



## ENCINO-TARZANA COMMUNITY PLAN

### Executive Summary

During the first phase of the public planning process, in summer 2017, the Los Angeles Department of City Planning hosted eight community workshops to identify opportunities, as well as several other small focus groups with specific stakeholder groups. Staff gathered input from the general public, including community residents, business owners, employees, and other participants about their thoughts, ideas, and concerns for the future of their neighborhood.

Using the comments received through the first phase of outreach, in combination with Reseda Station at Orange line area context, existing City plans and policies, demographic analysis, and planning best practices, staff developed initial land use and zoning concept for the community. These initial concepts was presented at three Concepts workshops:

- Tarzana Neighborhood Area: Wednesday, October 17, 2018 from 4-8 p.m. at the San Fernando Valley Arts & Cultural Center;
- Encino Neighborhood: Wednesday, November 5, 2018 from 4-8 p.m. at the Crespi Carmelite High School;
- All SW Valley Community Plan Area: Thursday, December 6, 2018 from 3-7 p.m. at the Marvin Braude Constituent Service Center Community Room.

The Concepts workshops were promoted through an email blast to an interest list of nearly 300; organizations such as Neighborhood Councils, Council District offices, and Business Improvement District groups; flyers posted at civic institutions, recreation centers, and libraries; social media such as Facebook, Twitter, Instagram, and Nextdoor (in coordination with the Encino Neighborhood Council); and the project's website [www.swvalleyplans.org](http://www.swvalleyplans.org).

It was an open-floor format concepts workshop categorized in seven distinct stations, including community plan process and participation, existing community plan profile, California Environmental Quality Act Process and Impact, mobility and Transit Neighborhood Plan concept plan, SurveyLA and preservation tools, proposed land use and zoning areas, verbal and written comments station, public WebApp interactive comments station.



**Encino Workshop.** Overall, participants were supportive of the proposed land use and zone changes near transit, however, were opposed to changes in the hillside areas, including the rezoning of RA zoned lots to RE. General sentiment was a priority of the community plan program should limit the size and scale near traditional residential areas while supporting higher density around the transit station. Attendees largely expressed support for the conservation of the Encino neighborhood area.

The following are public comments in detail:

- Keep Encino hillside RA as is to avoid overdevelopment.
- Update the area identified in Ordinance 132,416 CPC No 18760 effective date 6-25-1966 from RE15 to RE9, since many lots are 11,000 sf & 12,000 sf. This would work in conjunction with the existing development in the area, and would reduce the request on zone variance.
- Support the rezoning of RA and RE lots to R1 along Beckford Avenue and Donna Avenue.
- Control the intensity of development in addition to its design.
- Concern with out of scale and character of the new development.
- Preservation of the historical/planning districts and homes need to be taken more seriously in the Valley.
- Inquiry on lots outside Ventura-Cahuenga Boulevard Corridor Specific Plan (VSP) used by the business within VSP. Interested to include the lot as part of property within VSP to increase existing FAR or build a parking structure.
- Decrease density and control mansionization.
- Control runaway development in Encino Neighborhood.
- Concern with the traffic increase related to the new hotel development near VSP/I-405.
- Require Grocery use or grocery store only zone on Commercial or Residential Amenity land use designation within the Transit Neighborhood Plan Area (TNP).
- Require pedestrian only pathways/paseo from Etiwanda to Lindley within TNP.
- Support up zoning within TNP for more affordable housing with higher Floor Area Ratio (FAR).
- Consider policies to protect small business, including mom and pop stores, from the encroachment of the big box or chain stores.
- Provide parking structure at the Reseda station, Reseda and Ventura, and Balboa and Ventura intersections to support transit users and hillside residences.
- Support the 75' to 90' height in transit areas, with the shortfall of land, height is the direction of the area for housing.
- Allow more mixed use and FAR density bonuses in commercial areas and more affordable housing near transit, and bus lanes on Ventura Boulevard.
- Provide policies/guidelines on ingress/egress of the new development in the hillside area.



- Prepare a traffic and parking study on the impact of the potential parking structure and changes of uses along VSP.
- Prepare a Green House Gas emission study on zone changes and tree removal/reduction.
- Increase open space and reduce buildable area
- Need to expand the bike lane network, including protected bike lanes.
- Meet the requirements identified by the Intergovernmental Panel on Climate Changes 2018 report indicating that carbon emissions must plateau by 2020 and achieve net zero carbon emissions by 2030. Some requirements include, but not limited to increased or decreased emissions by transportation made as a result of zoning, or reduction in carbon sinks from cutting down trees due or increased allowable lot coverage.
- Create a “Neighborhood Overlay Zone” requiring street trees and lighting in the parkways.
- Need street lights on Rancho Street between Louise and Balboa.
- Protect green spaces and trees.
- Concern with tree removal, specifically mature Oak trees within Caltrans Right-Of-Way along Magnolia Boulevard between I-405 and Libbit Avenue. Build a nice looking sound barrier along 101/Magnolia from Haskell to Libbit.
- Open Reseda Boulevard on South all the way to the Westside (Brentwood) to eliminate traffic on the Ventura Freeway (405).
- Include hillside and streets south of Ventura Boulevard in the traffic study.

**Tarzana Workshop.** Overall, participants were supportive of the proposed land use and zone changes, preservation of existing neighborhoods with policies, design standard regulation, limiting size and scale while supporting higher density around the transit station. Along commercial corridors, allow for development with height transition set in relation to the surrounding area.

The following are public comments in detail:

- Rezoning RA zoned lots to RE south of the Ventura Boulevard
- Rezoning R3 zoned lots along north side of 101 to R4, and require two parking spaces per unit.
- Support the rezoning of RA and RE lots to R1 along Beckford Avenue and Donna Avenue. However, concern with flag lots due to rezoning.
- Concern with the rezoning of the Library neighborhood area from R1 to R3.
- Allow development with higher height along south side of the 101 Freeway near Providence hospital.
- Retain Footnote 6 for RA zoned lots in Melody Acres with minimum 20,000 sqft lot size.
- Control the intensity of development in addition to its design.



- Require more on-site parking spaces for developments, including those with affordable housing.
- Allow front and side 6 feet fence height standard for RA zoned lot areas that will be rezoned to RE15 and RE20.
- Concern with the proposed height increase on the west side of the Lindley Avenue within TNP area and adjacency issues on the single-family neighborhood on the east of Lindley Avenue.
- Research/Field trip on the RA/RE lots to R1 to know how big the existing houses are.
- Be sure the infrastructure such as sewers, power, and police, follows.
- Upgrade LA River and other canals to have more mobility opportunities, including bike and pedestrian path.
- Provide extra wide bike paths (i.e. along Orange line path by the park) with trees and coverings, for instance, solar Panels.
- Concern with out of scale and cookie cutting development within Amstoy Estate.
- Concern with tree removal and planting of artificial trees with similar frontages within Amstoy Estate.
- Require similar frontage as existing neighborhood for new development for Amstoy Estate.
- Require trees with certain canopy size (i.e. country-side feeling) on both side of the streets.
- Provide a Tree/Landscape overlay or streetscape plan over the entire Encino neighborhood. Consider trees with large canopies to overcome the heat in valley and encourage walkability.
- Consider a streetscape plan (frontage package and trees with large canopy) on Encino Village and Encino Garden (bounded by Oxnard/Burbank/Louise/Lindley).
- Stakeholders are considering Gated Community to have more autonomy over the form/frontage/landscaping.
- Boundary change to include the neighborhoods up to Victory.
- Concern with the Senate Bill on density and the impact of the frontage packages.
- Include hillside and streets south of Ventura Boulevard in the traffic study.