.org/wp-content/uploads/errata_central/5570S133.pdf)))
- Errata: 2013 California Green Building Standards Code - effective January 1, 2014 (PDF ([http://www.iccsafe.org/wp-content/uploads/errata\\_central/5570S131.pdf](http://www.iccsafe.org/wp-content/uploads/errata_central/5570S131.pdf)))

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(<http://publicecodes.cyberregs.com/st/ca/st/b2400v10/index.htm>)

- Supplement: 2010 California Green Building Standards Code - effective July 1, 2012 (PDF ([http://www.iccsafe.org/wp-content/uploads/errata\\_central/5570S1002.pdf](http://www.iccsafe.org/wp-content/uploads/errata_central/5570S1002.pdf)))
- Errata: 2010 California Green Building Standards Code - including updates to the SWPPP provisions (PDF ([http://www.iccsafe.org/wp-content/uploads/errata\\_central/5570S1001.pdf](http://www.iccsafe.org/wp-content/uploads/errata_central/5570S1001.pdf)))

### Green Building Development Activities

For Green Building Workshop information and documentation on proposed changes pertaining to CALGreen, please click on the following links:

- 2015 CALGreen Workshop #1 - Sacramento - October 30, 2014  
([calendar.othersmtgs/tabid/3417/Agg11891\\_SelectTab/2/Default.aspx](http://calendar.othersmtgs/tabid/3417/Agg11891_SelectTab/2/Default.aspx))
- 2015 CALGreen Workshop #2 - Sacramento - February 5, 2015  
([calendar.othersmtgs/tabid/3417/Agg11891\\_SelectTab/1/Default.aspx](http://calendar.othersmtgs/tabid/3417/Agg11891_SelectTab/1/Default.aspx))

### CALGreen Guidebooks and Reference Materials

#### 2013 CALGreen

- Guide to the 2013 California Green Building Standards Code - Nonresidential (PDF (<http://www.documents.dgs.ca.gov/bsc/CALGreen/CALGreen-Guide-2013-FINAL.pdf>))
- Guide to the 2013 California Green Building Standards Code - Residential (published by HCD) (PDF ([http://hcd.ca.gov/codes/sh/CALGreen\\_Guide\\_REV\\_12-13.pdf](http://hcd.ca.gov/codes/sh/CALGreen_Guide_REV_12-13.pdf)))
- CALGreen 2013 Intervening Supplement Summary of Changes: Nonresidential Mandatory Measures (PDF (<http://www.documents.dgs.ca.gov/bsc/CALGreen/2013-CALGreenIntervening-Handout-7-2015.pdf>))
- CALGreen 2013 Summary of Changes: Nonresidential Mandatory Measures (PDF (<http://www.documents.dgs.ca.gov/bsc/documents/2013/2013-Green-Building-Standards-Updates.pdf>))
- CALGreen 2013 Summary of Changes: Residential Mandatory Measures (published by HCD) (PDF (<http://www.documents.dgs.ca.gov/bsc/documents/2013/2013-Green-Residential-Mandatory.pdf>))

## 2010 CALGreen

- Guide to the 2010 California Green Building Standards Code - Nonresidential - Third Edition - including changes effective July 1, 2012 (PDF ([http://www.documents.dgs.ca.gov/bsc/CALGreen/MasterCALGreenNon-Res-Guide2010\\_2012Suppl-3rdEd\\_1-12.pdf](http://www.documents.dgs.ca.gov/bsc/CALGreen/MasterCALGreenNon-Res-Guide2010_2012Suppl-3rdEd_1-12.pdf)))
- Guide to the California Green Building Standards Code Low-Rise Residential - June 2012 (published by HCD) (PDF ([http://www.hcd.ca.gov/codes/sh/CALGreenGuide\\_COMPLETE.pdf](http://www.hcd.ca.gov/codes/sh/CALGreenGuide_COMPLETE.pdf)))
- Guide to the Nonresidential Commissioning for the CALGreen Code - 2nd Edition - November 2010 (PDF (<http://www.documents.dgs.ca.gov/bsc/CALGreen/Non-Res-Comm-Guide-10-10.pdf>))

## Sample Materials

- Sample Commissioning Project (PDF (<http://www.documents.dgs.ca.gov/bsc/CALGreen/CX-SAMPLE-PROJECT.pdf>))
- Sampled Functional Performance and Testing, FPT Template (PDF (<http://www.documents.dgs.ca.gov/bsc/CALGreen/FPT-SAMPLE-TEMPLATE.pdf>))
- Checklist Sample of Nonresidential Mandatory Measures (PDF (<http://www.documents.dgs.ca.gov/bsc/CALGreen/GRN-5-Non-Res-Green-Mandatory-Checklist1.pdf>))

## CALGreen Education and Outreach Events

- For information on all past and upcoming Education and Outreach events please click [HERE](#) ([/calendar/edoutevents.aspx](http://calendar.edoutevents.aspx)).

## International Code Council CALGreen Certifications

In partnership with the California Building Officials (CALBO) (<http://www.calbo.org/>), the International Code Council (ICC) (<http://www.iccsafe.org/>) is offering two new CALGreen Certification Exams that are intended to validate the competency of inspectors and plan reviewers on their understanding and ability to implement the provisions of CALGreen:

- CALGreen Inspector certification
- CALGreen Plans Examiner certification

Both exams cover such topics as general requirements of CALGreen, residential building systems, and non-residential building systems.

These exams are executed via computer-based testing (CBT). More information is available [HERE](#) (<http://www.iccsafe.org/Certification/Pages/misicexams.aspx?usertoken={token}&Site=icc>).

## Press

- Green Technology Magazine: CALGreen in 2012: A Wider Shade of Green - Q & A with Michael Nearman ([http://www.green-technology.org/green\\_technology\\_magazine/index.php?cid=136](http://www.green-technology.org/green_technology_magazine/index.php?cid=136))
- The CALGreen Story (<http://www.documents.dgs.ca.gov/bsc/CALGreen/The-CALGreen-Story.pdf>)
- Green Technology Magazine: Game Changer: California's Green Building Code - An Interview with Dave Walls ([http://www.green-technology.org/green\\_technology\\_magazine/gamechanger.htm](http://www.green-technology.org/green_technology_magazine/gamechanger.htm))
- Green Technology Magazine - This Week in Green Technology Magazine (<http://www.green-technology.org/>)

## Awards and Recognition



- CBSC Honored with 2012 Green California Leadership Award for CALGreen ([http://www.green-technology.org/green\\_technology\\_magazine/index.php?cid=143](http://www.green-technology.org/green_technology_magazine/index.php?cid=143))

### Featured Links

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- 2013 Current Code (/Home/Current2013Codes.aspx)
  - 2015 Triennial Cycle (/Rulemaking/adoptcycle/2015CodeAdoptionCycle.aspx)
  - 2013 Intervening Cycle (/Rulemaking/adoptcycle/2013CodeCycle.aspx)
  - CALGreen (/Home/CALGreen.aspx)
  - SB 1473 (/Rulemaking/LocalCodeOrdinances/sb1473.aspx)
  - Information Bulletins (/pubs/bullet.aspx)
  - Meeting Notices & Events (/calendar.aspx)
  - How to Use our Website (<http://www.documents.dgs.ca.gov/bsc/documents/2014/How-to-Use-our-Website-Dec-2014.pdf>)
  - Contact Us (/abt\_bsc/ContactUs.aspx)
- 

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**LA River Master Plan**

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Master Plan PDF

Newsletters

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Sign Guidelines PDF

Maintenance Guidelines PDF

Existing and Future Projects

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*Assistant Deputy Director  
Division Engineer:  
Angela R. George*

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Terry Grant  
Paul Alva*

For information call:  
(818) 458-4300

## Los Angeles River Watershed

### Project Listing

[Watershed Site Index](#)

**Clean LA**

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PROJECT NAME	LOCATION	ORGANIZATION	Edit
Los Angeles River Parkway - West Valley Phase I - Greening	Los Angeles	L.A. City	<a href="#">✎</a>
14th Street Bikeway	Long Beach	City of Long Beach, PRM	<a href="#">✎</a>
1997 Earth Day Event	Los Angeles	Los Angeles County Department of Public Works	<a href="#">✎</a>
1998 Earth Day Event	Los Angeles	Los Angeles County Department of Public Works	<a href="#">✎</a>
1999 Earth Day Event	Los Angeles	Los Angeles County Department of Public Works	<a href="#">✎</a>
2000 Earth Day Event	Long Beach	Los Angeles County Department of Public Works	<a href="#">✎</a>
2001 Earth Day Event	Los Angeles	Los Angeles County Department of Public Works	<a href="#">✎</a>
2003 Earth Day Event	Los Angeles	Los Angeles County Department of Public Works	<a href="#">✎</a>
2004 Earth Day Event	Long Beach	Los Angeles County Department of Public Works	<a href="#">✎</a>
67th Street Park	Long Beach	City of Long Beach, PRM	<a href="#">✎</a>
Adopt-A-Riverbank: Ernie's Walk	Los Angeles	Ernie LaMere, community resident	<a href="#">✎</a>
Adopt-A-Riverbank: Village Gardeners	Los Angeles	Village Gardeners	<a href="#">✎</a>
Albion Park Project- Park Development	Los Angeles	City of Los Angeles	<a href="#">✎</a>
Aliso Creek and LA River Confluence (Reseda River Loop)	Los Angeles	Trust for Public Land	<a href="#">✎</a>
Amtrak Project	Los Angeles	North East Trees	<a href="#">✎</a>
Aqua Vista Sediment Placement	Los Angeles	LA County DPW	<a href="#">✎</a>
Arroyo Seco Bikeway	Los Angeles	Los Angeles County Department of Public Works	<a href="#">✎</a>
Arroyo Seco Park	Los Angeles	City of Los Angeles	<a href="#">✎</a>
Atwater Village West River Park	Los Angeles	City of Los Angeles	<a href="#">✎</a>
Baum Bicycle Bridge	Los Angeles	Los Angeles Department of Transportation	<a href="#">✎</a>
Bell Riverfront Greenway Project	Bell	County of Los Angeles Department of Public Works	<a href="#">✎</a>
Caballero Creek and LA River Confluence Park	Los Angeles	City of Los Angeles/MRCA	<a href="#">✎</a>
Cesar Chavez Park	Long Beach	City of Long Beach, PRM	<a href="#">✎</a>
City of Los Angeles, Bikeway Phase 1-D	Los Angeles	Metropolitan Transportation Authority	<a href="#">✎</a>
City of Los Angeles, Bikeway Phase 1A	Los Angeles	Metropolitan Transportation Authority	<a href="#">✎</a>
Colfax Meadows Greenway	Los Angeles	The River Project	<a href="#">✎</a>
Confluence Park	Los Angeles	Mountains Recreation & Conservation Authority	<a href="#">✎</a>
Cornfields Adjacent River Park	Los Angeles	City of Los Angeles	<a href="#">✎</a>
Cudahy Riverfront Project	Cudahy	County of Los Angeles Department of Public Works	<a href="#">✎</a>
DeForest Study	Long Beach	City of Long Beach, PRM	<a href="#">✎</a>
DeForest Wetland Restoration	Long Beach	City of Long Beach, Dept. of Parks, Rec & Marine	<a href="#">✎</a>
Dominquez Gap Wetland Project	Long Beach	Los Angeles County Department of Public Works	<a href="#">✎</a>
Dorris Place	Los Angeles	City of Los Angeles	<a href="#">✎</a>
Downey Rec Center	Los Angeles	City of Los Angeles	<a href="#">✎</a>
Downtown River West Wetlands Park	Los Angeles	City of Los Angeles	<a href="#">✎</a>
Drake-Chavez Greenbelt	Long Beach	City of Long Beach, PRM	<a href="#">✎</a>



E. Valley LAR Greeway/Bikeway	Los Angeles	City of Los Angeles	CE
Eastside Soccer Fields Complex	Los Angeles	City of Los Angeles	CE
Egret Park	Los Angeles	North East Trees	CE
El Monte Veterans Memorial Park	El Monte	Amigos Del Los Rios	CE
Elysian Valley Gateway Park	Los Angeles	Santa Monica Mountains Conservancy	CE
Elysian Valley River Access Improvements	Los Angeles	County of Los Angeles Department of Public Works	CE
Ernie's Walk Expansion	Los Angeles	Los Angeles County Department of Public Works	CE
Gibson Mariposa Butterfly Park	El Monte	Amigos del Los Rios	CE
Glendale Narrows Riverwalk, Phase 1	Glendale & Los Angeles	Glendale / Parks, Recreation, & Community Services	CE
Glendale Narrows Riverwalk, Phase 2	Glendale	Glendale / Parks, Recreation, & Community Services	CE
Glendale Narrows Riverwalk, Phase 3	Glendale	Glendale / Parks, Recreation, & Community Services	CE
Golden Shore Marine Reserve	Long Beach	City of Long Beach, PRM	CE
Great Heron Gates Park	Los Angeles	North East Trees	CE
Hazard Park Stream Restoration	Los Angeles	City of Los Angeles	CE
Headworks	Los Angeles	City of Los Angeles	CE
Hollydale Park Pedestrian Bicycle Bridge	South Gate	City of South Gate	CE
Hollydale Regional Park Community Center/Gymnasium	South Gate	City of South Gate	CE
Johnny Carson Park Creek	Burbank/Los Angeles	City of Burbank - Park, Rec & Community Services	CE
Julia Russ Asmus Park	Bell Gardens	City of Bell Gardens	CE
LA River Bike Path Phase 3 Design- Barclay St. to Union Station	Los Angeles	L.A City	CE
LA River Bio-technical Bank Stabilization in Sepulveda Basin	Los Angeles	The River Project	CE
LA River Greenway II	Los Angeles	North East Trees	CE
Laguna Retention Basin Multiuse Improvements	Monterey Park	County of Los Angeles Department of Public Works	CE
Lashbrook Park	El Monte	Amigos del Los Rios	CE
Laurel Canyon Blvd. at Tujuna Wash (1233)- Bridge Widening, Construct New Substructure and Bike Access Lanes	Los Angeles	City of Los Angeles	CE
Legion Lane Park	Los Angeles	City of Los Angeles	CE
Los Angeles River Bikeway Network (Tiger IV Project)	Los Angeles		CE
Los Angeles River Bikeway/Greenway Study	Los Angeles	North East Trees	CE
Los Angeles River Center and Gardens	Los Angeles	Mountains Recreation and Conservation Authority	CE
Los Angeles River County Bikeway Improvements	Vernon to South Gate	Los Angeles County Department of Public Works	CE
Los Angeles River Gateway Improvements	Bell	City of Bell	CE
Los Angeles River Greenway and Winnetka	Los Angeles	City of Los Angeles	CE
Los Angeles River Headwaters Phase 1	Los Angeles	County of Los Angeles Department of Public Works	CE
Los Angeles River Headwaters Phase 2	Los Angeles	County of Los Angeles Department of Public Works	CE
Los Angeles River Sign Implementation Project - Phase I	Vernon to Long Beach	County of Los Angeles Department of Public Works	CE
Los Angeles River Sign Implementation Project - Phase II	Vernon to Long Beach	County of Los Angeles Department of Public Works	CE
Los Angeles Riverfront Park Phase II	Los Angeles	City of L.A	CE
Los Feliz Equestrian/Pedestrian Bridge	Los Angeles	City of Los Angeles	CE
Los Feliz Riverwalk	Los Angeles	North East Trees	CE
Lower Tujunga Wash Greenway/Bikeway	Los Angeles	City of Los Angeles	CE
Marsh Park Expansion	Los Angeles	MRCA	CE
Marsh Street Park	Los Angeles	Mountains Recreation and Conservation Authority	CE
Montecito Heights/Debs Park	Los Angeles	City of Los Angeles	CE
Moorpark Park	Los Angeles	City of Los Angeles	CE
Multi-Modal Bridge at north Atwater Park	Los Angeles	City of Los Angeles	CE

North Atwater Park Creek Restoration-Add 1.17 Acres of New Park Soace;restore riparian system tributary to the LA river	Los Angeles	City of Los Angeles	CE
North Atwater Park Restoration Phase II	Los Angeles	Los Angeles	CE
North Atwater park Expansion - Development of Additional Park space Adjacent to LA River	Los Angeles	City of Los Angeles	CE
North Branch Creek Daylighting in Sycamore Park	Los Angeles	City of Los Angeles	CE
North Long Beach Riverfront Park	Long Beach	City of Long Beach, PRM	CE
North Valleyheart Riverwalk Project	Los Angeles	Los Angeles County Flood Control District	CE
Oso Park	Los Angeles	North East Trees	CE
Pacoima Wash 8th Street Park	San Fernando	Mountains Recreation and Conservation Authority	CE
Peck Water Conservation Park	El Monte	Amigos Del Los Rios	CE
Ralph C. Dills Park Expansion	Paramount	City of Paramount	CE
Reseda Park	Los Angeles	City of Los Angeles	CE
Richard Lillard Outdoor Classroom	Los Angeles	Mountains Recreation and Conservation Authority	CE
Rio Hondo Coastal Basin Spreading Grounds Multiuse Improvements Project - Phase II	Pico Rivera	County of Los Angeles Department of Public Works	CE
Rio Hondo Trail Enhancement	El Monte	Amigos Del Los Rios	CE
Rio Hondo/South Gate Confluence Park	South Gate	City of South Gate	CE
Rio Vista Blufftop Park	Los Angeles	City of Los Angeles	CE
Rio Vista Park	El Monte	Amigos del Los Rios	CE
River Garden Park	Los Angeles	Santa Monica Mountains Conservancy	CE
River Glen Riverfront Walk	Los Angeles	City of Los Angeles	CE
Riverside Drive Over LA River (1932) - Bridge Replacement & Bikeway	Los Angeles	Los Angeles	CE
Riverside Drive Over LA River Near Zoo Drive (1298) - Bridge Widening & seismic retrofit	Los Angeles	City of Los Angeles	CE
Sepulveda Basin Wetlands	Los Angeles	City of Los Angeles	CE
Sixth Street Habitat	Long Beach	City of Long Beach, PRM	CE
South Compton Creek Bike Trail Phase 2	Rancho Dominguez	County of Los Angeles Department of Public Works	CE
South Gate Restoration Project	South Gate	North East Trees	CE
South Gate Riparian Habitat Project	Lynwood/South Gate	City of South Gate	CE
Southern Avenue Bikeway and Park	South Gate	City of South Gate	CE
Southern Avenue Green Way Bike Way	South Gate	City of South Gate	CE
Steelhead Park	Los Angeles	North East Trees	CE
Stough Canyon Campground	Burbank	City of Burbank - Park, Rec & Community Services	CE
Studio City Greenway	Los Angeles	City of Los Angeles Recreation and Parks	CE
Studio City Greenway North Bank	Los Angeles	The River Project	CE
Sycamore Pocket Park	Los Angeles	The River Project	CE
Taylor Yard	Los Angeles	City of Los Angeles	CE
Taylor Yard Bicycle/Pedestrian Bridge	Los Angeles	Los Angeles	CE
Taylor Yard Sampling	Los Angeles	Trust for Public Land	CE
Tujunga Wash Ecosystem Restoration Phase II	Los Angeles	Los Angeles County Flood Control District	CE
Tujunga Wash Hydrodynamic Study	Los Angeles	Trust for Public Land	CE
Tujunga Wash Restoration	Los Angeles	County of Los Angeles Department of Public Works	CE
Valleyheart Greenway	Los Angeles	Los Angeles County Department of Public Works	CE
Valleyheart Greenway North Bank	Los Angeles	The River Project	CE
Ventura Boulevard Landscape	Los Angeles	Richard Deblasi, community resident	CE
W. Valley LAR Greenway/Bikeway	Los Angeles	City of Los Angeles	CE
Water with Rocks Gate	Los Angeles	North East Trees	CE
Weddington Park Expansion	Los Angeles	City of Los Angeles	CE
West San Gabriel River Parkway Nature Trails	Lakewood	Lakewood	CE
	Willowbrook	LA County Department of	CE



Willowbrook Walking Path

Willowbrook Walking Path - Phase II

Wrigley Greenbelt

Wrigley Heights, North

Wrigley Heights, South

Wrigley LA River Greenway

Add Project

(Unincorporated County)

Willowbrook (Unincorporated County)

Long Beach

Long Beach

Long Beach

Long Beach

Parks & Recreation

LACFCD




City of Long Beach, PRM

City of Long Beach, PRM

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## Department of Conservation

DOGGR

# Welcome to the Division of Oil, Gas & Geothermal Resources

The Division oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells. The regulatory program emphasizes the wise development of oil, natural gas, and geothermal resources in the state through sound engineering practices that protect the environment, prevent pollution, and ensure public safety.

Geothermal - [View geothermal \(/dog/geothermal/Pages/Index.aspx\)](#) maps, download geothermal forms and publications, access GeoSteam data, and locate geothermal district offices.

## Underground Injection Control (UIC) News and Information

### EMERGENCY RULEMAKING: AQUIFER EXEMPTION COMPLIANCE SCHEDULE REGULATIONS

On April 2, 2015, the Department of Conservation noticed its intent to propose the adoption of emergency regulations necessary to protect public health, safety and the environment, and to bring California's Class II Underground Injection Control program into compliance with the federal Safe Drinking Water Act. This action was taken in accordance with Government Code sections 11346.1 and 11349.6 of the California Administrative Procedures Act. These regulations were approved by the Office of Administrative Law (OAL) on April 20, 2015, and are now in effect.

To access the Notice of Proposed Emergency Rulemaking Action and the Text of the Proposed Emergency Regulations, please click [here \(/dog/general\\_information/Pages/UICRegs.aspx\)](#).

### EPA Correspondence and Guidance Documents

California regulatory authorities on Friday, February 6, submitted to the U.S. Environmental Protection Agency a plan to correct deficiencies in the regulation of underground injection. The response included a 12-page letter, prepared by the Department of Conservation (DOC) and the State Water Resources Control Board, and four supporting documents, all of which are linked below. The plan focuses on the enhanced protection of California aquifers from contamination due to oil and gas production.

- [Aquifer Exemption Guidance Document \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/Aquifer Exemption Guidance Document 4-10-2015.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/Aquifer%20Exemption%20Guidance%20Document%204-10-2015.pdf)
- [United States Environmental Protection Agency's Response to February 6, 2015 Letter Regarding Underground Injection Control \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/UIC - SDWA Compliance Ltr 3-9-15.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/UIC%20-%20SDWA%20Compliance%20Ltr%203-9-15.pdf)

- [February 6, 2015 Letter from the Department of Conservation and State Water Resources Control Board responding to US EPA re Underground Injection Control \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/FINAL\\_Dual Letterhead\\_US EPA Letter.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/FINAL_Dual%20Letterhead_US%20EPA%20Letter.pdf)
- [December 22, 2014 Letter from US EPA to Department of Conservation and State Water Resources Control Board \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/CA Class II UIC letter December 22 2014.docx.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/CA%20Class%20II%20UIC%20letter%20December%2022%202014.docx.pdf)

## **Division, State Water Board, and US EPA Aquifer Exemption Workshops**

Joint workshops conducted by the Division, the State Water Board, and the US EPA were held in Bakersfield and the L.A. Basin. These workshops were intended to provide a brief history of the State's primacy delegation from US EPA, as well as an outline of the data requirements and process for requesting an aquifer exemption under the Safe Drinking Water Act. All three agencies provided short presentations regarding their specific role, and were available to answer general questions about the aquifer exemption application process.

Copies of the presentations by the three agencies are found below:

- [Division Aquifer Exemption \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/Powerpoint/DOC Aquifer Exemption.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/Powerpoint/DOC%20Aquifer%20Exemption.pdf)
- [State Water Board Aquifer Exemption \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/Powerpoint/SWRCB Aquifer Exemption.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/Powerpoint/SWRCB%20Aquifer%20Exemption.pdf)
- [US EPA Aquifer Exemption \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/Powerpoint/EPA Aquifer Exemption.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/Powerpoint/EPA%20Aquifer%20Exemption.pdf)

## **List of potential wells under review regarding Aquifer Exemptions**

The link below is to a list of issued well permits that may currently have a corresponding well injecting into an aquifer potentially needing an aquifer exemption, pursuant to the US EPA's request.

This list is best understood as a list of well permits, rather than wells. Wells can be proposed and permitted without ever being drilled or converted to an injection well. Even where a well has been drilled, it may already have been plugged and abandoned or issued other orders preventing injection. Determining the current status of the wells listed here is part of the Division's February 6, 2015, response to the US EPA. This list was generated by identifying one or both of the following characteristics:

- The permit is for a well located outside the productive limits of a field as those limits were identified in the State's Primacy application to the US EPA;
- The permit is for a well injecting within the productive limits but into multiple zones, one of which may not be exempted by the Memorandum of Agreement (MOA) with the US EPA. The Division acknowledges that many of these wells may not need an aquifer exemption, but a formal determination cannot be made until an evaluation, of the specific well(s) and injection zone(s), is completed.

Please note that the evaluation of these well permits has begun and the list continues to change. However, to be consistent with the US EPA's letter to the Division dated December 22, 2014, and the Division's response on February 6, 2015, the list contains the permitted wells into non-



hydrocarbon producing zones as of August 2014, and a list of the enhanced oil recovery permitted wells as of October 2014. The Division will update the list periodically.

- [List of Permitted Wells Sent to EPA \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/List of Permitted Wells Sent to EPA.xlsx\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/List%20of%20Permitted%20Wells%20Sent%20to%20EPA.xlsx)

The 176 wells listed below are those wells that were permitted to dispose of water, according to our records, into non-exempt, non-hydrocarbon producing zones with a water quality of sub 3,000 mg/l total dissolved solids (TDS). These wells are a subset of the 2,553 wells, and a subset of the 532 wells list under disposal. Please note that many of the wells have been removed from the list for various reasons, and those wells are shown in green. In addition, those wells that have been shut-in via order or official request are shown in grey. Please note that wells on this list may or may not be injecting into the zone indicated and are only on the list because at some point in time they had been permitted to inject.

- [Permitted Injection Into Sub 3,000 mg/l TDS Non-Hydrocarbon Zones \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/Wells Under Review/176 Wells Update.xlsx\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/Wells%20Under%20Review/176%20Wells%20Update.xlsx)

### **Update on the Memorandum of Agreement (MOA) with the United States Environmental Protection Agreement (EPA)**

There are two competing versions of the September 29, 1982 Memorandum of Agreement between the Division of Oil, Gas and Geothermal Resources and the United States Environmental Protection Agency. California's primacy delegation was made based on one or both of versions of this document. Some related documentation is also included.

- [Primacy Agreements and Related Documents \(/dog/for\\_operators/Documents/MOU-MOA/MOA\\_EPA\\_UIC\\_1982.pdf\)](/dog/for_operators/Documents/MOU-MOA/MOA_EPA_UIC_1982.pdf)

More Information on the UIC program can be found [here \(/dog/general\\_information/Pages/UndergroundInjectionControl\(UIC\).aspx\)](/dog/general_information/Pages/UndergroundInjectionControl(UIC).aspx).

## **Well Stimulation/SB 4 News and Information**

### **Draft Environmental Impact Report for Well Stimulation in California Released**

On January 14th, the Department of Conservation, through its Division of Oil, Gas and Geothermal Resources, published a Draft Environmental Impact Report (EIR) titled "Analysis of Oil and Gas Well Stimulation Treatments in California."

[Senate Bill 4 \(http://www.leginfo.ca.gov/pub/13-14/bill/sen/sb\\_0001-0050/sb\\_4\\_bill\\_20130920\\_chaptered.pdf\)](http://www.leginfo.ca.gov/pub/13-14/bill/sen/sb_0001-0050/sb_4_bill_20130920_chaptered.pdf) requires the Division to prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) in order to provide the public with detailed information regarding any potential environmental impacts associated with well stimulation treatments in California.



The public review period for this Draft EIR began on January 14, 2014 and will end on March 16, 2015. Comments on the Draft EIR may be submitted and must be received in writing on or before March 16, 2015. During the comment period, the Department and the Division will conduct six public comment meetings throughout the state to receive verbal and written comments on the Draft EIR.

To access the Draft EIR and detailed information on how to provide comments, click [here](http://dog/SB4DEIR/Pages/SB4_DEIR_Home.aspx) ([http://dog/SB4DEIR/Pages/SB4\\_DEIR\\_Home.aspx](http://dog/SB4DEIR/Pages/SB4_DEIR_Home.aspx)).

### **Independent Science Study on Well Stimulation Released**

Pursuant to Senate Bill 4, the California Natural Resources Agency (CNRA) commissioned the California Council on Science and Technology (CCST) and Lawrence Berkeley National Laboratory (LBNL) to conduct an independent scientific assessment of well stimulation, including hydraulic fracturing, in California. On January 14, 2015, CCST released Volume I of the assessment to the public.

Volume I, which is titled "An Independent Scientific Assessment of Well Stimulation Technologies in California: Well Stimulation Technologies and their Past, Present, and Potential Future Use in California", provides the factual basis describing what well stimulation treatments (WST) are, how they are conducted in general and practiced in California, and where they have been and are being used for oil and gas production in the state.

To view or download the report, please visit the CCST website at:  
[http://www.ccst.us/projects/hydraulic\\_fracturing\\_public/SB4.php](http://www.ccst.us/projects/hydraulic_fracturing_public/SB4.php)  
([http://www.ccst.us/projects/hydraulic\\_fracturing\\_public/SB4.php](http://www.ccst.us/projects/hydraulic_fracturing_public/SB4.php))

The full independent scientific assessment will be issued in three volumes. Volumes II and III will be released in July 2015. Volume II will assess the potential impacts of WST with respect to water, air quality, and greenhouse gas emissions, as well as induced seismicity, ecology, traffic and noise. And Volume III will present case studies to assess environmental issues and qualitative hazards for specific geographic regions, based on findings in Volume I and Volume II.

### **Permanent Regulations for Well Stimulation Finalized**

On December 30, 2014, the Office of Administrative Law (OAL) approved and filed the final proposed regulations on well stimulation treatments with the Office of the Secretary of State. Documents associated with the rulemaking process, including the final text of the regulations, OAL's approval letter, and the Final Statement of Reasons, can be found [here](http://index/Pages/prpsregs1.aspx) (<http://index/Pages/prpsregs1.aspx>).

"Well stimulation" practices are defined by Senate Bill 4 (Pavley, Ch 313, Stats of 2013) and include hydraulic fracturing (commonly known as "fracking") and other treatments that increase the flow of oil and natural gas to wells and then to the surface for recovery. The regulations, which are to go into effect on July 1, 2015, are designed to protect health, safety, and the environment, and supplement existing strong well construction standards. They address a comprehensive list of issues, including testing, monitoring, public notice, and permitting.

The final regulations were developed over a twelve-month period and are the result of consideration of extensive public input and consultation with other state regulatory agencies. The Department of Conservation made the proposed regulations and revisions thereto available for public comment from November 15, 2013 until January 14, 2014; from June 13, 2014 until July 28, 2014; and from October 9, 2014 until October 24, 2014. During those public comment periods the Department conducted a total of ten public comment hearings around the state. In addition, as

required under Public Resources Code section 3160, subdivision (b), the Division of Oil, Gas, and Geothermal Resources developed these regulations in consultation with various other state regulatory agencies.

More background information about the regulations can be found [here](#) ([/index/Documents/Narrative%20Final%20Regs%20123014.pdf](#)).

### **Readopted SB 4 Interim Well Stimulation Regulations Now in Effect**

On June 27, 2014, a readoption of the SB 4 interim well stimulation treatment regulations was filed with the Secretary of State. The interim regulations, which first went into effect on January 1, 2014, were adopted by emergency rulemaking to ensure that essential implementing regulations were in effect when Senate Bill 4 became effective. The final text of the readopted SB 4 interim well stimulation treatment regulations and other rulemaking documents can be found [here](#) ([/index/Pages/prpsregs.aspx](#)).

DOC's implementation of SB 4 also includes:

1. Development of an **environmental impact report (EIR) by July 1, 2015**. Find out more about the EIR development [here](#) ([/dog/Pages/WellStimulation.aspx#Item3](#)).
2. Web-based posting of **public notices about well stimulation permits** applied for and issued by the Division of Oil, Gas and Geothermal Resources. Find current well stimulation certifications [here](#) ([/dog/Pages/WellStimulation.aspx#Item4](#)).

### **New Well Search Tools Available**

[\(/dog/Pages/Wellfinder.aspx\)](#) The Division of Oil, Gas, and Geothermal Resources has two new online tools that make finding information about California wells more convenient. The Division's [Well Finder application](#) ([/dog/Pages/Wellfinder.aspx](#)) shows every known oil and gas well in the state. Users can search for a well in a variety of ways and view production information, the well record, and notice/permit information, including whether the Division has been notified that well stimulation is being used.



Also now online is the Division's [Interim Well Stimulation Treatment Notices Index](#) ([/dog/Pages/IWST\\_disclaimer.aspx](#)), which allows users to view forms submitted by oil and gas operators to the Division about well stimulation operations, as required by the interim regulations supporting SB 4.

## **News**

### **The Division of Oil, Gas, and Geothermal Resources Issues a New Notice to Operators** (Posted 4/29/2015)

To view the most recent Notice to Operators please click [here](#)  
([ftp://ftp.consrv.ca.gov/pub/oil/Notice\\_to\\_Operators/NTO\\_4\\_2015\\_WaterReportUpdate.pdf](#)).

### **The Division of Oil, Gas, and Geothermal Resources Issues a New Notice to Operators** (Posted 12/31/2014)



To view the most recent Notice to Operators please click [here](#)  
([ftp://ftp.consrv.ca.gov/pub/oil/Notice\\_to\\_Operators/NTO\\_12-2014\\_WST\\_Clarification.pdf](ftp://ftp.consrv.ca.gov/pub/oil/Notice_to_Operators/NTO_12-2014_WST_Clarification.pdf)).

**Senate Bill 1281, New Water Reporting Requirement for Oil and Gas Operators**  
(Posted 12/08/2014)

Senate Bill (SB) 1281 was signed into law by Governor Brown on September 25, 2014. Effective January 1, 2015, this law among other things, requires oil and gas operators to submit quarterly water reports detailing the source, quality, and treatment of all waters used for injection, disposal, and other oil and gas field activities. To read State Oil and Gas Supervisor Dr. Steven R. Bohlen's notice to operators, click [here](#)  
([ftp://ftp.consrv.ca.gov/pub/oil/Notice\\_to\\_Operators/NTO\\_12-2014\\_SB1281.pdf](ftp://ftp.consrv.ca.gov/pub/oil/Notice_to_Operators/NTO_12-2014_SB1281.pdf)). For more information on SB 1281, click [here](#) (<http://dog.senate.ca.gov/SB%201281/Pages/Index.aspx>).

**2013 Annual Report Information**  
(Posted 10/01/2014)

The following information is now available from the *2013 Annual Report of the State Oil & Gas Supervisor*:

- Oil and Gas Production by County

([ftp://ftp.consrv.ca.gov/pub/oil/annual\\_reports/2013/2013\\_County\\_Production.pdf](ftp://ftp.consrv.ca.gov/pub/oil/annual_reports/2013/2013_County_Production.pdf))- The Financial Statement (fiscal year 2013-2014) ([ftp://ftp.consrv.ca.gov/pub/oil/annual\\_reports/2013/2013\\_FINANCIAL\\_REPORT.pdf](ftp://ftp.consrv.ca.gov/pub/oil/annual_reports/2013/2013_FINANCIAL_REPORT.pdf))

- Delinquent Assessments

([ftp://ftp.consrv.ca.gov/pub/oil/annual\\_reports/2013/Delinquent\\_Operators.pdf](ftp://ftp.consrv.ca.gov/pub/oil/annual_reports/2013/Delinquent_Operators.pdf)) These reports are available in accordance with Section 3108, Division 3 of the Public Resources Code, which states: "On or before the first day of October of each year the supervisor shall make public for the benefit of all interested persons a report in writing showing

- a) The total amount of oil and gas produced in each county
- b) The total cost of the division for the previous fiscal year
- c) The total amount of delinquent and uncollected from any assessments or charges levied pursuant to the chapter."

**2013 Preliminary Annual Report Released**  
(Posted 6/25/2014)

The 2013 Preliminary Annual Report of California Oil, Gas, and Geothermal production is now posted. Click [here](#) ([ftp://ftp.consrv.ca.gov/pub/oil/annual\\_reports/2013/PR03\\_PreAnnual\\_2013.pdf](ftp://ftp.consrv.ca.gov/pub/oil/annual_reports/2013/PR03_PreAnnual_2013.pdf)) to view/download.

**The Division of Oil, Gas, and Geothermal Resources Issues a New Notice to Operators**  
(Posted 6/24/2014)

To view the most recent Notice to Operators please click [here](#)  
([ftp://ftp.consrv.ca.gov/pub/oil/Notice\\_to\\_Operators/NTO\\_6\\_2014\\_SB665\\_Clarification.pdf](ftp://ftp.consrv.ca.gov/pub/oil/Notice_to_Operators/NTO_6_2014_SB665_Clarification.pdf)).

**DOGGR Announces New Assessment Rate**  
(Posted 6/09/2014)

The Oil and Gas Assessment rate for fiscal year 2014-2015 is 28.63572 cents per barrel of oil or 10 Mcf of natural gas produced, an increase of 14.36889 cents from the previous fiscal year. The increase in the assessment is required to implement recent legislative mandates regarding well stimulation.

**Governor Brown has appointed the new Oil and Gas Supervisor**  
(Posted 6/03/2014)

The Division of Oil, Gas, and Geothermal Resources is pleased to welcome the new Oil and Gas Supervisor, [Steven Bohlen](#). (<http://index.AboutUs/Pages/sbohlen.aspx>)

**Pre 1977 Production and Injection scanned documents can be found [here](#)**  
**[\(/dog/Pages/Pre1977ProductionandInjectionScannedDocuments.aspx\)](#).**  
(Posted 5/22/2014)

**The Division of Oil, Gas, and Geothermal Resources Issues a New Notice to Operators**  
(Posted 5/15/2014)

To view the most recent Notice to Operators please click [here](#)  
[\(ftp://ftp.consrv.ca.gov/pub/oil/Notice\\_to\\_Operators/NTO\\_5\\_2014\\_Concerns with Public Disclosure WST.pdf\)](#).

### **2013 Outstanding Field and Lease Facility Maintenance Award**

(Posted 4/9/2014) (Updated 8/5/2014)

The Division of Oil, Gas and, Geothermal Resources (Division) is pleased to announce the following Outstanding Field and Lease Facility Maintenance Award recipients for 2013:

1. Santa Maria Energy, LLC, Orcutt Oil Field, "Careaga" lease
2. Ample Resources, Inc., Temescal Oil Field, "Temescal" lease
3. Mammoth-Pacific, L.P., Casa Diablo Geothermal Field, "MPI" lease

The Division congratulates these operators on being selected for the 2013 Lease Awards. To see pictures of award winners and for additional Lease Award information, please click [here](#)  
[\(/dog/for\\_operators/LeaseAwards/Pages/Index.aspx\)](#).

### **Lease Award Nominations**

(Posted 2/19/2014)

The applications for the 2014 lease award are due October 1. DOGGR management will still select the award winners, but will use more stringent eligibility and judging criteria.

Click [here](#) [\(/dog/for\\_operators/LeaseAwards/Pages/Index.aspx\)](#) for revised program information and application materials.

### **DOC Sends Out Notice to Operators Regarding New Assessment Payee and Mailing Address**

(Posted 1/30/2014)

The California Department of Conservation sent out a Notice to Operators (NTO) with updated payee and mailing address information. The NTO can be found [here](#) [\(/dog/for\\_operators/Documents/NTO%2001-30-2014%20Assessment%20Payee.pdf\)](#).

- [Interim Well Stimulation Treatment Notice Form](#)  
[\(/dog/Documents/Final%20Interim%20Regulations%20WST%20Notice.pdf\)](#)

## **Old News**

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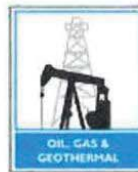
Miss a news item? You can find past news announcements [here](#) [\(/dog/Pages/DOGGROldNews.aspx\)](#).

## **Download Reports**

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- Download the latest edition (PDF) of the  
[Weekly Summary \(ftp://ftp.consrv.ca.gov/pub/oil/weekly\\_summary/latestweek.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/weekly_summary/latestweek.pdf)  
[Monthly Production Report \(ftp://ftp.consrv.ca.gov/pub/oil/monthly\\_production\\_reports/2014/Latestprod.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/monthly_production_reports/2014/Latestprod.pdf) (PR04)  
[Annual Report \(/dog/pubs\\_stats/annual\\_reports/Pages/annual\\_reports.aspx\)](/dog/pubs_stats/annual_reports/Pages/annual_reports.aspx)
- Download back issues (PDF) of the  
[Weekly Summary \(/dog/pubs\\_stats/Pages/wk\\_summary.aspx\)](/dog/pubs_stats/Pages/wk_summary.aspx)  
[Monthly Production Report \(/dog/pubs\\_stats/Pages/mpi.aspx\)](/dog/pubs_stats/Pages/mpi.aspx) (PR04)  
[Monthly Map Bulletin \(/dog/pubs\\_stats/Pages/mm\\_bulletin.aspx\)](/dog/pubs_stats/Pages/mm_bulletin.aspx)  
[Annual Report \(/dog/pubs\\_stats/annual\\_reports/Pages/annual\\_reports.aspx\)](/dog/pubs_stats/annual_reports/Pages/annual_reports.aspx)



## Division of Oil Gas and Geothermal Resources

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[Well Stimulation Treatment \(/dog/Pages/WellStimulation.aspx\)](/dog/Pages/WellStimulation.aspx)

[Well Finder \(/dog/Pages/Wellfinder.aspx\)](/dog/Pages/Wellfinder.aspx)

[Construction Site Review \(/dog/for\\_operators/Pages/construction\\_site\\_review.aspx\)](/dog/for_operators/Pages/construction_site_review.aspx)

[Division Contacts \(/dog/Pages/doggr\\_contacts.aspx\)](/dog/Pages/doggr_contacts.aspx)

[Career Opportunities \(/dog/Pages/DivisionCareerOpportunities.aspx\)](/dog/Pages/DivisionCareerOpportunities.aspx)

[Forms \(/dog/pubs\\_stats/Pages/forms.aspx\)](/dog/pubs_stats/Pages/forms.aspx)

[In Case of Emergency \(/dog/Pages/emergency.aspx\)](/dog/Pages/emergency.aspx)

[Laws/Regs and MOUs/MOAs \(/dog/pubs\\_stats/Pages/law\\_regulations.aspx\)](/dog/pubs_stats/Pages/law_regulations.aspx)

[GIS/Maps \(/dog/maps/Pages/GISMapping2.aspx\)](/dog/maps/Pages/GISMapping2.aspx)

[Online Production  
and Injection \(http://opi.consrv.ca.gov/opi/opi.dll\)](http://opi.consrv.ca.gov/opi/opi.dll)

[Online Well Record Search  
\(http://owr.conservancy.ca.gov/WellSearch/WellSearch.aspx\)](http://owr.conservancy.ca.gov/WellSearch/WellSearch.aspx)

[Pre 1977 Production and Injection Scanned Documents  
\(/dog/Pages/Pre1977ProductionandInjectionScannedDocuments.aspx\)](/dog/Pages/Pre1977ProductionandInjectionScannedDocuments.aspx)

[Publications \(/dog/pubs\\_stats/Pages/pub\\_index.aspx\)](/dog/pubs_stats/Pages/pub_index.aspx)

[FTP Site \(ftp://ftp.consrv.ca.gov/pub/oil/\)](ftp://ftp.consrv.ca.gov/pub/oil/)

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### Related Links

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[Governmental \(/dog/for\\_operators/related\\_links/Pages/index\\_links.aspx\)](/dog/for_operators/related_links/Pages/index_links.aspx)

[Industry \(/dog/for\\_operators/related\\_links/Pages/index\\_links.aspx\)](/dog/for_operators/related_links/Pages/index_links.aspx)

[Miscellaneous \(/dog/for\\_operators/related\\_links/Pages/index\\_links.aspx\)](/dog/for_operators/related_links/Pages/index_links.aspx)

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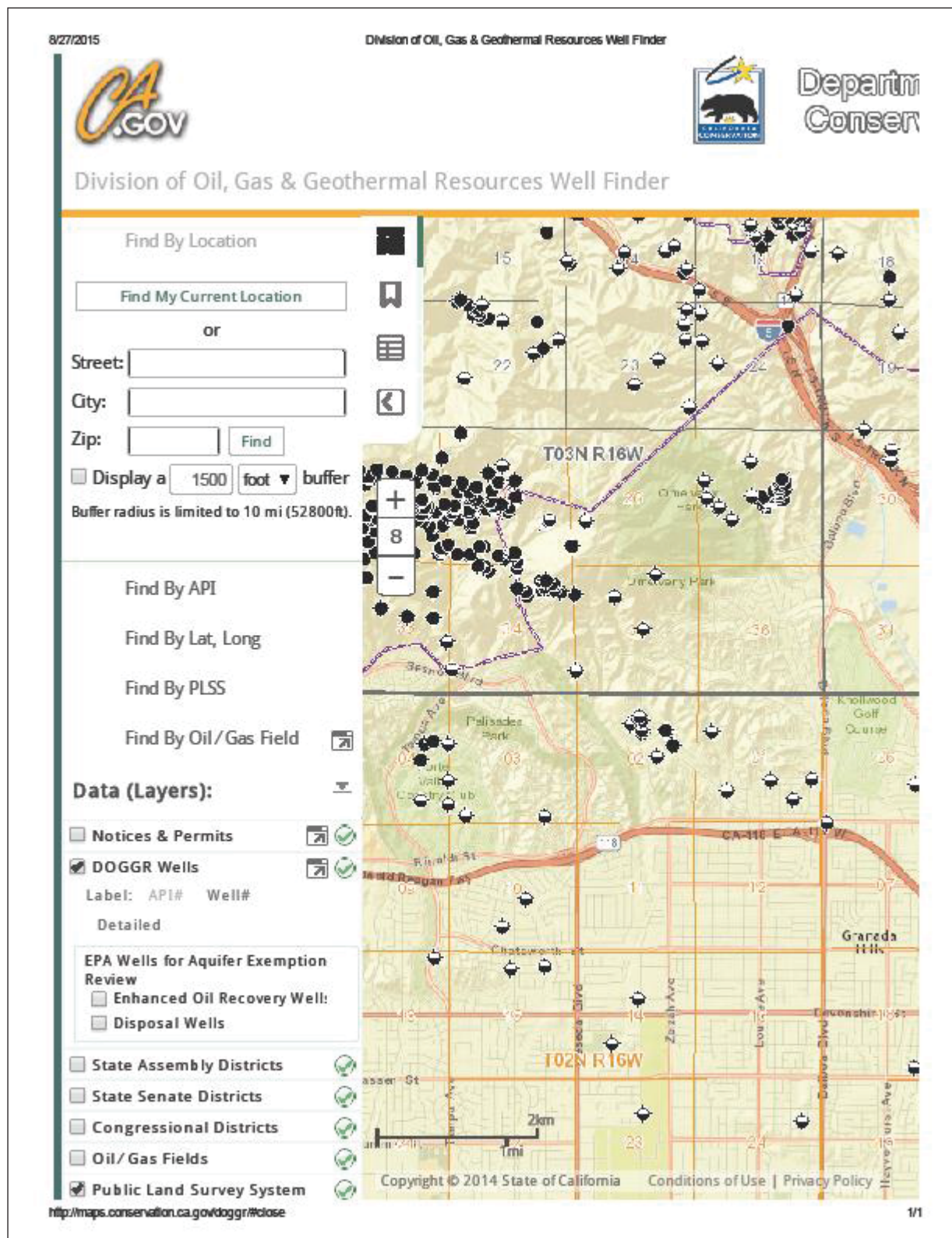
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SOURCE: [www.conservation.ca.gov](http://www.conservation.ca.gov).



## LOS ANGELES DEPARTMENT of CITY PLANNING DEMOGRAPHIC RESEARCH UNIT STATISTICAL INFORMATION

### BUILDING PERMIT SUMMARIES

Exhibits of building permit data come in the form of tables, charts, and, in the case of annual summaries, maps. The tables offered here display data by building type, i.e., single-family dwelling units, multiple-family dwelling units, commercial office space, industrial space, and retail space. A special report on adaptive re-use housing is also provided. Other reports aggregate data by permit type, i.e., New Buildings, Additions/Alterations, and Demolitions. The time frames are any quarter, fiscal year, or calendar year available in the drop down menus below. Data for earlier years or quarters can be found on our [Archives](#) page. The choice is up to you...

#### QUARTERLY BUILDING PERMIT ACTIVITY

These reports summarize building permits issued during a quarter and fiscal year specified by the user. The tables display permits for new structures in each Community Plan Area. The charts that compare permit activity in each Area Planning Commission to one another and to permits issued during the same quarter of the past three years.

First, SELECT a Fiscal Quarter

... then, SELECT an EXHIBIT ...

... and then ...

**SUBMIT SELECTIONS.**

#### ANNUAL BUILDING PERMIT ACTIVITY\*

The formats of the quarterly reports the charts offered above are also available for recent fiscal and calendar years. A map showing the geographic distribution of permits for New Buildings containing Single- or Multiple-Family Housing Units is also accessible from the drop down menus below.

SELECT Fiscal/Calendar Year

... then, SELECT EXHIBIT ...

... and then ...

**SUBMIT SELECTIONS.**

\* All maps require Adobe Acrobat Reader to be opened. They are best printed in portrait orientation on one tabloid-sized (11 x 17 inch) sheet, but may be printed to any size paper by using Adobe Reader's print options. Click on the following icon to download a free copy ... 



[City of LA Home](#) | [City Planning Home](#) | [Statistical Info Home](#) | [Comments](#)

Prepared by the Los Angeles City Planning Department / Demographics Research Unit



SOURCE: <http://planning.lacity.org/DRU/HomeBldg.cfm>.

14-15 ▼

## Power System Reliability Program

The Power System Reliability Program provides a blueprint for ensuring continued reliable energy service for future generations of Los Angeles residents. LADWP implemented the Power System Reliability Program through a two-pronged approach—rebuilding infrastructure and proactive maintenance—and will invest more than \$1 billion in the program over the next 5 to 15 years. The program is funded through a power reliability surcharge.

The goals of the program include:

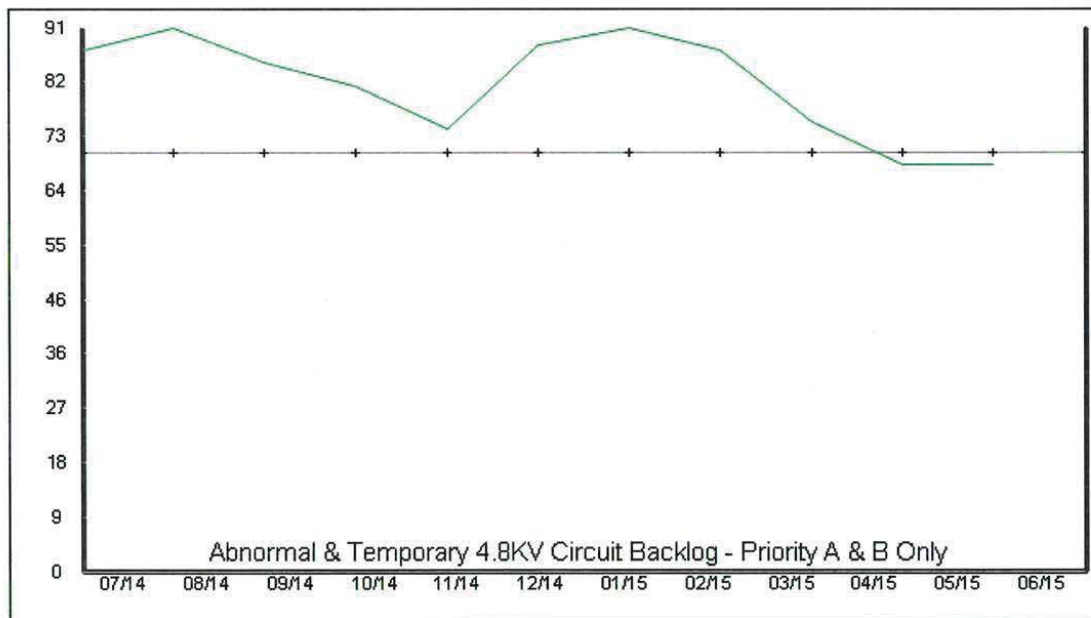
- Reducing Temporary Circuits
- Replacing Distribution Transformers, Poles, Underground Cables, and Substructures
- Reducing Frequency and Duration of System Interruptions

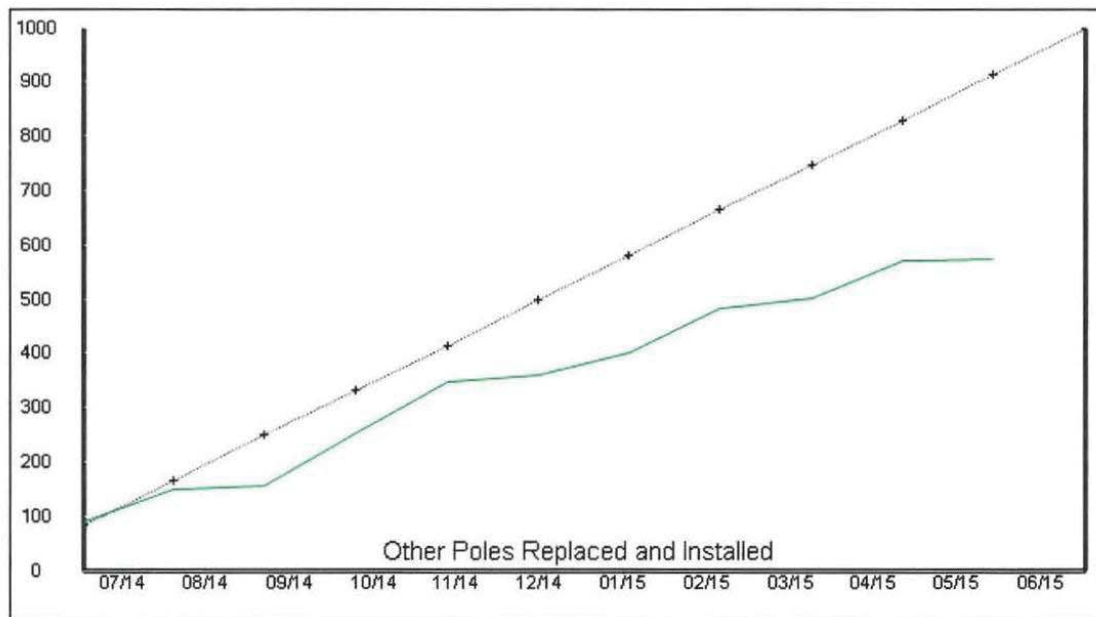
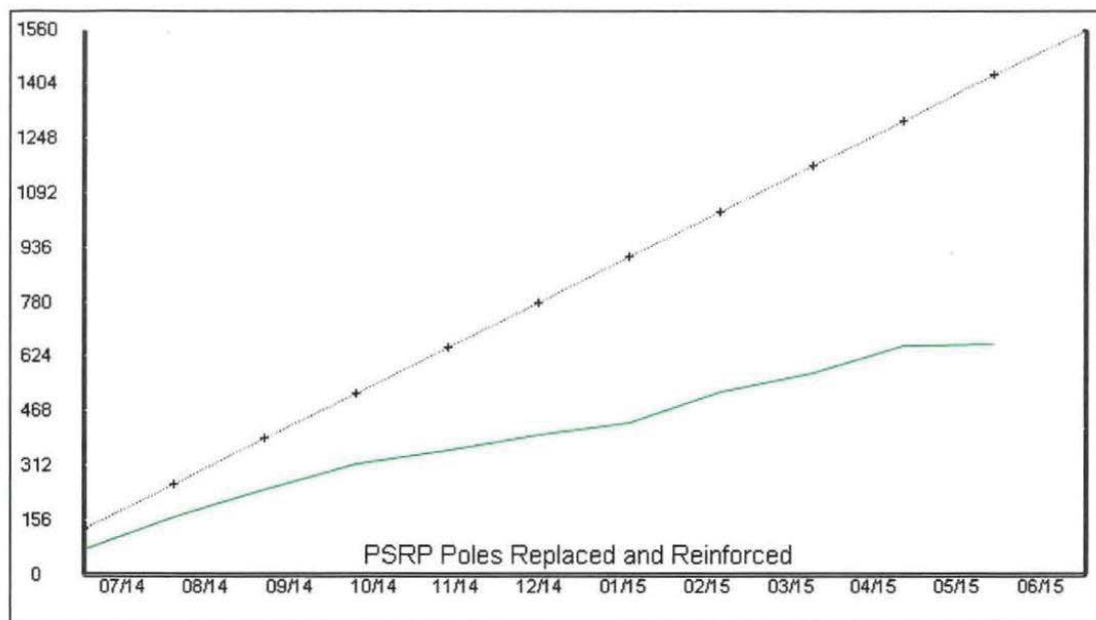
The table and graphs below detail the progress of the Power System Reliability Program.

### Power System Reliability Program (PSRP) Activity Update as of May 01, 2015

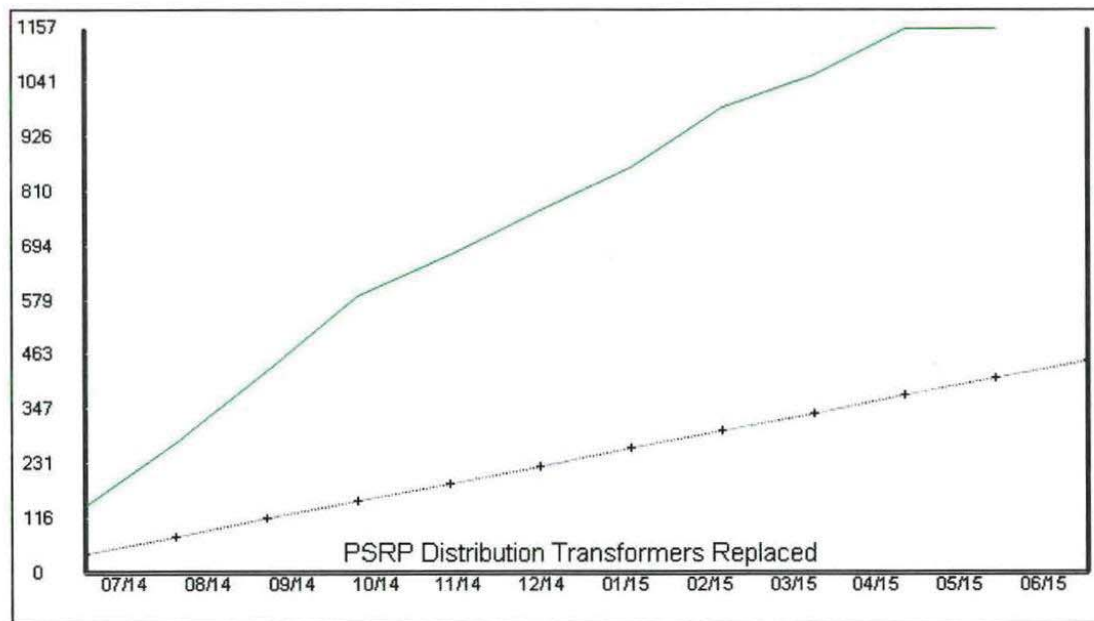
Key Performance Indicators	Units	13-14 Final	Current Count FY 14-15	June 30, 2015 14-15 Target
System Average Interruption Frequency Index (SAIFI)	Outages / year	0.48	0.71	0.68
System Average Interruption Duration Index (SAIDI)	Minutes out / year	61.69	83.86	90.00
Priority A Circuits carrying extra load due to failed components	Circuits	42	32	-
Priority B Circuits that have failed components		44	36	-
Priority C Circuits carrying extra load due to field work		63	59	-
Not yet prioritized		0	-	-
<b>Abnormal &amp; Temporary 4.8KV Circuit Backlog - Total of Priority A &amp; B Only</b>		<b>85</b>	<b>68</b>	<b>70</b>
PSRP Poles Replaced and Reinforced	Poles	616	661	1560
Other Poles Replaced and Installed		983	573	1000
<b>Total Poles Replaced, Reinforced, and Installed</b>		<b>1599</b>	<b>1234</b>	<b>2560</b>
PSRP Substructures Replaced and Repaired	Vaults	3	8	7
Other Substructures Replaced and Repaired		38	34	-
<b>Total Substructures Replaced and Repaired</b>		<b>41</b>	<b>42</b>	<b>-</b>
PSRP Distribution Transformers Replaced	Transformers	1018	1157	450
Other Distribution Transformers Replaced and Installed		964	894	1218

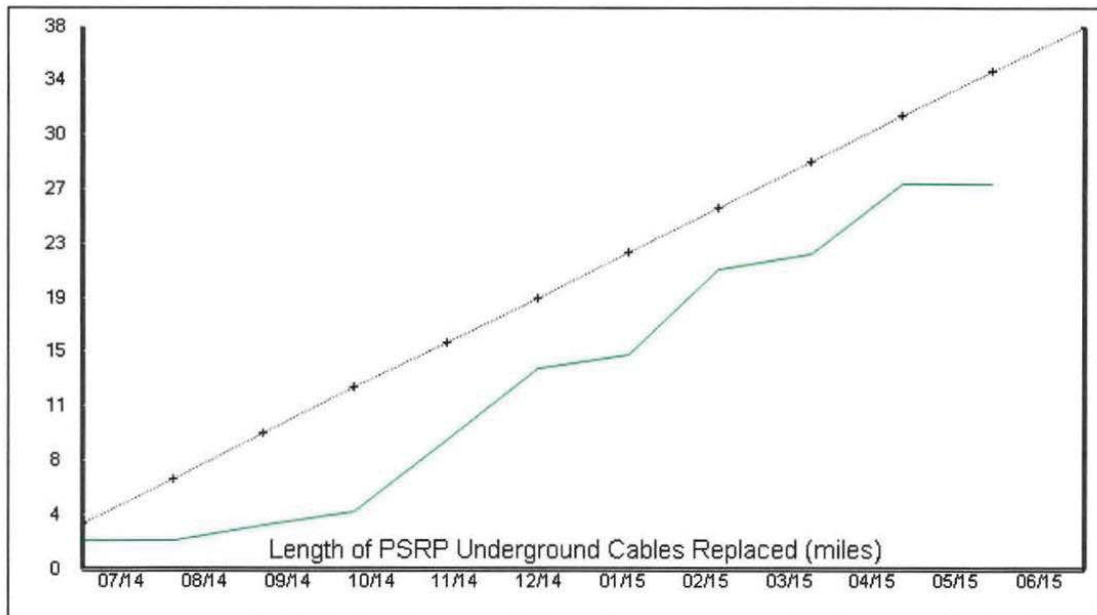
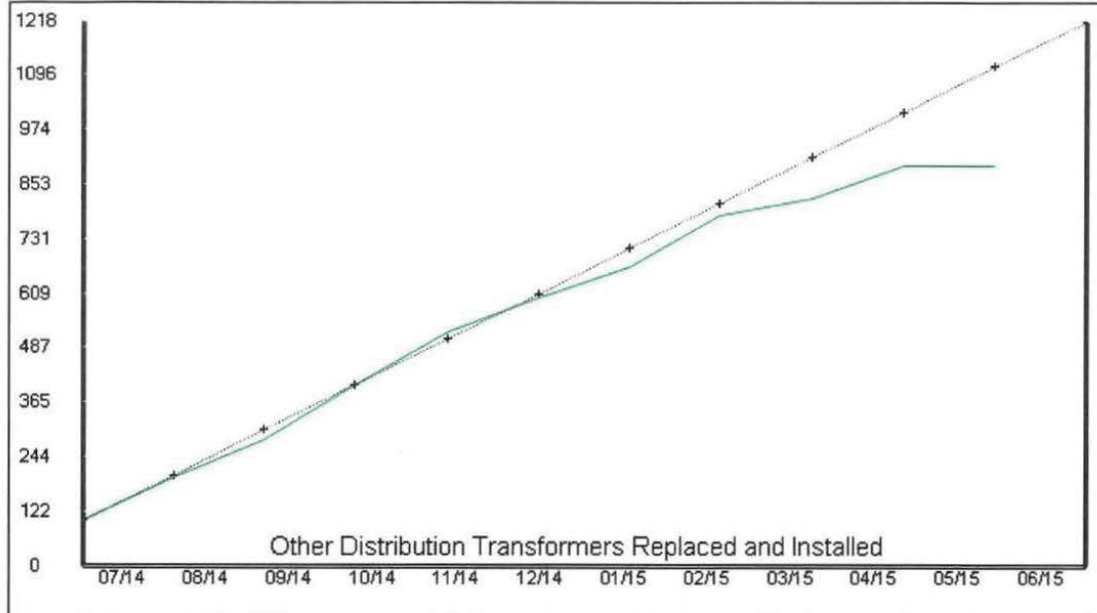
<b>Total Distribution Transformers Replaced and Installed</b>		1982	2051	1668
<b>Underground Transmission Cables replaced</b>	Cables	1	In Design	1 Cable
Length of PSRP underground cables Replaced	Miles	8.0	27.0	38.0
Length of Other underground cables Replaced and Installed		33.1	28.5	13.0
<b>Total Length of underground cables Replaced and Installed</b>		41.1	55.5	51.0
<b>Preventive Maintenance-Receiving, Distribution, Customer Stations</b>		28%	16%	20%

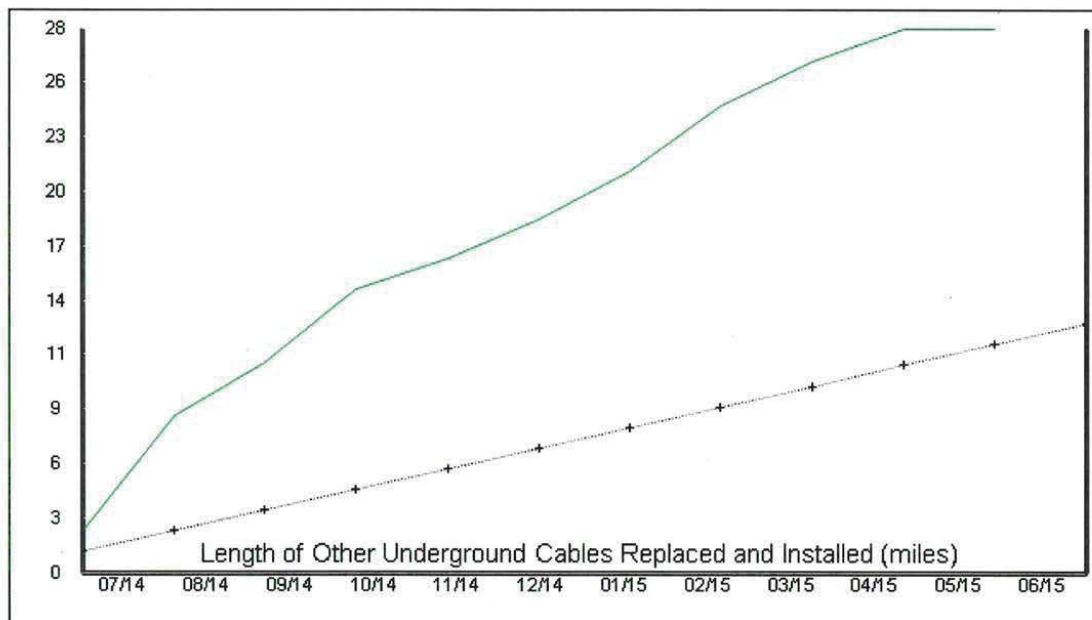













NOTE: Starting with FY 13-14 the page has been redesigned to provide more clarity of the PSRP items being completed.

Created and maintained by LADWP Power System Information Technology Group

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# Facilities Services Division

## Los Angeles Unified School District

All Youth Achieving

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Community | About My School | Facilities Initiatives | Facilities Branches | Business With FSD | My FSD

### About FSD

[Contact Us](#)  
[Organizational Charts](#)  
[Strategic Execution Plans](#)  
[Monthly BOC Reports](#)

### Strategic Execution Plans

#### FSD Consolidated SEP

- [2014 SEP](#)
- [2014 SEP Amendments](#)
- [2013 SEP](#)
- [2013 SEP Amendments](#)
- [2012 SEP](#)
- [2012 SEP Amendments](#)
- [2011 SEP](#)

#### Existing Facilities Archive

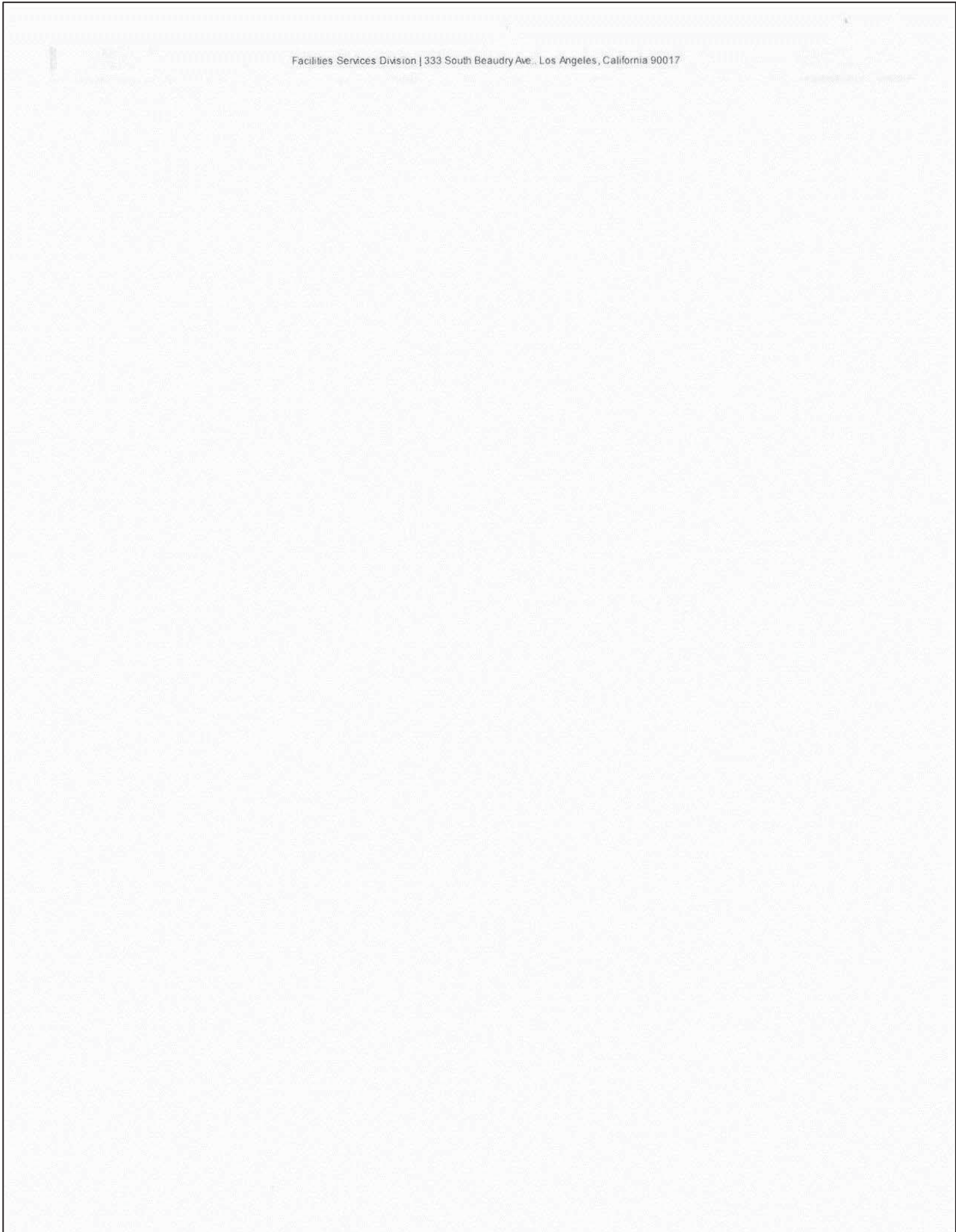
- [June 2009 SEP](#)
- [June 2008 SEP](#)
- [May 2007 SEP](#)
- [June 2006 SEP](#)
- [June 2005 SEP](#)
- [June 2004 SEP](#)
- [May 2003 SEP](#)
- [May 2002 SEP](#)

#### New Construction Archive


- [January 2010 SEP](#)
- [January 2009 SEP](#)
- [January 2008 SEP](#)
- [January 2007 SEP](#)
- [January 2006 SEP](#)
- [January 2005 SEP](#)
- [January 2004 SEP](#)
- [January 2003 SEP](#)
- [December 2001 SEP](#)

#### Other Strategic Execution Plans

- [Information Technology Infrastructure - April 2012](#)
- [Instructional Media Services - November 2008](#)
- [Planning & Development - March 2008](#)





 Los Angeles Police Department

home (/home) / support lapd (/support\_lapd)

## Neighborhood Watch Program

Neighborhood Watch, Block Watch, Town Watch, Crime Watch – whatever the name, it's one of the most effective and least costly ways to prevent crime and reduce fear in your neighborhood. Neighborhood Watch Programs fight the isolation and separation that crime creates and feeds upon. It forges bonds among area residents and businesses, helps reduce burglaries and robberies, and improves relations between police and the communities they serve.

- The LAPD's Neighborhood Watch Program
- Neighborhood Watch Sign Installation Application (/home/pdf\_view/5385)
- Neighborhood Watch Sign Specifications (/home/pdf\_view/5386)
- The LAPD's Basic Car System
- The ABC's of Neighborhood Watch
- LAPD Crime Prevention Section (/prevent\_crime)
- The National Crime Prevention Council (<http://www.ncpc.org/>)
- National Night Out (/get\_involved/content\_basic\_view/23478)

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### Neighborhood Watch Program

Neighborhood Watch is the cornerstone of the LAPD's crime prevention strategy. It enlists the active participation of residents, in cooperation with law enforcement, to reduce crime in communities throughout the City.

The Neighborhood Watch program was pioneered by the Los Angeles Police Department to educate community residents regarding their roles and responsibilities in the prevention of crime, and to encourage them to take active measures to prevent crime. The program calls upon residents to step forward and assist the police in organizing the community into a cohesive unit working toward the goal of building a safer, crime-free neighborhood. Neighborhood Watch groups discuss neighborhood crime problems with the objective of developing solutions to local problems. Los Angeles Police Officers supply crime information to neighborhood watch organizations and instruct these groups in various crime prevention techniques.

### Block Captains

The continuity and success of the Neighborhood Watch program hinges on the person referred to as the Block Captain. The "Block Captain" is a community member who acts as a liaison between those who work and/or live in a particular area, and the officers assigned to that area. Through the Block Captain, and through neighborhood general meetings, officers pass along crime prevention tips and information to members of the community. This liaison is maintained on an informal basis within the framework of the Neighborhood Watch group.

### Senior Lead Officers

Senior Lead Officers are a pivotal element in the LAPD's effort to prevent and deter crime. Senior Lead Officers provide the vital link that helps unite the LAPD and the communities it serves by ensuring that community problems are brought to the attention of the Department or other appropriate government



agencies. They are also instrumental in mobilizing neighborhoods through creative problem-solving strategies, crime prevention, and quality of life enhancement programs.

Senior Lead Officers are responsible for:

- Monitoring crime trends in their Basic Car areas
- Working with the Community-Police Advisory Boards (CPAB) and residents to develop goals to be accomplished through the efforts of all officers assigned to the Basic Car
- Acting as liaisons with Area detectives in order to stay informed of crime trends and special problems within the Basic Car area

Senior Lead Officers develop directed patrol plans that include strategies for dealing with recurrent Basic Car concerns. Sincere and continuous interaction between the police and the community enhances the quality of life and deters crime within the Basic Car area. Senior Lead Officers take the lead in establishing and maintaining this police-community partnership.

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### Basic Car System

The Los Angeles Police Department, working in conjunction with community organizations, businesses, neighborhood residents, and area elected officials, has apportioned the City into nineteen geographic Areas. This system allows the LAPD to deliver the highest quality police service to our constituents while at the same time tailoring law enforcement and public safety efforts to individual community needs. Each of the City's 19 geographic Areas is served by a Community Police Station ([/our\\_communities/content\\_basic\\_view/6279](#)). These stations themselves are further apportioned into small neighborhood units, referred to as Basic Cars. There are roughly eight to ten Basic Car areas per Community Police Station and each Basic Car area has one patrol car permanently assigned to provide service in that neighborhood. Additional patrol units may be assigned during periods of increasing workload.

### How Does It Work?

Three teams of officers are assigned to patrol your neighborhood on a 24-hour basis. Each team works one of the three 8-hour shifts. These officers patrol your neighborhood preventing crime and answering radio calls for service.

Officers assigned to a Basic Car generally do not rotate to other police cars. They remain assigned to your neighborhood car to familiarize themselves with you, your neighbors, and the problems that may arise in your community. Although there are other police cars assigned to the same area, the Basic Car has priority in answering all calls within its boundaries.

---

### The ABC's of Neighborhood Watch

You can form a Watch group around any geographical unit: a block, apartment, park, business area, public housing complex, office, or marina. A few concerned residents, a community organization, or a law enforcement agency can spearhead the effort to organize a Neighborhood Watch. Any community resident can join — young or old, single or married, renter or homeowner.

Members learn how to make their homes more secure, watch out for each other and the neighborhood, and report activities that raise their suspicions to the police department. Watch groups are not vigilantes. They are extra eyes and ears for reporting crime and helping neighbors.



Neighborhood Watch helps build pride and serves as a springboard for efforts that address community concerns such as recreation for youth, child care, and affordable housing.

- Getting Organized
- What Neighborhood Watch Members Look For
- How to Report
- Keeping Your Neighborhood Watch Group Active

---

### **Getting Organized**

When a group decides to form a Neighborhood Watch, it:

- Contacts the police department or local crime prevention organization for help in training members in home security and reporting skills and for information on local crime patterns
- Selects a coordinator and block captains who are responsible for organizing meetings and relaying information to members
- Recruits members, keeps up-to-date on new residents and makes special efforts to involve the elderly, working parents, and young people
- Works with local government and law enforcement to put up Neighborhood Watch signs, usually after at least 50 percent of all households in a neighborhood are enrolled

### **What Neighborhood Watch Members Look For**

- Someone screaming or shouting for help
- Someone looking into windows and parked cars
- Unusual noises
- Property being taken out of houses where no one is at home or a business is closed
- Cars, vans, or trucks moving slowly without apparent destination, or without lights
- Anyone being forced into a vehicle
- A stranger sitting in a car or stopping to talk to a child
- Abandoned cars.

Report these incidents to the police department. Talk about the problem with your neighbors.

### **How To Report**

- Give your name and address.
- Briefly describe the event - what happened, when, where, and who was involved.
- Describe the suspect: sex and race, age, height, weight, hair color, clothing, distinctive characteristics such as beard, mustache, scars, tattoos or accent.
- Describe the vehicle if one was involved: color, make, model, year, license plate, and special features such as stickers, dents, or decals.

### **Keeping your Neighborhood Watch Group Active**

It's an unfortunate fact that when a neighborhood crime crisis goes away, so does enthusiasm for Neighborhood Watch. Work to keep your Watch group a vital force for community well-being.

- Organize regular meetings that focus on current issues such as drug abuse, "hate" or bias-motivated violence, crime in schools, child care before and after school, recreational activities for young people, and victim services.
- Organize community patrols to walk around streets or apartment complexes and alert police to

crime and suspicious activities and identify problems needing attention. People in cars with cellular phones or CB radios can patrol.

- Adopt a park or school playground. Pick up litter, repair broken equipment, paint over graffiti.
- Work with local building code officials to require dead bolt locks, smoke alarms, and other safety devices in new and existing homes and commercial buildings.
- Work with parent groups and schools to start a McGruff House or other block parent program (to help children in emergency situations). A McGruff House is a reliable source of help for children in emergency or frightening situations. For information, call 801-486-8691.
- Publish a newsletter that gives prevention tips and local crime news, recognizes residents of all ages who have "made a difference," and highlights community events.
- Don't forget social events that give neighbors a chance to know each other - a block party, potluck dinner, volleyball softball game, or picnic.

#### **Los Angeles Police Department**

Crime Prevention Section  
100 West First Street, Room 250  
Los Angeles, CA 90012  
213-486-6000

#### **Take A Bite Out Of Crime**

Crime Prevention Tips From  
**National Crime Prevention Council (<http://www.ncpc.org/>)**  
1700 K Street, NW, Second Floor  
Washington, DC 20006-3817

### **INTERESTING FACTS**

The City of Los Angeles is 468 square miles

The LAPD was established in 1869

The LAPD badge, motto, uniform and acronym are the Intellectual Property of the City of Los Angeles

Venice Beach is the second largest tourist attraction in California, after Disneyland

The LAPD was established in 1869

The Los Angeles Police Academy was used for the 1932 Olympic Game's pistol and rifle competitions

The Los Angeles Police Academy remains a favorite of filmmakers, whose "Academy Arches" are recognizable around the world

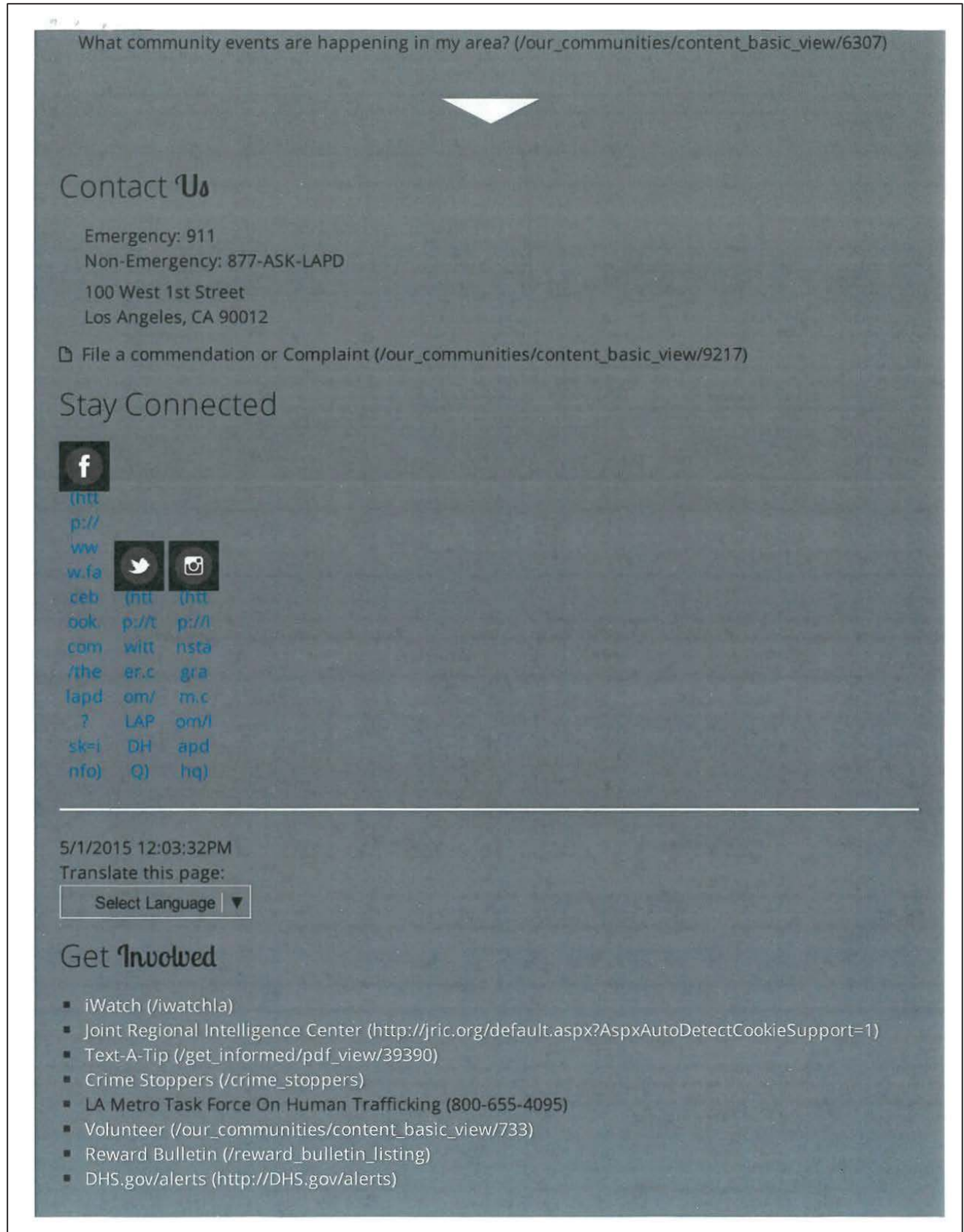
### **I WANT TO KNOW**

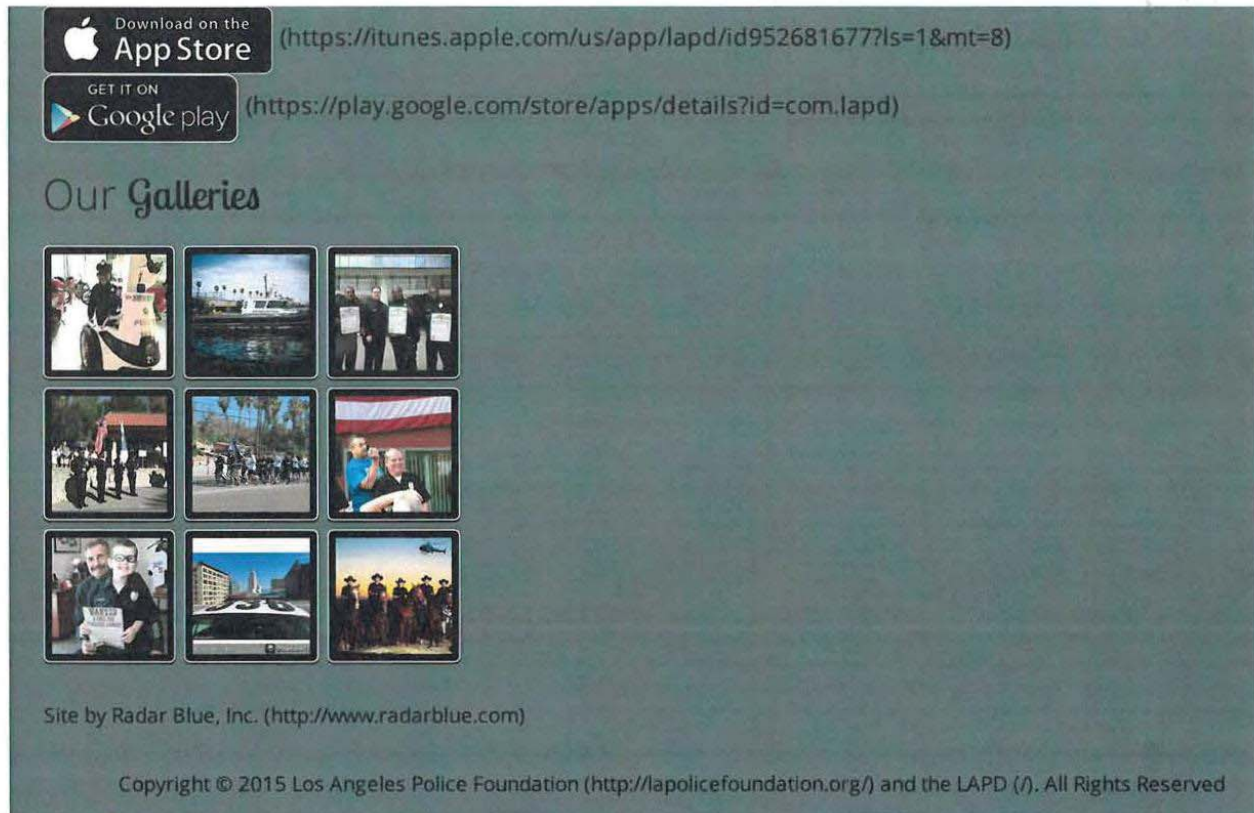
Do you have an internship program? ([/our\\_communities/content\\_basic\\_view/7711](#))

How can I volunteer for the LAPD? ([/our\\_communities/content\\_basic\\_view/733](#))

What LAPD programs are available for teenagers? ([http://www.lapdonline.org/youth\\_programs](http://www.lapdonline.org/youth_programs))







### About the Los Angeles Fire Department

The Los Angeles Fire Department (LAFD) is a full-spectrum life safety agency that protects our 174 neighborhoods and the more than five million people who live, work, and visit in America's second largest city. The LAFD responds to more than 1,200 emergency responses, transports more than 500 people to local hospitals, and effectively fights an average of 12 structure fires – each and every day.

To be prepared for any threat, ranging from earthquake, wildfire, floods, or pandemic, the LAFD maintains an array of standard and specialized firefighting and life safety personnel and apparatus. While most people are familiar with fire engines and aerial ladder trucks, the LAFD also operates basic and advanced life support ambulances, a fleet of helicopters and fireboats, specialized urban search and rescue and hazardous materials apparatus, bike paramedics, and other specialized teams and equipment.

The City of Los Angeles is geographically divided into 106 local fire station service areas. Currently, the LAFD operates across three Divisions, each with five to six Battalions. Within each Battalion are seven to ten local fire station service areas. The proposed Deployment plan realigns both Division and Battalion boundaries while retaining and supporting your local service area. When you call for service, we'll be there, typically within five minutes, ready to render any type of aid that is required.

Supporting the mission of the LAFD and serving the public is our cadre of professional civilian members who specialize in technical and administrative functions. The LAFD also manages a civilian Community Emergency Response Team (CERT), made up of hundreds of active LA residents. Several additional volunteer corps supplement the Department's mission of: Serving with Courage, Integrity, and Pride.

Today, the LAFD is evolving. The Department has developed a forward thinking Deployment Plan (Plan) that takes into account the current economic realities, while also taking advantage of new technologies that are already helping the department to more effectively and efficiently respond to the needs of each fire station service area. The Plan calls for all 106 fire stations to remain open. The Plan protects every existing firefighter's job. The LAFD's mission is predicated on ensuring public and firefighter safety. As the Department moves into the second decade of the 21st century, we will continue to evolve, focusing on the best possible use of available technology, training, and readiness.

To learn more about the proposed Deployment Plan, you may email us at: [lafd.deployment@lafd.org](mailto:lafd.deployment@lafd.org)

### Important Contact Information

**By Telephone:**  
213.978.3800 | Main Phone |  
213.978.3820 | Public Information Officer |  
213.485.3815 | Fax |

**Office of the Fire Marshal:**  
213.978.3570 | Phone |  
213.978.3516 | Fax |

**Public Safety Section:**  
213.978.3599 | Phone |  
213.978.3611 | Fax |

**Community Emergency Response Team (CERT)**  
818.756.9674 | Phone |

**Important email addresses:**  
**General Information:**  
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**Community Relations:**  
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**CERT:**  
[lafdcert@lafd.org](mailto:lafdcert@lafd.org)  
**Support the LAFD:**  
[info@supportlafd.org](mailto:info@supportlafd.org)  
**Fire & Life Safety Education Solutions:**  
[info@mysafetia.org](mailto:info@mysafetia.org)

**REMEMBER: If you have an emergency, dial 9-1-1 immediately. When you are on the line with an operator, be prepared to clearly state your location, your emergency, and how to best reach you.**

**To learn more about the LAFD, visit us online:**  
**Website:**  
[www.lafd.org](http://www.lafd.org)  
**Facebook:**  
<http://www.facebook.com/LosAngelesFireDepartment>  
**Twitter:**  
[www.twitter.com/LAFD](http://www.twitter.com/LAFD)  
**For a glossary of terms related to firefighting and the LAFD, please visit:**  
[www.lafd.org/glossary/](http://www.lafd.org/glossary/)



**www.lafd.org**





**Los Angeles Fire Department**  
200 N. Main Street  
Los Angeles, CA 90012  
Non-Emergency Phone: (213) 978-3845  
Emergency Dispatch: 911





**Los Angeles Fire Department**

**FY2011/2012 Deployment Plan**  
Positioning the LAFD for the Future

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Photo Credits: Tony Garcia, David Baines, and Robert Quackenbush



**Serving with  
Courage, Integrity & Pride**



**Vision Statement**

It is the mission of the Los Angeles Fire Department to preserve life and property, promote public safety, and foster economic growth through leadership, management and actions, as an all-risk life safety response provider.

**Department Motto:**

**Serving with Courage, Integrity, & Pride**

**The Deployment Plan**

The Deployment Plan (Plan) is designed to maximize service delivery and create long term structural change while sharing in the sacrifice required by the City's budgetary constraints. The Plan ends the disruptive rotating MCP closures, expands our EMS resources, realigns resources to match the service delivery needs of each local fire station service area, and redistributes resources with low volume to higher volume areas while maintaining coverage for all areas.

Specifically, the Plan saves over \$197 million dollars over the next three years; increases the daily complement of on-duty firefighters; increases the number of EMS Stations; and increases the number of EMS response resources. Additionally, the Plan realigns administrative geographic boundaries thereby reducing the number of Divisions and Battalions; and through redistribution and resource upgrades reduces, the number of Engines and Trucks.

**The Decision Making Process**

1. Analyze budget reduction impact on number of Fire Department positions.
2. Determine number emergency resources that result from budget reduction.
3. Analyze incident data history, response area size/terrain, population density and target hazards for: the entire City, each Division, each Battalion and each Fire Station district.
4. Develop minimal staffing level model.
5. Place minimal staffing level in each Fire Station district.
6. Place remaining resources in Fire Station districts after considering the unique needs of individual districts and the needs of the surrounding districts.
7. Analyze placement of additional resources using computer modeling software.
8. Adjust model to minimize impact of personnel reduction.
9. Determine, develop and provide policies, procedures and equipment necessary to support new staffing model.
10. Deploy new staffing model.
11. Analyze ongoing data to monitor success of modeling process.
12. Adjust resource placement as needed.

Note: Each step was processed using input from existing administrative staff, work group, field member input and subject matter experts. The details of the Plan are subject to change without notice.

## Los Angeles Fire Department FY2011/2012 Proposed Deployment Plan

Fire Department Facts	MCP	PLAN
Number of Fire Stations	106	106
Number of Divisions	2	3
Number of Battalions	14	13
Number of EMS Battalions	6	7
Paramedic Ambulances (ALS)	59	63
Basic Life Support Ambulance (BLS)	32	34
*006" BLS Ready Reserve Ambulance	16	24
Engine Companies	87	90
Assessment/Paramedic Engine Companies	58	72
Truck Companies	41	42
Hazardous Material Squads	4	5
USAR Companies	6	6
Helicopters	1 ALS, 5 BLS	2 ALS, 3 BLS
Airport Companies	8	9
Heavy Rescue Apparatus	1	3
Swift Water Rescue Teams	4	5
Bicycle Medic Teams	6	6
Brush Patrols	15	15
Emergency Lighting Units	2	3
Foam Tender	4	5
Rehab Air Tender	4	5
Fuel Tender	2	3

\*Note: MCP (2006)

NOTE: The Proposed Deployment Plan is scheduled to go into effect in the coming fiscal year, commencing July 1, 2011, subject to approval by the Los Angeles City Council.

**LAFD Apparatus**

The LAFD operates a wide variety of emergency and support apparatus.

**LAFD Command Vehicle (AC) (BC) –**

All Command Vehicles are specially equipped with computers, a suite of radios to enhance regional interoperability, maps, and information specific to the assigned geographic region. These apparatus serve as Mobile Command Post vehicles. Division-level command vehicles are staffed by an Assistant Chief (AC) and an Emergency Incident Technician (EIT). Battalion-level command vehicles are staffed by a Battalion Chief (BC). Both Division and Battalion Chiefs are assigned to these resources, providing critical incident command & control, coordination and communication with all assigned resources.

**LAFD Engine Company (E) –**

All LAFD Fire Stations include at least one Engine. This basic firefighting apparatus has three components: water tank, high-capacity water pump, and hose.

**LAFD Assessment Engine (AE) –**

The Assessment Engine is capable of responding to both medical incidents requiring Advanced Life Support (ALS) capabilities or a fire emergency. These apparatus are staffed with at least one assigned Paramedic Firefighter, one Fire Captain/Engineer and EMT Firefighters.

**LAFD Truck Company (T) –**

Typically housed with and accompanied by an Engine, the Truck carries a hydraulically operated 150-foot aerial ladder and specialized tools and equipment used for rescue, ventilation, forcible entry, salvage, and overhaul operations. They do not carry water. A Fire Captain II, an Apparatus Operator (AO) drive, two Firefighters and a fifth member, the Tower who steers the rear wheels, staff the Truck.

**LAFD Task Force (TF) –**

Normally comprised of three apparatus: an Engine Company, a Truck (Aerial Ladder) Company and a second Engine called a "Pump". These apparatus run together so that they operate with maximum flexibility.

**Light Force (LF) –**

A subset of the Task Force, including an Engine and a Truck.

**Assessment Light Force (ALF) –**

An Assessment Light Force (ALF) is staffed with a Paramedic. These companies provide Advanced Life Support (ALS) and mitigate fire emergency.

**Basic Life Support (BLS) Ambulance –**

The Firefighters assigned to these units are certified by the State of California as Emergency Medical Technicians (EMTs). EMTs are capable of providing first, basic airway management, assisting patients administer some of their personal medications and CPR. LAFD Firefighters are also trained to apply the Automatic External Defibrillator (AED).

NOTE: If the proposed Plan is approved, the LAFD will add additional "Ready Reserve" BLS across the City. BLS will be placed in Fire Stations where EMS responses are highest. Whenever additional EMS resources are needed in response to a single catastrophic event or an extraordinary increase in service, the LAFD dispatch protocol can provide the flexibility to reconfigure resources.

**Advanced Life Support (ALS) Ambulance –**

The Firefighters assigned to these units are licensed by the State of California as Paramedics. Paramedics provide advanced first aid, start IVs, administer a variety of medications by IV, injection and other routes, utilize advanced airway management tools, and perform defibrillation and synchronized cardioversion.



Want to learn more? You can learn more about LAFD apparatus by visiting the website: [www.lafd.org/apparatus/](http://www.lafd.org/apparatus/)



## Phase 3 Surveys are in Progress!

### NEWS



#### HistoricPlacesLA Launched!

On February 24th the City of L.A. and the Getty Conservation Institute launched HistoricPlacesLA.org,



#### Los Angeles LGBT Historic Context Published

Like San Francisco and New York City, Los Angeles's past is rich in lesbian, gay, bisexual, and transgender (LGBT) history. However, Los Angeles...



#### SurveyLA Historic Context Outline and Summary Tables Published

The citywide Historic Context Statement is a critical part of SurveyLA as it provides the framework for identifying and evaluating historic resources.

Professional survey teams are now completing Phase 3 (the final phase) of SurveyLA field surveys. Surveys are in progress in the following Community Plan Areas: Group 7 - Venice, Boyle Heights, Westwood, Wilshire and Group 8 - Vany Nuys - North Sherman Oaks, Chatsworth - Porter Ranch, Northridge, Reseda - West Van Nuys, Granada Hills - Knollwood, Sylmar, Sun Valley - La Tuna Canyon, Sunland - Tujunga. (see the [Phasing Plan](#)). As surveys are completed, you can view the [survey findings](#) by Community Plan Area.

The survey teams are working through the city using a custom-designed survey database and digital cameras. They are recording individual resources and potential historic districts which are significant for architecture as well as social and cultural associations.

If there are places in your neighborhood that you want to make sure the survey teams evaluate it's never too late! Please complete a [MyHistoricLA](#) form and/or provide us with your research as soon as possible. You can also share your places at [MyHistoricLA.org](#), our interactive "virtual town hall". To organize a broad-based effort to identify important resources in your community see [MyHistoricLA: Guide to Public Participation in SurveyLA](#).

Published, April 21, 2014



Office of  
HISTORIC  
RESOURCES



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200 N. Spring Street, Room 620, Los Angeles, CA 90012  
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## **Appendix L**

## **Findings of Fact and Statement of Overriding Considerations**



## **GRANADA HILLS-KNOLLWOOD COMMUNITY PLAN UPDATE**

### **Final Environmental Impact Report CEQA Findings of Facts and Statement of Overriding Considerations**

SCH No. 2008021061

LA CITY EIR NO. ENV-2006-5623-EIR

CPC No. CPC-2006-5568-CPU

## APPENDIX L - CEQA Findings of Fact and Statement of Overriding Consideration

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## **APPENDIX L - CEQA Findings of Fact and Statement of Overriding Consideration**

### **SECTION 1 – INTRODUCTION**

**California Environmental Quality Act (CEQA)** – HAVING RECEIVED, REVIEWED, AND CONSIDERED THE FOLLOWING INFORMATION AS WELL AS THE OTHER INFORMATION IN THE RECORD OF PROCEEDINGS ON THIS MATTER,

THE CITY COUNCIL OF THE CITY OF LOS ANGELES FINDS, DETERMINES, AND DECLARES AS FOLLOWS:

#### **CERTIFICATION OF THE FINAL EIR**

The Environmental Impact Report (EIR), consisting of the Draft EIR published in October 11, 2012 and the Final EIR published in October 2, 2015 for the Granada Hills-Knollwood Recommended Plan (“Project”), identified significant environmental impacts that will result from the adoption of the Recommended Plan. The Los Angeles City Council (City) finds that the implementation of certain mitigation measures as a requirement of project approval will reduce most, but not all, of the potential significant effects to less-than-significant levels. Those impacts that are not reduced to a less-than-significant level are identified and overridden due to specific economic, legal, social, technological, or other feasibility considerations.

As required by the California Environmental Quality Act (CEQA), the City, in adopting these Findings of Fact and Statement of Overriding Considerations, also adopts the Mitigation Monitoring Program (MMP) for the Recommended Plan included in the Final EIR. The City finds that the MMP meets the requirements of California Public Resources Code (PRC) Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate the potentially significant effects of the Recommended Plan.

In accordance with CEQA and the CEQA Guidelines, the City adopts these Findings as part of the certification of the EIR for the proposed project. Pursuant to PRC Section 21082.1(c)(3) and CEQA Guidelines Section 15090(a) (3), the City also finds that the EIR reflects the City’s independent judgment as the lead agency for the proposed project.

#### **PROJECT DESCRIPTION**

CEQA requires that the description of the project include “the whole of an action” and must contain specific information about the Plan to allow the public and reviewing agencies to evaluate and review its environmental impacts, and that this description must include all integral components of the Plan. A proper project description is important to ensure that “environmental considerations do not become submerged by chopping a large project into many little ones – each with minimal impact on the environment – which cumulatively may have disastrous consequences.” (Bozung v. Local Agency Formation Commission (1975) 13 Cal.3d 263, 283-284.)

The Recommended Plan “the Project” is described in the City Planning Commission Staff Report, the DEIR, and the FEIR and includes all of the actions described therein. Corrections or minor modifications (as described in the Staff Report and Determination Letter) to the project description have been analyzed in the DEIR and FEIR and have been recorded in the EIR Text Changes (FEIR Section 14). These include modifications made as a result of comments received on the

## **APPENDIX L - CEQA Findings of Fact and Statement of Overriding Consideration**

DEIR and the public hearing process. The changes do not constitute significant new information. The whole of the action includes the updated Community Plan Text and Land Use diagram, Zone and Height District Changes, revised Equinekeeping District, Granada Hills Specific Plan Amendment, Old Granada Hills Residential Floor Area (RFA) District, street redesignations and corresponding updates to related General Plan Elements (see Determination Letter for full list of Actions).

Project goals and objectives were summarized and restated in the FEIR (Chapter 13) to assist reviewers of the EIR; these goals and objectives can be found and are more fully discussed in the Community Plan Text (Chapters 1-5) and the City Planning Recommendation Report (Proposed Plan Summary). An overview of the Project is provided below.

### *SUMMARY OF PROJECT*

The Granada Hills-Knollwood Community Plan update directs future anticipated growth to already developed areas, redirecting growth away from undeveloped foothills and thereby preserving open space and natural resources. By lowering density in residential neighborhoods nearest these sensitive resources and redirecting growth toward areas with existing services and transportation infrastructure, the Project fosters sustainable planning principles such as those included in the General Plan Framework and the SCAG Sustainable Communities Strategy. The Project accommodates anticipated growth described by SCAG in its regional growth projections (SCS/RTP 2008, 2012).

The majority of the land use changes proposed by the Granada Hills–Knollwood Community Plan consist of General Plan Amendments and Zone Changes to create consistency with Framework Land Use designation, create consistency between existing land uses and zoning, restrict incompatible uses, and correct minor errors. The land use and zone changes concentrate development along major corridors such as Chatsworth Street, Devonshire Street, and Balboa Boulevard, in order to preserve single family residential throughout, but especially in the hillsides with very low to minimum residential densities. Several planning sub-areas in the Granada Hills–Knollwood CPA, such as the Old Granada Residential Floor Area (RFA) District, would also be zoned to reduce the allowed Floor Area Ratio (FAR) to address massing and neighborhood character, and an amendment to the existing “K” Equinekeeping District to include a minimum lot size for future subdivisions in order to preserve equine uses. Beyond these changes, the Granada Hills–Knollwood Community Plan does not introduce major changes to land use in the CPA.

The Granada Hills-Knollwood Community Plan EIR analyzes total reasonably anticipated development in the Community Plan area and analyses community-wide impacts anticipated to result from this total anticipated increase in development. Analysis of site-specific impacts as a result of increases in allowable density on any given site is not feasible, as it would be too speculative to identify potential site-specific changes as a result of the Recommended Plan. Rather these impacts are generally addressed in the EIR. Site-specific impacts will be addressed at the project level. The City's threshold for discretionary review of individual projects (if some other discretionary action is not requested) is the addition of 50 residential units or 50,000 square feet of commercial or industrial space. This threshold is not altered by the Recommended Plan. All projects over this size require a site-specific CEQA review process at the project level and the



## **APPENDIX L - CEQA Findings of Fact and Statement of Overriding Consideration**

incorporation of all feasible mitigation measures to reduce any significant and potentially significant impacts is required. In addition, any project triggering any other discretionary action will require site-specific CEQA review, including all future subdivisions, variance applications, and projects within the Granada Hills Specific Plan and other implementation overlays.

### **SHORT TERM VERSUS LONG TERM IMPACTS**

The Recommended Plan updates the Existing 1996 Plan, which anticipated a mix of suburban and semi-rural uses. That Existing 1996 Plan anticipated and accommodated a reasonable expected population of 70,482 persons during its plan horizon. The Recommended Plan is intended to resolve existing land use conflicts and decrease overall development potential in the Plan Area. The Plan allows for better preservation of single-family residential neighborhoods (through changes to land use designations and zoning, and the Old Granada Residential Floor Area District) and equinekeeping neighborhoods (through revised conditions for the Equinekeeping “K” District), and more effectively preserves open space, hillside and foothill areas. By redirecting anticipated growth from less developed portions of the community, open space areas particularly in the foothills, would be preserved thereby preserving open space in perpetuity (a long term benefit). As recognized in the No Project Alternative, the Project does not cause new development to occur, as development in the area is currently allowed under the Existing 1996 Plan, rather it accommodates new development in a more sustainable manner shifting growth to areas where it complements existing development patterns and protecting sensitive areas from impacts of new development. With that said, the EIR analyzed impacts from all development allowed under the Proposed Plan consistent with the requirements of CEQA, recognizing the baseline as the existing physical conditions and not the current plan.

### **GROWTH INDUCING IMPACTS OF THE RECOMMENDED PLAN**

Section 15126.2(d) of the CEQA Guidelines requires a Final EIR to discuss the ways the Recommended Plan could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. Growth inducing impacts include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

The Recommended Plan as analyzed in the EIR allows for reasonable expected development to accommodate an estimated 66,168 persons during the plan horizon (2030). For CEQA purposes, the Recommended Plan must be evaluated as compared to Existing Conditions. As such, the Recommended Plan accommodates 9,112 or 5,478 more persons depending on the year population is measured from – the 2005 population of 57,056 persons or 2010 census population of 60,690, respectively. The DEIR analyzed the potential impacts associated with the 2005 Existing Conditions leading to a more conservative analysis of those impacts.

The Recommended Plan’s reasonable expected level of development of 66,168 persons is slightly higher than the Southern California Association of Governments (SCAG) projection of 65,293 persons by 2030. The Recommended Plan is designed to satisfy the projected population

## **APPENDIX L - CEQA Findings of Fact and Statement of Overriding Consideration**

growth forecast by SCAG and further address new policies included in SCAG's adopted Sustainable Communities Strategy, prepared to address regional land use and transportation obligations needed to meet SB 375 and AB 32. Since SCAG, which is the regional agency responsible for projecting growth, anticipates growth in the area, land use capacity changes and adjustments to accommodate anticipated growth would not be considered growth inducing; rather they are generally considered growth accommodating. While the Recommended Plan could allow slightly more population growth than identified by SCAG, such incremental additional growth would be consistent with state and regional policies (including those in the SCS, and more recently SB 743) directing growth to areas adjacent to transit. The Recommended Plan would accommodate slightly greater population growth than forecast by SCAG, a difference of approximately 3 percent. The Recommended Plan largely redirects anticipated growth to existing developed commercial areas and multiple-family residential areas and preserves single-family residential neighborhoods, equinekeeping properties, as well as open space and foothill areas. Therefore, it would not continue to place pressure on undeveloped areas to accommodate new development. In any case, any impacts from the Recommended Plan were analyzed in the Impact Analysis for the DEIR and FEIR. The Recommended Plan is not expected to induce growth beyond that analyzed in the Impact Analysis chapters of the EIR.

The Recommended Plan would not cause the city to extend infrastructure beyond that required to meet the anticipated needs of future development in Granada Hills-Knollwood. The Recommended Plan is anticipated to be served with upgrades and maintenance of existing infrastructure within the area and would not be expected to stimulate additional population growth than already expected and thus would not result in growth inducing effects.

### **SIGNIFICANT IRREVERSIBLE IMPACTS**

CEQA Guidelines Section 15126.2(c) states that: “[u]ses of nonrenewable resources during the initial and continued phases of the Project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the Project. Irreversible commitments of resources should be evaluated to assure that such current consumption is justified.”

Development of the anticipated level and type within the Granada Hills-Knollwood Community Plan Area would cause the irreversible commitment of limited resources including energy and water for project development and operation. The construction phases and subsequent occupancy of new development would require the use of non-renewable resources (notably sand and gravel) for construction as well as a commitment of energy resources for building materials, fuel, operation, and the transportation of goods and people to and from the project sites. Commitment of resources during construction of future projects within the Community Plan Area would include: construction labor, materials used in construction, and fossil fuels consumed by project-generated traffic and construction equipment. Commitment of resources following project construction would be similar to existing conditions, including electricity and gas to operate the projects and fossil fuels used by project-related traffic.

## **APPENDIX L - CEQA Findings of Fact and Statement of Overriding Consideration**

The assumed level of development within the Community Plan Area would incrementally reduce existing supplies of fuels including fuel oil, natural gas, and gasoline, since fossil fuels are currently the principal energy source. These changes are not considered significant when compared to existing energy consumption; however, this still represents a long-term commitment of non-renewable resources. Increasing commitment to renewable technologies will help offset demand. The construction of future projects within the Plan Area would also require the commitment or destruction of other non-renewable and slowly renewable resources. These resources include lumber and other forest products, sand and gravel, asphalt, petrochemical construction materials, steel, copper, lead and other metals, and water.

Commitment to the scale and type of future development allowed under the Recommended Plan would restrict future generations from other uses of development properties and supplies of resources for the life of the projects, approximately 50-100 years or more.

The commitment of resources required for the type and level of recommended development would limit the availability of these resources for future generations for other uses during the life of the Plan. However, this resource consumption would be consistent with growth and anticipated change in the City of Los Angeles, the County of Los Angeles, and the Southern California region as a whole. Further, use of such resources would be of a relatively small scale in relation to the Recommended Plan's fulfillment of regional and local urban design and development goals for the area. These goals are intended to promote smart growth that would reduce resource consumption by preserving open space and sensitive environmental areas and redirecting growth within the CPA to areas along major commercial corridors. The strategy would help reduce vehicle trips and would incorporate sustainable design features, utilizing renewable resources and reducing energy and water consumption. Therefore, the use of such resources for future projects in the Plan Area would be reduced as compared to development in other locations that would not fulfill such goals as fully.

### **ALTERNATIVES**

CEQA requires that an EIR include an analysis of a reasonable range of feasible alternatives to a proposed project capable of avoiding or substantially lessening any significant adverse environmental impact associated with the project. (CEQA Guidelines, section 15126.6.) Feasible, for purposes of CEQA, means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

The significant environmental impacts of the Project and the alternatives were identified and evaluated in the Draft EIR (Chapter 6) and further described in Chapter 13 of the Final EIR.

### **RESPONSES TO COMMENTS**

The City evaluated comments on the environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The City reviewed the comments received and the responses thereto and has determined that neither the comments received nor the responses

## **APPENDIX L - CEQA Findings of Fact and Statement of Overriding Consideration**

to such comments add significant new information regarding environmental impacts to the Draft EIR. The City Council has based its actions on a full evaluation of all comments in the Record of Proceedings, concerning the environmental impacts identified and analyzed in the Final EIR.

During the comment period, comments regarding the use of 2005 data were made. Specifically, commenters argued that the data from the 2010 Census required the City to adjust the baseline and assumptions used in the DEIR. These comments were addressed in the Final EIR, which includes an evaluation of potential impacts utilizing 2010 Census data. Based on this analysis, the City finds substantial evidence supports the analysis and conclusions in the DEIR.

### **MITIGATION MONITORING PROGRAM**

CEQA requires the Lead Agency approving a Project to adopt a Mitigation Monitoring Program (MMP) for the changes to the Project which it has adopted or made a condition of Project approval in order to ensure compliance with the mitigation measures during Project implementation. The mitigation measures included in the Final EIR as certified by the City Council and included in the MMP as adopted by the City Council serves that function. The MMP includes all of the mitigation measures and project design features that reduce potential impacts which were identified in the Final EIR.

In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. The final mitigation measures are described in the MMP. Each of the mitigation measures identified in the MMP, and contained in the Final EIR, is incorporated into the Project. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts the MMP included in the FEIR in Chapter 11 and incorporated by reference into these findings. The City Council finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP, and contained in the Final EIR. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

### **OTHER AGENCY ACTIONS**

The City Council is approving and adopting findings for the entirety of the actions described in these Findings and in the Final EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as “responsible agencies” under CEQA). Because the City is the Lead Agency for the Project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

### **SUBSTANTIAL EVIDENCE**

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR and Final EIR, and other materials found in the Record of Proceedings. Moreover, the City Council finds that where more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

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The City Council finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

### **RECORD OF PROCEEDINGS**

For Purposes of CEQA and these findings the Record of proceedings for the Granada Hills-Knollwood Community Plan consists of the following documents, which includes, but is not limited to the following:

- (1) The Notice of Preparation for the Project (the “NOP”), and all other public notices issued by the City in connection with the Project;
- (2) The Final EIR, its corrections to the Draft EIR, and all technical appendices, dated October 2, 2015;
- (3) The Draft EIR, and all technical appendices, dated October 11, 2012;
- (4) All written comments submitted by agencies or members of the public during any public review comment period on the Draft EIR;
- (5) All written and verbal public testimony presented during noticed public hearings for the Project (consistent with City Council policy) at which such testimony was taken, including without limitation, the Report to City Planning Commission, Report to Council, including all attachment, any all presentations by City staff, the City’s consultants, the public, and any other interested party; and
- (6) The Mitigation Monitoring Program for the Project (the “MMP”);
- (7) The reports, studies and technical memoranda included and/or referenced in the DEIR and the FEIR and or their appendices;
- (8) All documents, studies, EIRs, or other materials incorporated by reference in the DEIR and the FEIR;
- (9) The Department of City Planning Recommendation Report and Determination Letter to City Council;
- (10) All Ordinances and Resolutions presented to and/or adopted by the City in connection with the Project; and all documents incorporated by reference therein, specifically including, but not limited to, this resolution and all of its exhibits, the plan amendment resolution, and the zone change ordinances;

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(11) Matters of common knowledge to the City, including but not limited, to federal, state, and local laws and regulations, adopted City plans, policies (including but not limited to the City of Los Angeles General Plan, General Plan Framework and Granada Hills-Knollwood Community Plan, and the professional qualifications of its staff members and consultants;

(12) Any documents expressly cited in this Resolution and its exhibits, the Report to City Planning Commission, Report to Council, the Final EIR or the Draft EIR; and

(13) Any other relevant materials required to be in the record of proceedings under Section 21167.6(e) of the Public Resources Code.

### **CUSTODIAN OF DOCUMENTS**

The custodian of the documents or other material which constitutes the record of proceedings upon which the City Planning Commission and City Council's decision is based is the City of Los Angeles, City Clerk, City Hall located at 200 North Spring Street, Los Angeles, California 90012; all other record of proceedings shall be kept with the Department of City Planning, and the Director of Planning shall be the custodian of the documents.

### **INDEPENDENT JUDGMENT**

CEQA requires that the lead agency exercise its independent judgment in reviewing the adequacy of a Final EIR and that the decision of a lead agency in certifying a Final EIR and approving a Project not be predetermined. The City Council finds that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City has conducted its own review and considered the Draft EIR, Final EIR, Appendices and all other related materials, per Section 15132 of the Public Resources Code, reflect the independent judgment and analysis of the Lead Agency and is exercising its independent judgment when acting as herein provided.

### **RELATIONSHIP OF FINDINGS TO EIR**

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control and the Draft EIR and Final EIR or both, as the case may be, are hereby amended as set forth in these Findings.

### **FINDINGS OF FACTS REGARDING ENVIRONMENTAL IMPACTS**

The City of Los Angeles makes the following findings in response to the potentially significant effects on the environment identified and analyzed in the Final EIR for the Recommended Project.

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (the "Guidelines") require a public agency, prior to approving a proposed project, to identify significant impacts of the proposed project and make one or more of the three possible findings for each of the significant impacts. These findings are provided below and will be used hereinafter and referenced as identified below:



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CEQA FINDING 1. Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (Guidelines Section 15091 (a)(1)); and

CEQA FINDING 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (Guidelines Section 15091 (a)(2)); and

CEQA FINDING 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR. (Guidelines Section 15091 (a)(3)).

These Findings herein incorporate the facts and discussions of the significant environmental impacts that may occur as a result of the Project, and in accordance with the provisions of CEQA and CEQA Guidelines, the City of Los Angeles hereby adopts these Findings. For each of the significant environmental effects identified in Section 2, as set forth in greater detail in these Findings herein, the City of Los Angeles makes the finding under Public Resources Code Section 21081(a)(3) and CEQA Guidelines section 15091(a)(3). For each of the significant environmental effects identified in Section 3, as set forth in greater detail in these Findings herein, the City of Los Angeles makes the finding under Public Resources Code Section 21081(a)(1) and CEQA Guideline section 15091(a)(1). Although CEQA Guidelines Section 15091 does not require findings to address environmental impacts that an EIR identifies as merely “potentially significant,” these findings will fully account for all such effects identified in the EIR.

Section 15091 of the State CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as having “no impact” or a “less than significant” impact. Nevertheless, Section 4 in the Findings fully account for all resources areas, including those identified in the EIR as less than significant.

In accordance with the provisions of CEQA and The CEQA Guidelines, the City Council of the City of Los Angeles has independently reviewed the Record of Proceedings (see list of contents in this Section) and based on the evidence in the Record of Proceedings adopts these Findings of Fact.



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### SECTION 2 – ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The Final EIR indicates that potentially significant and unavoidable impacts attributable to the Recommended Plan are limited to Aesthetics, Air Quality, Greenhouse Gas Emissions, Noise, Transportation, and Utilities/Service Systems (Water Resources). As described below in the findings for these impacts, there are either no feasible mitigation measures or the feasible mitigation measure(s) would only partially mitigate this significant impact and the residual effect would remain significant.

The City of Los Angeles finds, based on the facts set forth in the record, which include but are not limited to the facts as set forth below, those facts contained in the Draft EIR and the Response to Comments, and any other facts set forth in materials prepared by the City and/or City consultants, that there are no feasible mitigation measures, changes, or alterations available to reduce the significant and unavoidable impacts attributable to the Recommended Plan to Aesthetics, Air Quality, Greenhouse Gas Emissions, Noise, Transportation, and Utilities/Service Systems (Water Resources).

#### A. AESTHETICS

**Impact 4.1-1** Implementation of the Recommended Plan could have a substantial adverse effect on a scenic vista.

**Impact 4.1-2** Implementation of the Recommended Plan could damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

**Impact 4.1-3** Implementation of the Recommended Plan could substantially degrade the existing visual character or quality of the site and its surroundings.

**Impact 4.1-4** Implementation of the Recommended Plan could create a new source of substantial light or glare that could adversely affect day- or nighttime views in the area.

**Impact 4.1-5** Implementation of the Recommended Plan could result in development of structures that would shade shadow-sensitive uses for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October).

**Findings:** These impacts are significant and unavoidable. The cumulative impacts are also significant and unavoidable.

#### Explanation

The Recommended Plan incorporates project features that are intended to minimize, to the extent possible, adverse impacts to aesthetics. For example, residential development would be limited in the northern portion of the CPA, which include foothill areas near the Santa Susana Mountains

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and the San Gabriel Mountains. New housing or commercial opportunities will be directed towards existing multiple-family residential areas and commercial corridors. In addition to land use and zone changes, the Recommended Plan includes an amendment to the Granada Hills Specific Plan, which adds new parcels to the specific plan boundaries, and updated design guidelines that ensure that new development is compatible with the general surrounding character. Overall, impacts to aesthetics would be primarily limited to targeted growth areas. While project features and mitigation measure MM4.1-1 would reduce this impact in many cases to less than significant, since specific development projects are unknown at this time, the adoption and implementation of the Recommended Plan could impact aesthetics. Due to the uncertainty regarding the specific details of future development, the EIR noted that the Recommended Plan could have a significant and unavoidable impact on aesthetics. The uncertainty of future projects also leads to the conclusion that surrounding scenic resources, scenic vistas, and visual character could be impacted; therefore, the Recommended Plan's cumulative impact would also be significant and unavoidable.

### **Mitigation Measures:**

**MM4.1-1** As a condition of approval for any discretionary project or project located within the Granada Hills Specific Plan, the City shall address aesthetics concerns as appropriate to minimize site-specific aesthetic impacts, including impacts to views, scenic resources, lighting, and shading.

**Findings on Significance Impact:** The City adopts CEQA Findings 1 and 3.

### **Facts in Support of Findings:**

#### **(a) Scenic Vistas**

The major scenic features in the vicinity of the Granada Hills-Knollwood CPA are the Santa Susana Mountains to the northwest, the San Gabriel Mountains to the northeast, and the San Fernando Valley and Santa Monica Mountains to the south. Generally, the land use and zone changes under the Recommended Plan would not disrupt views of the Santa Susana or San Gabriel Mountains. Since the changes focus on directing growth away from existing residential neighborhoods and the foothills towards existing multiple-family residential areas and along commercial corridors, potential adverse impacts on scenic vistas and views from development under the Recommended Plan would likely be limited to those targeted areas. However, most new development within the multiple-family residential and commercial areas would be subject to the Granada Hills Specific Plan regulations where projects would have to address aesthetic concerns through development standards that address building massing, building orientation, site layout, and building articulation. Additionally, the Specific Plan has height restrictions to ensure that new development complements the existing scale of neighborhood properties. Adoption of the Recommended Plan will not, by itself, result in significant impacts to scenic vistas. Although the Plan's goals and policies and existing city regulations encourage the preservation of scenic vistas, it may not be feasible in a given instance to implement sufficient preservation to reduce the impacts to scenic vistas to below a level of significance. While it is anticipated that scenic vistas would be preserved, the potential exists that scenic vistas could be impacted. It would be

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speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, the impact to scenic vistas is considered significant and unavoidable.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as Plan policies, Specific Plan regulations, and other federal, state and local regulations) that could mitigate this impact to a less than significant level. Project alternatives would allow more widely dispersed growth in designated hillside and open space areas, which are areas that are likely to have scenic vistas, and would therefore, likely worsen the significant impact.

### **(b) Scenic Resources**

The major scenic resources in Granada Hills-Knollwood include the mid-century modern architecture of the Balboa Highlands, the Knollwood Golf Course and surrounding residential area, the designated Historical/Cultural Landmark Deodar trees between San Fernando Mission on White Oak Avenue and the lush landscaping and open spaces in the northern portion of the CPA. Additionally, the Transportation (Mobility) Element identifies portions of Balboa Boulevard, Sesnon Boulevard, Rinaldi Street, White Oak Avenue, and the SR-188 and I-5 freeways as scenic roadways. These roads provide public views of hillsides, open spaces in the northern portion of the CPA, and more distant vistas of the Santa Susana and San Gabriel Mountains and the greater San Fernando Valley.

Four sites in the CPA have been designated as Historic-Cultural Monuments and are therefore protected. Changes under the Recommended Plan would not change the overall land use pattern of the CPA. The Recommended Plan would further protect and preserve the area's scenic resources by limiting development in the foothills, and Mitigation measure MM4.1-1 would also help to reduce potential impacts for new development projects within the Granada Hills Specific Plan. Although the Plan's goals and policies and existing city regulations for historic monuments encourage the preservation of scenic resources, it may not be feasible in a given instance to implement sufficient preservation to reduce the impacts to below a level of significance. While it is anticipated that scenic resources would be preserved, the potential still exists that they could be impacted. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, impacts to scenic resources are considered significant and unavoidable.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as Plan policies, Specific Plan regulations, and other federal, state and local regulations), that could mitigate this impact to a less than significant level. Project alternatives would allow more widely dispersed growth in designated hillside and open space areas, which are likely to have scenic resources, and would therefore, likely worsen the significant impact.

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### **(c) Visual Character of Site and Surroundings**

Elements contributing to the visual character of the CPA include low-scale buildings, rustic and ranch style development, as well as scenic vistas of the surrounding mountain ranges and of the expansive San Fernando Valley. The Recommended Plan would limit development along the foothills, preserve single-family residential and equinekeeping neighborhoods, and will retain open space areas. Future growth is being directed toward existing multiple-family residential area and along commercial corridors. Most of these areas would also be subject to the Granada Hills Specific Plan's regulations, which will address aesthetics through design guidelines and the design review component of all development project. In addition, mitigation measure MM4.1-1, would further protect the existing visual character of the area by requiring not only projects within the Specific Plan but other discretionary projects to address aesthetic concerns. Although the Plan's goals and policies and existing city regulations (i.e. building height and site layout requirements of the Zoning Code) encourage the preservation of scenic resources, it may not be feasible in a given instance to implement sufficient preservation to reduce the impacts to below a level of significance. While it is anticipated that scenic resources would be preserved, the potential still exists that they could be impacted. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, impacts to scenic resources are considered significant and unavoidable.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such Plan policies, Specific Plan regulations, and other federal, state and local regulations), that could mitigate this impact to a less than significant level. Project alternatives would allow more widely dispersed growth that would likely worsen the significant impact.

### **(d) Light and Glare**

As discussed above, impacts to aesthetics would be primarily limited to the existing multiple-family residential area and commercial areas. New lighting sources associated with additional dwelling units, businesses, street lighting and vehicle headlights would be anticipated in these areas. All new development would be required to be consistent with the LAMC, which would ensure that light-sensitive areas adjacent to or within new development would be protected from spillover or excessive lighting. Conformance to LAMC regulations as well as implementation of mitigation measure MM4.1-1 would help reduce this impact. Adoption of the Recommended Plan will not, by itself, result in significant new sources of light and glare. Although the Plan's goals and policies and existing city regulations (i.e. Zoning and Building Code regulations) limit the amount of light and glare that could adversely affect day- or nighttime views, it may not be feasible in a given instance to implement sufficient measures to reduce the impacts to below a level of significance. While it is anticipated that light and glare from new development projects would be limited, the potential still exists that they could be significant. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, impacts to new sources of light and glare are considered significant and unavoidable.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such Plan policies, Specific Plan regulations, and other federal,

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state and local regulations), that could mitigate this impact to a less than significant level. Project alternatives would allow more widely dispersed growth that would likely worsen the significant impact.

### (e) Shade Shadow - Sensitive Uses

Generally, the Recommended Plan would not change the overall land use patterns within the CPA. Existing residential neighborhoods, particularly equestrian-oriented neighborhoods, and open space areas would be protected. Additionally, the Old Granada Residential Floor Area (RFA) District addresses massing and scale in this particular residential neighborhood. Shade shadow impacts on sensitive uses would be primarily limited to the existing multiple-family residential and commercial areas. Sensitive uses are generally routinely useable outdoor spaces associated with residential, recreational or institutional land, as well outdoor eating areas for restaurants. For the most part, new residential development would be relatively low to low-medium density development and buildings generally two to three stories tall. Development within these areas would be subject to the Specific Plan which addresses shade and shadow impacts through height regulations. Adoption of the Recommended Plan will not, by itself, result in significant shade/shadow of sensitive uses. However, it may not be feasible in a given instance to implement sufficient measures to reduce the impacts to below a level of significance. While it is anticipated that light and glare from new development projects would be limited, the potential still exists that they could be significant. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, shade and shadow impacts to sensitive uses are considered significant and unavoidable.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such Plan policies, Specific Plan regulations, and other federal, state and local regulations), that could mitigate this impact to a less than significant level. Project alternatives would allow more widely dispersed growth that would likely worsen the significant impact.

### B. AIR QUALITY

**Impact 4.2-3** Implementation of the Recommended Plan could violate air quality standards or contribute substantially to an existing or projected air quality violation.

**Findings:** This impact is significant and unavoidable. The cumulative impact is also significant and unavoidable.

#### Explanation

During construction and demolition activities, emissions from dust could adversely affect sensitive receptors in and around the CPA. Construction equipment is frequently diesel-fueled, which generates more pollutants than gas-powered construction equipment. Construction activities associated with the Recommended Plan would occur throughout the life of the Plan, and would be intermittent as market conditions allow for development opportunities. Emissions would be anticipated to be lower during years where, economically, the area is experiencing a slowdown, and higher during years where the economy is at peak. Implementation of mitigation measures

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MM4.2-1 through MM4.2-4 would reduce this impact, but not necessarily to a less than significant level. Due to the unknown level of construction activity that could occur on any given day throughout the life of Plan (i.e., construction schedule and specific location), construction emissions for individual projects allowed under the Recommended Plan cannot be quantified. Therefore, the daily average emission during the life of the Plan could exceed the South Coast Air Quality Management District's (SCAQMD) recommended thresholds for construction emissions and impacts could be significant and unavoidable. The Recommended Plan would also contribute a cumulatively considerable increase in emissions as a result of construction activities under the Plan.

With regards to operational emissions, these are generated by both stationary and mobile sources which result from normal day-to-day activities within the CPA. For example, stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment. Mobile emissions would be generated by the motor vehicles traveling to, within, and from the CPA. Development under the Recommended Plan would result in vehicle and area emissions that would exceed SCAQMD's daily thresholds for ROG, PM<sub>10</sub> and PM<sub>2.5</sub> before mitigation, therefore, this impact would be significant and unavoidable. Implementation of mitigation measures MM4.2-1 through MM4.2-4 would reduce this impact; however, PM<sub>10</sub> emissions would still exceed regulatory thresholds. Granada Hills-Knollwood is located in the South Coast Air Basin, which has been designated as a nonattainment area for PM<sub>10</sub> and PM<sub>2.5</sub> emissions and for ozone. Because emissions under the Recommended Plan would exceed the thresholds for PM<sub>10</sub> and PM<sub>2.5</sub>, and since the South Coast Air Basin is already impacted, new development under the Recommended Plan could have a significant cumulative impact on regional air quality.

### **Mitigation Measures:**

**MM4.2-1** As a condition of approval for any discretionary project or project located within the Granada Hills Specific Plan, the City shall require all contractors to include the following best management practices in contract specifications and print on plans:

- Use properly tuned and maintained equipment.
- Construction contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.
- Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.
- Use heavy duty diesel-fueled equipment that uses low NO<sub>x</sub> diesel fuel to the extent it is readily available and feasible.
- Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
- Maintain construction equipment in good operating condition to minimize air pollutants.



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- Construction contractors shall utilize materials that do not require painting, as feasible.
- Construction contractors shall use pre-painted construction materials, as feasible.
- Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Construction contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.
- Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.

**MM4.2-2** As a condition of approval for any discretionary project or project located within the Granada Hills Specific Plan, the City shall require projects that cover areas greater than 5 acres to provide appropriate analysis and modeling for CO, NOX, PM10, and PM2.5.

**MM4.2-3** In order to comply with the California Air Resources Board (CARB) Air Quality and Land Use Handbook (June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures shall be incorporated into project building design. The appropriate measures shall include one of the following methods:

- The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resource Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality pollutants prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Lead Agency for review and approval. The applicant or implementation agency shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.
- The applicant shall implement the following features that have been found to reduce air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Service Division for review and approval prior to the issuance of a demolition, grading, or building permit.
  - Do not locate sensitive receptors near distribution center's entry and exit points.
  - Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility.



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- Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
- Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHARE 85% supply filters shall be used.
- Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
- Maintain positive pressure within the building.
- Achieve a performance standard of at least 4 air exchanges per hour of recirculation.
- Achieve performance standard of .25 air exchanges per hour of an unfiltered infiltration if the building is not positively pressurized.
- Project applicant shall maintain, repair, and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.

**MM4.2-4** As a condition of approval for any discretionary project or project located within the Granada Hills Specific Plan, the City shall require projects to implement applicable Greenhouse Gas reduction measures in the design of projects, including:

- Install energy efficient lighting (e.g., light emitting diodes), heating and cooling systems, appliances, equipment, and control systems).
- Install light colored "cool" roofs and cool pavements.
- Create water efficient landscapes.
- Install water efficient fixtures and appliances.

**Finding on Significance Impact:** The City adopts CEQA Findings 1, 2, and 3.

**Facts in Support of Findings:**

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All development within the City is required to implement “best management practices” specified by the SQAMD rules (i.e., Rules 403, 431.1, 431.2, 1109, and 1113). For instance, site watering, soil stabilization, covering truck and storage piles, as well as the use of low sulfur fuel for stationary construction equipment, are all practices required by existing regulations. Mitigation measures MM4.2-1 through MM4.2-4, as revised per the recommendation of SCAQMD, were included to minimize potential environmental effects with regards to construction and operational emissions. The City finds that the above measures are appropriate and feasible, and would substantially lessen the potential adverse environmental effects of the Recommended Plan by requiring the implementation of mitigation measures to reduce emissions. Even with the standard SCAQMD regulations and identified mitigations, construction activities would still generate emissions that exceed the SCAQMD’s thresholds. Because of the non-attainment status of the air basin and uncertainties regarding future attainment of ozone precursors, this impact would remain significant and unavoidable. No additional feasible measures are available to reduce this impact below a level of significance (Public Resource Code, 21002; CEQA Guidelines 15091, 15126.4, subd. (a)(2)). To the extent that this adverse impact will not be substantially lessened or eliminated, the City finds that specific economic, social and other considerations identified in the Statement of Overriding Considerations support the approval of the Recommended Plan.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (California Air Resource Board regulations) that could mitigate this impact to a less than significant level. In addition, the project alternatives would still violate air quality standards. Alternatives 1 and 2 would lead to widespread growth throughout the CPA, including development of vacant lots in the foothills and open space areas rather than targeting new development in existing multiple-family residential and commercial areas. Since the South Coast Air Basin is already a nonattainment area, construction impacts that result in PM10 and PM2.5 emissions under the project alternatives would still be significant.

**Impact 4.2-4** Implementation of the Recommended Plan could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).

**Findings:** This impact is significant and unavoidable. The cumulative impact is also significant and unavoidable.

### Explanation

The South Coast Air Basin is designated as a nonattainment area for PM10 and PM2.5 emissions and for ozone. Long term air quality within the CPA, as well as within the basin, would be adversely affected by both mobile sources and area source emissions. Mobile sources include criteria air pollutant emissions, primarily from the addition of new mobile sources to the area, such as automobiles. Stationary area source emissions, which are associated with the operation of residential units, would be generated by the consumption of natural gas for space and water heating devices, while mobile emissions would be generated by motor vehicles traveling within the CPA, for example. The Recommended Plan includes project features that minimize

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development along the foothills and within the fringes of the CPA and requires new development within targeted areas such as the Granada Hills Specific Plan be designed to foster pedestrian activity. In addition to the project features, the implementation of measures MM4.2-1 through MM4.2-3 would help to reduce construction-related and operational emissions. Implementation of measures would reduce emissions from operational activities, except for PM10 emissions which would exceed SCAQMD's threshold. Since emissions under the Recommended Plan could be significant, and the CPA is within a nonattainment area, this is considered to be a potentially significant cumulative impact.

### **Mitigation Measures:**

MM4.2-1 through MM4.2-4, see above.

**Finding on Significance Impact:** The City adopts CEQA Findings 1, 2, and 3.

### **Facts in Support of Findings:**

As discussed in the DEIR (Chapter 4.2), The City finds that the potential cumulative impact of net increase of any criteria pollutant is expected to be significant because PM10 would exceed the SCAQMD thresholds and the CPA is in nonattainment for this emission. The City further finds that the above measures are appropriate and feasible, and would substantially lessen, but not avoid the potential adverse environmental effects of approving and implementation of the Recommended Plan. Because of the nonattainment status of the air basin and uncertainties regarding future attainment, this impact would remain significant and unavoidable. No additional feasible mitigation measures are available to reduce this impact below a level of significance. To the extent that this adverse impact will not be substantially lessened or eliminated, the City finds that the specific economic, social and other considerations identified in the Statement of Overriding Considerations support the approval of the Recommended Plan.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (Specific Plan regulations, and California Air Resource Board regulations) that could mitigate this impact to a less than significant level. In addition, the project alternatives would still violate air quality standards. Alternatives 1 and 2 would lead to dispersed growth throughout the CPA, including development of vacant lots in the foothills and open space areas rather than targeting new development in areas served by transit. Since the South Coast Air Basin is already a nonattainment area, construction impacts that result in PM10 and PM2.5 emissions under the project alternatives would still be significant.

**Impact 4.2-5** Implementation of the Recommended Plan could expose sensitive receptors to substantial pollutant concentrations.

**Findings:** The level for exceedance of the localized significance thresholds (LST) during construction is significant and unavoidable. The cumulative impact is also significant and unavoidable for LST.

### Explanation

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The air quality section addresses the impacts of the Recommended Plan on the exposure of people to hazardous pollutant concentrations. The pollutants of concern include criteria air pollutants and toxic air contaminants (TAC). Criteria pollutants are identified as carbon monoxide (CO) and suspended particulate matter, such as PM<sub>10</sub>, and toxic air contaminants, which are identified as particulate matter from diesel-fueled engines, asbestos, metals, and other contaminants.

### **Mitigation Measures:**

MM4.2-1 through MM4.2-3, see above.

**Finding on Significance Impact:** The City adopts CEQA Findings 1, 2, and 3.

### **Facts in Support of Findings:**

As discussed in the DEIR (Chapter 4.2), a hotspot analysis for CO was conducted; the results of the level of service for the intersections studied concluded that no intersection would exceed national or state standards for 1-hour or 8-hour CO concentrations; therefore, the impact for CO concentration would be less than significant.

A TAC analysis was also conducted. This study focused on the level of diesel particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) emitted mostly from diesel-powered equipment during construction activities, chemicals from industrial uses, and exhaust from vehicles. Estimation of the cancer risk from diesel particulate matter assumes long-term exposure of the pollutant. Construction related exposure would be short-term in nature, therefore the health risk from air pollutants generated during construction is anticipated to be less than significant. However, operational activities may include the implementation of industrial processes that would emit TACs, or may locate sensitive receptors in the vicinity of existing TAC emitters, such as freeways. Diesel trucks could also be used to make deliveries to retail and commercial land uses within the CPA. Diesel particulate matter from mobile sources has been identified as a toxic air contaminant by the California Air Resources Board (CARB). Consequently, future residents in the CPA could be exposed to TACs from diesel sources that could exceed the health risk thresholds. In order to mitigate potential impacts, discretionary projects or projects that are within the Granada Hills Specific Plan would be required to comply with measures MM4.2-1 through MM4.2-3, making this impact less than significant.

A Localized Significant Thresholds (LST) analysis, which calculates PM<sub>10</sub> and PM<sub>2.5</sub> emissions, was not conducted because construction emissions are dependent on the number of construction and delivery vehicles operating, the length of time in operation, and the amount of soil that is disturbed on a daily basis. Without a known schedule or an anticipated annual or daily level of construction, emissions cannot be accurately estimated. As a condition of approval for any discretionary project or project located within the Granada Hills Specific Plan, the City would require projects that cover areas greater than 5 acres to provide appropriate analysis and modeling for CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. However, since a LST analysis was not conducted, implementation of the Recommended Plan could exceed LST thresholds during construction.

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Therefore, this impact would be significant and unavoidable for construction activities. The Recommended Plan would also have a cumulative significant and unavoidable impact for LST.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (Specific Plan regulations, and applicable California Air Resource Board regulations) that could mitigate this impact to a less than significant level. In addition, new development under the project alternatives, which would lead to dispersed development pattern throughout the CPA, could also exceed the localized significant thresholds during construction.

### C. GREENHOUSE GAS (GHG) EMISSIONS

**Impact 4.6-1** Implementation of the Recommended Plan would result in development that could contribute to substantial emissions of greenhouse gases.

**Impact 4.6-2** Project emissions of greenhouse gases would have the potential to conflict with the implementation of Assembly Bill (AB) 32.

**Findings:** These impacts are significant and unavoidable. The cumulative impacts are also significant and unavoidable.

#### Explanation

Implementation of the Recommended Plan would generate greenhouse gases through the construction of new residential, commercial or industrial uses. Greenhouse gas emissions from development under the Recommended Plan would specifically arise from project construction and from sources associated with project operation, including direct sources such as motor vehicles, natural gas consumption, and solid waste handling/treatment, and indirect sources such as electricity generation. Emissions of greenhouse gases for construction activities cannot be determined because the extent of equipment use and duration of individual construction projects are unknown. Estimated future emissions from area sources, electricity consumption, and landfills would increase during the life of the Plan. The Recommended Plan includes project features, such as directing growth to existing multiple-family residential and commercial areas, and limiting development in hillside and equinekeeping areas in order to minimize potential impacts. There are also state mandated regulations, such as Title 24, and measure MM4.6-1 that would help to reduce potential impacts from greenhouse gas emissions but not to a less than significant level.

Implementation of the Recommended Plan would comply with the goals and policies established by AB 32, such as requiring energy efficiency in buildings and appliances. However, because greenhouse gas emissions must include emissions generated during construction, the total impact on climate change cannot be determined. Mitigation measure MM4.6-1, along with state mandated regulations, would help reduce operational impacts, but not to a less than significant level. This impact is significant and unavoidable. Both impacts would also be cumulatively significant and unavoidable.

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### **Mitigation Measures:**

**MM4.6-1** As a condition of approval for any discretionary project or project located within the Granada Hills Specific Plan, the City shall require projects to implement applicable Greenhouse Gas reduction measures in the design of projects, including:

- Install energy efficient lighting (e.g., light emitting diodes), heating and cooling systems, appliances, equipment, and control systems.
- Install light colored “cool” roofs and cool pavements.
- Create water-efficient landscapes.
- Install water-efficient fixtures and appliances.

**Findings:** The City adopts CEQA Findings 1, 2, and 3.

### **Facts in Support of Findings:**

#### **(a) Emissions of Greenhouse Gases**

As discussed above, greenhouse gas emissions would arise from project construction and from sources associated with project operation. The Recommended Plan includes zone changes to preserve and limit single-family residential uses in hillside areas through project features such as the K-District. The Recommended Plan includes a few zone changes in established areas such as subarea 1820 on Chatsworth Street (zone change from A2-1 to RD2-1 to match the land use designation). Impacts from greenhouse gas emissions associated with the Recommended Plan would likely occur within these designated targeted areas and in existing multiple-family residential and commercial areas. Implementation of state mandated regulations (as required by the California Air Resource Board) would result in the reduction of greenhouse gas emissions. Projects within most commercial areas in the CPA would be subject to the Granada Hills Specific Plan and would be required to comply with applicable regulations to ensure the development complements the surrounding area. Additionally, the mitigation measures identified would help reduce potential impacts from operational emissions. However, because the extent of equipment use and duration of individual construction projects are unknown, greenhouse gas emissions from construction activities cannot be determined and therefore, this impact would be considered significant and unavoidable.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan that could mitigate this impact to a less than significant level. In addition, new development under the project alternatives would result in higher emissions of greenhouse gases because unlike the Recommended Plan, which aims to reduce greenhouse gas emissions by directing growth to areas to existing multiple-family residential areas and commercial areas, the project alternatives would lead to dispersed development pattern throughout the CPA that would increase operational and construction greenhouse gas emissions.



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### (b) AB 32

AB 32 required the California Air Resource Board (CARB) to develop a scoping plan that described the approach California would take to reduce greenhouse gases to achieve the goal of reducing emissions. Many of the greenhouse gas reduction measures (i.e., low carbon fuel standard, advanced clean car standards, and cap-and-trade) are beyond the scope of this project. Applicable reduction measures include making land use changes to encourage transit-oriented and infill development that reduce vehicle miles traveled (projected growth targeted in areas along commercial corridors), and improving energy efficiency in buildings and appliances. The Recommended Plan would comply with applicable goals and policies established under AB 32.

In addition to AB 32, Senate Bill 375 now requires MPOs, which in this case is SCAG, to include sustainable community strategies for the purpose of reducing greenhouse gas emissions. Since the Recommended Plan is consistent with SCAG's 2004 Regional Transportation Plan, it is also consistent with AB 32. However, because the greenhouse gas emissions must include emissions generated during construction, the total impact on climate change from implementation of the Recommended Plan cannot be determined. Therefore, this impact is deemed significant and unavoidable.

As discussed in the DEIR (Chapter 4.6), there are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan that could mitigate this impact to a less than significant level. In addition, new development under the project alternatives would result in higher emissions of greenhouse gases because unlike the Recommended Plan, which aims to reduce greenhouse gas emissions by directing growth to areas that are served by transit, the project alternatives would lead to dispersed development pattern throughout the CPA increasing VMT and vehicle emissions along with increased operational and construction greenhouse gas emissions.

### D. NOISE

**Impact 4.10-5** Construction of development pursuant to the Recommended Plan could result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

**Impact 4.10-7** Construction of development pursuant to the Recommended Plan could generate or expose persons or structures to excessive groundborne vibration.

**Impact 4.10-8** Construction of development pursuant to the Recommended Plan could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project due to construction activities.

**Findings:** These impacts are significant and unavoidable. The cumulative impacts are also significant and unavoidable.



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### Explanation

Implementation of the Recommended Plan would result in construction activities associated with new development projects. While specific development plans are unknown at this time, it is likely that construction activities associated with projects pursuant to the Recommended Plan would be located near existing or future noise-sensitive uses (i.e., residences and schools). For instance, groundborne noise and vibration generated during construction activities could impact existing sensitive uses or result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity. However, construction related impacts would be primarily limited to existing multiple-family residential areas and commercial areas, which is where future infill development will likely occur. It is important to note that construction noise would be anticipated to be lower during years when the area is experiencing an economic downturn, and higher during years of economic growth. Implementation of mitigation measures MM4.10-2, and MM4.10-3 would reduce this impact, but not necessarily to a less than significant level. New projects would also be required to comply with the LAMC with regards to construction noise levels and hours of operation, performance standards for powered tools, and other regulations. However, due to the unknown level of construction activity that would occur on any given day throughout the life of the Recommended Plan (i.e., construction schedule and specific location), construction noise for individual projects allowed under the Recommended Plan cannot be quantified.

### **Mitigation Measures:**

- MM4.10-2** As a condition of approval for any discretionary project or project located within the Granada Hills Specific Plan, the City shall require all contractors to include the following best management practices in contract specifications and print on plans:
- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
  - The construction contractor shall locate construction staging areas away from sensitive uses.
  - When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
  - Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
  - Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
  - The construction contractor shall consider potential vibration impacts to older (historic) buildings.

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**MM4.10-3** As a condition of approval for any discretionary project or project located within the Granada Hills Specific Plan, the City shall require proposed industrial projects located within 1,000 feet of a residential land use to complete a noise study using the significance thresholds established in the City of Los Angeles CEQA Thresholds Guide. Identified impacts shall be mitigated per the City's Noise Ordinance.

**Findings:** The City adopts CEQA Findings 1 and 3.

### **Facts in Support of Findings:**

#### **(a) Construction Noise**

As discussed in the DEIR (Chapter 4.10), the Recommended Plan could result in significantly increased noise levels during construction activities. Construction-related groundborne noise and vibration is generated mainly from the use of construction equipment such as pile drivers, bulldozers, trucks, and/or jackhammers. The groundborne noise and vibration generated during construction activities would primarily impact existing sensitive uses (e.g., residences, schools, and hospitals) that are located adjacent to, or within, the vicinity of specific projects. It may be possible that construction activities could occur as close as 25 feet from sensitive receptors that would result in these sensitive receptors experiencing groundborne noise and vibration impacts above the threshold of 85 Vdb. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 dBA measures at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and/or other noise reduction devices or techniques." Construction activities may still be required in proximity to nearby sensitive receptors and construction-related noise levels which could exceed the 75 dBA threshold. The Recommended Plan directs new infill housing and commercial development to existing multiple-family residential areas and commercial areas, which is where construction-related noise will likely occur.

In general, construction activities associated with implementation of projects pursuant to the Recommended Plan would likely last for a period of several weeks and would generate noise levels at noise-sensitive uses ranging from 86 dBA Leq to as high as 107 dBA Leq. These noise levels would occur during various stages of individual project construction and could exceed the limits established by the City's CEQA Threshold Guidelines. Construction of development could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project due to construction activities. These impacts would be considered significant and unavoidable. It is anticipated that project-specific environmental analyses of larger discretionary projects, will address this issue in more detail, potentially identifying further mitigation. However, due to the uncertainty regarding the specific details of future development and a set construction schedule, this impact would be considered to be significant and unavoidable even with the incorporated mitigation measures.

The project's contributions to cumulative noise impacts are temporary in nature as they occur during construction activities. Typically construction noise is a localized effect, but when multiple

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construction projects are underway in the same general area, cumulative construction impacts could occur.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan that could mitigate this impact to a less than significant level. The project alternatives would still have a significant impact due to construction noise. Alternatives 1 and 2 would not limit construction noise, it would just lead to widespread growth throughout the CPA, including development of vacant lots in the foothills and open space areas rather than targeting new development in existing multiple-family residential areas and commercial areas. Therefore, the impact under the project alternatives would also be significant.

### E. TRANSPORTATION/TRAFFIC

**Impact 4.13-2** Implementation of the Recommended Plan could result in inadequate emergency access during construction unless mitigated.

**Impact 4.13-3** The volume-weighted average V/C ratio under the Recommended Plan would exceed that of existing traffic conditions and the percentage of roadway segments projected to operate at unsatisfactory levels of service would substantially exceed that of existing traffic conditions.

**Findings:** These impacts are significant and unavoidable. The cumulative impacts are also significant and unavoidable.

#### Explanation

Implementation of the Recommended Plan would direct projected growth to existing multiple family residential areas and commercial areas. This targeted growth strategy allows for the preservation of large residential lots and open space in the hillside areas of Granada Hills-Knollwood. This strategy will preserve single-family residential neighborhoods and natural resources, and will also provide new housing and commercial in areas that have supportive infrastructure and amenities. Impacts related to emergency access and traffic conditions on roadway segments would be concentrated in these areas. Mitigation measure 4.13-1 would help minimize the impact on emergency access but not to a less than significant level.

The Recommended Plan analyzed roadway segment Level of Service (LOS) to determine service capacity and projected deficiencies of various roadway networks in Granada Hills-Knollwood. LOS is a qualitative measure used to describe the conditions of traffic, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The Department of Transportation (LADOT) has established LOS D as a minimum satisfactory level of service. LOS is related to the ratio of traffic demand volume to capacity (V/C) for each street segment. Based on the analysis, it was determined that the weighted average V/C would exceed the existing baseline conditions, and would increase the number of roadway segments operating at LOS E or F.

#### **Mitigation Measures:**

**MM4.13-1:** As a condition of approval for any discretionary project or project located within the Granada Hills Specific Plan, development review procedures shall be conducted

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to ensure that the applicable Mobility policies of the Granada Hills-Knollwood Community Plan are applied and implemented when such projects are considered for approval.

**Findings:** The City adopts CEQA Findings 1 and 3.

### **Facts in Support of Findings:**

#### **(a) Emergency Access**

As discussed in the DEIR (Chapter 4.13), one of the project features of the Recommended Plan is to direct growth to commercial corridors and preserve hillside and open space areas. Emergency access is an ongoing issue for hillside properties, particularly in Very High Fire Hazardous Severity Zones in the hilly northern and western portions of Granada Hills-Knollwood. The Recommended Plan includes policies and land use changes to preserve the existing character of the CPA's hillside and open space areas, so the Recommended Plan will not exacerbate existing emergency access in these areas. New development will likely be infill development in existing multiple-family residential areas and commercial areas. The City requires development plans to be submitted to the City for review and approval to ensure that all new development has adequate emergency access, including turning radius in compliance with existing City regulations. Projects would be subject to the City's permitting process, in which the Police and Fire Departments would review the project to ensure that temporary construction barricades or other obstructions do not impede emergency access. However, because the details about specific development projects are unknown at this time, the adoption and the Recommended Plan and implementing ordinances could impact emergency access. Additionally, there could be a potentially significant cumulative impact if construction occurs concurrently in a given area, which would mean that there would be a concurrent emergency access obstruction due to a number of construction projects.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as Specific Plan regulations, development review procedures), that could mitigate this impact to a less than significant level. Additionally, the project alternatives could still lead to adverse impacts to emergency access during temporary construction conditions. Alternatives 1 and 2 would still permit development projects, and in turn construction that could temporarily impact emergency access; it would lead to widespread growth throughout the CPA, rather than targeting new development along commercial corridors. Therefore, the impact under the project alternatives would still be significant.

#### **(b) Volume-Weighted Average (V/C Ratio)**

The volume-weighted average V/C ratio under the Recommended Plan would substantially exceed that of existing (2005) traffic conditions, and the number of roadway segments projected to operate at unsatisfactory levels of service would substantially exceed that of existing traffic conditions. As the Final EIR concluded, the implementation of the Recommended Plan would result in an unavoidable significant adverse transportation impact based on the City's adopted thresholds of significance. In 2030, under the Recommended Plan, the volume-weighted vehicle to capacity (V/C) ratio and the percentage of roadway links projected to operate at level of service

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(LOS) E or F would both substantially exceed that of 2005 baseline conditions. Total vehicle miles of travel (VMT) and vehicle hours of travel (VHT) also would be significantly increased. The traffic study for the EIR identified several intersections that would be significantly adversely impacted by increased traffic generated by the Recommended Plan. While these impacts may be improved through the identified mitigation measures, there is considerable uncertainty as to whether conditions at the time of implementation would make these measures feasible.

While these impacts could be reduced to a level of less than significant through effective implementation of the mitigation measure identified above, in some instances, these measures will not likely be feasible due to physical and operational constraints. Traffic congestion at impacted intersections would represent a significant and unavoidable cumulative impact.

The Transportation Improvement and Mitigation Program (TIMP) includes recommendations for mitigating the projected increase in traffic volume and shift in traffic patterns associated with land use changes. The major emphasis of the TIMP is to encourage alternative modes of transportation – walking, bicycling, transit use - to reduce vehicle trips generated in the CPA, as well as on roadway improvements. The Recommended Plan provides opportunities for use of alternate modes of transportation (non-motorized trips and transit) by concentrating development along commercial corridors, such as Chatsworth and Devonshire Streets, and in existing multiple-family residential neighborhoods.

Policies included in the Recommended Plan would reduce traffic impacts in the area, but not to a less-than-significant level. There would still be a significant adverse transportation impact as a result of the Recommended Plan as compared to 2005 conditions. The percentage of roadway segments projected to operate at LOS E or F and the weighted V/C ratio are anticipated to increase as are the number of vehicle miles traveled and vehicle hours of travel decrease. While the Recommended Plan is anticipated to result in impacts on V/C ratio and roadway segments, it will be consistent with SB 375 and the Sustainable Communities Strategy. It is expected that as a result of focused development in targeted areas, this will correspondingly relieve development pressure in the outer edges of the CPA. Thus, although traffic and greenhouse gas emissions may increase in the commercial areas and multiple-family residential neighborhoods, it is anticipated that regionally vehicle miles travelled and greenhouse gas emissions will be less. Development under the Recommended Plan would contribute a portion of the cumulative traffic anticipated on local roadways, with the other portion attributed to regional traffic going through the CPA.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as Plan Mobility policies, Specific Plan regulations, development review procedures), that could mitigate this impact to a less than significant level. Additionally, the project alternatives could still lead to adverse impacts to V/C ratios of road intersection from traffic conditions. Alternatives 1 (the “No Project Alternative”) and 2 would still permit new development projects, which in turn could lead to an increase in traffic. The project alternatives may have a greater adverse impact on traffic than the Recommended Plan because the project alternatives would lead to widespread growth throughout the CPA rather than targeting



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new development in existing multiple-family residential neighborhoods and commercial areas. Therefore, the impact under the project alternatives would still be significant.

### F. UTILITIES/SERVICE SYSTEMS: WATER RESOURCES

**Impact 4.14-2** The Recommended Plan could impact the water supplies that serve the CPA. While water supply is expected to be adequate, LADWP is looking at a number of strategies to serve citywide growth, including additional conservation measures, use restrictions, recycling programs, and regulatory changes that may occur over the life of the plan. The City of Los Angeles is faced with the challenge of providing a sufficient supply of safe, reliable, and affordable water to a growing population and business sector, while, at the same time, dealing with the realities of water resources availability.

**Findings:** The impact on water supply is significant and unavoidable. The cumulative impacts are less than significant.

#### Explanation

Water supply continues to be one of the major challenges facing the City. The issues of water demand and supply are citywide concerns that transcend the boundaries of individual community plan areas that comprise the City (and the region). Each community plan area contributes to the City's need to provide an adequate supply of water to meet demand. As Los Angeles grows towards a more sustainable future, some areas of the City, which are mainly areas that are served by transit infrastructure, will be encouraged to grow more densely than in the past. The Recommended Plan includes land use and zone changes to concentrate development in along major corridors such as Chatsworth Street, Devonshire Street, and Balboa Boulevard, in order to preserve single family residential throughout, but especially in the hillsides with very low to minimum residential densities. Several planning sub-areas in the Granada Hills– Knollwood CPA would also be zoned to reduce the allowed Floor Area Ratio (FAR). Water demand is influenced by a number of variables, including demographics, weather, and the economy. Increasing regulation, environmental mitigation and groundwater contamination as well as other factors result in a changing water supply horizon. Any substantial increase in water demand in the City has the potential to significantly impact water supplies. Implementation of the Recommended Plan would direct growth along commercial corridors and in existing multiple-family residential neighborhoods. Population growth and new development would likely occur in these designated areas; therefore, these areas will likely account for the increase in water demand. Since the Recommended Plan would contribute to increased water consumption in the City and since any substantial increase in water demand in the City has the potential to significantly impact water supplies, the potential increase in water demand anticipated as a result of the Recommended Plan is considered potentially significant and unavoidable.

#### **Mitigation Measures:**

**MM4.14-1:** As a condition of approval for any discretionary project or project located within the Granada Hills Specific Plan, the City shall work with Los Angeles Department of Water and Power (LADWP) to ensure appropriate expansion, upgrade, and/or

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improvement of the local water distribution system within the Granada Hills-Knollwood CPA as may be necessary to accommodate anticipated growth.

**Findings:** The City adopts CEQA Findings 1 and 3.

### **Facts in Support of Findings:**

The Recommended Plan directs planned growth along commercial corridors and in existing multiple-family residential neighborhoods; therefore, new water demand will likely occur in these targeted areas. In general, implementation of the Recommended Plan would contribute to increased water consumption in the City, which is projected to increase from 634,209 acre-feet per year in 2010 to 710,760 acre-feet per year in 2035 (based on the 2010 LADWP Urban Water Management Plan). Future projects that yield more than 500 dwelling units, which would require a separate environmental review, would also be required to prepare their own “water supply assessment” in order to quantify the water demand and assess whether the current water supply could support such a development. This would be a verification process to determine sufficient water supply prior to project approval. Projects under the Recommended Plan would be required to meet the City’s Water Supply Action Plan, the Emergency Water Conservation Plan Ordinance, the Urban Water Management Plan and the City’s standard mitigation measures intended to reduce water usage, which would reduce impacts to the extent feasible, but impacts remain potentially significant and unavoidable due to the uncertainty associated with the water demand of specific development projects.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as Plan policies and local water conservation regulations), that could mitigate this impact to a less than significant level. Additionally, the project alternatives could still have a significant impact on water supplies. Alternatives 1 and 2 would represent more dispersed growth throughout the CPA, including development of vacant lots in the foothills and open space areas rather than targeting new development along major corridors. Therefore, the impact under the project alternatives would still be significant.



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### **SECTION 3 - ENVIRONMENTAL IMPACTS FOUND TO BE LESS-THAN-SIGNIFICANT WITH MITIGATION**

The Final EIR identifies significant impacts which are reduced to a “less-than-significant” level by the inclusion of mitigation measures identified in the Final EIR. It is hereby determined that the significant environmental impacts that these mitigations address will be avoided or substantially lessened by their inclusion in the project.

#### **A. PUBLIC SERVICES AND RECREATION: PUBLIC SCHOOLS AND PARKS**

**Impact 4.12-3** Implementation of the Recommended Plan could result in substantial adverse physical impacts associated with the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools.

**Findings:** CEQA Finding 1 – less than significant with mitigation.

#### **Mitigation Measures:**

**MM4.12-1** Project applicants shall pay to the Los Angeles Unified School District (LAUSD) the prevailing State Department of Education Development Fee to the extent allowed by State Law. School fees exacted from residential and commercial uses would help fund necessary school service and facilities improvement within the LAUSD service.

#### **Facts in Support of Findings:**

##### **(a) Public Schools**

The above mitigation measure will reduce the likelihood of impacts from construction from new schools required by implementation of the Recommended Plan. The Recommended Plan is projected to result in an increased student population in 2030. Impacts were evaluated using enrollment data provided by LAUSD. The total student enrollment capacity as stated in the Draft EIR is 29,867, with a total planned capacity of 36,061. Based on the 2005 baseline, the additional 4,428 dwelling units would generate approximately 1,781 students, a total of up to 28,684 students under the Proposed Plan. With the planned student enrollment capacity at 36,061, public school service would accommodate the projected population. Nevertheless, it is possible that new residential development along commercial corridors or in existing multiple-residential neighborhoods (where infill opportunities are directed) could cause one single school to be overcrowded and require a school expansion or new construction. Therefore, implementation of the Proposed Plan could result in substantial adverse physical impacts associated with the need for new or expanded school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools. However, the Proposed Plan incorporates policies that help reduce impacts related to community-specific school service issues. In addition, the City of Los Angeles provides standard City mitigation measures that are applied on a project-by-project basis, where

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applicable. These standard City mitigation measures are part of the conditions of approval for projects that are subject to approval and permitting by the City. In addition to these programs and policies, Mitigation Measure MM4.12-1 would further reduce the impacts to less than significant.

### **B. UTILITIES/SERVICES SYSTEMS: WASTEWATER FLOW AND ENERGY SUPPLY FACILITIES**

**Impact 4.14-4** Implementation of the Recommended Plan could result in an inability to accommodate the CPA's projected wastewater flow, and require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

**Impact 4.14-7** Implementation of the Recommended Plan would increase solid waste generation but would not result in the need for additional solid waste collection routes, recycling, or disposal facilities to adequately handle projected solid waste generation and disposal needs. Development will have to be in compliance with applicable regulations.

**Impact 4.14-8** Implementation of the Recommended Plan would not require new energy-supply facilities and distribution infrastructure or capacity-enhancing alterations to existing facilities to accommodate projected energy demand, the construction of which could cause a significant environmental impact.

**Findings:** CEQA Finding 1 – less than significant with mitigation.

#### **Mitigation Measures:**

**MM4.14-2** As a condition of approval of any discretionary project or project located within the Granada Hills Specific Plan, the City shall require that projects incorporate into the building design the City's water conservation measures, such as ultra-low-flush installation, to the maximum extent feasible.

**MM4.14-3** As a condition of approval of any discretionary project or project located within the Granada Hills Specific Plan, the City shall require that projects incorporate the City's Water Conservation Ordinance, as appropriate to address water concerns and minimize site-specific water impacts.

**MM4.14-4** As a condition of approval of any discretionary project or project located within the Granada Hills Specific Plan, the City shall require that projects incorporate the Solid Waste Integrated Resources Plan to maximize source reduction and materials recovery and minimize the amount of solid waste requiring disposal with the goal of leading the City to achieve zero waste by 2025.

**MM4.14-5** As a condition of approval of any discretionary project or project located within the Granada Hills Specific Plan, the City shall require that projects incorporate into the building design features that will promote energy conservation and efficiency to the maximum extent feasible.

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**MM4.14-6** As a condition of approval of any discretionary project or project located within the Granada Hills Specific Plan, the City shall require that projects incorporate into the building design the responsible use of natural resources in accordance to the City's environmental policies to the maximum extent feasible.

### **Facts in Support of Findings:**

#### **(a) Wastewater**

As discussed in the DEIR (Chapter 4.14), Plan policies, compliance with existing City regulations, and the required mitigation measures will reduce the likelihood for construction of new or expanded wastewater treatment facilities or energy distribution infrastructure/capacity alterations. Since the Recommended Plan directs population growth to existing multiple-family residential areas and along commercial corridors, these are areas that will most likely account for the increased wastewater generation within the CPA. The City currently has water conservation measures, which in turn reduces the amount of wastewater that is generated. Additionally, the wastewater treatment plants that serve the City of Los Angeles have been sized to accommodate growth within build-out of the General Plan, including that of the Granada Hills-Knollwood CPA. Since there is remaining capacity to accommodate additional wastewater flow, which would not require additional treatment facilities, this impact is less than significant.

#### **(b) Solid Waste**

Since the Recommended Plan directs population growth to existing multiple-family residential and commercial corridors, these are areas that will most likely account for the increased solid waste generation rates in Granada Hills-Knollwood. All solid waste-generating activities within the City are subject to the requirements set forth in AB 939 and other local ordinances. Implementation of the Recommended Plan would be consistent with all waste reduction goals. In addition, all projects in the City undergo development review, which includes an analysis of project compliance with these programs. Therefore, adoption of the Recommended Plan would not result in adverse effects related to solid waste.

#### **(c) Energy**

The implementation of the Recommended Plan and the resulting increase in development would result in increased demand for electricity and natural gas during the planning period up to 2035. However, increasing energy conservation as well as the incorporation of alternative renewable energy sources (solar) into the project design, and price-sensitive user demand are anticipated to substantially reduce demand for electricity in the future. Additionally, sufficient natural gas resources will be available for the projected consumption resulting from the anticipated development due to the implementation of the proposed plan. As the EIR concluded, implementation of the Proposed Plan is not anticipated to have an adverse impact on the supply of natural gas.

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### **SECTION 4 - ENVIRONMENTAL IMPACTS FOUND TO BE LESS-THAN-SIGNIFICANT**

The EIR found the following environmental impacts to be less than significant. In making each of the findings below, the City has considered the project features, programs, and policies discussed in the Final EIR. The project features discussed in the Final EIR are part of the Recommended Plan. During the 30-day public review period for the Notice of Preparation (NOP), the City received comments from public agencies and individuals on the scope and content of the Draft EIR analyses. This process helped identify issues related to the project description, as well as helped identify feasible alternatives or mitigation measures to avoid potentially significant environmental effects. The following environmental impacts of the Recommended Plan will be less-than-significant. No mitigations are required.

#### **A. AIR QUALITY**

**Impact 4.2-1** Implementation of the Recommended Plan would not conflict with or obstruct implementation of the applicable air quality plan.

**Impact 4.2-2** Implementation of the Recommended Plan would not result in objectionable odors affecting a substantial number of people.

**Findings:** Less-than-Significant

#### **Facts in Support of Findings:**

Consistency with regional policy documents reduce the likelihood that the Recommended Plan will conflict or obstruct implementation of the applicable air quality management plan, and existing City regulations would reduce the likelihood of impacts from odors.

#### **(a) Consistency with Air Quality Management Plan (AQMP)**

As discussed in the DEIR (Chapter 4.2), the South Coast Air Quality Management District (SCAQMD) is primarily responsible for developing the AQMP for the South Coast Air Basin. The AQMP, which primarily focuses on long-term sources of emissions, is based on technical information and planning assumptions, such as growth assumptions provided by the Southern California Association of Governments (SCAG). Since the Recommended Plan incorporates information provided by SCAG and is consistent with the regional growth assumptions, implementation of the Recommended Plan would not conflict with or obstruct implementation of the applicable air quality plan. Projects that are consistent with and accommodate the regional projections of employment, population, and Vehicle Miles Traveled (VMT) forecasts are considered to be consistent with the AQMP. VMT estimates under the Recommended Plan are expected to be less than the AQMP projections. Furthermore, compliance with the United States Environmental Protection Agency (USEPA) exhaust standards and the California Air Resources Board (CARB) emission reduction strategies would ensure that construction of future development permitted under the Recommended Plan would not interfere with implementation of the AQMP.

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### **(b) Odors**

Although almost any land use has the potential to emit odors, some land uses are more likely to produce odors due to the nature of their operations. The Draft EIR disclosed that development projects within the Community Plan Area (CPA) may have the potential to emit odors; however siting requirements will be applied at the project level to ensure that odors are not objectionable or significant. The Los Angeles Municipal Code (LAMC) currently has regulations related to trash enclosures that include a prohibition of open storage in commercial and multi-family residential zoned properties and regulations for the location of trash enclosures on site. For example, recycling buyback centers and other uses that typically generate odors are required to obtain a separate discretionary approval (i.e., Conditional Use Permit), which would require a separate environmental review and mitigation.

### **B. BIOLOGICAL RESOURCES**

**Impact 4.3-1** Implementation of the Recommended Plan would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, and would not interfere with habitat such that normal species behaviors are disturbed to a degree that may diminish the chances for long-term survival of a sensitive species.

**Impact 4.3-2** Implementation of the Recommended Plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

**Findings:** Less-than-Significant

#### **Facts in Support of Findings:**

Plan policies and existing City regulations limit the impact on biological resources.

### **(a) Candidate, Sensitive or Special Status Species**

As discussed in the DEIR (Chapter 4.3), since the majority of Granada Hills-Knollwood is developed with a variety of land uses, future development occurring under the Recommended Plan would consist of infill of undeveloped or vacant properties, or the redevelopment of properties that do not likely contain habitat that supports candidate, sensitive, or special-status plant and animal species. Habitats that may have the potential to support sensitive plant and animal species, or special-status plants, are located primarily within the open space areas in the northwest portion of the CPA near the Santa Susana Mountains. These areas would remain designated as open space and there are no changes proposed by the CPA and implementing ordinances. The majority of the land use changes proposed by the proposed plans consist of General Plan Amendments to create consistency with Framework Land Use designations. Targeted change areas are located primarily along Chatsworth Street and at major commercial

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centers. No major changes in existing land use patterns would occur on lands within the open space areas beyond the existing limits of urban development. Furthermore, any future development will have to comply with applicable regulations that would protect unknown or previously identified biological resources.

### **(b) Migratory Patterns or Corridors**

Most wildlife movement is expected to occur in the open space areas occupying lands within the Santa Susana Mountains in the northern portion of the CPA, which provide important foraging, dispersal, migratory, and wildlife corridors for many common and sensitive species. This portion of the CPA would remain open space and no substantial changes in land use patterns are proposed as a result of the proposed plan. Areas where development and infrastructure projects are likely to occur as a result of the Recommended Plan are concentrated in the southern portion of the CPA. These areas are currently developed with residential and commercial uses and are densely populated; therefore, this portion of the CPA would not act as a major wildlife corridor, movement pathway, or linkage between large habitat areas for terrestrial wildlife.

## **C. CULTURAL RESOURCES**

**Impact 4.4-1** Implementation of the Recommended Plan would not disturb human remains, including those interred outside of formal cemeteries. Development will have to be in compliance with applicable regulations.

**Impact 4.4-2** Implementation of the Recommended Plan would not cause a substantial adverse change in the significance of an archaeological resource. Development will have to be in compliance with applicable regulations.

**Impact 4.4-3** Implementation of the Recommended Plan would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Development will have to be in compliance with applicable regulations.

**Impact 4.4-4** Implementation of the Recommended Plan would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. Development will have to be in compliance with applicable regulations.

**Findings:** Less-than-Significant

### **Facts in Support of Findings:**

As discussed in the DEIR (Chapter 4.4), a records search was conducted by an archeologist at the South Central Coast Information Center (SCCIC) to identify any prehistoric or historic resources recorded in Granada Hills-Knollwood. The search also included a review of California Points of Historical Interest, California Historical Landmarks, and other sources as noted in the Draft EIR. The SCCIC records search identified numerous archaeological resources within the CPA. These resources are predominately prehistoric-age archaeological sites of varying sizes. New development would primarily occur on previously developed urban land, and future projects



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will have to comply with applicable regulations that would protect unknown and previously unidentified resources. The Native American Heritage Commission (NAHC) was also contacted to determine if there were any known sacred sites within the CPA. The NAHC submitted a comment letter that summarized the responsibilities of the NAHC and requested that the appropriate Native American tribes be consulted on future development projects. The letter is part of the Final EIR Response to Comments section. There are six identified historic resources in Granada Hills-Knollwood, which means that future development projects that would impact these resources would be required to be reviewed by the Planning Department's Office of Historic Resources (OHR) to determine if it is in compliance with the Secretary of the Interior's Standards and if the building alteration, demolition, or removal could result in the loss of or serious damage to a significant historical or cultural asset. Additionally, implementation of the Recommended Plan would not change existing cemeteries in the CPA.

### D. GEOLOGY/SOILS AND MINERAL RESOURCES

- Impact 4.5-1** Implementation of the Recommended Plan would not cause or accelerate geological hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury by exposing people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault. Development will have to be in compliance with applicable regulations.
- Impact 4.5-2** Implementation of the Recommended Plan would not cause or accelerate geological hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from strong seismic groundshaking. Development will have to be in compliance with applicable regulations.
- Impact 4.5-3** Implementation of the Recommended Plan would not cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury involving seismic-related ground failure, including liquefaction and/or landslides. Development will have to be in compliance with applicable regulations.
- Impact 4.5-4** Implementation of the Recommended Plan would not create substantial risks to life or property as a result of expansive soils. Development will have to be in compliance with applicable regulations.
- Impact 4.5-5** Implementation of the Recommended Plan could result in development in areas subject to potential geologic hazards or unstable soils and potentially result in on- or off-site landslide, lateral spreading, subsidence, or collapse. However, development will have to be in compliance with existing building code regulations.
- Impact 4.5-6** Implementation of the Recommended Plan would not cause or accelerate instability from erosion so as to result in a geologic hazard to other properties,



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or accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site. Development will have to be in compliance with applicable regulations.

**Impact 4.5-7** Implementation of the Recommended Plan would not destroy, permanently cover or materially and adversely modify one or more distinct and prominent geologic or topographic features such as hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds and wetlands. Development will have to be in compliance with applicable regulations.

**Impact 4.5-8** Implementation of the Recommended Plan would not result in the loss of, or loss of access to, a mineral resource located in an MRZ-2 zone or other known potential mineral resource area, or result in the permanent loss of, or loss of access to, a mineral resource of regional or statewide significance. Development will have to be in compliance with applicable regulations.

**Findings:** Less-than-Significant

### Facts in Support of Findings:

As discussed in the DEIR (Chapter 4.5), Plan policies and existing City regulations limit the impact of geology, soils, and mineral resources on development under the Recommended Plan. As the Draft EIR concluded, development under the Recommended Plan would comply with all local, state, and federal regulations pertaining to geological hazards. In addition, discretionary projects are subject to environmental review and mitigation measures are applied as part of the conditions of approval for the project. As such, no mitigation is required.

#### (a) Earthquake Faults, Seismic Groundshaking and Seismic-related Ground Failure

There are three earthquake fault lines - the Santa Susana, the San Fernando, and the Mission Hills fault zones - in the Granada Hills-Knollwood CPA. The Santa Susana Fault Zone runs along the northern portion of the CPA, which includes hillside and open space areas, and the San Fernando Fault Zone runs along the eastern portion of the CPA, near property designated as Open Space and owned by the Metropolitan Water District, and the Alquist-Priolo Fault Zones generally follow the surface traces of these two active fault zones. The third fault zone – the Mission Hills Fault Zone - runs through the northern portion of the CPA, generally following along Rinaldi St. The Recommended Plan directs growth away from hillside areas and directs future growth to existing multiple family neighborhoods and along commercial corridors, which are areas where future development will likely occur. Although likely new development may be near an identified fault line and/or within an Alquist-Priolo Fault Zone, all future projects will have to comply with the California Building Code (CBC) as well as the Los Angeles Building Code (LABC), which would ensure that all new development built under the Recommended Plan would have a less than significant impact related to earthquake faults, seismic ground shaking and seismic-related ground failure.

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### **(b) Soil**

The Recommended Plan directs growth away from hillsides, minimizing impacts to hazardous soil conditions and topographic features. In addition, future projects will have to comply with regulations such as the CBC and the LABC, which would ensure that new development built under the Recommended Plan would not lead to adverse impacts related to expansive soils, unstable soils, or landslides.

### **(c) Prominent Geological or Topographic Features**

The Recommended Plan directs growth away from hillsides and open space areas near the foothills, minimizing impacts to hazardous soil conditions, topographic features, or mineral resources. In addition, new development would primarily occur on previously developed urban land, and future project would have to comply with regulations, such as the CBC and LABC, which would not disturb geological areas and mineral resources. As such, adoption of the Recommended Plan would not result in adverse effects related to geology and soils, therefore these impacts are less-than-significant.

Development in most of the hilly areas would be minimal because the areas not designated as Open Space are designated as Single-Family Residential and Public Facilities, which would not involve extensive land alteration. Many of the land use changes would remove zoning that allows develop of hillsides and, thus, would conserve hillsides, historic resources, and single-family residential uses. Development in most of the hilly areas would be minimal because the areas not designated Open Space would not involve extensive, if any, land alteration.

### **(d) Mineral Resources**

State-designated oil fields, which are listed as identified mineral resources, are located in the northern portion of the CPA. Much of this area is zoned as Open Space and would remain so under the Proposed Plan. There are some areas within the state-designated oil fields that have proposed plan land use changes. These areas are largely developed with single-family homes and the Recommended Plan would either limit hillside development or create consistency between the Framework land use designations and the Recommended Plan and would not restrict the extraction of oil from these areas. Some future development could occur within the state-designated oil fields and result in the potential to result in the loss of availability of a known and/or locally important mineral resource. City policies to allow and regulate oil fields are described in Section 13.01 of the LAMC, which identifies provisions for districts where production of oil and gas is permitted and how it shall be undertaken. Implementation of the City's Codes, regulatory requirements, proposed Community Plan policies, and existing policies described above would ensure that this impact would be less than significant, and no additional mitigation measures are required.

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### E. NOISE

**Impact 4.10-2** Development under the Recommended Plan could result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

**Findings:** Less-than-Significant

**Facts in Support of Findings:** As discussed in the DEIR (Chapter 4.10), Plan policies and existing City regulations limit noise impacts related to groundborne vibration.

#### (a) Groundborne Vibration from Operational Activities

Noise generated by implementation of development under the Recommended Plan would directly arise from stationary sources such as HVAC systems, which would most likely be mounted on the rooftops of future limited industrial, commercial and multi-family buildings. The Los Angeles Municipal Code (LAMC) regulates the noise generated from such units, and the City's Building Code regulates the location of exterior living spaces so that they do not contribute to raising noise levels that would exceed the City's noise standards. As discussed in the DEIR (Chapter 4.10), groundborne vibration resulting from operational activities would primarily be generated by trucks making periodic deliveries to the uses within the CPA. However, these types of deliveries would be consistent with deliveries that are currently made along roadways to commercial uses in the CPA boundaries and are not anticipated to increase groundborne vibration above existing levels because the Recommended Plan would increase the level of uses (residential) that do not typically require this type of delivery and decrease the level of uses (office and commercial) that do. Because no substantial sources of groundborne vibration would be built as part of the Recommended Plan, no vibration impacts would occur during operation of the Plan. Therefore, operational activities related to development projects would not expose sensitive receptors within the CPA to excessive groundborne vibration or groundborne noise levels, and this impact is less than significant.

### F. SAFETY/RISK OF UPSET

**Impact 4.7-1** Implementation of the Recommended Plan would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Development will have to be in compliance with existing local, state, and federal regulations.

**Impact 4.7-2** Implementation of the Recommended Plan would not create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Development will have to be in compliance with applicable regulations.

**Impact 4.7-3** Implementation of the Recommended Plan would not create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

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related to Chlorine Gas or Methane Gas. Development will have to be in compliance with applicable regulations.

**Impact 4.7-4** Development under the Recommended Plan would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Development will have to be in compliance with applicable regulations.

**Impact 4.7-5** Implementation of the Recommended Plan could result in the handling of acutely hazardous materials, substances, or waste within 0.25 mile of a proposed school, but would not create a risk to human health from such activities. Development will have to be in compliance with applicable regulations.

**Impact 4.7-6** Implementation of the Recommended Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

**Impact 4.7-7** Implementation of the Recommended Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Development will have to be in compliance with applicable regulations.

**Impact 4.7-8** Construction of future development under the Recommended Plan could occur adjacent to existing or proposed school sites, but would not result in increased hazards for schools.

**Findings:** Less-than-Significant

### **Facts in Support of Findings:**

As discussed in the DEIR (Chapter 4.7), Plan policies and existing City regulations limit safety/risk of upset impacts.

#### **(a) Transport, Use, and Disposal of Hazardous Materials**

Exposure of the public or the environment to hazardous material could occur within the Granada Hills-Knollwood CPA, but the severity of potential effects varies with the activity conducted, the concentration of and type of hazardous material or waste present, and the proximity to sensitive receptors. To ensure that workers and others at individual sites are not exposed to unacceptable levels of risk associated with the use and handling of hazardous materials, employers and businesses would be required to implement existing hazardous materials regulations, with compliance monitored by the state. Businesses would also be required to comply with health and safety laws and regulations, and environmental protection laws and regulations, which would require businesses handling or storing certain amounts of hazardous materials to prepare a hazardous materials business plan.

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The transportation of hazardous materials could result in accidental spills, toxic releases, fire, or explosion. Implementation of the Recommended Plan could increase the amount of hazardous materials and/or waste brought to, or generated by, the CPA. However, impacts to safety/risk of upset would be primarily limited to the existing multiple-residential and commercial areas, which are areas that include potential increases in population density. Construction activities associated with new development could involve the transport or release of hazardous materials (i.e. lead or asbestos), and certain land uses may involve the use of hazardous materials (i.e. refrigerants or cleaners). All new development would be required to comply with applicable regulations, such as the CBC, that would ensure that new structures and activities do not expose people to injury as a result of hazardous materials or conditions. Therefore, adoption of the Recommended Plan would not result in adverse effects related to the transport, use and disposal of hazardous materials.

### **(b) Upset and Accident Conditions**

When construction occurs, there is the potential that demolition of existing buildings and construction of new buildings to release hazardous materials into the environment. With this type of activity, construction workers and nearby workers and/or future residents could potentially be exposed to airborne lead-based paint, dust, asbestos, mold, and other building contaminants. In addition, there is also a possibility that future development may uncover previously undiscovered soil contamination. Impacts would be primarily limited to existing multiple-family residential and commercial areas, which is where growth is being focused, but any new construction will be required to comply with all local, state, and federal regulations, including regulations to govern the renovation and demolition of structures where materials containing lead and asbestos are present. Therefore, adoption of the Recommended Plan would not result in adverse effects related to upset and accident conditions.

### **(c) Chlorine or Methane Gas**

Impacts would be primarily limited to the existing multiple-family residential and commercial areas, where growth is being focused. In the event of an accidental release an evacuation would be necessary. The Recommended Plan does not interfere with the adopted emergency response and evacuation plans for Chlorine or Methane Gas accidental releases. Therefore, the potential impacts associated with release of methane and/or the accidental release of chlorine gas would be less than significant.

### **(d) List of Hazardous Materials Site**

A significant hazard to the public would occur if a contaminated site were to be developed without proper treatment. However, as required by current regulation, development of these identified contaminated sites, which are listed on federal and state regulatory databases, would be required to undergo thorough site remediation and cleanup before construction activities could begin, which would ensure that this impact would be less than significant.

### **(e) Hazardous Materials and Construction near Schools**

The Draft EIR identified 22 schools within the Granada Hills-Knollwood CPA that are operated by the Los Angeles Unified School District (LAUSD). It is possible that new development would occur

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in the vicinity of one or more of these schools. Potential impacts would be primarily limited to the existing multiple-family residential and commercial areas where growth is being focused. However, individual projects as part of the Recommended Plan will be required to comply with federal, state, and local hazardous materials regulations. Compliance with existing regulations would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials.

### **(f) Emergency Response Plan and Evacuation Plans**

The Recommended Plan would not impair implementation of or physically interfere with the City Emergency Operations Emergency Response Plan, as the Recommended Plan would not change the overall land use pattern in Granada Hills-Knollwood. Although the Recommended Plan would accommodate an increase in population, which could delay police or emergency response times, compliance with policies in the Safety Element would help minimize potential interference with the applicable emergency response plan. New development projects would be reviewed by the Police and Fire Departments through the City's permitting process. The departments would review projects to ensure that emergency access is maintained at all times during construction and operation activities. Therefore, adoption of the Recommended Plan would not result in adverse effects related to emergency response/evacuation plans.

### **(g) Wildland Fires**

Areas designated as Very High Fire Hazard Severity Zone are located in the hilly northern and western portions of the Granada Hills-Knollwood CPA. Most of these areas are designated as open space and surrounding areas are designated for low density residential. The Recommended Plan will maintain these land use designations. New construction in these areas would be required to comply with a variety of requirements, including provisions for emergency vehicle access, the use of approved building materials, building design requirements, and brush clearance requirements. Implementation of local regulations would help minimize wildland fire hazards. Therefore, adoption of the Recommended Plan would not result in adverse effects related to wildland fire.

## **G. HYDROLOGY/WATER QUALITY**

**Impact 4.8-1** Implementation of the Recommended Plan would minimally change stormwater flows and volumes but would not contribute to off-site flooding potential or changes in the amount of surface water or surface water flow direction or current.

**Impact 4.8-2** Implementation of the Recommended Plan could change stormwater flows and volumes but would not have the potential to harm people or damage property from flooding during a 50-year storm event or create or contribute runoff water that would exceed the capacity of the existing or planned stormwater drainage system.



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- Impact 4.8-3** Implementation of the Recommended Plan would not expose people or structures to a 100-year flood hazard or place structures in locations that could impede or redirect flood flows.
- Impact 4.8-5** Implementation of the Recommended Plan could expose people or structures to flood inundation from dam failure. However, compliance with existing hazard mitigation programs that address emergency notification and evacuation would ensure this impact remains less than significant.
- Impact 4.8-6** Implementation of the Recommended Plan could expose people or structures to risk from mudflow/mudslides. However, compliance with existing hazard mitigation programs that address emergency notification and response would ensure this impact remains less than significant.
- Impact 4.8-7** Implementation of the Recommended Plan would minimally contribute additional stormwater runoff containing urban pollutants to local water bodies, but would not result in violation of regulatory standards.
- Impact 4.8-8** Implementation of the Recommended Plan would cause negligible changes in surface drainage patterns and surface water bodies in a manner that could cause erosion or siltation.

**Findings:** Less-than-Significant

### **Facts in Support of Findings:**

As discussed in the DEIR (Chapter 4.8), Plan policies and existing City regulations will limit hydrology/water quality impacts.

#### **(a) Surface Water and Surface Water Flow**

Although the implementation of the Recommended Plan would minimally change stormwater flows and volumes, it would not contribute to off-site flooding potential, or changes in the amount of surface water or surface water flow direction or current due to existing regulations. The Recommended Plan seeks to preserve open space and hillsides areas, which are areas that help with stormwater retention and infiltration, and redirects projected growth to commercial corridors. Potential impacts would be limited to these targeted areas. Projects would be required to comply with the City's Low Impact Development (LID) Ordinance, which will ensure that new development under the Recommended Plan would not cause a substantial increase in the peak flow rates or volumes of storm water runoff that would cause on-site or off-site flooding. Therefore, adoption of the Recommended Plan would not result in adverse effects related to surface water quality.

#### **(b) Flooding During a 50-Year Storm Event**

The Recommended Plan does not substantially change land use patterns in Granada Hills-Knollwood. Since development will mostly likely be infill, it is not likely that there would be new large expanses of impermeable surfaces that would generate large amounts of stormwater runoff or peak flows. Implementation of the Recommended Plan would preserve existing hillside and



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open space areas, which are areas that naturally convey stormwater flows. In addition, the City's network of natural and constructed channels that convey stormwater flows, debris basins, pump plants, etc., are designed to handle an excess of water during localized street flooding or heavy rainfall. With the implementation of existing City of Los Angeles standards, such as the Low Impact Development (LID) Ordinance, the Recommended Plan would not lead to increased flooding by altering existing drainage patterns or cause flooding during a projected 50-year storm event that would have the potential to harm people, damage property or sensitive biological resources. Therefore, adoption of the Recommended Plan would not result in adverse effects related to a 50-year storm event.

### **(c) 100-Year Flood Hazard**

Within the Granada Hills-Knollwood CPA, the 100-year special flood hazard zone is located along the Los Angeles River channel, along the western boundary of the CPA. The flood hazard zone expands beyond the channel in the northwest portion of the CPA, northwest of Mission Road. Prior to any building activity in these areas, the City will review FEMA flood maps to determine if the project site is located within a 100-year flood hazard zone. If the analysis shows that the proposed development area is within the 100-year flood plain or floodway, appropriate flood plain management measures will be required to be incorporated into the design of all new buildings. Implementation of the existing regulatory requirements would ensure the housing or structures placed within a flood hazard zone or in an area that would impede or redirect flood flows would incorporate proper mitigation measures. Therefore, adoption of the Recommended Plan would not result in adverse effects related to flooding and inundation in a 100-year event.

### **(d) Inundation from Dam Failure, Mudflow/Mudslides, or Seiche**

The Los Angeles Reservoir, located in the northeastern portion of the CPA, is potentially susceptible to seiche events during strong earthquakes is a potential source of inundation for the area to the south. The Department of Water and Power regulates the level of water in its storage facilities and provides walls of extra height to contain seiches and prevent overflow. The Recommended Plan does not propose any activities that would alter the reservoir capacity or water levels. The potential for portions of the CPA to be affected by potential inundation is an existing condition that could occur regardless of whether the proposed plans are adopted. The Recommended Plan contains policies to maintain adequate emergency preparedness. However, to the extent implementation of the proposed plan could promote future development in already-developed areas, there could be additional structures and people that could be exposed to seiche hazard. The potential for risk of loss, injury, or death would be minimized through existing City permitting processes to ensure buildings are designed to withstand hydrostatic forces that could be associated with flooding, and through implementation of adopted emergency warning and response programs.

Historically, mudflows and mudslides originating from hilly terrain have affected this community and would be expected to pose a hazard in the future. The Recommended Plan does not propose any activities that would alter the reservoir capacity, and it also limits development near the foothills. Additionally, new development would be subject to adopted emergency warning and

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response programs. Therefore, adoption of the Recommended Plan would not result in adverse effects related to inundation from dam failure.

### **(e) Surface Water Quality**

The rate and volume of stormwater runoff as an indirect result of the Recommended Plan would not contribute a substantial addition in stormwater flows to the City's system, which discharges to the Los Angeles River. In addition, existing character of the CPA would be relatively unchanged, limiting potential changes in the types of pollutants in stormwater runoff compared to existing conditions. The City also has a variety of prevailing requirements for new developments to ensure that violations of water quality standards do not occur. Compliance with these regulations is required and the project proponent must demonstrate that the applicable regulations have been incorporated into a project's design before permits for construction would be issued. Therefore, the adoption of the Recommended Plan would not result in adverse effects related to surface water quality.

### **(f) Groundwater**

All new development will be required to comply with the City's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, applicable Los Angeles Municipal Code (LAMC) water quality standards, and the General Plan Framework, which would prevent significant groundwater quality impacts. Implementation of the Recommended Plan would cause negligible changes in surface drainage patterns and surface water bodies in a manner that could cause erosion or siltation. Therefore, adoption of the Recommended Plan would not result in adverse effects related to groundwater.

## **H. LAND USE/PLANNING**

**Impact 4.9-1** Implementation of the Recommended Plan would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

**Impact 4.9-2** Implementation of the Recommended Plan would not result in a substantial increased potential for land use conflicts and nuisance relationships between existing and future land uses.

**Findings:** Less-than-Significant

### **Facts in Support of Findings:**

As discussed in the DEIR (Chapter 4.9), consistency with existing regional planning documents will limit adverse impacts from inconsistent land use planning.

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### **(a) Land Use Consistency**

The majority of the land use changes proposed by the Granada Hills–Knollwood Community Plan consist of General Plan Amendments to create consistency with Framework Land Use designation, create consistency between existing land uses, restrict incompatible uses, and correct minor errors. The land use changes included in the Granada Hills–Knollwood Community Plan concentrate development in along major corridors such as Chatsworth Street, Devonshire Street, and Balboa Boulevard, consistent with adopted land use policies, regionally and locally adopted land use plans and policies, including the Southern California Association of Governments' Regional Transportation Plan (SCAG's RTP). Therefore, adoption of the Recommended Plan would not result in adverse effects related to land use consistency.

### **(b) Land Use Compatibility**

The Recommended Plan does not propose any land use changes that would substantially change land use patterns in Granada Hills-Knollwood. Development that would occur under the Recommended Plan would be mostly in existing multiple-family residential and commercial areas. The Plan includes zone changes for consistency with the land use designation, protection of hillsides in the foothills and open space areas, protection of single-family neighborhoods (the Old Granada Hills Residential Floor Area District) and development of a pedestrian-friendly commercial corridor along Chatsworth Street (part of the Granada Hills Specific Plan area).

Land uses that could be incompatible include development within multiple-family residential areas, commercial areas, and the edge between these areas and adjacent single-family residential uses. Most of these areas are within the Granada Hills Specific Plan which includes regulations for building height, setbacks, use, and design guidelines to ensure that future development is compatible with the surrounding area. Other changes that would be implemented throughout the Granada Hills-Knollwood CPA include land use and zone changes to retain existing single-family and equine-keeping residential neighborhoods, and the Old Granada Residential Floor Area (RFA) District, which addresses massing and scale in a specific single-family residential neighborhood. These changes would help maintain the existing semi-rural character of these land uses in the CPA. None of the recommended changes would result in the construction of large blocks of development that would divide or isolate land uses in the CPA. Therefore, adoption of the Recommended Plan would not result in adverse effects related to land use compatibility.

## **I. NOISE**

**Impact 4.10-1** Operation of development under the Recommended Plan could result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, development will have to be in compliance with Los Angeles Municipal Code regulations.

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**Impact 4.10-3** Implementation of the Recommended Plan would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

**Impact 4.10-4** Implementation of the Recommended Plan would not result in substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

**Findings:** Less-than-Significant

### **Facts in Support of Findings:**

As discussed in the DEIR (Chapter 4.10), compliance with existing City regulations will limit adverse impacts from noise.

#### **(a) Noise Levels**

Development under the Recommended Plan could result in exposure of persons or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Sources of noise generated by implementation of development under the Recommended Plan would include new stationary sources such as HVAC systems. New activity and noise would be primarily introduced to existing commercial areas and multiple-family residential neighborhoods. Compliance with the Los Angeles Municipal Code (LAMC) Section 112.02 would ensure that noise levels attributed to new HVAC systems would not increase noise levels above City standards. In addition, implementation of CBC and LABC regulations would ensure that exterior living spaces, such as porches and patios, are constructed in a manner that noise levels do not exceed City noise standards. Therefore, adoption of the Recommended Plan would not result in adverse effects related to noise levels.

#### **(b) Ambient Noise Levels**

Although implementation of the Recommended Plan would lead to permanent increases in ambient noise, primarily as a result of increased traffic on local roadways due to the new mix of uses under the Plan, exterior noise levels would not increase to a level that is considered significant on the Community Noise Equivalent Level (CNEL). Implementation of the Recommended Plan could also include special events or temporary activities that would cause an increase in ambient noise levels. Noise creating events such as parades and street festivals would not be located within residential areas and will be required to obtain permits and comply with the requirements of the LAMC regarding amplified sound, including the City's Noise Ordinance. There would be no temporary or periodic noise impacts to on- or off-site receptors due to operation activities related to development of the Recommended Plan. Therefore, adoption of the Recommended Plan would not result in adverse effects related to ambient noise.

## **J. POPULATION, HOUSING, AND EMPLOYMENT**

**Impact 4.11-1** Implementation of the Recommended Plan would not induce substantial population growth directly (i.e., new housing or employment generators) or

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indirectly (i.e., accelerate development in an undeveloped area that exceeds projected planned levels) that would result in an adverse physical change in the environment, and would accommodate the potential growth in population and/or employment that has been forecasted to occur by 2030.

**Impact 4.11-2** Implementation of the Recommended Plan would not result in inconsistencies with adopted City and regional housing policies.

**Findings:** Less-than-Significant

### **Facts in Support of Findings:**

As discussed in the DEIR (Chapter 4.11), Plan policies and consistency with regional policy documents and the City's Housing Element will limit the likelihood that the Recommended Plan conflict with adopted City and regional housing policies.

#### **(a) Population**

The Recommended Plan is designed to accommodate projected population, housing, and employment growth in the CPA. Future development under the Recommended Plan would be considered infill development as the Plan does not propose any land use changes that would substantially change land use patterns in Granada Hills-Knollwood. The Recommended Plan directs growth away from hillsides and open space areas near the foothills, and focuses growth to existing multiple-family residential neighborhoods and along commercial corridors. Therefore, adoption of the Recommended Plan would not result in adverse effects related to population growth, and this impact is less than significant.

#### **(b) City and Regional Housing Policies**

The Recommended Plan focuses future potential growth in existing multiple-family residential neighborhoods and commercial areas. The majority of land use changes recommended are for the purpose of creating consistency with actual land uses in the CPA and to encourage housing development opportunities along major roads. This strategy is consistent with the policies provided in the Framework and Housing Elements of the City's General Plan, as well as SCAG's Regional Transportation Plan (RTP) and other applicable regional plans. Therefore, adoption of the Recommended Plan would not result in adverse effects related to housing.

## **K. PUBLIC SERVICES AND RECREATION**

**Impact 4.12-1** Implementation of the Recommended Plan would not foreseeably require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency response. Development will have to be in compliance with applicable regulations.

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**Impact 4.12-2** Implementation of the Recommended Plan would not foreseeably require the addition of a new police station or the expansion, consolidation or relocation of an existing facility to maintain service, nor cause the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police services. Development will have to be in compliance with applicable regulations.

**Impact 4.12-4** Implementation of the Recommended Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for libraries.

**Impact 4.12-5** Implementation of the Recommended Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts.

**Findings:** Less-than-Significant

### **Facts in Support of Findings:**

As discussed in the DEIR (Chapter 4.12), Plan policies and consistency with existing City regulations will limit the impact from construction of new fire stations, police stations, libraries, or parks.

#### **(a) Fire Protection and Emergency Response**

The Recommended Plan's land use and zone changes would accommodate projected growth if it occurs. However, an increase in population and/or changes to land uses by itself would not increase demand for a new fire station. It is anticipated that a greater demand for fire protection and emergency services will occur as a result of a greater number of residents, employees, and commercial activities in Granada Hills-Knollwood, creating an increased demand for Los Angeles Fire Department (LAFD) services. The provision of a new fire station varies more as a function of not only the geographic distribution of physical structures but access to trucks, ambulances, and other equipment as well as the location of the CPA. In addition, areas within the Very High Fire Hazard Severity or Fire Buffer Zones are designated as open space or minimal residential development, and existing commercial areas and multiple-family residential neighborhoods is served by existing fire stations. The land use designations and policies of the Recommended Plan would not increase the demand for fire services. Furthermore, new individual projects would be required to submit development plans to the LAFD to ensure there would be adequate fire flow and proper hydrant siting, and that the overall site plan layout complies with the Fire Code. Therefore, adoption of the Recommended Plan would not result in adverse effects related to construction of a new fire station.



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### **(b) Police Protection**

The increase in people, dwelling units, commercial and retail uses created through development allowed under the Recommended Plan could potentially increase the demand for police protection services. As discussed in the EIR, the provision of a new police station varies more as a function of the crime rate and response time than population increases. In addition, due to the mobile nature of police services, it is unlikely that the need for additional officers created by the increase in demand for police services would result in the need for the construction of new or expanded police protection facilities. Instead, the number of officers on the street is more directly related to the realized response time. The Recommended Plan includes land use changes that will concentrate development along major corridors such as Chatsworth Street, Devonshire Street, and Balboa Boulevard. The Recommended Plan would concentrate future development as infill in the southern portion of the CPA, which is closer to the existing Devonshire Community Police Station which serves the CPA and other adjacent communities. Adoption of the Recommended Plan does not change the regulatory context of LAPD project level review prior to the issuance of building permits. Therefore, adoption of the Recommended Plan would not result in adverse effects related to construction of a new police station.

### **(c) Libraries**

Although the library space for the 2030 Recommended Plan is lower than the State library standards, other library services such as on-line services (on-line catalog, information databases, multimedia software) as well as free internet searching for the public would lessen the adverse impacts resulting from a mismatch between available physical library space and resources and the community's needs for library facilities. There are also nearby libraries that provide additional services for the CPA. Adoption of the Recommended Plan would not result in adverse effects related to construction of a new library.

### **(d) Parks**

Implementation of the Recommended Plan would not have a significant adverse impact on parks and recreation services. The CPA contains substantial open space in the north portion of the CPA, some of which is used for non-recreational purposes, but much of the open space is recreational, including Bee Canyon, O'Melveny Park, Zelzah Park, and Petit Park. Development under the Recommended Plan could allow for a population increase with no proposal for future park facilities in the CPA. Impacts were evaluated based on a standard of 4 acres per 1,000 residents for combined neighborhood and community parks. Even with increased population, the parkland ratio under the Recommended Plan would be 11.7 acres per 1,000 residents, which is still well above the standard of 4 acres per 1,000 residents that is required by the Public Recreation Plan. Substantial adverse physical impacts would not occur, and new park construction would not be required. Furthermore, projects that are subject to approval and permitting within the City will have to be in compliance with applicable regulations, such as Quimby fees, which are in-lieu fees that are a condition of approval for certain types of residential development projects.



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### **L. TRANSPORTATION/TRAFFIC**

**Impact 4.13-1** Implementation of the Recommended Plan would not conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

**Findings:** Less-than-Significant

#### **Facts in Support of Findings:**

##### **(a) Consistency with Congestion Management Plans (CMP)**

As discussed in the DEIR (Chapter 4.13), according to the 2010 CMP for Los Angeles County, there are no CMP arterial roadway intersections in Granada Hills-Knollwood. Therefore, adoption of the Recommended Plan would not result in adverse effects related to CMP standards.

### **M. UTILITIES/SERVICES SYSTEMS**

**Impact 4.14-1** The Recommended Plan could impact the water delivery and distribution infrastructure that serves the CPA. However, compliance with existing regulations would ensure this impact remains less than significant.

**Impact 4.14-3** Implementation of the Recommended Plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

**Impact 4.14-5** Implementation of the Recommended Plan would not result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the proposed plans' projected demand in addition to the provider's existing commitments

**Impact 4.14-6** Development under the Recommended Plan would comply with federal, state, and local statutes and regulations related to solid waste.

**Findings:** Less-than-Significant

#### **Facts in Support of Findings:**

As discussed in the DEIR (Chapter 4.14), Plan policies and consistency with LADWP's Urban Water Management Plan and existing City regulations will limit the likelihood that the Recommended Plan would impact water delivery and distribution infrastructure, wastewater treatment requirements and solid waste.

##### **(a) Water Delivery and Distribution Infrastructure**

LADWP projects that citywide water demand, which is based on normal weather conditions, would be 710,760 af by 2035 with passive conservation measures. LADWP further projects water

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demand in 2035 with aggressive and passive conservation measures combined would be 641,622 af. The Granada Hills-Knollwood CPA is located in a suburban area of the City that is predominantly developed with residential uses. The Recommended Plan could result in the redevelopment of existing land uses or the development of undeveloped/vacant land within the CPA. However, the Recommended Plan would result in a relatively small growth in the CPA through 2030, with growth being directed to existing commercial areas and multiple-family residential areas. This additional development would increase the demand for water in the CPA, which would be due to the projected increase in population from 2005 to 2030 associated with the increase in dwelling units. The Los Angeles Aqueduct Filtration Plant (LAAFP) has capacity to provide the CPA with its projected water needs. While the majority of existing major water supply facilities in the CPA are considered to be adequately-sized for the anticipated growth, the upgrading and/or expansion of existing local distribution systems may be needed at certain locations within the CPA. New development under the Recommended Plan that would have to provide LAFD (Fire Department) or LADWP-required upgrades to the water distribution systems if they are required through the permit process. Therefore, adoption of the Recommended Plan would not result in adverse effects related to water delivery and distribution.

### **(b) Wastewater Treatment**

Existing regulations address wastewater issues by monitoring generation and flow quantities, treating wastewater to the standards set by law and regulatory agencies and expanding the system's capacity to accommodate growth and development. These policies would apply to existing and future development in the Community Plan Area. Future development under the Recommended Plan will be required to adhere to federal, state, regional, and local regulations, and the proposed goals and policies. Furthermore, any development resulting from the Recommended Plan will be required to provide LADBS-required upgrades to the wastewater distribution systems serving the CPA. In addition, implementation of the Recommended Plan would not exceed the capacity of the wastewater treatment system and there are no current plans to expand the facility because of insufficient capacity. Therefore, adoption of the Recommended Plan would not result in adverse effects related to wastewater treatment.

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### SECTION 5 - NO ENVIRONMENTAL IMPACT

CEQA seeks to disclose environmental impacts associated with a proposed project.<sup>1</sup> The CEQA process is primarily designed to identify and disclose to decision makers and the public the significant environmental impacts of a proposed project prior to its consideration and approval. This is accomplished by the preparation of initial studies, negative declarations, and/or environmental impact reports. An initial study was conducted and determined that the following would have no significant environmental effects.

#### A. AGRICULTURAL RESOURCES

The Lead Agency, the Los Angeles Department of City Planning (the City), has determined through the preparation of an initial study that the Proposed Project would not result in a potentially significant impact related to agricultural resources. Section 15128 of the State CEQA Guidelines states:

*An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.*

The Initial Study, dated March 2008, determined that the Proposed Project would not have the potential to cause significant impacts on Agricultural Resources. Since the Project area is located within “urban and built-up land,” meaning it is located outside any unique farmland, prime farmland, farmland of statewide or local importance, or grazing land, the Proposed Project would not convert farmland or grazing land to non-agricultural uses.<sup>2</sup> Therefore, the Recommended Plan would have no impact on agricultural resources. No further environmental review of this environmental issue area is required.

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<sup>1</sup> <http://www.calrecycle.ca.gov/SWFacilities/Permitting/CEQA/Overview/Purpose.htm#Objectives>

<sup>2</sup> California Department of Conservation, <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>.

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### **SECTION 6 - ALTERNATIVES TO THE PROJECT**

The Project Objectives of the Granada Hills-Knollwood Community Plan, as discussed in the DEIR (Chapter 3) and further clarified in the Final EIR (Chapter 13), are:

#### Primary Goals:

- Accommodate projected population, housing, and employment growth
- Preserve single-family residential neighborhoods
- Retain and preserve Equinekeeping neighborhoods
- Preserve open space, hillsides, and the foothills areas

#### Secondary Goals:

- Improve the function and design of neighborhoods throughout Granada Hills-Knollwood
- Encourage and promote a variety of mobility options
- Protect historic and cultural resources
- Revitalize commercial core
- Create Consistency between Land Use and Zoning

### **GENERAL FINDINGS**

Based on the whole of the administrative record, the City finds that the Final EIR analyzes a reasonable range of project alternatives that would feasibly attain some of the basic objectives of the project and be expected to reduce the project's significant impacts (see Chapter 6 DEIR and Chapter 13 of the FEIR). The Final EIR (Chapter 13) also discusses other alternatives that were considered and eliminated from further evaluation due to not meeting the primary project goals. Project alternatives would not allow the flexibility to direct new development to well-suited areas such as existing multiple-family residential neighborhoods and commercial corridors like the Recommended Plan. Nor would they address existing land use incompatibilities to the extent addressed by the Recommended Plan (The Project). The City finds that the Final EIR adequately evaluates the comparative merits of each alternative. Specifically, the Final EIR considered the following alternatives: Existing 1996 Plan Reasonable Expected Development (No Project) and SCAG 2030 Projection. Having weighed and balanced the pros and cons of each of the alternatives analyzed in the Final EIR, each of these alternatives is hereby found to be infeasible based on the Final EIR's analyses, the Plan Objectives, these CEQA findings, and economic, legal, environmental, social, technological and other considerations. The project's objectives limited the range of alternatives. The primary objectives of this project are to accommodate projected population growth while preserving single-family residential neighborhoods, retaining and preserving equinekeeping areas, as well as conserving the foothills and open space areas. The Project reduces the overall development potential of the entire CPA compared to the 1996 plan Alternative. Compared to the SCAG Alternative, the Project allows for anticipated growth by focusing new development (as infill) in existing commercial areas and multiple-family residential areas and away from the foothills and sensitive habitat areas. The SCAG Alternative would allow

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a more dispersed growth pattern throughout the CPA. There are limited alternatives that would be able to accomplish the Project objectives.

ALTERNATIVE 1 – Existing 1996 Plan Reasonable Expected Development (No Project). This alternative is required by CEQA. Under the No Project Alternative, there would be no revision of the existing community plan. Development would be allowed to occur under the existing community plan that was adopted in 1996.

Impact Summary. The following significant and unavoidable impacts would occur under the No Project Alternative: Aesthetics, Air Quality (construction and greenhouse gas emission impacts), Noise (construction and operational impacts), Transportation, and Utilities (water supply), which are the same significant and unavoidable impacts that would occur under the Recommended Plan. Since population size and the number of dwelling units is greater under this alternative, there could also be an increase in certain impacts since development would be spread-out throughout the CPA rather than directed to established commercial corridors and multiple-family residential areas. In general, impacts associated with construction noise and vibration under this alternative would be greater under this alternative because construction activities could be more widely distributed throughout the CPA and affect a greater number of sensitive receptors compared to the Proposed Project. This alternative would also likely result in greater Vehicle Miles Traveled (VMT) than the Proposed Project, the significant and unavoidable impacts that are related to VMT, such as air quality, greenhouse gas emissions, noise, and traffic, would likely be greater than under the Proposed Project.

Finding. The City rejects this alternative as infeasible for any and all of the following reasons. With this alternative, some of the environmental impacts projected to occur from development allowed under the Recommended Plan would be incrementally increased as a result of higher levels of anticipated residential development, and none of the significant and unavoidable impacts would be avoided. Therefore, this alternative would not be an environmentally superior alternative to the Recommended Plan. Additionally the No Project Alternative does not fully meet the Project's primary objectives of preserving neighborhoods and open space, nor does it meet secondary objectives of improving commercial districts and design, promoting mobility, or protecting resources as well as the Recommended Plan. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations), make infeasible the No Project Alternative described in the Final EIR. Additionally, it is anticipated that targeting development along commercial corridors and in existing multiple-family residential areas (as in the Recommended Plan) will allow the preservation of existing residential equinekeeping neighborhoods, open spaces and habitat area, and hillside areas, consistent with SB 375 and the Sustainable Communities Strategy adopted by SCAG in April 2012.

Rationale for Finding. The No Project Alternative, in general, is anticipated to result in incrementally greater growth potential as compared to the Recommended Plan; it would continue the Existing 1996 Granada Hills-Knollwood Community Plan, which would accommodate greater growth in population than what is anticipated by the SCAG Forecast for 2030, which is 4,314 residents above the projected population growth for Granada

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Hills-Knollwood. As such, this alternative would meet an underlying purpose of the Recommended Plan to accommodate such growth. However, this alternative would not include components of the Recommended Plan designed to address the Project's objectives (see DEIR Chapter 3 and Chapter 6, and FEIR Chapter 13). For instance, preservation of existing single-family residential through the Old Granada Hills Residential Floor Area (RFA) District and preserving large lot equestrian-oriented neighborhoods (through requiring minimum lot size) would not be implemented through the existing land use and zoning regulations. Properties located within these areas in the expanded Granada Hills-Knollwood K District would be subject to future subdivision of land as it exists today leading to increased population density located farthest away from community centers. In addition, secondary goals and objectives, such as improving the function and design of commercial areas, promoting a variety of mobility options, protecting historic and cultural resources, and creating greater consistency between Land Use and Zoning classifications would not be met since the Granada Hills Specific Plan Amendment and other zone changes would not be adopted. This alternative, although it meets one of the primary objectives, does not feasibly attain other key objectives of the Project.

### ALTERNATIVE 2 – SCAG 2030 Projection.

The build-out of the SCAG 2030 Projection Alternative would result in slightly lower population and fewer housing units and jobs compared to the Recommended Plan. Overall, Alternative 2 would result in substantially similar levels of development as under the Recommended Plan and many of the environmental impacts from implementation of this alternative would be substantially the same as well. However, this alternative would result in more dispersed growth patterns throughout the plan area. Unlike the Recommended Plan, this alternative does not propose any land use and/or zone changes that preserve equinekeeping residential neighborhoods or address neighborhood compatibility in single-family residential areas (Old Granada RFA District). Unlike the Recommended Plan, this alternative does not concentrate future growth along commercial corridors, which could result in greater potential for historic and cultural resource impacts. This alternative would result in a more scattered growth pattern based on existing land uses and zoning, in contrast to the Recommended Plan, which would focus future development along commercial corridors and in existing multiple-family residential areas, and limit development within single-family and equinekeeping residential neighborhoods and the foothill areas near wildlife corridors.

Impact Summary. The following significant and unavoidable impacts would occur under the SCAG 2030 Projection: Aesthetics, Air Quality (construction and greenhouse gas emission impacts), Noise (construction and operational impacts), Transportation, and Utilities (water supply), which are the same significant and unavoidable impacts that would occur under the Recommended Plan. Since this alternative would result in a more scattered growth pattern, impacts associated with construction noise and vibration would be greater because construction activities could be more widely distributed throughout the CPA and affect a greater number of sensitive receptors compared to the Proposed Project. This alternative would also likely result in greater Vehicle Miles Traveled (VMT) than the Proposed Project, the significant and unavoidable impacts that are



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related to VMT, such as air quality, greenhouse gas emissions, noise, and traffic, would likely be greater than under the Proposed Project.

Finding. The City rejects this alternative as infeasible for any and all of the following reasons. With SCAG 2030 Projection Alternative, as with the No Project Alternative, some of the environmental impacts projected to occur from development allowed under the Recommended Plan would be slightly greater; for example, impacts associated with construction could be slightly greater because construction activities could occur more widely distributed throughout the CPA and affect a greater number of sensitive receptors compared to the plan's concentration along existing commercial corridors. However, none of the significant and unavoidable impacts would be avoided. As with the No Project Alternative, none of the significant and unavoidable impacts would be avoided under the SCAG 2030 Forecast Alternative. Additionally, this alternative does not fully meet the Project's objectives. Additionally, it is anticipated that targeting development along commercial corridors, as in the Recommended Plan, will allow the preservation of existing residential equinekeeping neighborhoods, open spaces and habitat areas, and hillside areas, consistent with SB 375 and the Sustainable Communities Strategy adopted by SCAG in April 2012.

Rationale for Finding. The SCAG 2030 Projection Alternative is anticipated to result in incrementally lesser growth potential than the Recommended Plan, and also less than the No Project Alternative. It would not include the same policies and programs as those included in the Recommended Plan. Although the SCAG 2030 Forecast Alternative is expected to accommodate the growth in population anticipated by the SCAG Projection for 2030, and would therefore meet one of the primary objectives of the Recommended Plan, this Alternative would not include components of the Recommended Plan that are designed to address other key objectives of the Project objectives (see DEIR Chapter 3 and Chapter 6, and FEIR Chapter 13) such as improving the function and design of commercial areas, promoting a variety of mobility options, protecting historic and cultural resources, and creating greater consistency between Land Use and Zoning classifications. As with the No Project Alternative, some of the existing land use inconsistencies that would be addressed by the Recommended Plan would not be addressed by the SCAG 2030 Projection Alternative. The SCAG 2030 Projection Alternative also would not include changes to land use designations to reduce existing land use conflicts and promote land use compatibility. This alternative would not include the Granada Hills Specific Plan Amendment, which includes new design guidelines and adds commercial and multiple-family residential properties within the plan boundaries to ensure that buildings and neighborhoods are well-designed, would not include revised lot conditions for the Equinekeeping "K" District that would preserve large residential lots, would not include the Old Granada RFA District to address neighborhood compatibility, and would not modify street standards to improve mobility options, which also accommodate equine trails.



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### **ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

Section 15126(e)(2) of the CEQA Guidelines requires an EIR to identify an “environmentally superior alternative.” Between the No Project Alternative and the SCAG 2030 Projection Alternative, the SCAG 2030 Projection Alternative would be the environmentally superior alternative because it is anticipated to result in incrementally lesser growth potential than the No Project Alternative. However, the SCAG Alternative would not address existing land use conflicts or promote land use compatibility to the same extent as the Recommended Plan. Neither alternative would reduce impacts to any impact areas. Neither alternative would include amendments to the Granada Hills Specific Plan, which add commercial and multiple-family residential properties to the Specific Plan boundaries, to ensure that buildings and neighborhoods are well-designed. Neither alternative would include new conditions for the Equinekeeping “K” District that would preserve large residential lots. Finally, neither alternative would include the new Old Granada Residential Floor Area (RFA) District to address neighborhood compatibility and massing, nor would they modify street standards to improve mobility options to accommodate equine trails.

The Recommended Plan accommodates the growth in population forecasted for the year 2030, and allows for a slight increase in population and employment above the SCAG 2030 forecast to address goals of SB 375 and SCAG’s recently adopted Sustainable Communities Strategy through directing growth to areas along commercial corridors. It also meets the goals and objectives of preparing the community for the social and economic changes that are expected through the year 2030, with slightly more development capacity in the commercial areas, and therefore is incrementally preferable in achieving economic and sustainability goals. The City Council finds that, as recommended by the City Planning Commission, the Recommended Plan best meets the social, economic, and planning goals and objectives of the City.

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### **SECTION 7 - STATEMENT OF OVERRIDING CONSIDERATIONS**

The Final EIR for the Granada Hills-Knollwood Community Plan Update identifies unavoidable significant impacts that would result from implementation of the Recommended Plan (project). Section 21081 of the California Public Resources Code and Section 15093 of the CEQA Guidelines requires that the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

The Final EIR concluded that, despite the adoption of all feasible mitigation measures, the Recommended Plan would result in the following potential unavoidable significant adverse impacts that are not mitigated to a less-than-significant level: Aesthetics, Air Quality (Construction and Operational), Greenhouse Gas Emissions, Noise (Construction), Transportation/Traffic (Emergency Access and Level of Service), and Utilities/Services Systems (Water Resources).

Accordingly, the City Council adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Recommended Plan. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the Plan for the reasons discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Plan, including region-wide or statewide environmental benefits, against the Plan’s potential significant and unavoidable impacts, the City Council hereby finds that the benefits of the Recommended Plan outweigh and override the potential significant unavoidable impacts for the reasons stated below.

After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, the City of Los Angeles has determined that the unavoidable adverse environmental impacts identified above may be considered “acceptable” due to the following specific considerations, which outweigh the unavoidable adverse environmental impacts of the proposed project. The City Council finds that each one of the following overriding considerations independently would have been sufficient to outweigh the significant and unavoidable impacts of the Recommended Plan:

The Recommended Plan promotes development that would accommodate anticipated population growth as projected by the Southern California Association of Governments (SCAG), the region’s agency responsible for growth projections used by other cities and agencies in planning for growth and infrastructure. The Recommended Plan directs anticipated growth to commercial districts and multiple-family residential neighborhoods and guides physical development towards a desired image that is consistent with the social, economic and aesthetic values of the City. Where new growth is anticipated and planned, project features (Granada Hills Specific Plan’s Design Guidelines) have been incorporated to help minimize impacts of new development. The Old Granada Residential Floor Area (RFA) District, would also reduce the allowed Floor Area Ratio

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(FAR) to address massing and neighborhood character in a designated single-family neighborhood, and the amendment to the existing “K” Equinekeeping District includes a minimum lot size for future subdivisions in order to preserve equine uses.

The Recommended Plan supports the policies and goals of the General Plan Framework Element by allowing the City to grow strategically and allows for the conservation of existing low-scale rural and suburban residential neighborhoods. The benefits conferred by orderly, well-designed development served by existing infrastructure and services and connected by transit, bicycle and equestrian networks outweigh the mostly short term construction-related impacts anticipated with development allowed by the Plan. These benefits are not only consistent with the long term vision of sustainable growth stipulated in the Framework, they help ensure the continued economic viability of the Plan Area’s commercial and industrial districts.

The Recommended Plan would protect the quality of life for existing and future residents and confer citywide benefits through goals and policies designed to incorporate smart growth principles, including preserving open space and hillside areas, and promoting pedestrian-oriented commercial districts that encourage walkability and non-motorized transportation, thereby reducing new vehicle trip generation and emissions regionally, as well as vehicle miles traveled relating to new development, and promoting sustainable development in support of Assembly Bill 32 and Senate Bill 375. The overall reduction in regional vehicle miles traveled and trip generation would contribute to lowered greenhouse emissions in the region.

The Recommended Plan is consistent with Senate Bill 375. While potentially increasing vehicle miles traveled and greenhouse gases in the immediate area where new infill development will be focused, the Recommended Plan implements a condensed development pattern along major corridors such as Chatsworth Street, Devonshire Street, and Balboa Boulevard and away from open space and hillside areas, consistent with SB 375 and the Sustainable Communities Strategy, adopted by SCAG in April 2012, and therefore would be expected to contribute to decreasing regional vehicle miles traveled and greenhouse gas emissions in the region.

The Recommended Plan retains industrial and commercial land to support diverse land uses and offer opportunities for employment generation and business development and services. The Plan encourages investment and redevelopment of existing under-utilized corridors reinforcing citywide economic development goals. The Plan supports and benefits the region by protecting and preserving commercial, industrial, and equinekeeping districts that sustain jobs in related industries, and that reinforce tourism as a source of revenue and employment and bolster the local and regional economy.

The Recommended Plan supports the policies and goals of the most recent Housing Element adopted by the City in 2013 - to provide housing production and preservation, safe, livable, and sustainable neighborhoods, and housing opportunities for all and all income levels - and allows the City to meet future housing needs for the growth in population projected for the year 2030 by the Southern California Association of Governments.

The Recommended Plan includes the Old Granada Hill Residential Floor Area (RFA) District, which creates new residential floor area maximums to maintain existing neighborhood character

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through proportionately-sized dwellings in relation to lot size, thus supporting the City's efforts to preserve its stable residential neighborhoods.

The Recommended Plan furthers the Open Space and Conservation goals of the General Plan and guides the preservation and protection of natural resources, habitat areas and wildlife corridors in the foothills of the Santa Susana and San Gabriel Mountains. Implementation of the Recommended Plan would also continue to expand and maintain trail linkages which reinforce the viability of wildlife corridors and equine uses.

The Recommended Plan would maintain equestrian-oriented neighborhoods and neighborhoods of cultural and/or historic importance by focusing development pressures away from those and toward corridors in need of economic reinvestment. This would further the preservation of unique and distinct neighborhoods of the city, contributing toward a diverse, culturally rich image of the city and enhanced quality of life for residents.

The Recommended Plan, through its zone changes, Equinekeeping District, Granada Hills Specific Plan, Old Granada Hills Residential Floor Area (RFA) District, and EIR provides mitigations and/or project features that regulate development projects in order to reduce environmental impacts of future plans and projects. New development standards are added to properties within the revised equinekeeping district, in tandem with standards applied to commercial and multiple-family residential properties within the Granada Hills Specific Plan ensuring more compatible new development that complements the scale and character of existing neighborhoods.

The Recommended Plan improves local mobility through development of a balanced, multi-modal transportation network, focusing new development near to existing services and infrastructure. It emphasizes a multi-modal approach to mobility that recognizes the benefits (including healthful and traffic-alleviating benefits) of providing options that encourage walking, cycling and transit use, as well as horseback riding. All together these enhanced mobility options provide a better connected, user-friendly network representing a more diverse, sustainable transportation network.

The Recommended Plan furthers the goals and objectives of the City, while remaining consistent with regional and state policies.