Los Angeles City Planning

ENCINO-TARZANA
Community Plan

Proposed Plan - Adoption Pending

Proposed Plan - Fall 2026

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Chapter 1:

INTRODUCTION & COMMUNITY PROFILE

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READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action. Ultimately, the Community Plan's goals, policies, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, 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 (e.g., 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 the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU1.1).

Programs

An implementation program is an action, procedure, program or technique that carries out 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. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 5 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

Building upon its historic roots as ranch land and thriving post-World War II housing development, the Encino-Tarzana Community Plan envisions an inclusive, sustainable, and resilient future with stable multi-generational neighborhoods that provide a greater mix of high-quality housing and employment options; improved pedestrian spaces and walkability; and better access to transit, parks, and recreational spaces.















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BACKGROUND AND RELATIONSHIP TO THE OTHER PLANS

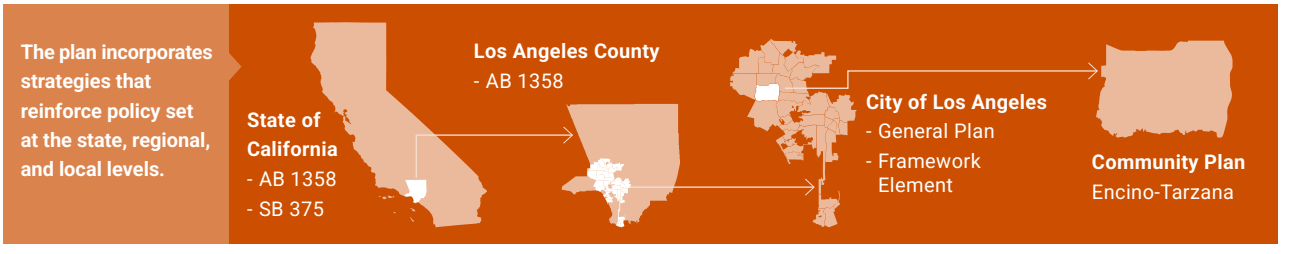
The Encino-Tarzana Community Plan constitutes one of thirty-four plans that comprise the City's General Plan Land Use Element. Including a number of elements, such as Framework, Housing, Mobility, Open Space, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City regarding the use of land, the design and character of buildings and open spaces, the conservation of existing housing and contextual infill of new housing, and the provision of supporting infrastructure are guided by the General Plan Land Use Element.

In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that establishes how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements. The Framework is focused around six guiding principles: Economic Opportunity, Equity, Environmental Quality, Strategic Investment, Clear and Consistent Rules, and Effective Implementation. Applying the intent of the Framework's guiding principles to this Plan update will help guide the community to grow strategically; conserve existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

The Framework Element provides direction and guidance for the Encino-Tarzana Community Plan Area, focusing growth around transit and establishing mixed-use boulevards and commercial centers, while maintaining the stability of residential neighborhoods. The Plan Area contains important industrial land that will be preserved to continue to provide areas for jobs and industry. The Plan Area also contains significant portions of open space along its north-eastern and southern borders, which will continue to be prioritized for preservation for the enjoyment of residents and visitors. Appendix A of this document includes further discussion regarding the relationship between the Community Plan and the City's General Plan.

California State Legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375), and changes to parking requirements near major transit stops (Assembly Bill 2097) in 2022 established greenhouse gas emissions reduction goals and a better integration of multimodal transportation and land use planning as statewide priorities. This Community Plan provides strategies to promote targeted development for jobs, housing, and amenities in close proximity to transportation resources and each other.

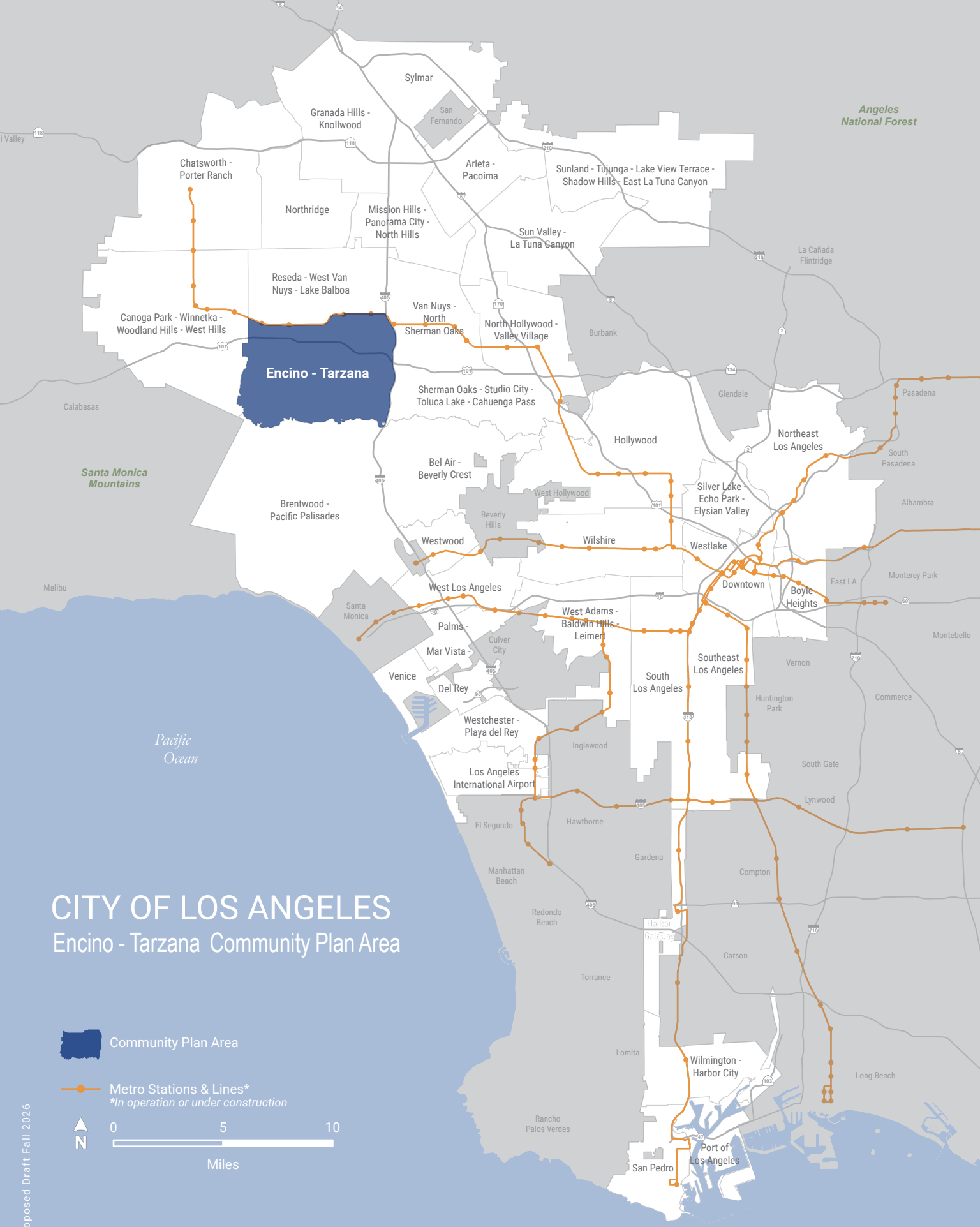
California State Law requires City governments to comply with Affirmatively Furthering Fair Housing (Assembly Bill 686, 2018) requirements, which include: "taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity and address significant disparities in housing needs and in access to opportunity, replace segregated living patterns with truly integrated



and balanced living patterns, transform racially and ethnically concentrated areas of poverty into areas of opportunity and foster and maintain compliance with civil rights and fair housing laws." The duty to affirmatively further fair housing extends to all of a public agency's activities and programs relating to housing and community development. As such, the Encino - Tarzana Community Plan supports these important state and city goals which seek to provide greater housing opportunities for all Angelenos.

The Community Plan's importance lies in its ability to shape positive community change and provide guidance that results in equitable and sustainable land use that balances the physical character and social urban fabric of the community with citywide policies and regional initiatives. The Encino-Tarzana Community Plan update was a multi-year collaborative effort with broad public participation from Neighborhood Councils and community stakeholders.

Overall, the Plan guides future growth toward transit-served areas and commercial corridors to help create resilient communities that achieve regional sustainability and housing goals and neighborhood economic stability.



CITY OF LOS ANGELES

Encino - Tarzana Community Plan Area

Community Plan Area

Metro Stations & Lines*

**In operation or under construction*

N

0 5 10

Miles

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COMMUNITY PROFILE

The Encino-Tarzana Community Plan Area falls within the traditional homelands of the Tongva, Chumash, and Fernandeño Tataviam peoples that would eventually become home to suburbs within the City's iconic San Fernando Valley. Growing from an agricultural community of ranches and small family farms in the first half of the 20th century, the Plan Area experienced a residential development boom following World War II. It is important to note that racially restrictive land ownership covenants and financial lending practices excluded non-white racial groups from the benefit of homeownership throughout this most significant period of development in the Plan Area during the 1950s and 60s.

Today, the Plan Area is home to residential neighborhoods and their accompanying commercial corridors that reflect the desire for suburban homeownership that drove much of this area's mid-20th century development. Single-unit housing makes up the majority of the Plan Area's existing land uses, with many homes located in Hillside areas where residents can enjoy scenic views. Ventura Boulevard traverses the Plan Area and supports a majority of commercial uses, while open space is primarily found in the Santa Monica Mountains and in the Sepulveda Basin Recreation Area.

ENCINO-TARZANA TODAY:

Was Mostly Built Between The 1950s And 1970s

Nearly 22% of existing structures were built between 1950 and 1959, with another 46% built between 1960 and 1979.

Is Home To Both Renters And Homeowners

59% of residents live in owner-occupied homes, while 41% of residents live in renter-occupied homes.

Is Comprised Largely Of Low-Density Residential Land Uses

Zoning for single-unit housing occupies 61% of the land in the Plan Area.

ENCINO-TARZANA TODAY:

Is Generally Considered To Be Comprised Of Commuter Communities

92% of those who are employed in the Plan Area live outside of the Plan Area, while 89% of those who live in the Plan Area (and who take part in the workforce) are employed outside of the Plan Area. 49% of Plan Area residents who are in the workforce travel over 10 miles to get to work. This means that many residents have a meaningful commute outside of the Plan Area to reach their place of employment.

Is Largely Reliant On Single-Occupancy Vehicles For Transportation

Of residents in the workforce who commute to work, 64% drive alone and 53% spend more than 30 minutes commuting to work each way. Efforts such as Ventura Boulevard Safety Improvements and Metro G Line infrastructure upgrades support transit options in the Southwest Valley and reliance on single-occupancy vehicle trips.

Is Home To A Regional Serving Outdoor Open Space

The Sepulveda Basin is one of the City's largest open spaces and offers opportunities for recreation including golf, cycling, fishing, kayaking, archery, cricket, and walking. The Basin is also home to a wildlife reserve. Additionally, the Santa Monica Mountains along the southern edge of the Plan Area, offer scenic viewpoints and hiking trails.

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ENCINO-TARZANA COMMUNITY PLAN AREA



Encino - Tarzana Plan Area

- Open Space
- Libraries
- Public Schools
- Metro Stations & Lines

N

0 0.5 1

Miles

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HISTORIC DEVELOPMENT PATTERNS

EARLY DEVELOPMENT
1760s – Late 1840s



Mission San Fernando Rey de España
Los Angeles Public Library

- Pre-contact, the region was home to the Tongva, Chumash, and Fernandeño Tataviam peoples. Today, the groups maintain their tribal sovereignty and continue to protect their cultural resources and traditions.
- The first European settlers arrived in the San Fernando Valley in 1769.
- In 1797, the Spanish established Mission San Fernando Rey de España.
- Following Mexican independence, Spanish land grants were re-divided into a number of ranchos, including Rancho Los Encinos and Rancho Ex-Mission San Fernando.
- Following the Mexican-American War, some rancho owners sold off portions of their land while others began to develop agricultural uses.

AGRICULTURAL BOOM
Late 1840s – Early 1900s



Rancho Los Encinos Adobe
Los Angeles Public Library

- Vicente de la Osa acquired Rancho Los Encinos and further developed it for agricultural uses.
- In 1850, de la Osa completed the 9-room adobe farmhouse, which still stands in Los Encinos State Historic Park.
- Isaac Lankershim and Isaac Newton Van Nuys founded the San Fernando Valley Homestead Association and acquired a portion of Rancho Ex-Mission San Fernando land comprising almost the entirety of the Valley south of today's Roscoe Boulevard.
- Wheat farming was the primary agricultural use for the fields within the region throughout the late 1800s.

FIRST TOWNS & POPULATION BOOM
1900s–1930s



Encino Post Office Dedication
Los Angeles Public Library

- Construction on the Los Angeles Aqueduct began in 1908, and the prospect of a secure water source brought about the Valley's first major real estate boom.
- In 1909, the Los Angeles Suburban Home Company (LASHC) syndicate purchased 47,500 acres in the San Fernando Valley.
- In 1910, LASHC developed a subdivision called Runnymede III.
- In 1916, 1,170 acres of Rancho Los Encinos were sold and subdivided, becoming the City of Encino.
- Runnymede III Ranch was acquired by writer Edgar Rice Burroughs in 1919, and the community adopted the name Tarzana in 1930.

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INFRASTRUCTURE DEVELOPMENT
1930s–1940s



Encino Reservoir
Los Angeles Public Library

- Residential and commercial development began to increase, with commercial development centered along Ventura Boulevard.
- Following major flooding, the US Army Corps of Engineers purchased 2.5 square miles of land along the Los Angeles River.
- Construction of the Sepulveda Dam was completed in 1941, which improved flood protection for Encino and Tarzana and increased the community's attractiveness to potential homeowners.

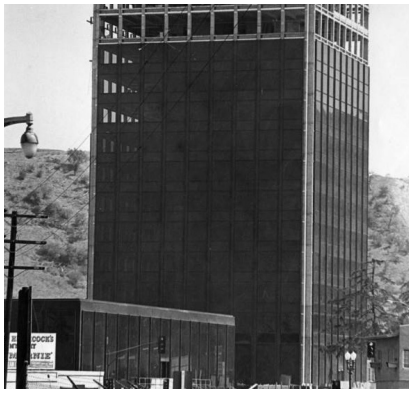
SUBURBAN TRANSFORMATION
1940s–1970s



Alpine Village Rental Apartments
Los Angeles Public Library

- Population grew during and after World War II as the Valley provided wartime produce and became home to both civilian and government defense activities.
- The State of California acquired the last remaining parcel of the Rancho Los Encinos in 1949 and subsequently established it as a State Park.
- Completion of the San Fernando Valley segments of US Route 101 and Interstate 405 in the 1960s further contributed to automobile-oriented suburban development.
- First multi-family housing developments were built.

MID 20TH CENTURY TO PRESENT
1970s–Present



Multi-Story Office Building on Ventura Boulevard
Los Angeles Public Library

- The Sepulveda Basin continues to develop into a community resource, offering a wildlife preserve, sports complex, golf courses, and parks.
- The Ventura-Cahuenga Boulevard Corridor Specific Plan (1991) and Mulholland Scenic Parkway Specific Plan (1992) were adopted to regulate commercial and residential development.
- Encino-Tarzana Community Plan Update (1998).
- Ventura Boulevard continues to thrive as San Fernando Valley's premier commercial corridor.
- Suburban living and housing opportunities in Encino and Tarzana persist as a thriving aspect of the community.

GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the Encino-Tarzana Community Plan



CREATE COMPLETE NEIGHBORHOODS

Promote a diversity of uses that support healthy living and community needs

Concentrate growth near transit and commercial centers

Encourage new neighborhood-serving retail and commercial uses within walking distance of existing neighborhoods

INCREASE THE VARIETY OF HOUSING OPTIONS AND AFFORDABILITY

Safeguard existing households against displacement

Increase housing opportunities near transit

Promote strategies to increase home ownership opportunities

Encourage residential development that contributes to the mixed-income and affordable housing supply

CREATE A NETWORK OF SAFE AND ACCESSIBLE STREETS

Prioritize pedestrian safety and comfort to encourage walking

Enhance transit services and improve bike infrastructure

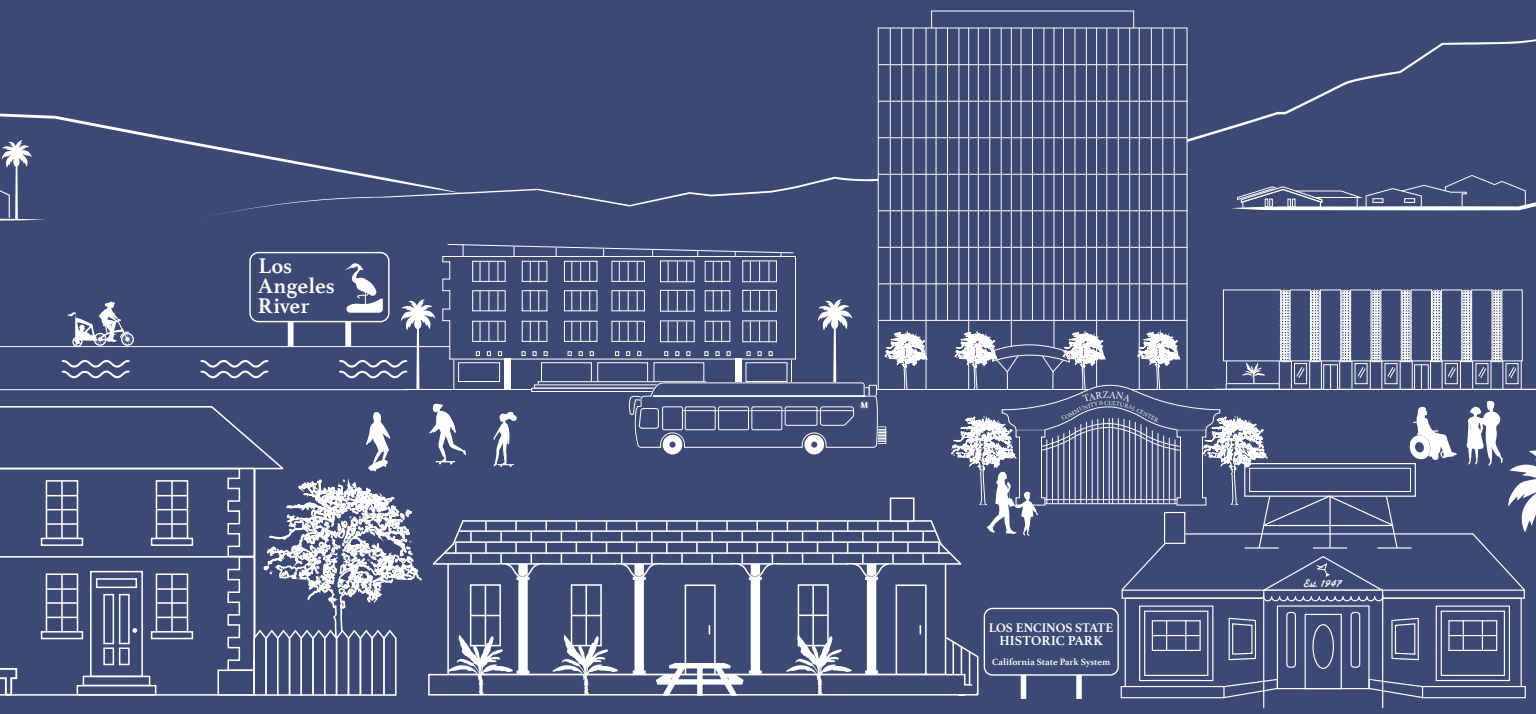
Support streetscape improvements that will help reduce heat and its impacts

SUPPORT A RANGE OF ECONOMIC OPPORTUNITIES

Support an increase in employment opportunities within the community

Strengthen and support existing business uses that serve residents' daily needs

Prioritize industrial land for uses that support the regional economy and provide local jobs

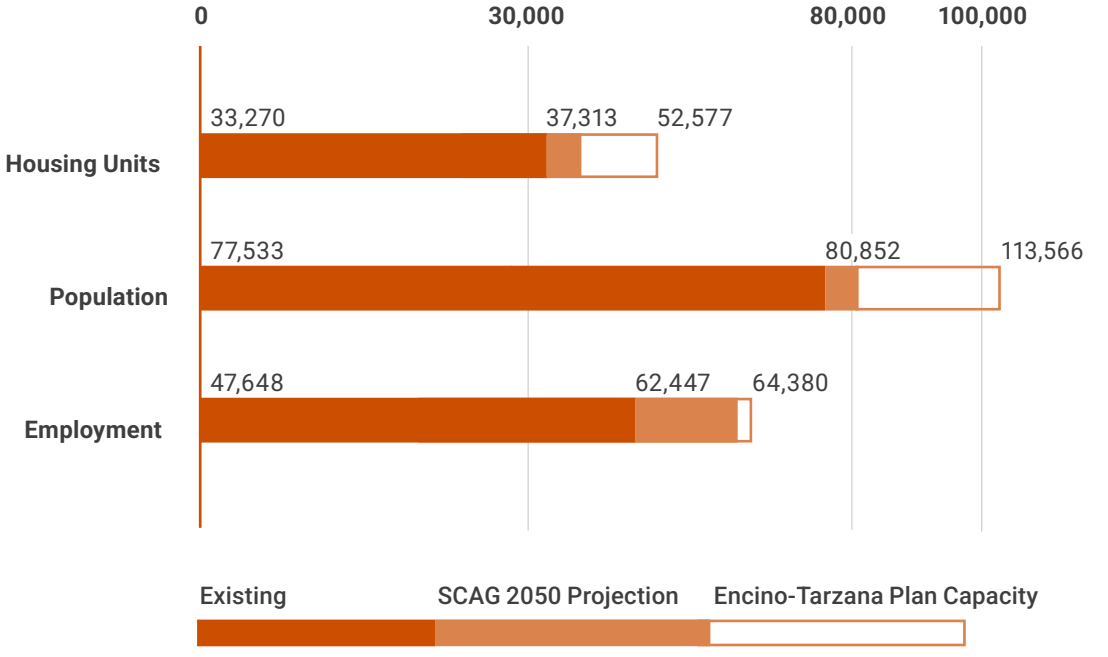


PROMOTE NEW PASSIVE AND RECREATIONAL OPEN SPACES	FOSTER CLIMATE RESILIENCE AND SUSTAINABILITY	PROMOTE STEWARDSHIP OF NATURAL ECOSYSTEMS	ELEVATE DESIGN EXPECTATIONS
Treat the Los Angeles River as a community amenity	Promote a climate-resilient built environment that reduces utility usage, carbon footprint, and greenhouse gas emissions	Protect existing open space resources from degradation	Encourage high-quality design and contextual transitions near residential neighborhoods
Improve access to, and connectivity between, parks, recreation centers, open spaces, and residential neighborhoods	Reduce dependence on single-occupancy vehicles as the primary mode of transportation	Implement strategies that optimize co-benefits, such as strengthening the local economy while improving environmental quality	Develop design standards that strengthen the character and identity of the community's diverse neighborhoods
Encourage new developments to include publicly accessible open space on-site	Support native, drought-tolerant landscaping to mitigate heat islands and improve air quality	Promote integration of green spaces with local neighborhoods	Promote pedestrian-oriented design throughout the Plan Area and particularly in mixed-use centers

TRENDS AND PROJECTIONS

The State of California requires that regions 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. SCAG's 2040 population and housing forecasts for Los Angeles' Community Plan Areas are based on a number of factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*



**Plan capacity is the reasonable expected development anticipated to occur as a result of the proposed Plan by the Plan's horizon year.*

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GENERAL PLAN LAND USE DESIGNATIONS

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, and typical uses that characterize an area, contributing to its identity and sense of place.

Description

114
Net Acres

1%
of Plan Area



Regional Center

Regional Center areas function as hubs of commerce and activity, and are usually located near major transportation hubs or along major transportation corridors. The building form ranges from Mid Rise to HighRise, with active shopfronts and active streets. Regional Centers typically provide a significant number of jobs, in addition to residential, retail, government, entertainment and cultural facilities, and health facilities on a regional scale. The residential density is FA.

199
Net Acres

1.7%
of Plan Area

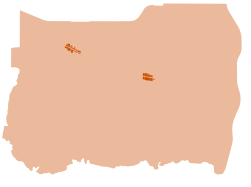


Community Center

Community Centers are vibrant places of activity, typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from Low Rise to Mid Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density is 1 unit per 400 square feet of lot area.

41
Net Acres

0.4%
of Plan Area



Villages

Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form is Low Rise to Mid Rise. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. The residential density is 1 unit per 400 square feet of lot area.

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Description

38
Net Acres

0.3%
of Plan Area



High Medium Residential

High Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers or near transit lines and stops. The building form ranges from Low Rise to Mid Rise. The residential density is 1 unit per 600 square feet of lot area.

216
Net Acres

1.9%
of Plan Area



Medium Neighborhood Residential

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form ranges from Very Low Rise to Low Rise, and buildings are typically oriented toward the street. The residential density is 1 unit per 800 square feet of lot area.

166
Net Acres

1.4%
of Plan Area



Medium Residential

Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain Residential Use Districts. The building form is Very Low Rise. The residential density is 1 unit per 800 square feet of lot area.

140
Net Acres

1.2%
of Plan Area



Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Very Low Rise and buildings are typically oriented towards the street. The residential density generally ranges from 4 units per lot to 1 unit per 1,500 square feet of lot area.

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Description

204
Net Acres

1.8%
of Plan Area



Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form is Very Low Rise. The residential density generally ranges from 4 units per lot to 1 unit per 1,500 square feet of lot area.

1,007
Net Acres

8.8%
of Plan Area

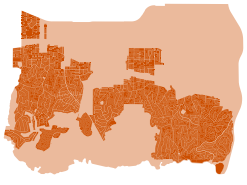


Low Residential

Low Residential areas provide single unit housing, typically set away from centers of activity. The building form ranges from House Scale to Low Rise. The minimum size of each lot is 4,000 square feet and residential density is limited to 1 unit per lot.

4,651
Net Acres

40.5%
of Plan Area



Very Low Residential

Very Low Residential areas provide single unit housing, typically in less dense areas where parcels are larger and street grids are less compact. The building form is Large Lot. The minimum lot size is typically greater than 10,000 square feet and residential density is limited to one unit per lot.

291
Net Acres

2.5%
of Plan Area



Minimum Residential

Minimum Residential areas provide a mix of residential, agricultural, and open space uses on larger lots in various contexts, most typically in hillside areas or in flat less dense areas where parcels are larger and street grids are less compact. The building form is Large Lot. The minimum size of each lot typically ranges from 20,000 square feet to 5 acres. The residential density is 1 unit per lot.

Description

25
Net Acres

0.2%
of Plan Area

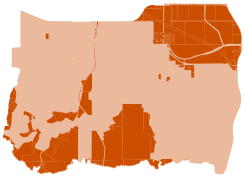


Light Industrial

Light Industrial areas preserve and sustain industrial activity while serving as an employment base. The building form is Low Rise and the site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial Housing is generally not permitted in Light Industrial areas.

3,937
Net Acres

34.3%
of Plan Area

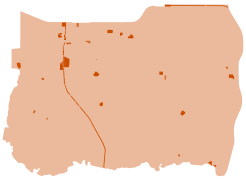


Open Space

Open Space areas primarily serve as public recreational sites or parks, but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation permits residential uses on a limited basis.

171
Net Acres

1.5%
of Plan Area

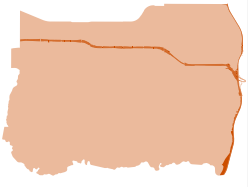


Public Facilities

Public Facilities serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form varies in size and structure, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses may include government offices, libraries, schools, service systems, and housing.

272
Net Acres

2.4%
of Plan Area



Public Facility - Freeway

Public Facilities- Freeways comprises land dedicated to freeways that exist within the Plan Area, including storage and parking uses, that is owned by the California Department of Transportation (Caltrans).

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SKECHERS
OUTLET
SKECHERS
OUTLET
Kids
THE ALMAR BUILDIN
1603

Chapter 2:
LAND USE & URBAN FORM

The Encino-Tarzana Community Plan Area has a range of land uses reflective of the diversity and continued evolution of the San Fernando Valley. From its low-scale residential neighborhoods and commercial corners to its emerging mixed-use corridors and transit-oriented hubs, and to its small but successful industrial lands. The Plan envisions a vibrant and forward-looking community.

This chapter defines goals and policies for land use planning that expand opportunities for housing in areas served by transit, promote the development of new retail and services within walking or biking distance of existing residential neighborhoods, preserve land for industry and jobs while ensuring land use compatibility, and reinforce the neighborhood qualities that contribute to a strong sense of community in the Encino-Tarzana Community Plan Area.

Land use planning can address a range of interrelated topics that shape a community's quality of life, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in this chapter articulate a strategy for land use planning that will accommodate anticipated growth in the Encino-Tarzana Community Plan Area while increasing access to a range of housing types, gainful employment opportunities, and amenities that contribute to building a sense of place in order to meet the existing and future needs of this community.

GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long-range vision for land use in each community of Los Angeles. Land use planning can address a wide range of interrelated topics that shape the quality of life within a community, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in the following chapter articulate a strategy for land use planning that will accommodate projected growth while embracing Encino-Tarzana's unique histories and encourage a more high-quality built environment with opportunities for mixed-income and affordable housing, robust commercial corridors, light industry and employment centers, and connections to open space amenities to promote an equitable and viable future for generations to come.

HOUSING AND COMPLETE NEIGHBORHOODS

This Plan envisions Encino-Tarzana as a community in which residents can live, work, and play, and one that can continue to be a source of affordable and livable housing for existing residents and future generations, affirming its legacy as an inclusive community of rooted families.

The Plan also seeks to rectify past planning policies that perpetuated racially motivated exclusionary practices that have had lasting negative impacts on neighborhoods and communities of color. In support of this goal, Plan policies encourage the preservation of existing housing units covered by the Rent Stabilization Ordinance (RSO) at affordable levels while accommodating additional housing options to expand opportunities to new residents and growing families.

Plan policies seek to expand opportunities for affordable housing near transit at densities that facilitate accessible streets for all users, lively public spaces, a diversity of small businesses, and increased transit ridership.

The Plan encourages new housing to be designed to facilitate positive health outcomes and reflect the diverse living arrangements and income levels of the community while discouraging the displacement of existing residents. In addition, the Plan supports the evolution of homeownership models to promote greater access to generational wealth, an important step to address decades of exclusionary zoning practices.

LU GOAL 1

INCREASED DIVERSITY OF SAFE, ACCESSIBLE, AND AFFORDABLE HOUSING OPTIONS TO MEET THE CURRENT AND FUTURE NEEDS OF ENCINO-TARZANA COMMUNITY PLAN RESIDENTS.

LU 1.1
Foster an equitable and inclusive Plan Area, with housing options that can accommodate a wide range of economic and social needs.

LU 1.2
Provide incentives and, where possible, simplify zoning regulations to expedite housing production.

LU 1.3
Promote mixed-income neighborhoods with a range of housing affordability levels, with higher numbers of Extremely Low, Very Low, Low, and Moderate Income units.

LU 1.4
Promote development that provides greater individual choice in the type, size, price, and location of housing.

LU 1.5
Promote the development of residential units with three or more bedrooms to support larger households and multigenerational living.

LU 1.6
Encourage housing developments to provide enhanced accessibility features and amenities for children, seniors, and individuals with special needs.

LU 1.7
Encourage a mix of rental and ownership housing options.

LU 1.8
Expand homeownership opportunities for lower and moderate-income households by supporting the creation of smaller lots and affordable homes for sale or through tenancies in common agreements.

LU 1.9
Increase opportunities for affordable homeownership for low and moderate-income households by expanding the City's homebuyer assistance programs.

LU 1.10
Support property owners in the development of Accessory Dwelling Units (ADUs) that are thoughtfully designed and located.

LU 1.11
Foster greater stewardship and deeper affordability of housing by promoting public, non-profit, or community-owned housing through acquisition, rehabilitation, and construction of new social housing.

LU GOAL 2

NEW HOUSING DEVELOPMENTS INCREASE THE SUPPLY OF QUALITY HOUSING THAT IS AFFORDABLE TO ALL INCOME HOUSEHOLDS.

LU 2.1
Incentivize new development to contribute towards the community's Extremely Low, Very Low, and Low Income housing needs.

LU 2.2
Support residential infill developments that increase the supply of affordable housing on-site that is for rent or for sale.

LU 2.3
Ensure that each recently occupied housing unit demolished as a result of new development is replaced on-site, with the same number of bedrooms per unit and offered back to former residents at rent levels previously paid.

LU 2.4
Discourage permits from being issued for the demolition of multi-unit buildings until a project providing an equivalent or greater number of units is approved.

LU 2.5
Utilize public land and funding for the development of supportive housing projects and affordable housing for Extremely Low, Very Low, and Low Income households.

LU 2.6
Disaggregate the cost of parking from the cost of housing by decreasing residential parking requirements to allow greater flexibility.

LU 2.7
Encourage new multi-unit residential developments to separate the cost of on-site parking spaces from the cost of rent.

LU 2.8
Support community land trusts as a tool for producing affordable housing options.

LU GOAL 3

NEIGHBORHOODS CONTINUE TO PROVIDE AFFORDABLE AND SECURE HOUSING TO EXISTING AND FUTURE RESIDENTS.

LU 3.1
Prioritize preservation and maintenance of the existing multi-unit housing stock as the foundation of the community's affordable housing supply.

LU 3.2
Encourage the preservation of and limit the conversion into for-sale units of rental units protected by the Rent Stabilization Ordinance (RSO) in support of no net loss of affordable units.

LU 3.3
Discourage significant rent increases when not commensurate with substantial property improvements that result in improved living conditions for tenants.

LU 3.4
Promote improvements to the physical condition and overall safety of rental housing to enhance residents' quality of life.

LU 3.5
Support well-designed projects that modify, reconfigure, or add on to existing residential buildings to accommodate additional housing units in order to alleviate overcrowding and avoid displacement.

LU 3.6
Facilitate the renewal of existing affordable housing covenants and promote opportunities for affordable housing developers, community-based organizations, or community land trusts to acquire units with expiring covenants to preserve affordability.

LU 3.7
Foster effective collaboration and coordination between City departments and tenant organizations to more quickly identify displacement and eviction threats and effectively respond with adequate resources and strategies.

LU 3.8
Promote homeownership retention strategies that emphasize stability and wealth-building for underserved communities, consistent with the City's Housing Element.

LU GOAL 4

NEIGHBORHOODS PROVIDE RESIDENTS AND VISITORS WITH ACCESS TO ESSENTIAL COMMERCIAL AND PUBLIC AMENITIES WITHIN A MULTI-MODAL ACCESSIBLE ENVIRONMENT TO REDUCE VEHICLE TRIPS.

LU 4.1
Promote the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.

LU 4.2
Support the establishment of small businesses that provide fresh groceries, basic household goods, prepared food, and opportunities for recreation or exercise within comfortable walking and rolling distance of existing residential neighborhoods.

LU 4.3
Ensure that small businesses in residential neighborhoods provide positive service to the community by enhancing the health and well-being of residents and operating as good neighbors.

LU 4.4
Support the provision of appropriately scaled childcare, community care, eldercare, and healthcare centers that enable neighborhoods to serve all members of the community throughout every stage of life.

LU 4.5
Incentivize greater development scale and density around transit if a project provides high-quality housing that is also affordable to lower-income households.

LU 4.6
Locate higher residential densities around transit and commercial centers where residents can benefit from

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greater access to commercial uses, jobs, schools, and healthcare services.

LU 4.7
Promote the development of new housing for seniors and persons with disabilities within short walking distance of public transportation, commercial uses, recreational amenities, and health care facilities.

LU 4.8
Encourage new multi-unit developments to provide on-site amenities for residents, such as usable open space, recreational facilities, pet-friendly spaces, and community meeting spaces.

LU 4.9
Encourage on-site amenities and recreational facilities in multi-family housing to remain for their original intent.

LU GOAL 5

ACCESS TO HOUSING OPTIONS AND SUPPORTIVE SERVICES THAT BOLSTER CITYWIDE EFFORTS TO ELIMINATE HOMELESSNESS AND HOUSING INSECURITY.

LU 5.1
Promote equitable development and inclusive growth that avoids displacing vulnerable people into homelessness.

LU 5.2
Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies.

LU 5.3
Support the training of tenants, property owners, and property managers on tenants' rights to live in habitable housing and on the health effects and management of environmental hazard exposure (such as lead and asbestos) to prevent tenant exposure.

LU 5.4
Encourage an increase in resources for tenants' rights education, enforcement, and protections, including training, education, legal representation, RSO monitoring and enforcement, and tracking of evictions and tenant buyout agreements in RSO units.

LU 5.5
Support the tracking and monitoring of existing covenanted affordable housing and RSO units and seek to recover any units lost to Ellis Act evictions, condominium conversions, demolitions, or tenant buyout agreements in order to maintain or increase the inventory of affordable units in the Plan Area.

LU 5.6
Encourage increased enforcement of Ellis Act notice requirements and re-rental restrictions.

LU 5.7
Identify programs and resources to strengthen the right of return and provide new affordable housing opportunities for households displaced by Ellis Act evictions.

LU 5.8
Support the development of transitional housing, emergency shelters, and social service sites for those experiencing homelessness in appropriate locations with community input.

LU 5.9
Support citywide efforts to ensure a range of supportive housing types and services exist to meet the needs of populations vulnerable to, or currently experiencing, homelessness, including but not limited to communities of color, immigrant communities, women, LGBTQIA+, students, families with children, seniors, veterans, and those formerly incarcerated.

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JOBS AND ECONOMIC DEVELOPMENT

The Plan recognizes the diversity of jobs and industries located in the Encino-Tarzana Community Plan Area as a major economic asset to the local community, the Southwest Valley region, and the City. This includes the established commercial districts that support many local businesses, major hospital and medical facilities, and the industrial corridor along portions of Oxnard Street near its intersection with Reseda Boulevard. The Plan highlights Encino-Tarzana's diverse business communities and industries as an opportunity to build a just economy that improves the lives of local residents and workers.

The Community Plan's commercial corridors offer the opportunity to create attractive, mixed-use streets that foster diverse retail and service providers. The Plan encourages mixed-use commercial corridors that combine multi-unit residential development with commercial ground-floor spaces designed to accommodate small and mid-sized tenants and enhance the pedestrian experience along the street. The Community Plan also seeks to preserve its existing industrial base to provide jobs for residents and promote economic vitality.

Overall, the policies in this section identify priorities for mixed-use and commercial development along commercial corridors and for preserving employment-generating industrial areas to create a community where residents, businesses, and industries come together and prosper.

LU GOAL 6

AN ADEQUATE LEVEL OF COMMERCIAL SERVICES AND EMPLOYMENT OPPORTUNITIES MEET THE NEEDS OF ALL RESIDENTS.

LU 6.1
Support existing neighborhood businesses that serve the needs of local residents, are compatible with the neighborhood, and create a stable economic environment.

LU 6.2
Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving businesses and business creation.

LU 6.3
Encourage the development of neighborhood-oriented commercial services within walking distance of residential areas.

LU 6.4
Encourage investment in established commercial areas and existing shopping centers.

LU 6.5
Attract a variety of uses that strengthen the economic base, expand market opportunities for existing and new businesses, and provide an equitable distribution of desirable uses and amenities throughout the community, including full-service grocery stores, sit-down restaurants, and entertainment venues.

LU 6.6
Encourage the retention of existing and the development of new commercial uses that serve the needs of the residents of adjacent neighborhoods and promote community services (e.g., healthcare, childcare, and community meeting rooms) in the Plan Area's Neighborhood Center and Community Center land use designated areas.

LU 6.7
Support commercial uses along the Ventura Boulevard commercial corridor and other Avenues and Boulevards across the Plan Area, to increase the variety of goods and services, improve shopping convenience, and stimulate business and investment.

LU 6.8
Encourage mixed-use districts that combine a variety of uses to create a community where people can shop, live, and work near transit and in other key commercial corridors, such as Ventura Boulevard.

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LU 6.9
Promote efforts to ensure businesses have access to the City's Legacy Business Implementation programs, such as financial incentives and technical support programs.

LU GOAL 7

AN ECONOMY THAT IS RESILIENT TO MARKET CHANGES AND EVOLUTION.

LU 7.1
Provide opportunities for new businesses by prioritizing medium- and small-scale establishment sizes.

LU 7.2
Encourage supportive neighborhood commercial uses that cater to local employees and make the area attractive to employers.

LU 7.3
Engage and support small businesses so that they may remain resilient through market evolution, contributing to business continuity.

LU 7.4
Support public-private partnerships that help bolster small businesses and startup businesses that are recovering from financial hardships.

LU 7.5
Support projects that include ground-floor commercial uses as opposed to residential-only development in the Community Center, Neighborhood Center, Village, and Regional Center designations.

LU 7.6
Recognize creative arts, culture, neighborhood character, dynamic public spaces, and diverse populations as significant components of the Plan Area's economic ecosystem, and support programs and developments that seek to enhance these resources.

LU 7.7
Support community ownership of creative space, including incubators, studio space, and art production and exhibition space.

LU GOAL 8

THE LOCAL WORKFORCE IS EQUIPPED WITH THE EDUCATION AND TRAINING TO CONTRIBUTE TO AND BENEFIT FROM ECONOMIC DEVELOPMENT IN ENCINO-TARZANA.

LU 8.1
Improve economic opportunity through local hiring, living wage provisions, job resource centers and job training, and supporting workforce development programs and partnerships.

LU 8.2
Pursue and strengthen partnerships between industries and educational institutions in order to equip students with the skills necessary to find gainful employment following graduation.

LU 8.3
Encourage the development of commissaries and commercial kitchens as new or accessory uses to help low-income street vendors obtain permits and sustain their business.

Regional Center

Regional Centers are unique commercial areas that allow a wide range of uses that co-exist to form a self-sustaining and livable community–they serve as regional focal points for employment, housing, community-serving, and entertainment uses served by transit options. Regional Centers include a large percentage of parcels designated for corporate headquarters, hospitality uses, and flagship offices, and are a major asset for the local community, the Southwest Valley region, and the entire City of Los Angeles. The following policies identify the priorities for higher-density mixed-use and commercial development along commercial corridors within the Regional Center.

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LU GOAL 9

A REGIONAL CENTER VITAL TO THE ECONOMY OF THE ENCINO-TARZANA COMMUNITY PLAN AREA AND THE SOUTHWEST VALLEY REGION.

LU 9.1
Support tourist-serving land uses (e.g. hotels) in the Regional Center, which address the needs of visitors arriving in the San Fernando Valley area for business, tourism, conventions, entertainment, and trade shows.

LU 9.2
Pursue a comprehensive wayfinding system in the Regional Center that facilitates legible and consistent guidance for pedestrians to connect to commercial destinations and transit portals, such as Ventura Boulevard and the Orange Line Stations.

LU 9.3
Provide opportunities for mid-scale to high-rise commercial and residential development within the Regional Center.

LU 9.4
Support the development of major projects within the Regional Center that create livable communities with access to open space, employment hubs, housing, community-serving facilities, and entertainment uses served by various transit options.

LU 9.5
Encourage the adaptive reuse of buildings and properties to accommodate housing and jobs that contribute to a vibrant Regional Center.

Industrial Areas

The industrial sector in the Encino-Tarzana Community Plan Area represents an important resource for City tax revenues, facilities for production, distribution of goods, and significant employment centers for skilled and semi-skilled workers throughout the Southwest Valley region. The Plan's goals and policies support the preservation of established industrial districts to promote an equitable jobs and housing balance by helping ensure that existing industrial land accommodates employment-generating industrial firms, including small-scale or niche manufacturing and emerging industries.

LU GOAL 10

INDUSTRIAL LAND IS PRESERVED AND IMPROVED AS A SOURCE OF EMPLOYMENT OPPORTUNITY AND ECONOMIC PROSPERITY.

LU 10.1
Retain viable industrially-designated lands for the continuation of existing industry and future industries related to research and development uses, light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 10.2
Protect established industrial districts from encroachment by unrelated commercial and other non-industrial uses that do not support the industrial base of the City and community.

LU 10.3
Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the Community Plan Area, while discouraging businesses that do not generate significant employment opportunities.

LU 10.4
Encourage an efficient goods movement system that accommodates the needs of local industry and businesses without impacting residents' quality of life.

LU 10.5
Ensure that industrial districts balance large facilities and small workplaces in order to accommodate a diverse set of industries and support businesses at all stages of growth.

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LU 10.6
Discourage the over-concentration of stand-alone self-storage facilities in industrial and commercial areas.

LU 10.7
Allow self-storage facilities if they include another permitted use on the ground floor to activate the street and support employment-producing uses in commercial and industrial areas in the Community Plan Area.

LU 10.8
Encourage open storage, recycling centers, and auto uses to be screened, limiting their visibility from public view.

URBAN FORM

Urban form plays an essential role in shaping how people experience and value the built environment. The design of the built environment shapes how people experience and interact with their communities. The placement, form, and orientation of buildings throughout the neighborhoods and streets of the Encino-Tarzana Community Plan Area help shape the daily experiences, health outcomes, social lives, and overall well-being of all members of the community.

The Encino-Tarzana Community Plan Area is made up of various neighborhoods and commercial centers, some of which have historic and distinctive characteristics. Commercial corridors, such as Ventura Boulevard, consist of wide thoroughfares with businesses and uses that serve the local community. The Community Plan recognizes these characteristics and includes policies to encourage building design that contributes to the local context by providing features that enable both active interior spaces and inviting street frontages to engage with neighborhood and community life.

LU GOAL 11

NEW DEVELOPMENT CONTRIBUTES TO ENHANCED AESTHETIC QUALITY AND PEDESTRIAN ORIENTATION.

LU 11.1
Encourage thoughtful design in commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment.

LU 11.2
Preserve, enhance, and expand existing pedestrian orientation along Ventura Boulevard and Reseda Boulevard through design standards, such as maintaining a uniform street frontage and locating parking at the rear of lots.

LU 11.3
Encourage architectural entry features, such as canopies, awnings, and overhangs that help define the pedestrian environment along the sidewalk.

LU 11.4
Design ground-floor spaces that embrace the street and engage users by employing features such as large windows, recessed or shaded entryways, outdoor seating, and eye-level displays.

LU 11.5
Encourage new developments to integrate pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining, and open spaces to create destinations for residents and visitors to shop and gather.

LU 11.6
Promote the inclusion of pedestrian passageways through large sites to improve pedestrian access and circulation.

LU 11.7
Enhance the public realm in commercial areas by promoting quality and functional site orientation,

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context-sensitive architectural and landscape design, and vibrant streetscapes and public outdoor plazas.

LU 11.8
Ensure that signs enhance the urban fabric and are oriented towards pedestrians.

LU 11.9
Discourage the introduction of uses in Tarzana Safari Walk Village and Encino Commons that detract from an active pedestrian street life, particularly vehicle repair and servicing, businesses featuring drive-throughs, fueling stations, and storage facilities.

LU 11.10
Encourage overall site improvements as part of expansions and modifications of existing auto-related facilities, including improved landscaping, buffering, and architectural design.

LU GOAL 12

INDUSTRIAL AREAS WITH IMPROVED DESIGN AND AESTHETIC QUALITY.

LU 12.1
Upgrade industrial areas by promoting sustainable design and landscaping features that support drought-tolerant, native planting and low-maintenance landscaping.

LU 12.2
Support and maintain clean, viable industrial areas that reflect a high level of regard for contemporary architectural and urban design principles, thereby enhancing the built environment.

LU 12.3
Encourage building facade treatments that provide visual interest and articulation, such as climbing plants, vegetation, and green walls.

LU GOAL 13

PARKING FACILITIES THAT ARE DESIGNED TO SUPPORT VIBRANT, ACCESSIBLE STREETS FOR ALL USERS AND REDUCE EXPOSURE TO VEHICLE-RELATED HAZARDS.

LU 13.1
Encourage vehicle entrances to be sited alongside streets or alleys to avoid disruptions to pedestrian movement along primary corridors and commercial areas near transit.

LU 13.2
Limit vehicle entrances to buildings and parking facilities to the minimum number required to promote safe streets for all users.

LU 13.3
Improve the safety and aesthetics of parking lots in commercial areas using features such as additional wayfinding, lighting, landscaping, and designated pedestrian pathways for improved visibility.

LU 13.4
Wrap above-grade parking with active uses or fully screen with architectural features in mixed-use, residential, or commercial developments to enhance the aesthetics of the pedestrian environment.

LU 13.5
Encourage developments to place parking, when provided, underground and to increase the amount of above-grade building square footage dedicated to active uses to improve the pedestrian environment.

LU 13.6
Support further reductions in parking requirements for projects when located within walking distance of major transit stations and bus stops.

LU 13.7
Discourage projects from providing parking in excess of the minimum required when reliable public transit

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options are available as a viable alternative to private vehicle use.

LU 13.8
Support shared parking between residential and commercial uses in mixed-use developments.

LU 13.9
Support shared parking between neighboring uses to preserve land, lower the cost of housing, and maximize the use of existing parking stalls.

CULTURAL AND HISTORIC RESOURCES

The Encino-Tarzana Community Plan Area has an important history as a result of its unique role in the pre- and post- World War II development of the Southwest Valley region and the City of Los Angeles as a whole. Although some development in the Encino-Tarzana Community Plan Area occurred at the turn of the century, much of the Southwest Valley's development occurred between the 1950s and the 1970s. Encino Village and Melody Acres are examples of pre- and post- war residential development. The conservation of designated historic resources protects this built legacy, ensuring continuity of neighborhood identity within the community.

LU GOAL 14

AN ENVIRONMENT CHARACTERIZED BY DISTINCTIVE NEIGHBORHOODS, AND CULTURAL AND HISTORIC RESOURCES.

LU 14.1
Support existing and future efforts that are intended to enhance, restore, and activate historic resources.

LU 14.2
Discourage the unnecessary loss of resources of special character or of historic, cultural, or social significance.

LU 14.3
Support existing and future policy to enhance, restore, and activate resources eligible for listing on local, state, or national registers, including through the use of SurveyLA, the Los Angeles Historic Resources Survey, and other City-recognized surveys.

LU 14.4
Support demolition delay processes to review and protect individually significant historic resources and districts in the Plan Area from demolition or adverse alteration.

LU 14.5
Support programs that help and protect legacy businesses and cultural institutions from displacement.

LU 14.6
Ensure that new development complements the physical qualities and distinct features of existing historic resources.

LU 14.7
Pursuant to Assembly Bill 52, ensure consultation with tribes occurs early in project development and throughout project implementation to help support a respectful process.

LU GOAL 15

VIBRANT MIXED-USE DESTINATIONS EXHIBIT A STRONG SENSE OF PLACE AND ARE REINFORCED THROUGH IMPROVED DESIGN AND ACTIVATION.

LU 15.1
Preserve distinct qualities and features of historically and culturally significant neighborhoods and communities.

LU 15.2
Support contextual infill development around Los Encinos State Historic Park.

LU 15.3
Encourage innovative design that creates the preservation-worthy buildings of the future.

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LU 15.4
Retain the integrity of historic resources while balancing preservation and the need to accommodate housing and jobs in the Plan Area.

LU GOAL 16

AN ENHANCED PUBLIC REALM THAT INVITES PEOPLE TO CONNECT TO THE HISTORIC, CULTURAL, SPIRITUAL, AND SOCIAL CONTEXT OF THE COMMUNITY.

LU 16.1
Encourage new development to incorporate culturally relevant and community-driven public art on building facades and in outdoor areas.

LU 16.2
Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites.

LU 16.3
Grant opportunities to local artists from the community when commissioning artwork for both the public realm and private projects.

LU 16.4
Consider opportunities for multiple forms of public art, including seating, lighting, landscaping, shade structures, sculptures, and imagery incorporated into outdoor installations.

PUBLIC HEALTH, WELLNESS, AND SUSTAINABILITY

Public health, wellness, and sustainability are especially salient due to the impacts of climate change and the pollution resulting from auto-oriented land use planning and freeway construction during the second half of the 20th Century. The goals and policies of this section seek to address the intersection between land use, public health, and the environment from an equity lens and consider both existing land use conflicts and evolving land use planning priorities for the Encino-Tarzana Community Plan Area. The Plan establishes a direction for sustainable urban development to minimize impacts to the environment and improve health outcomes for residents.

While many of the existing industrial businesses may contribute to environmental challenges, they also add to the local economy and job base. The Plan encourages industrial businesses to continue to thrive while also operating in ways that minimize adverse impacts on the community and the environment.

The Plan aims to help reduce vehicle miles traveled and the resulting emissions by directing new housing and commercial development around transit and employment hubs to enable more residents and workers to access commercial uses, fresh food, jobs, and schools via non-vehicle modes of transportation. This will positively affect overall air quality in the Encino-Tarzana Community Plan Area and the Southwest Valley region. Additionally, the Plan includes policies for building design and landscaping based on the local environment and seeks to support community revitalization and beautification, promote access to public and recreational facilities, and improve the overall quality of life. Overall, the Plan encourages a community where equitable public investments and services are provided that improve the health and welfare of the local community.

LU GOAL 17

A SUSTAINABLE COMMUNITY THAT IS RESILIENT TO THE EFFECTS OF CLIMATE CHANGE.

LU 17.1
Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAn.

LU 17.2
Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees,

eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.

LU 17.3
Encourage paved areas such as driveways, walkways, and outdoor spaces to be designed with permeable surfaces that also incorporate native and drought tolerant plants in order to increase water infiltration and reduce runoff.

LU 17.4
Promote new development that integrates sustainable design, green building practices and technologies, and other features to minimize health and environmental impacts and reduce the urban heat island effect, greenhouse gas emissions, and embodied carbon.

LU 17.5
Implement strategies such as expanded shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.

LU 17.6
Encourage the implementation of renewable energy source target programs, including the Los Angeles Department of Water and Power LA100 Plan, to improve environmental resilience.

LU 17.7
Support local, regional, state, and federal programs that reduce greenhouse gas emissions to minimize pollution sources and to improve air quality.

LU 17.8
Support upgrading the existing housing stock to reduce energy cost burden and make homes healthier through energy efficiency retrofits and improvements, and upgrades to energy efficient appliances and heating equipment.

LU 17.9
Support the removal and management of environmental toxins in accordance with existing local, regional, and federal policies, and help prevent future environmental contamination.

LU 17.10
Situate new buildings to maximize natural light within the building, utilizing design features, such as skylights, operable clerestory windows, and integrated shading systems where possible.

LU 17.11
Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.

LU 17.12
Support the expansion and redundancy of utility capacity to accommodate a range of activities over time.

LU 17.13
Support systems that symbiotically reduce waste and capitalize on the multi-functionality of spaces.

LU 17.14
Support Citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in the Plan Area to increase the local water supply.

LU 17.15
Prioritize infrastructure and landscape treatments that absorb pollutants and support stormwater infiltration.

LU 17.16
Encourage building design that promotes earthquake resilience so that buildings remain usable after earthquakes.

LU 17.17
Encourage building and landscape design consistent with State and local standards that mitigate the damage and spread of wildfires.

LU 17.18
Identify areas and buildings as resiliency centers for public use during future climate events and other emergencies.

LU 17.19
Improve preparedness for disasters, including those related to climate change. Coordinate with other City departments to assess preparedness for increased frequency of extreme weather events, such as heat waves, drought, wildfires, and flooding.

LU 17.20
Evaluate existing conditions and identify areas important for supporting wildlife habitat and movement.

LU 17.21
Seek opportunities to underground utility line infrastructure to support disaster preparedness, improve the aesthetic quality of the urban environment, and reduce barriers to pedestrians.

LU GOAL 18

A BUILT ENVIRONMENT THAT PRIORITIZES PEOPLE OVER CARS, REDUCING THE NEGATIVE HEALTH AND ENVIRONMENTAL IMPACTS OF DRIVING WHILE INCREASING PHYSICAL ACTIVITY.

LU 18.1
Expand opportunities for small, locally serving businesses to properly locate within neighborhoods in order to place the daily needs of residents within comfortable walking distance of their homes and schools.

LU 18.2
Provide space and incentivize indoor and outdoor recreational facilities for the health and enjoyment of all residents and visitors.

LU 18.3
Promote the siting and design of commercial development in a manner that encourages users to access and engage with each building as a pedestrian, while deprioritizing accommodations for single occupancy vehicles.

LU 18.4
Facilitate outdoor activities and socialization by encouraging the development of green spaces that include improved public amenities, such as seating for comfort and landscaping for shade and aesthetics.

LU 18.5
Encourage architectural elements that provide shade, cooling stations, and seating areas for pedestrians along primary corridors and walkways in the Plan Area.

LU 18.6
Enhance circulation around and within buildings through prominent entryways, open floor plans, visible stairwells, natural light, and interior communal areas that can be seamlessly integrated with the public realm.

LU 18.7
Encourage the development of healthcare facilities and spaces throughout the Plan Area that are tailored to meet the needs of local residents.

LU 18.8
Support the development of more open and public space opportunities that facilitate a variety of activities and an overall more active lifestyle.

LU 18.9
Encourage residential projects to orient buildings around outdoor living spaces such as a courtyard, patio, terrace, front yard, or garden that provides a connection to nature for the health, well-being, and socialization of all residents.

LU GOAL 19

IMPROVED SITE PLANNING, BUILDING DESIGN, AND LANDSCAPING TO REDUCE NEGATIVE HEALTH IMPACTS ASSOCIATED WITH INDUSTRIAL USES.

LU 19.1
Discourage potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas and residential neighborhoods or other sensitive uses.

LU 19.2
Restrict uses that are over-concentrated and have a negative impact on air quality, water quality, the built environment, and walkability and contain incompatible operations that spill over into residential neighborhoods.

LU 19.3
Encourage site plan review for the enlargement of nonconforming, incompatible commercial and industrial uses when adjacent to residential areas.

LU 19.4
Encourage appropriate site assessment of industrial properties located near residential and commercial areas prior to redevelopment activities to prevent the unintended release of contaminants.

LU 19.5
Collaborate with City Departments to ensure that all zoning, building, health and safety codes are strictly enforced within industrial areas, including site maintenance and removal of junk, trash, abandoned vehicles, overgrown weeds and debris, to maintain a safe and clean environment for the benefit of all industrial businesses, property owners, employees, and the overall community.

LU 19.6
Encourage upgrades to streets and alleys in industrial areas to include features that help infiltrate and treat contaminated runoff through the application of Best Management Practices for stormwater treatment.

LU 19.7
Ensure that all new or rehabilitated industrial facilities permitted near a residential or sensitive use incorporate the appropriate screening, landscaping, and enclosure provisions necessary for preventing exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

LU 19.8
Ensure that industrial land uses are safe for human health and the environment through proper containment of pollutants and mitigation of potential health risks.

LU 19.9
Provide reasonable and cost-effective measures to help the industrial business community improve outdoor air quality through efficient operations and sustainable best practices.

LU GOAL 20

A HEALTHY AND GROWING URBAN FOREST PROVIDES THE COMMUNITY WITH CLEANER AIR, COOLER STREETS, AND A MORE PEDESTRIAN-FRIENDLY PUBLIC REALM.

LU 20.1
Maintain and expand the tree canopy in the public right-of-way and on private property to provide shade, improve air and water quality, reduce the urban heat island effect, and create habitats for birds and pollinators.

LU 20.2
Cultivate urban habitat for animals and plants and increase opportunities to experience nature in an urban environment.

LU 20.3
Advance the creation of landscaped corridors and enhancements through median plantings and the planting of street trees along commercial and high-volume pedestrian corridors.

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LU 20.4
Encourage the use of xeriscape and low-maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

LU 20.5
Preserve and nurture mature trees and when projects call for the removal of mature trees on private property, instead pursue creative strategies to integrate them into the layout and design of new developments.

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LU GOAL 21

RESIDENTS ARE EMPOWERED TO ACCESS, GROW, AND ENJOY FRESH AND LOCALLY SOURCED NUTRITIOUS FOOD.

LU 21.1
Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary street closures in order to provide neighborhoods with access to fresh and nutritious foods on a regular basis.

LU 21.2
Encourage neighborhood corner shops and grocery stores to maintain a well-stocked and visible selection of fresh produce and nutritious foods.

LU 21.3
Facilitate access to affordable, healthy, and fresh food for all Plan Area residents and support community serving small businesses that sell affordable, fresh, and culturally relevant foods.

LU 21.4
Pursue opportunities to provide permanent and accessible community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.

LU 21.5
Promote the use of front yards, parkways, and open space for urban agriculture.

LU GOAL 22

MINIMAL AND ENVIRONMENTALLY SENSITIVE DEVELOPMENT IN HILLSIDE AREAS PROTECTS HUMAN SAFETY, WILDLIFE, ENVIRONMENTAL RESOURCES, AND SCENIC VIEWS.

LU 22.1
Encourage the preservation of the hillside ridgelines and discourage alteration of the hillside topography through reduction in grading and paving.

LU 22.2
Investigate and consider feasible secondary access connections as part of hillside subdivisions, as well as extensions, completions, and connections of existing street networks where feasible for emergency access to improve public safety in the hillsides.

LU 22.3
Consider the preservation of public views from public roadways and parklands when reviewing discretionary development proposals for new development in the hillside.

LU GOAL 23

IMPROVED SITE PLANNING, BUILDING DESIGN, AND LANDSCAPE BUFFERING ALONG FREEWAYS AND ARTERIAL ROADS WITH HIGH TRAFFIC REDUCES THEIR NEGATIVE HEALTH IMPACTS ON VULNERABLE RESIDENTS.

LU 23.1
Ensure that residential buildings constructed or rehabilitated in close proximity to a freeway incorporate features that help protect residents from pollutants, such as air filtration systems, double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution.

LU 23.2
Discourage the siting of outdoor recreational areas intended for children adjacent to freeways, such as yards and playgrounds in schools, daycares, and community facilities.

LU 23.3
Increase landscape buffering and enhance noise barriers along freeways throughout the Plan Area using soundwall design, native flora, and densely planted vegetation proven to filter particulate matter pollution.

LU 23.4
Discourage freeway widening or the expansion of the freeway network within the Plan Area.

LU 23.5
Ensure that freeway on and off-ramp intersections are safe for all users through signalized and painted crossings, pedestrian lighting, and a well-maintained sidewalk clear of debris and visual obstructions.

LU 23.6
Support the creation of green buffers next to freeways to reduce particulate matter (PM2.5) spillover into residential areas.

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Woodley Av
19528
BELLA
ALL NATURAL
North Hollywood
No Entry

Chapter 3: MOBILITY & CONNECTIVITY

The Encino-Tarzana Community Plan envisions a mobility system consisting of complete streets and a transit network that provides safe, convenient, and universally accessible multimodal options. The Plan supports a community that connects residential neighborhoods, commercial centers, jobs, recreational facilities, and open space.

The Encino-Tarzana Community Plan Area is encompassed and shaped by human-made features, including the channelized Los Angeles River and other channelized washes, Interstate 405 and U.S. Route 101, and wide boulevards that traverse much of the Plan Area. Generally, excluding the hillside area, the streets are laid out along a north-south and east-west grid. Most residential areas have convenient access to the major corridors of the Plan Area, and several major routes connect to nearby industrial areas. The Plan Area benefits from public transit network investments, including the LA Metro G Line, and several Local bus lines.

This chapter provides goals and policies to enhance mobility and connectivity, improve the pedestrian experience along commercial corridors, foster a multimodal transit system, maximize public transit ridership, reduce noise and pollution from vehicular traffic, and maintain an efficient goods movement network. The Plan also encourages investment in transit, bicycle, and pedestrian infrastructure to improve air quality, public health, and quality of life.

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GOALS AND POLICIES

MC GOAL 1

AN EFFICIENT CIRCULATION SYSTEM WITH SAFE, CLEAN, AND WELL-MAINTAINED STREETS THAT PROVIDE ENHANCED ACCESS AND CONNECTIVITY AND BALANCE THE NEEDS OF MULTIPLE COMMUNITY INTERESTS AND FUNCTIONS.

MC 1.1
Ensure the community is served by a complete street system that is safe, attractive, and balances the needs of all users, including pedestrians, bicyclists, transit users, mobility-challenged persons, and persons with various physical abilities.

MC 1.2
Support safety improvements on the High Injury Network as designated by LADOT to achieve high-impact reductions in injuries and fatalities.

MC 1.3
Encourage the installation and improvement of sidewalks and roadways in areas where streets are unimproved, are too narrow, or have frequent seasonal and stormwater flooding.

MC 1.4
Promote the efficient use of curb space to facilitate ridesharing and connections to other modes of transportation in new development projects.

MC 1.5
Support the collection of safety data and the implementation of data-driven safety improvements to best inform future projects and programs in the Plan Area.

MC 1.6
Support the development of Safe Routes to School programs to maximize safe, multimodal access to and from schools, recreation centers, and child care centers.

MC 1.7
Encourage traffic-calming measures along Collector Streets in predominantly residential neighborhoods to discourage unsafe vehicle speeds.

MC GOAL 2

AN EXPANDED AND EFFICIENT TRANSIT NETWORK THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

MC 2.1
Support improved local and express bus service in the Encino-Tarzana Community Plan Area through community input and coordination with regional and local transit agencies (e.g., the Metropolitan Transit Authority (LA Metro) and LADOT).

MC 2.2
Allow for the development of high-quality park-and-ride facilities strategically located near freeways, High Occupancy Vehicle (HOV) facilities, and transit stations such as the Metro G Line.

MC 2.3
Encourage the provision of safe, attractive, and clearly identifiable transit stops designed with user-friendly amenities that include universal infographics understandable to all, including persons with varying hearing or visual abilities.

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MC 2.4
Support the expansion, wherever feasible, of transportation programs and services to enhance the mobility of senior citizens, people with disabilities, young people, and the transit-dependent population, including subsidized transit passes.

MC 2.5
Ensure bus stops are appropriately designed to provide sufficient shaded shelter, seating, public trash receptacles, and are equipped with bus arrival time display systems (e.g., real-time passenger information display systems).

MC 2.6
Encourage major destinations within the community, including public facilities and open spaces, to be sufficiently equipped with bus shelters, safe pedestrian crossings, bicycle parking, and wayfinding signage.

MC GOAL 3

A STREET NETWORK THAT OFFERS A SAFE AND PLEASANT ENVIRONMENT FOR ALL USERS OF SIDEWALKS AND THE PUBLIC RIGHT OF WAY.

MC 3.1
Prioritize safe, comfortable pedestrian crossings and minimize conflicts between cars, buses, trucks, cyclists, and pedestrians at major intersections and along corridors by implementing improvements such as leading pedestrian intervals, scramble crosswalks, right-turn limitations for vehicles at red lights, raised pedestrian crossings, and midblock pedestrian crossing facilities.

MC 3.2
Accommodate sidewalk widening by reducing vehicular lanes along street segments with high pedestrian volumes, as feasible.

MC 3.3
Improve landscaping along sidewalks with low-maintenance shade trees and varied drought-tolerant plantings in parkways to create a pleasant and interesting walking environment.

MC 3.4
Support improvements to response times concerning illegal dumping obstructing sidewalk access, street cleaning, and pavement repair.

MC 3.5
Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way, and streets wherever feasible for the use of bicycles and/or pedestrians.

MC 3.6
Support the installation of sidewalks, where needed and feasible, with new roadway construction and significant reconstruction of existing roadways, particularly in areas with recurrent flooding or other accessibility issues.

MC 3.7
Support efforts to maintain sidewalks, streets, and rights-of-way in good condition, free of obstructions, with adequate lighting, wayfinding, and trees and parkways for shade to accommodate pedestrians, comply with ADA accessibility requirements, and promote safety during the night.

MC 3.8
Encourage street improvements that create opportunities to capture, filter, and infiltrate stormwater.

MC 3.9
Support the creation of visual and physical connections to the Los Angeles River and other channelized washes that are visually pleasant to pedestrians and other users.

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MC 3.10
Discourage new driveways along pedestrian-oriented streets when access to a site can be reasonably accommodated from an alley or cross-access easement.

MC 3.11
Improve prioritized alleyways and pedestrian pathways with permeable walking surfaces and streetscape amenities such as pedestrian lighting, landscaping, and public art while maintaining functionality for utilities, goods movement, and loading and unloading zones.

MC 3.12
Improve the pedestrian experience under freeway overpasses and underpasses, pedestrian tunnels, and bridges by incorporating pedestrian-scale lighting, wayfinding, landscaping, public art, and safety features.

MC 3.13
Prioritize pedestrian safety for construction detours, first contain construction staging onsite, then consider using parking and travel lanes before significantly disrupting pedestrian routes.

MC 3.14
Support efforts to preserve and improve the Amestoy Avenue pedestrian bridge over the 101 freeway to maintain connectivity to the Sepulveda Basin.

MC GOAL 4

A SYSTEM WITH ALTERNATIVE MODES OF TRANSPORTATION THAT REDUCES VEHICULAR TRIPS AND SINGLE-OCCUPANCY VEHICLE TRAVEL IN ORDER TO IMPROVE AIR QUALITY AND THE HEALTH OF RESIDENTS.

MC 4.1
Encourage mixed-use residential developments that include units at low, very low, and extremely low affordability levels in transit-served areas in order to maximize transit ridership, reduce vehicle trips, and minimize Vehicle Miles Traveled (VMT).

MC 4.2
Encourage employers and institutions to provide employee incentives, such as subsidized transit passes, for telecommuting and alternative modes of transportation (e.g., carpools, vanpools, buses, bicycles, and walking).

MC 4.3
Reduce automobile dependency by supporting the provision of a safe and convenient transit system accessible to all, with clearly defined pedestrian linkages and a network of safe, accessible bikeways.

MC 4.4
Encourage the use of low-emission vehicles, such as micromobility, electric, and neighborhood electric vehicles (NEVs).

MC 4.5
Pursue transportation management strategies that maximize vehicle occupancy, minimize average trip length, and reduce the overall number of vehicle trips.

MC 4.6
Encourage improvements to transit and public facilities that promote alternative power sources such as electricity, solar, alternative fuels, or that meet the Super Ultra Low Emissions Vehicle (SULEVs) emission standards.

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MC GOAL 5

A SAFE, COMPREHENSIVE, AND INTEGRATED BIKEWAY NETWORK THAT IS ACCESSIBLE TO ALL, ENCOURAGES BICYCLING FOR RECREATION AND TRANSPORTATION, AND PROVIDES ACCESS TO TRANSIT AND KEY DESTINATIONS.

MC 5.1
Support the provision of bicycle access to facilitate connectivity between residential neighborhoods and open space areas, commercial and mixed-use boulevards, community centers, employment centers, and neighborhood districts.

MC 5.2
Incorporate bicycle amenities (e.g. bicycle parking stations, lockers) in public facilities, parks, commercial and multi-unit residential developments, employment and transit centers, and park-and-ride facilities to encourage cycling as a convenient and desirable form of transportation.

MC 5.3
Identify gaps in bicycle facilities and prioritize the completion of a comprehensive bicycle-enhanced network and bicycle lane network that enables all riders to safely and comfortably reach the community's schools, job centers, and transit stations by bike from any neighborhood in the Plan Area.

MC 5.4
Support the introduction of Bike Share throughout the Plan Area, especially to connect areas that are less served by transit.

MC 5.5
Facilitate the integration of bikes on transit to improve first-last mile connections.

MC GOAL 6

AN EFFICIENT GOODS MOVEMENT SYSTEM THAT SUPPORTS ECONOMIC ACTIVITY AND QUALITY OF LIFE.

MC 6.1
Ensure loading zones are provided in commercial districts to reduce conflicts with other users of the street.

MC 6.2
Encourage locating loading facilities zones and utilities in alleys to reduce conflicts between modes and create more public space on sidewalks.

MC 6.3
Provide appropriately designed and maintained roadways along designated truck routes to safely accommodate truck travel.

MC 6.4
Ensure that all commercial and industrial developments have adequate off-street accommodations for temporary or prolonged loading and unloading of commercial vehicles, while maintaining and enforcing idling restrictions in industrial, commercial, and residential areas.

MC 6.5
Support environmental protection measures that can be implemented to reduce air quality impacts from adjacent freeways and truck routes.

MC 6.6
Encourage new construction and the installation of Zero Emission Vehicle (ZEVs) infrastructure for trucks within industrial areas to support reductions in greenhouse gas emissions and improve air quality.

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MC 6.7
Discourage the over-concentration and siting of new commercial-scale fueling stations and electric charging facilities in close proximity to sensitive uses, including residential areas. An appropriate buffer should be maintained.

MC 6.8
Promote urban curbside loading rules such as off-peak loading hours, curbside flex zones, and midstreet loading to reduce conflicts between modes on streets.

MC 6.9
Preserve truck access in industrial areas while balancing pedestrian and cyclist safety to support economic activity.

MC GOAL 7

A VEHICULAR TRANSPORTATION NETWORK THAT ENCOURAGES SHARING, GREATER EFFICIENCIES, AND IS BALANCED WITH OTHER TRANSPORTATION MODES. EFFICIENTLY USE CURB SPACE TO FACILITATE RIDESHARING AND CONNECTIONS TO OTHER MODES.

MC 7.1
Encourage projects to include designated spaces for rideshare vehicles and pickup/drop off zones.

MC 7.2
Support programs that offer access to carpools and vanpools for workers and students to reduce the share of single-occupancy vehicles.

MC GOAL 8

A PARKING SUPPLY THAT IS EFFICIENT AND ENCOURAGES NON-VEHICULAR TRAVEL, WHILE MEETING THE NEEDS OF BUSINESSES AND RESIDENTS.

MC 8.1
Encourage the use of shared parking facilities among multiple uses in high-demand areas, in consultation with local businesses.

MC 8.2
Adjust parking meter pricing and time limits in response to demand to encourage efficient turnover of parking spaces.

MC 8.3
Prioritize people over cars and allow flexibility in parking requirements to accommodate al fresco outdoor dining and parklets, better serving the local community.

MC 8.4
Reduce or consolidate parking areas, where appropriate, to eliminate the number of ingress and egress points onto arterials.

MC 8.5
Support the development of publicly accessible, City-owned parking structures that integrate sustainable design (i.e., solar panels and LID features), where appropriate, to accommodate commercial parking needs, mitigate parking impacts to adjacent residential neighborhoods, and discourage surface parking lots.

MC 8.6
Encourage the shared use of underutilized parking facilities for transit riders.

MC 8.7
Support the enforcement of parking restrictions for large commercial vehicles along commercial and neighborhood streets.

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MC 8.8
Eliminate parking minimums in transit areas to encourage non-vehicular travel, increase affordability, and improve design outcomes.

MC 8.9
Promote shared, publicly accessible parking to create a more flexible,efficient parking system that serves multiple users.

MC 8.10
Encourage parking to be unbundled from purchase prices and lease rates to create mobility options, encourage other modes of travel, and increase affordability at all levels.

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Chapter 4:

PUBLIC REALM & OPEN SPACE

The public realm and availability of local, high-quality open space is critical to livable, sustainable, and thriving communities in the Encino-Tarzana Community Plan Area. These resources provide opportunities for passive and active recreation, social and cultural events, community gathering spaces, and health benefits that support a higher quality of life.

Furthermore, well-maintained designated open space provides opportunities for recreation while contributing to the preservation of natural resources, ecological diversity, improved flood control, and the mitigation of wildfire and landslide risk.

The Encino-Tarzana Community Plan Area is home to a number of open space resources, ranging from traditional parks such as the Tarzana Recreation Center and Encino Park, to larger open space areas found in the Santa Monica Mountains, such as Mulholland Gateway Park and Topanga State Park. The Plan Area also includes the Sepulveda Basin, which houses a wildlife reserve, golf courses, and other public outdoor amenities, as well as segments of the Los Angeles River and Caballero Creek.

Streets such as Ventura Boulevard, Reseda Boulevard, Burbank Boulevard, and Balboa Boulevard, provide opportunities for an enhanced public realm, characterized by active streetscapes and the creation of public plazas and community spaces. These corridors offer a mixture of residential, commercial, and recreational uses and can contribute to a more accessible, pedestrian-friendly, and vibrant built environment.

The Community Plan provides policies that support an improved and safer streetscape, a focus on diverse forms of transportation and mobility, and the development of high-quality public spaces in all neighborhoods.

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GOALS AND POLICIES

PO GOAL 1

A COMMUNITY WITH AMPLE OPEN SPACE, RECREATION, AND PARK FACILITIES THAT SERVE EVERY NEIGHBORHOOD.

PO 1.1
Prioritize the creation and expansion of public open space in all communities.

PO 1.2
Support the creation of varying open space typologies, including both active and passive recreation facilities, that serve a variety of community members, age groups, and physical abilities.

PO 1.3
Incentivize new developments to create publicly accessible private open space.

PO 1.4
Pursue opportunities to establish new public parks through partnerships with federal, state, and local agencies, as well as community-based organizations, for the acquisition of vacant or underutilized lots.

PO 1.5
Encourage the redesign of cul-de-sacs, street ends, vacated streets, and remnant street widths to offer opportunities for pocket parks which can serve as gateways to the Los Angeles River and increase neighborhood park access.

PO 1.6
Encourage parks to incorporate active and passive recreational features, including landscaped paths for walking and exercise, play areas for children, open fields for sports, dedicated areas for dogs, shaded tree groves for relaxation, picnic areas for gathering, and areas for cultural and festive events.

PO 1.7
Support the on-going maintenance and preservation of existing neighborhood-serving parks.

PO 1.8
Support the enforcement of codes restricting illegal activity in neighborhood-serving parks.

PO 1.9
Encourage coordination between City agencies and local residents to provide culturally relevant and engaging recreational programming at public parks and open space facilities.

PO 1.10
Encourage partnerships for stewardship and maintenance through volunteer opportunities to expand stakeholder engagement and promote the maintenance of public open spaces.

PO 1.11
Pursue joint-use agreements to share facilities with schools, especially in neighborhoods that suffer a disproportionate lack of park space and recreational facilities.

PO GOAL 2

A COMMUNITY WITH SAFE AND APPEALING STREETS AND PLAZAS THAT ALLOW FOR EFFICIENT MOBILITY, ACCESS TO GOODS AND SERVICES, AND ACCESS TO COMMUNITY GATHERINGS.

PO 2.1
Enhance the pedestrian experience along corridors by expanding sidewalks and incorporating seating, lighting, wayfinding, opportunities for street vending and outdoor dining, and other desirable features that create walkable, pleasant environments..

PO 2.2
Promote the development of a well-connected and fully-protected bicycle network along corridors and

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other appropriate streets to enhance the streetscape and improve safe mobility between open space and public realm features.

PO 2.3
Promote accessible public spaces along streets in the form of plazas and paseos that are designed to encourage social activity such as markets, music, art, and community events.

PO 2.4
Provide opportunities for publicly accessible spaces along streets and at major intersections in the form of plazas and paseos that are designed to encourage social activity, especially along Ventura Boulevard and Reseda Boulevard.

PO 2.5
Integrate public art and cultural programming in public spaces to reinforce community and cultural identity.

PO 2.6
Promote native tree planting, and sustainable landscaping in parkways, medians, and neighborhood gateways as a placemaking and cooling strategy.

PO 2.7
Support street design and streetscapes that provide scenic and recreational facilities such as scenic view turn-outs; bicycle, hiking, and equestrian trails; and access to parks, campgrounds, and nature preserves.

PO GOAL 3

WELCOMING STREETSCAPES THAT PROMOTE A HEALTHY URBAN FOREST AND NATURAL AESTHETICS TO REDUCE THE URBAN HEAT ISLAND EFFECT, IMPROVE AIR QUALITY, AND CULTIVATE A SUSTAINABLE MICROCLIMATE.

PO 3.1
Enhance tree planting and landscaping in parkways, medians, neighborhood gateways, and new open spaces to provide publicly-accessible shade.

PO 3.2
Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets, while supporting policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper species selection.

PO 3.3
Increase planting of thick canopy trees and dense vegetation near and along freeways and other sources of air pollution using species proven to filter particulate matter pollution.

PO 3.4
Protect and support the expansion of a tree canopy to improve air quality, reduce heat island effects, and facilitate groundwater filtration.

PO 3.5
Encourage an increase in street tree canopy coverage and permeability in new developments and/or in areas identified as tree-deficient.

PO 3.6
Encourage and promote the retention of trees through education, outreach, and incentives offered by the Bureau of Street Services.

PO GOAL 4

A COMMUNITY WHERE PARKS AND THE PUBLIC REALM ARE DESIGNED TO CONTRIBUTE TO HUMAN HEALTH AND COMFORT BY PROVIDING A SUSTAINABLE, ACCESSIBLE, AND NAVIGABLE NETWORK OF OPEN SPACES.

PO 4.1
Promote open spaces that are versatile and adaptable, such as cooling centers and resilience hubs, to serve the health and wellness needs of the community during disasters and other local emergencies.

PO 4.2
Support the safety, visibility, and accessibility of parks and open spaces through enhanced wayfinding, handrails, pedestrian ramps, lighting at night, mobility network connections, well-maintained restrooms and

hygiene facilities, drinking fountains, and by ensuring that perimeters are free of obstructions like overgrown landscaping and opaque fencing.

PO 4.3
Support the development of sports and fitness facilities to promote community health.

PO 4.4
Promote a public realm equipped with durable and versatile infrastructure, resilient landscaping, and recreational equipment that can adapt to changing conditions and community needs.

PO 4.5
Identify and facilitate the development of open spaces, vacant lots, public easements, schoolyards, residential parkways, or other appropriate underutilized public rights-of-way to be used for the cultivation of community gardens and improve access to fresh foods for Plan Area residents.

PO 4.6
Promote the use of pervious surfaces in park and public realm design to improve drainage to reduce flood risk and accumulation of standing water, minimize damage to infrastructure, and mitigate other public health risks, such as insect or pathogen outbreaks.

PO 4.7
Encourage vegetation and planting along the perimeter of open spaces near loud roadways, industrial areas, and flight paths to provide residents and visitors with outdoor space with minimal noise pollution.

PO 4.8
Promote the development of attractive, functional, and comfortable public spaces along major corridors and intersections to increase pedestrian activity and boost the overall safety of the built environment.

PO 4.9
Encourage developers to orient buildings towards the public realm and include pedestrian-friendly frontage treatments to boost urban vibrancy and enhance public safety.

HILLSIDES

Approximately half of the Encino-Tarzana Community Plan Area falls within Hillside areas south of Ventura Boulevard. In addition to residential uses, the Hillsides contain the Encino Reservoir and large publicly-accessible recreational open spaces such as Mulholland Gateway Park.

Hillside areas pose a challenge to development and accessibility, as narrow, winding streets and steep slopes can make it difficult for emergency responders to access properties and open space. Hillside areas are much more vulnerable to wildfire and landslide disasters than the flat urban areas found north of Ventura Boulevard, with much of the Plan Area's Hillsides being within the Very High Fire Hazard Severity Zone.

The Community Plan includes policies that aim to minimize development in environmentally sensitive areas, limit grading, mitigate disaster risk, and preserve existing open space to provide opportunities for recreation while supporting ecological resources and wildlife habitats.

PO GOAL 5

WILDLIFE HABITATS IN ECOLOGICALLY SENSITIVE AREAS WITHIN HILLSIDE AREAS ARE PRESERVED AND INCLUDE WELL-MAINTAINED AND EASILY-ACCESSIBLE PUBLIC OUTDOOR SPACE.

PO 5.1
Prioritize the reuse of surplus City-owned sites in the Hillsides for public recreation and wildlife conservation purposes.

PO 5.2
Work with nearby agencies such as the Santa Monica Mountains Conservancy to protect sensitive wildlife areas while also increasing opportunities for public access and enjoyment of open space.

PO 5.3
Support publicly accessible walking and hiking paths and equestrian trails throughout open space in Hillside areas.

PO 5.4
Encourage open space areas of the Santa Monica Mountains that provide public access to maintain adequate bicycle and car parking, high-quality sidewalks and paths, restroom and drinking water facilities, and trailheads.

PO 5.5
Encourage the preservation and creation of conservation easements to maintain and increase open space.

PO GOAL 6

PUBLICLY ACCESSIBLE OPEN SPACES IN HILLSIDE AREAS ARE DESIGNED IN A WAY THAT MITIGATES NATURAL DISASTER RISKS.

PO 6.1
Discourage grading in and around public open space where water drainage and erosion is common and/or possible.

PO 6.2
Encourage the planting of native and fire-resistant vegetation in and around Hillside open space to reinforce soil layers and decrease the risk of landslide.

PO 6.3
Design Hillside open space infrastructure according to the appropriate grading regulations.

PO 6.4
Facilitate collaboration between government or land management agencies and residents to promote appropriate defensible space and other land and vegetation management techniques for all structures and park infrastructure built in wildfire-sensitive Hillside areas.

PO 6.5
Encourage the use of fire-resistant materials when constructing or repairing infrastructure in wildfire-sensitive Hillside areas.

PO 6.6
Promote consistent maintenance of open space trails and fire roads to streamline first responder access to Hillsides during natural disasters.

PO 6.7
Encourage routine investigation and maintenance of public open space vegetation in accordance with State and local brush clearance requirements.

THE LOS ANGELES RIVER

Through revitalization efforts, the Los Angeles River can become the City's living, green spine that connects nature and communities, providing space for active and passive recreation while also fostering diverse and healthy ecological habitats and promoting environmental sustainability.

The portion of the River that runs through the Sepulveda Basin within Encino-Tarzana is one of only two segments of the entire River that features a natural riverbed and riparian environment, as opposed to concrete. The Sepulveda Dam is also within the Plan Area and functions to control the flow of water.

The Los Angeles River segment within the Plan Area is used for fishing and kayaking and is also situated adjacent to biking and walking trails. The River and the greater Sepulveda Basin, which is owned by the United States Army Corps of Engineers, serves as a significant environmental resource, helping to maintain ecological diversity, create safe habitats for wildlife, and mitigate flood risk in the San Fernando Valley.

PO GOAL 7

THE LOS ANGELES RIVER SERVES AS A NATURAL AND RECREATIONAL PUBLIC AMENITY THAT IS WELL-CONNECTED TO SURROUNDING NEIGHBORHOODS, PRESERVES DIVERSIFIED ECONOMIC ACTIVITIES, AND ACCOMMODATES ACTIVE TRANSPORTATION.

PO 7.1
Create a network of linked public spaces along the River corridor that provide safe and attractive direct access to the Los Angeles River.

PO 7.2
Design urban trails, paths, and bridges that connect the River with adjacent neighborhoods to allow for convenient and visually interesting paths of travel and provide opportunities for placemaking that highlight the history of the community's relationship to the River.

PO 7.3
Activate and enhance space adjacent to the Los Angeles River with active and passive recreational amenities, employment opportunities compatible with the River, and improved wayfinding that directs people to the River and nearby public amenities.

PO 7.4
Design streets and sidewalks along and adjacent to the River so that pedestrians, bicyclists, transit riders, transit vehicles, and automobiles can coexist safely.

PO 7.5
Support the implementation of the Los Angeles River Revitalization Master Plan.

PO 7.6
Integrate an equity-driven and engaging approach to all River infrastructure investments and improvements.

PO GOAL 8

THE LOS ANGELES RIVER SERVES AS AN ACCESSIBLE ECOLOGICAL AND RECREATIONAL PUBLIC AMENITY THAT ALSO SUPPORTS GROUNDWATER RECHARGE AND FLOOD CONTROL WHERE APPROPRIATE.

PO 8.1
Encourage the use of native and drought-tolerant plants in landscaping near the River, to support the habitat and migration of local species.

PO 8.2
Identify and preserve wildlife habitats and improve ecological resilience, consistent with public health and safety.

PO 8.3
Encourage open spaces to maximize water recapture and promote biodiversity as well as to facilitate natural collection, filtration and treatment of stormwater to reduce stormwater runoff, recharge aquifers, and remove pollutants through the use of pervious paving and native, drought-tolerant plants.

PO 8.4
Support the Los Angeles River Ecosystem Restoration Project.

PO 8.5
Flood control channels and other appropriate public lands should be considered for open space purposes that can support hiking, bicycle, and equestrian trails and connect these facilities with the local and regional system.

SEPULVEDA BASIN

The Sepulveda Basin Recreation Area is a 2,000 acre flood control basin managed by the City of Los Angeles Department of Recreation and Parks located primarily within the Encino-Tarzana Community Plan Area. The Basin contains a variety of open space resources, including Lake Balboa Park, Woodley Park, the Japanese Garden, three public golf courses, and the Sepulveda Basin Wildlife Reserve. The Basin also includes several water features, including, but not limited to, Lake Balboa, the Los Angeles River, Woodley Creek, and Haskell Creek. Navigation to and through the Recreation Area can be achieved through automobile roads, bicycle and walking paths, and the Metro G Line, which runs along the northern edge of the Basin.

In June 2024, the Sepulveda Basin Vision Plan was released. Led by the Los Angeles Bureau of Engineering, the Plan was created to guide Basin development in a climate-resilient manner that improves recreational, natural, and cultural uses. The Plan integrates feedback from local organizations, city departments, tribal leaders, and community members. Ultimately, the Vision Plan looks to improve mobility, access, recreational opportunities, and ecological health within the Sepulveda Basin. Specific projects that are planned include an aquatic facility, athletic fields, and new cycling and walking paths throughout the park.

PO GOAL 9

THE SEPULVEDA BASIN SERVES AS ONE OF THE CITY'S PREMIER OPEN SPACE DESTINATIONS THAT PROVIDES OPPORTUNITIES FOR RECREATION, SUPPORTS A HEALTHY ECOLOGICAL SYSTEM, AND OPERATES IN A SUSTAINABLE MANNER.

PO 9.1
Support the implementation of the Sepulveda Basin Vision Plan, which envisions the future of the Basin as a climate-resilient park that balances recreational, natural, and cultural spaces.

PO 9.2
Support the Los Angeles River Bikeway and Greenway project by encouraging the installation of additional biking and walking paths within the Sepulveda Basin.

PO 9.3
Support the maintenance and preservation of the Sepulveda Basin's recreational facilities, such as, but not limited to, athletic fields, Lake Balboa, golf courses, model aircraft field, and the archery range.

PO 9.4
Incorporate wayfinding to improve visitor navigation throughout the Sepulveda Basin.

PO 9.5
Protect and support the enhancement of the Sepulveda Basin Wildlife Reserve to continue the preservation of wildlife and habitat areas.

PO 9.6
Support continuous efforts to identify and remove non-native species from the Sepulveda Basin in order to foster a healthy ecosystem that can support native species and is resilient to the local climate.

PO 9.7
Encourage the planting of native vegetation throughout the Sepulveda Basin.

PO 9.8
Promote Los Angeles River clean up events and encourage responsible stewardship of the River.

PO 9.9
Facilitate the planting and maintenance of trees along walkways and bike paths and around playgrounds and picnic areas to provide cooling benefits to park users.

PO 9.10
Encourage the use of sustainable and fire-resistant building materials when constructing or repairing park infrastructure.

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PO 9.11
Support the maintenance and improvement of water management and flood control measures and infrastructure within the Sepulveda Basin.

PO 9.12
Promote the better integration of nearby transit stops, such as the Metro G Line, with the Sepulveda Basin through improved signage, illumination, clear pathways, and crossing gates.

PO 9.13
Encourage collaboration between stakeholder agencies, such as the Army Corps of Engineers, Los Angeles County, and the City to coordinate consistent maintenance and improvements for the Sepulveda Basin.

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Chapter 5: IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of Encino-Tarzana. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. Implementation of programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision-makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision-making. In particular, this chapter details existing and aspirational future 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 in the Encino-Tarzana Community Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's authority to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may 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. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as 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 Metropolitan Transit Authority (Metro), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Encino-Tarzana; and adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff, and ultimately decision makers to guide and inform the land use decision-making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision-makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens, and implements the Community Plan. Land Use Designations are designated on the General Plan Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Community Plan Area. Each General Plan Land

Use Designation corresponds to a set of form and use districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Encino-Tarzana. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity at which each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code (LAMC), or as specific plans or overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Encino-Tarzana have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Community Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Encino-Tarzana is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed by the Planning Department's Zoning Review Division, where the majority of the development regulations enacted by the Community Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require adoption of the discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to some zones, and base and maximum heights assigned to some zones. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 9 of the LAMC. Development exceeding base development rights may be permitted in accordance with these systems to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

COMMUNITY PLAN AMENDMENTS

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. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, 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, and the Los Angeles County Metropolitan Transit Authority (Metro), among others, also look to the Community Plans for their planning and guidance in decisionmaking. This section provides a series of tables describing the future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resource considerations, 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. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE FUTURE IMPLEMENTATION ACTIONS' TABLE

The tables provided in this section organize programs into two broad categories: Established Programs and Proposed Programs. Established Programs refer to existing resources that are currently in effect at the time of the adoption process, and may already be playing an important role in addressing one or more of the Plan's objectives. The list identifies opportunities to expand or continue established programs in the Community Plan Area. Proposed Programs refer to future programs that are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Encino-Tarzana. Proposed Programs described in the table are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Community Plan.

The table identifies each program with a distinct reference number (i.e., P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the table identifies the agency primarily responsible for implementing the program, as well as any agencies necessary for providing support in the program's implementation.

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting

BOE - Bureau of Engineering

BOS - Bureau of Sanitation

BSS - Bureau of Street Services

CalEPA - California Environmental Protection Agency

CalGEM - California Geologic Energy Management Division

CalHFA - California Housing Finance Agency

CalTrans - California Department of Transportation

CAO - City Administrative Officer

CARB - California Air Resources Board

CD - Council District

CDD - Community Development Department

CoDRP - County Department of Recreation and Parks

DCP - Department of City Planning

DOD - Department on Disability

DPW - Department of Public Works

DPSS - Department of Public Social Services

DTSC - Department of Toxic Substance Control

EMD - Emergency Management Department

EWDD - Employment and Workforce Development Department

LA-DLA - Los Angeles Designated Local Authority

LADBS - Los Angeles Department of Building and Safety

LADOA - Los Angeles Department of Aging

LADOT - Los Angeles Department of Transportation

LADWP - Los Angeles Department of Water and Power

LAFCD - Los Angeles County Flood Control District

LAFD - Los Angeles Fire Department

LAFPC - Los Angeles Food Policy Council

LAHD - Los Angeles Housing Department

LAPD - Los Angeles Police Department

LAPL - Los Angeles Public Library

LAUSD - Los Angeles Unified School District

METRO - Metropolitan Transit Authority

NC - Neighborhood Council

OHR - Office of Historic Resources

OPA - Office of Petroleum Administrator

POLA - Port of Los Angeles (Harbor Department)

RAP - Recreation and Parks

SAN - Bureau of Sanitation

SCAG - Southern California Association of Governments

SCAQMD - South Coast Air Quality Management District

USACE - United States Army Corps of Engineers

**Please visit www.lacity.org for the most recent and updated City departments.*

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FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P1.	**State Housing Laws**: Coordinate with the Los Angeles Housing Department (LAHD) to respond to new requirements from state laws for housing and affordable housing, as needed.	LU 1.9, LU 2.3, LU 2.4, LU 3.1, LU 3.2, LU 3.3, LU 3.6, LU 3.7	LAHD
P2.	**Affordable Unit Inventory-Measure JJJ:** Monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	LU 2.1, LU 2.3, LU 3.2, LU 5.4, LU 5.5	LAHD
P3.	**No Net Loss Program:** Continue to implement the City's No Net Loss requirement. This program ensures that any new housing development project that proposes the demolition of existing housing units must create at least as many units as would be demolished.	LU 2.3, LU 3.2, LU 3.5, LU 5.5	LAHD
P4.	**Rights to Remain, Return, and Relocation:** Oversee the implementation of the City's protections for existing residents in rental units proposed for demolition as part of a new housing development. These protections include the right to remain in the unit until six months before the start of construction, the right to first refusal of a deed-restricted unit in the new housing development, and the right to certain relocation benefits paid by the property owner.	LU 2.3, LU 2.4, LU 5.6, LU 5.7	LAHD

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Program Number	Description	Policy Reference	Coordinating Agency
P5.	**Housing for Multigenerational Families and Households:** Coordinate with LAHD on the implementation and possible expansion of programs that incentivize the provision of family-sized units (2+ bedrooms) in new development, including the Multi-Bedroom Units incentive included in the Citywide Housing Implementation Program.	LU 1.5, LU 1.6, LU 1.10, LU 4.8	LAHD, DCP
P6.	**Sidewalk and Park Vending Program:** Continue to provide and promote free assistance to prospective sidewalk vendors to secure the StreetsLA and other required permits to sell food or merchandise on City of LA sidewalks and City parks.	LU 8.3	EWDD; LADPH
P7.	**SurveyLA Eligible Historic Resources:** Support local efforts to protect and restore historic resources, including through further study and potential historic designation for eligible sites.	LU 14.1, LU 14.2, LU 14.3, LU 14.4, LU 14.6, LU 16.2	DCP (OHR)
P8.	**Low Impact and Healthy Development:** Continue to support LADBS in the implementation of the City's Low Impact Development (LID) ordinance. The LID ordinance is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution. LID comprises a set of site design approaches and Best Management Practices (BMPs). The LID Handbook is a resource developed to assist developers in complying with LID requirements.	LU 12.1, LU 17.3, LU 17.15, LU 19.6, LU 20.4, PO 8.3	LADBS

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Program Number	Description	Policy Reference	Coordinating Agency
Mobility and Connectivity			
P9.	**First/Last-mile:** Metro's First-Last Mile Strategic Plan identifies barriers in planning and implementing improvements for the first and last mile (FLM) portion of an individual's public transit trip. The Plan provides a vision for addressing FLM improvements in a systematic way. Collaborate with Metro to develop FLM Strategic Plans for key transit station areas in Encino-Tarzana with the objective of improving the experience of using transit by establishing safe and recognizable routes to and from transit stations.	MC 1.1, MC 1.2, MC 1.7, MC 2.3, MC 2.5, MC 2.6, MC 3.1, MC 3.2, MC 3.7, MC 3.11, MC 3.12, MC 4.3	Metro; LADOT
P10.	**DASH Service:** Encourage the ongoing assessment and revision of DASH services to reach areas of Encino-Tarzana with public transportation service gaps, and expansion of DASH service hours to nights and weekends throughout all of Encino-Tarzana.	MC 2.1, MC 2.5	
P11.	**Metro's Reduced Fare Programs:** Support the funding of the Low-Income Fare is Easy (LIFE) Program and other reduced fare programs offered by Metro, which provides fare discounts that can be applied toward the purchase of weekly and monthly transit passes on Metro and any LIFE participating transit agencies. Eligible participants include low-income riders, students, seniors and persons with disabilities.	MC 2.4, MC 4.2	
P12.	**Freight Truck Network:** Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) is adhered to by truck drivers through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.	MC 6.3, MC 6.5	METRO, LADOT, Caltrans, LAPD

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Program Number	Description	Policy Reference	Coordinating Agency
P13.	**Safe Routes to School:** Caltran's "Safe Routes to School" program implements safety design interventions to improve traffic safety for youth near schools. Prioritize Safe Routes to School interventions around schools located near the High Injury Network in Encino-Tarzana.	MC 1.1, MC 1.2, MC 1.6, MC 1.7, MC 5.3	LADOT, LAUSD, Caltrans, METRO
P14.	**People Street Pedestrian Plazas and Parklets:** People Street is a program of the Los Angeles Department of Transportation (LADOT) that seeks to transform underused areas of the public right of way into active, vibrant, and accessible public space. Encourage partnerships between LADOT and community groups or businesses in Encino-Tarzana to apply for Plazas or Parklet projects that enhance economic activity and social life and strengthen community identity	LU 11.5, LU 11.7, MC 8.3, PO 2.1, PO 2.3, PO 2.4, PO 4.8, PO 4.9	LADOT
P15.	**LA River Revitalization:** Consistent with the LA River Revitalization Master Plan and associated design and implementation plans, restore and revitalize an 11-mile stretch of the Los Angeles River, while prioritizing public access to this public resource.	PO 7.1, PO 7.2, PO 7.3, PO 7.4, PO 7.5, PO 7.6, PO 8.1, PO 8.4	LACDPW; BOE; RAP; Mayor's Office; LA River Revitalization Committee; LA River Cooperation Committee; US Army Corps of Engineers
P16.	**Sepulveda Basin Vision Plan:** Support a long-term strategic plan consistent with the Bureau of Engineering's (BOE) Sepulveda Basin Vision Plan. Full build-out of the Vision Plan will see the transformation of the Basin into a climate-resilient park that balances recreational, natural, and cultural spaces.	PO 7.5, PO 7.6, PO 8.2, PO 8.3, PO 8.4	BOE; RAP

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FUTURE IMPLEMENTATION ACTIONS

PROPOSED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P17.	**Community Land Trusts:** A Community Land Trust is a community-based non-profit organization designed to ensure community stewardship of land by purchasing or holding land and removing it from the speculative real estate market. Encourage partnerships that seek to implement community land trust projects in Encino-Tarzana. Work with the community to develop programs and explore funding sources that support efforts by local organizations to acquire land for the development of affordable housing and open space, or the protection of small businesses and renters.	LU 2.5, LU 2.8, LU 3.6, LU 14.5	Council Office; CAO; DCP
P18.	**Vacancy Tax:** Study the feasibility of an annual tax on the rental value of vacant residential and commercial land to encourage property owners to develop vacant lots with infill projects, community gardens, plazas or parks.	LU 21.4, PO 1.4, PO 4.5	CAO; Mayor's Office
P19.	**Small Business Assistance:** Continue to develop and promote agency programs that assist small business owners and entrepreneurs in the form of low-interest loan programs, management assistance, business retention efforts, and the establishment of incubation centers.	LU 4.2, LU 7.1, LU 7.3, LU 7.4, LU 7.5, LU 14.5	CAO; EWDD
P20.	**Legacy Business Program:** Develop support structures for long-time, small business tenants facing possible displacement due to new development, including a right to return at similar rents to those paid prior to displacement.	LU 6.1, LU 6.4, LU 6.9, LU 14.5	CAO; EWDD; DCP

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Program Number	Description	Policy Reference	Coordinating Agency
P21.	**Business Incubators:** Provide incentives and identify potential funding sources for the development of community-based commissary kitchens and business incubators to help emerging small businesses, startups and individuals to develop and grow their business.	LU 6.2, LU 7.1, LU 7.4, LU 7.5, LU 7.6, LU 7.7	EWDD; Mayor's Office
P22.	**Worker Cooperatives:** Coordinate with agencies such as the EWDD and Mayor's Office of Sustainability to identify a role for and to develop programs targeting the growth of worker cooperatives in an equitable and sustainable Los Angeles economy.	LU 6.4, LU 7.1, LU 7.7, LU 8.1	EWDD; Mayor's Office
P23.	**Economic Development:** Partner with the City Council, Mayor's Office, EWDD and other relevant agencies to collectively offer a package of incentives (such as tax incentives) that focus investment and complement the land use incentives and ongoing public investment in order to comprehensively attract desired uses and foster economic development.	LU 6.1, LU 6.4, LU 6.5, LU 6.6, LU 6.7, LU 6.8, LU 7.3, LU 7.4, LU 11.2, LU 11.9, LU 11.10	EWDD; Council Office; Mayor's Office
P24.	**Business Outreach and Mentorship Programs:** Develop partnerships to create business outreach programs targeting local schools for student and adult participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.	LU 8.1, LU 8.2, LU 8.3	EWDD; LAUSD
P25.	**Street Tree Tracking:** Create a publicly accessible database that displays the tree types within the City's public rights-of-way. Identify goals for an equitable and enhanced tree canopy in Encino-Tarzana in order to help address the need for climate-resilience and combatting urban heat island effects.	LU 11.5, LU 17.2, LU 20.1, LU 20.3, LU 20.5, PO 2.6, PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6	BSS
P26.	**Tree Planting and Maintenance Partnerships:** Develop partnerships between public agencies, community groups, local businesses, and private developers to increase trees in the public right-of-way, resulting in tree planting and maintenance programs for specified parkways, landscaped medians, and community gateways.	LU 11.5, LU 17.2, LU 20.1, LU 20.3, LU 20.5, PO 2.6, PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6	BSS

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Program Number	Description	Policy Reference	Coordinating Agency
P27.	**Tribal Resources and Liaisons:** Crosstrain and collaborate with the County of Los Angeles Regional Planning Department to share tribal resources that help to build respectful relationships with Tribes. Request funding for staff training that can lead to the establishment of Tribal liaisons.	LU 14.7	DCP
Mobility & Connectivity			
P28.	**Pedestrian and Transit Amenities:** Support the funding of well-designed amenities such as shelters, transit information kiosks, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance and that are ADA accessible or compliant at all bus stops on arterial streets, as funding permits.	MC 1.1, MC 1.3, MC 2.3, MC 2.5, MC 2.6, MC 3.1, MC 3.2, MC 3.3, MC 3.4, MC 3.7	LADOT; Metro
P29.	**Bus Rapid Transit Study:** Bus Rapid Transit (BRT) is a high-quality bus service that provides faster, more reliable and convenient service through the use of several key attributes, including, dedicated bus lanes, branded vehicles and stations, higher frequency, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. Study the feasibility of upgrading bus routes on Ventura Boulevard to BRT.	MC 2.1	LADOT; Metro
P30.	**Traffic Calming:** Conduct a study of driver behavior and pedestrian safety on Collector Streets throughout Encino-Tarzana and prioritize traffic calming measures that will reduce speeds and traffic volumes on streets where potential pedestrian/vehicle conflicts are found to be the greatest. Implement neighborhood preferential parking where appropriate.	MC 1.5, MC 1.6, MC 1.7	LADOT
P31.	**Demand Responsive Parking:** Support the implementation of demand-responsive parking meter pricing and time limits in commercial areas of high parking demand in order to create appropriate turnover, enabling more customers to visit local businesses.	MC 8.2, MC 8.5	LADOT

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Program Number	Description	Policy Reference	Coordinating Agency
P32.	**Capital Investment Program (CIP):** A CIP establishes a comprehensive, multi-year plan for maintaining and developing infrastructure in the public right-of-way. As part of establishing a citywide CIP, study and determine the long-term infrastructure priorities of the Encino-Tarzana CPA.	MC 1.3, MC 1.5, MC 3.4, MC 3.6, MC 3.7, MC 3.11, MC 5.3	Mayor's Office; LADOT; LADPW; BSS
Public Realm & Open Space			
P33.	**Alley Improvements Program:** Conduct a study of existing alleyways throughout Encino-Tarzana as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.	LU 19.6, LU 21.4, MC 3.11	LADOT
P34.	**Parks and Open Space Assessment:** Conduct an assessment of parks and open space to ensure the creation of parks in Encino-Tarzana are prioritized in areas where there is greatest need.	PO 1.1, PO 1.2, PO 1.4, PO 4.5	RAP
P35.	**Streetscape Improvements:** Identify specific pedestrian friendly streetscape improvements to prioritize along Ventura Boulevard and Reseda Boulevard; consider improvements such as mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, and pedestrian lighting.	LU 11.2, LU 11.3, LU 11.5, MC 3.1, PO 2.1, PO 2.4, PO 2.5, PO 4.9	LADOT
P36.	**Neighborhood Green Streets:** Develop a network of well-landscaped pedestrian routes along Encino-Tarzana's less trafficked neighborhood streets. Such a network would feature native landscaping, bioswales, water retention features, shade trees, streetscaping, and wayfinding that provides pedestrians with safe and attractive routes linking the community's open spaces, recreational centers, and the Los Angeles River.	MC 3.14, PO 2.6, PO 2.7, PO 3.2, PO 7.2, PO 7.4, PO 8.3	LADOT; BOE; BSS; LASAN
P37.	**Joint Use of Recreational Facilities:** Establish joint-use agreements with other public and private entities to increase recreational opportunities in Encino-Tarzana, including shared use of land owned by public agencies.	PO 1.11	RAP, LAUSD

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Appendix A:

RELATIONSHIP TO OTHER PLANS

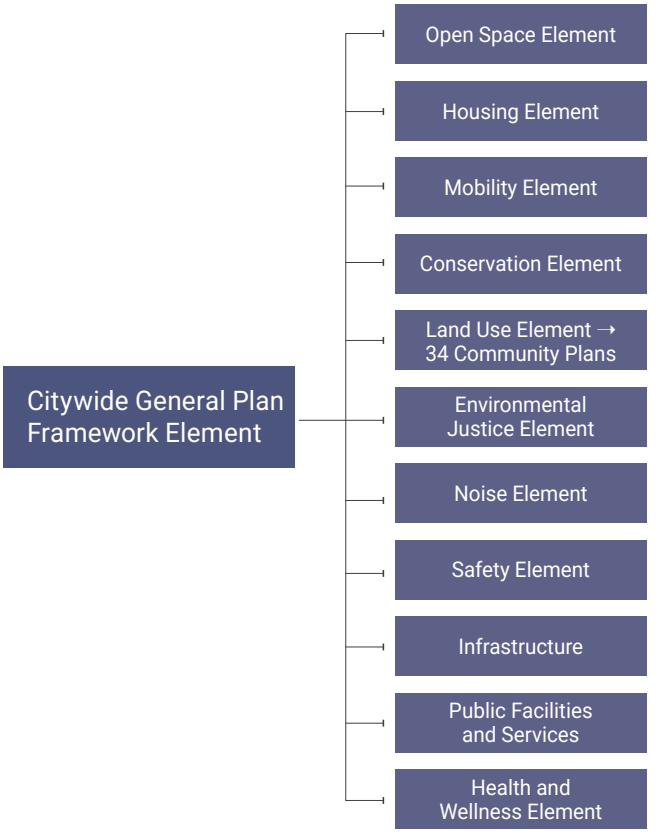
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RELATIONSHIP TO THE GENERAL PLAN

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 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 human-caused hazards are guided by the General Plan.

State law requires that the General Plan contain eight elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, Safety, and Environmental Justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans, comprise the City's land use element. In addition, the City has adopted additional non mandated elements in "Framework Element," discussed below.

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, 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. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

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The 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 contain residential and mixed use buildings as well.

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 minimize 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 multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the 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 the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

Create more small parks, pedestrian districts, and public plazas. 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 as part of new developments, to enhance pedestrian orientation in key commercial 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 for 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 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 and users of all ages and abilities, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

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RELATIONSHIP TO MOBILITY PLAN 2035

In 2008, the California State Legislature adopted AB1358, The Complete Streets Act, which requires local jurisdictions to "plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defines to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context."

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City's General Plan Circulation Element, Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City's transportation system will continue to evolve to fit the context of the time and situation. Today we are faced with environmental constraints, public health issues, regional inequity, and some of the longest, traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals and objectives (targets used to help measure the progress of the Mobility Plan 2035) and policies (broad strategies that guide the City's achievement of the Plan's five goals):

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Encino-Tarzana Community Plan provides the opportunity for more focused and nuanced transportation discussion at the community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 3 of the Encino-Tarzana Community Plan.

RELATIONSHIP TO SPECIFIC PLANS AND OVERLAY ZONES

There are several specific plans, supplemental use districts and overlay zones that apply to the Plan area. These zoning tools customize the regulations of the Los Angeles Municipal Code to plan the land use of specific geographic areas. The Encino-Tarzana CPA contains two specific plans.

Mulholland Scenic Parkway Specific Plan (MSP)

Constructed in 1922, Mulholland Drive was designed to offer the public scenic views of the terrain, open space, and natural character of its mountain setting. In 1992, the Mulholland Scenic Parkway Specific Plan (MSP) was adopted by the Los Angeles City Council in response to public concerns that the majestic views and natural character of the Mulholland Drive setting were threatened by unrestricted development.

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The ordinance created the Mulholland Scenic Parkway, including both the Inner and Outer Corridors, which established land use controls and a design review process tailored to ensure that development within the Parkway is compatible with the unique character of the Santa Monica Mountains.

Ventura-Cahuenga Boulevard Corridor Specific Plan (VCSP)

The Ventura-Cahuenga Boulevard Corridor Specific Plan (VCSP) spans more than 17 miles in length throughout the Southwest and Southeast San Fernando Valley. It comprises parcels that front Ventura Boulevard as well as adjacent boulevards including Topanga Canyon Boulevard, Reseda Boulevard, Sepulveda Boulevard, and Van Nuys Boulevard. The corridor is split into five sections. The Encino, Tarzana, and Woodland Hills sections are within the Plan Area. The purpose of the VCSP is to ensure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the VCSP.

RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Encino-Tarzana Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Encino-Tarzana Community Plan are described below.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro is the state-chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Encino-Tarzana Community Plan Area is served by Metro's G Line with 4 stations located on the intersections of Woodley Avenue and Victory Boulevard (Woodley Station), Balboa Boulevard and Victory Boulevard (Balboa Station), Reseda Boulevard and Oxnard Street (Reseda Station), and Tampa Avenue and Tophan Street (Tampa Station). The Metro G Line serves as a critical transit link between the Southwest and Southeast San Fernando Valley, terminating at the B Line to facilitate regional access to Downtown Los Angeles. To ensure efficient service, the G Line operates within a dedicated right-of-way, physically partitioned from standard vehicular traffic. Metro operates 5 additional bus lines in the Encino-Tarzana Community Plan Area.

Los Angeles Unified School District (LAUSD)

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD 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 the City of Los Angeles' governance. Decision-making and budgeting are done by elected governing boards, and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

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 the Department of City Planning prior to obtaining any necessary permits. The LAUSD's estimate of future enrollment levels and school

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needs is determined through the evaluation of the capacity of each LAUSD school to accommodate the projected future population, and the analysis of school-by-school enrollment trends. In 2000, the LAUSD began a $20 billion building and modernization program. By 2008, the school district had completed 180 new schools.

The Los Angeles Unified School District currently operates 10 schools in the Encino-Tarzana Community Plan Area. Of these schools, nine are elementary (K-5) and one is a middle (6-8) school. Additionally, since the Charter School legislation was established in 1992, approximately four charter schools operate in the Encino-Tarzana Community Plan. While these are privately operated schools, they receive public funds and are considered to be under the jurisdiction of the LAUSD.

U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers owns and operates the Sepulveda Basin and Dam. In 2011, they completed the Sepulveda Dam Basin Master Plan and Environmental Assessment, which identified land use classifications and multiple resource management topics. The Plan classifies the basin into six different land use classifications and provides guidance for balancing flood risk management requirements, recreation opportunities, and preservation of natural resources. east bank of the river. It seeks to construct a channel through the parcel as a means to divert the main channel flows, wetlands restoration, parkland restoration, and flood detention.

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