

**CANOGA PARK-WINNETKA-
WOODLAND HILLS-WEST HILLS**

Community Plan

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ADOPTION DATE	PLAN	CPC FILE No.	COUNCIL FILE No.
Aug. 17, 1999	Canoga Park -Winnetka-Woodland Hills-West Hills Community Plan Update	97-0041 CPU	98-1957
May 13, 1992	Mulholland Scenic Parkway Corridor Specific Plan	84-0323 SP	86-0945
Dec. 18, 1990	Ventura/Cahuenga Boulevard Specific Plan	85-0382 SP	85-0926 S22
July 18, 1989	Girard Tract Specific Plan	86-0891 SP	86-1849
June 30, 1993	Warner Center Specific Plan	91-0308 SP	90-0901 S2

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CANOGA PARK-WINNETKA- WOODLAND HILLS-WEST HILLS

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area is in the southwest San Fernando Valley. The Community Plan Area covers 17,887 acres -- approximately 6 percent of the land in the City of Los Angeles. Planning communities that border this CPA are Chatsworth-Porter Ranch, Reseda-West Van Nuys, Encino-Tarzana, the Cities of Hidden Hills and Calabasas, and portions of Los Angeles and Ventura Counties.

A diverse natural and socioeconomic landscape characterize this Community Plan Area. Dominant on the natural landscape are the Simi Hills of West Hills, the hillsides of the Santa Monica Mountains and the Chalk Hills of Woodland Hills, and the valley plain in Canoga Park and Winnetka. Initially an agricultural cattle oriented community, the area has undergone substantial residential and commercial development over the last fifty years. As agriculture gave way to industry, the aerospace industry transformed the Community Plan Area. Today the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area offers a diverse range of housing opportunities and is the economic hub of the San Fernando Valley.

The Community Plan Area consists of four community subareas, each with a distinct identity.

Canoga Park

Settled early this century, Canoga Park is the heart of the West San Fernando Valley. Located within the boundaries of Roscoe Boulevard to the north, south to Victory Boulevard, Fallbrook Avenue to the West and De Soto Avenue to the east, this area contains a diversity of housing and commercial activity. The traditional main street commercial corridor is being reestablished as a community hub for cultural and social activities.

Woodland Hills

This subarea lies in the southern portion of the Community Plan Area. The boundaries run generally along Victory Avenue from Corbin Street to Topanga Canyon Boulevard, Topanga Canyon Boulevard to US 101, US 101 Freeway west to the City limits, and the Santa Monica Mountains on the south. This subarea contains a variety of predominantly single family homes and is home to Pierce College and Warner Center.

West Hills

This primarily single-family neighborhood is bound by Roscoe Boulevard to the north, Topanga Canyon Boulevard on the east, the Ventura Freeway to the South, and the Simi Hills on the South and Southwest.

Winnetka

One of the earliest subareas to be settled, this community is bound by Roscoe Boulevard on the north, Corbin Avenue on the east, Victory Boulevard on the South, and De Soto Avenue on the West.

Specific Plans

The Ventura/Cahuenga Boulevard Corridor, Warner Center and Mulholland Scenic Parkway Specific Plans address the unique opportunities and challenges associated with commercial and residential development within the Canoga Park-Winnetka-Woodland Hills-West Hills plan area.

Ventura/Cahuenga Boulevard Corridor Specific Plan

The goals of the Ventura/ Cahuenga Boulevard Corridor Specific Plan are to assure an equilibrium between transportation infrastructure and land use development. The Specific Plan provides for an effective local circulation system; promotes attractive and harmonious site design for commercial development; provides compatible and harmonious relationships between commercial and residential areas when adjacent to each other; promotes and encourages development of pedestrian activity; and maintains the distinct character of each of the five Specific Plan communities located within its boundaries.

Mulholland Scenic Parkway Specific Plan

The goals of the Mulholland Scenic Parkway Specific plan are to assure maximum preservation and enhancement of the parkways's outstanding and unique scenic features and resources. The Specific Plan assures that design and placement of buildings and other improvements preserve, complement and/or enhance views; minimizes grading and assures that graded slopes have a natural appearance. Additionally, the plan seeks to preserve the natural appearance compatible with the characteristics of the Santa Monica Mountains; to protect prominent ridges, trees and environmentally sensitive areas; and protect all identified archaeological and paleontological resources.

Warner Center Specific Plan

The Goals of the Warner Center Specific Plan are to coordinate orderly commercial and residential development with transportation improvements. The Specific Plan protects residential neighborhoods from the intrusion of through traffic, establishes a hierarchy of land use intensity which decreases with distance away from the Warner Center Core, encourages mixed-use development within Warner Center in accordance with the city's goal to improve the jobs/housing relationship.

The purpose of the Specific Plan is to make Warner Center a vibrant environment, providing daytime and nighttime activities; preserve existing high technology industrial and research uses, encourage opportunities to stimulate human interaction and pedestrian activity.

The Specific Plan does this through establishment of urban design, landscaping and sign control standards to insure that the high quality of development in Warner Center is maintained; encourage art work in public spaces; and provide child care facilities for the employees of Warner Center businesses.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation or amendment of community plans. General Plan Government Code Section 65351 reads, "During the preparation or amendment of the general plan the planning agency shall provide opportunities for the involvement of citizens, public agencies, public utility companies, civic, education, and other community groups through public hearings and any other means the city or county deems appropriate."

Drafting of the first community plan involved members of the community who helped to identify and define the needs, desires, resources, and the unique nature of the community. Subsequent changes in the plan have served to broaden the community participation that took place with the formation of the original plan. Community participation helps to update the plan by identifying changes that have taken place since its adoption.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities identified in the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area:

RESIDENTIAL

Issues

- Need to preserve existing single family neighborhoods.
- Cumulative effects if permitted development exceeds infrastructure capacity.
- Need for more affordable senior housing.

- Compatibility between residential and industrial uses.
- Blighting impact of vacant and obsolete commercial development on adjacent residential neighborhoods.
- Preservation of single-family housing stock in older residential neighborhoods.
- Lack of open space in apartment projects.

Opportunities

- ◌ Support efforts of active homeowners groups working to promote identification, preservation and rehabilitation of local neighborhoods.
- ◌ Use land use policies to support ongoing affordable home-ownership and rehabilitation programs in older single family neighborhoods.
- Maintain the diversity of housing opportunities that exists in the CPA.
- Encourage residential and mixed use development along commercial corridors.
- Maintain access and proximity to employment.

COMMERCIAL

Issues

- ◌ Oversupply and poor appearance of strip mall development and obsolete commercial space on major thoroughfares.
- Lack of overall parking and access within commercial strips due to physical constraints such as shallow commercial lot depths.
- Unsightliness of new construction due to the lack of landscaping, architectural character and scale.
- Inadequate transition between commercial and residential uses.

Opportunities

- ◌ Promote the character, economic viability, and quality of existing and new commercial development through design guidelines.
- Establish appropriate transition between commercial (mixed use) and adjoining, primarily residential, uses.
- Create pedestrian/friendly shopping areas by incorporating street trees, benches, convenient parking/access, and maintaining retail frontage at ground level.
- Improve physical appearance of commercial districts and reduce scale of commercial development adjacent to residential neighborhoods.

- Complement any unique existing development/uses to reinforce desirable design characteristics and uses.

INDUSTRIAL

Issues

- No separation exists between industrial uses and residential neighborhoods in many older parts of the Community Plan Area.
- The viability of older industrial districts is challenged by changing site and location requirements of modern industrial uses.
- Contraction of industrial sectors important to the west valley, such as aerospace, has led to a loss of local manufacturing jobs and the need to find new industrial uses.

Opportunities

- Excellent access to regional freeways and rail services.
- Availability of industrial sites within Warner Center to meet the location and site specifications of clean modern industrial users.
- Apply strategies traditionally used in commercial districts to revitalize older industrial districts. Such strategies may include establishment of business improvement districts and design guidelines.
- Encourage recycling of unused industrial sites by uses linked to expanding sectors of the regions economy.
- Increasing presence of desirable (“clean”) industrial uses, thus generating less harmful pollutants and lower noise levels.
- Use of appropriate administrative review for major expansions of existing industrial sites when located near residential uses.
- Availability of sites planned for job producing uses that improve the economic and physical condition of the area.

TRANSPORTATION

Issues

- The Community Area is poorly served by Public Transportation.
- Generalized congestion exists in many parts of the Community Plan Area.
- Traffic speed and/or volume compromises safety and quality of many residential neighborhoods and some commercial areas.
- Ahmanson Ranch development use of Victory Boulevard may adversely impact CPA traffic, particularly on Valley Circle Boulevard.

Opportunities

- Ⓒ MTA Right-Of-Way offers the opportunity for a variety of public transportation improvements including light rail, busways, and pedestrian/bike trails.
- Ⓒ Expanded use of the “Smart Bus” or Dash lines in CPA can relieve traffic congestion and provide residential service to commercial centers.
- Ⓒ Traffic calming measures in residential areas and in pedestrian oriented commercial areas may improve neighborhood quality.

RECREATION, PARKS, AND OPEN SPACE

Issues

- Ⓒ Addition, expansion and/or improvement of needed local parks throughout the Community should be accelerated, where feasible.
- Continued development of Equestrian, Hiking and Bicycle Trails.

Opportunities

- Ⓒ Continued efforts to establish State and local park sites within the hillside areas.

MAJOR DEVELOPMENT OPPORTUNITY SITES

Several areas have been identified as major opportunity sites:

Gateway To The City

Since 1972, the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan has included the “Gateway To The City” concept. This concept initially envisioned a commercial development where the U.S. 101 freeway enters the valley. This entrance is framed by the Santa Monica Mountains and the Simi Hills and offers a panoramic vista of the San Fernando Valley.

Today, the Gateway to the Valley is Warner Center. Warner Center is a preeminent center for commerce, cultural, and civic life at the entrance to the San Fernando Valley. Below is a summary of major issues that should be considered with regard to continuation of the Gateway to the City concept:

Issues

- Ⓒ Scenic vistas should be preserved at entrance of U.S. 101 freeway into the San Fernando Valley.
- Ⓒ Gateway related development shall be within Warner Center.

Opportunities

- Ⓒ Enhance entrance to City by preservation of scenic vista.
- Ⓒ Identify Warner Center as the Commercial Gateway to the San Fernando

Valley and the City and promote commercial districts along Ventura Boulevard, parallel to the U.S 101.

Pierce College Agricultural Land

The Los Angeles Pierce College is an important part of the Community Plan Area's History. Its agricultural program is one of the few remaining connections to the community's agrarian past. A legacy of this program is preservation of a sizable and environmentally important piece of publicly held open space. Potential development of this site could occur due to fiscal pressures and changing priorities of the Los Angeles Community College District.

The following is a summary of major issues that should be considered for any future development of this site.

Issues

- C Open Space portion of Pierce College is an environmentally sensitive resource.
- C Current use of land is an important educational resource for the Community Plan Area.
- C The Community Area is well served by existing commercial land. No new commercial land is needed for the life of this Community Plan. Adequate commercial land exists in Warner Center and in nearby Community Commercial Centers.

Opportunities

- C Pierce College represents a rare opportunity to preserve a significant, publicly held Open Space.
- C Master Plan for Pierce College Campus may provide opportunity to integrate future use of this site with needs of the community.

MTA Right-Of-Way

The former Southern Pacific Railway ROW, now owned by MTA, is an important development opportunity for the community. Among potential uses are public transportation in the form of light rail or busways, recreational uses in the form of bike/walking/equestrian trails, or opportunities for industrial development where it runs contiguous to existing industrial areas.

Issues

- C Future rail development of this property is uncertain. Alternative uses for this property should maintain potential rail ROW.
- C Poor maintenance in absence of active use.

Opportunities

- C Potential to connect bikeways with those to the eastern end of the valley.
- C Possibility of use for busways.
- C Opportunities to provide increased parking or development opportunities for adjacent commercial and industrial uses.

Treeland Nursery

The site of the Treeland Nursery, the northwest corner of Valley Circle and Long Valley Road, is of a size and configuration to accommodate substantial commercial development. Currently land use on the site is divided between General Commercial and Very Low Residential land use. A footnote will be placed on the site requiring any commercial zone change to include a [Q] condition limiting the Floor Area Ratio to 0.5:1, a thirty foot height limit, and uses limited to those first permitted in the C1.5 zone, and requiring a minimum 25 foot setback from any residential property. The limited Floor Area Ratio is consistent with commercial zoning for all properties with Neighborhood or general commercial designations.

Below is a summary of issues and opportunities to be considered in any development proposal for that portion of the site currently designated for General Commercial uses or for any future expansion of the General Commercial designation on the remaining portion of the Treeland property:

Issues

- C The Treeland Nursery Site is in a predominantly residential area. Development must be compatible with residential character of the area.
- C Scenic vistas that characterize the location need to be preserved.
- C Existing access off Long Valley Road provides unacceptable primary access for any major commercial development of the site. Secondary access shall be considered only after traffic study completed by the Los Angeles Department of Transportation as part of any discretionary review for the subject property.
- C The location is well served by Community Commercial activity at the El Camino Shopping Center and along Ventura Boulevard.

Opportunities

- C Ensure environmentally sensitive design and compatibility with adjacent residential areas through development standards. These standards shall include:
 - a. Limit Floor Area Ratio to .5:1.
 - b. Require adequate buffers between commercial activity and residential neighbors.

- c. Attractive landscaping throughout the site.
 - d. A maximum height limit of 30 feet for all structures developed on the property.
- Ⓢ Commercial uses on this property shall be limited to those first permitted in the C1.5 zone.
 - Ⓢ Approval of any commercial zone on the subject property shall include an equestrian trail easement to the trail backbone of the Santa Monica Mountains Conservancy Trail System.

Canoga Park Industrial Corridor

This industrial corridor extends from Vanowen Street to Roscoe Boulevard and rests between Canoga Boulevard and Deering Avenue. Initially developed by rail oriented industries, the corridor runs parallel to the former Southern Pacific Railway, this industrial corridor is a traditional source of employment in the Community Plan Area. While still predominantly industrial, this corridor is in a period of transition and opportunities for recycling exist. Policies and programs to promote clean industrial uses such as light assembly, research, and subcontracting specialties related to the motion picture industry should be promoted.

Issues

- Ⓢ Proximity to residential properties
- Ⓢ Poor maintenance, unsightly appearance and dilapidated condition of structures.
- Ⓢ Proliferation of low-end uses such as auto repair establishments.

Opportunities

- Ⓢ Access and proximity to employment for local residents.
- Ⓢ Existing internal circulation system.
- Ⓢ Potential for expansion on former rail easement.
- Ⓢ Use of traditional commercial revitalization tools such as Business Improvement Districts and Design Guidelines to improve district aesthetics and attract clean manufacturing uses.

NEIGHBORHOOD CHARACTER

Preserve and enhance the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.

Issues

- C Scale, density and character of multiple dwelling housing adjacent to single-family homes.
- C Scale, density and character of strip mall and neighborhood commercial development adjacent to residential areas.
- C Impact on street parking from new high density apartments.
- C The need to preserve and rehabilitate historic areas with a sensitivity to the character of the established neighborhood.

Opportunities

- C Development of design guidelines for commercial and industrial areas adjacent to residential neighborhoods.
- C Appropriately scaled commercial development in neighborhood commercial centers.
- C Inclusion of mixed use development in commercial areas adjacent to transit station stops.

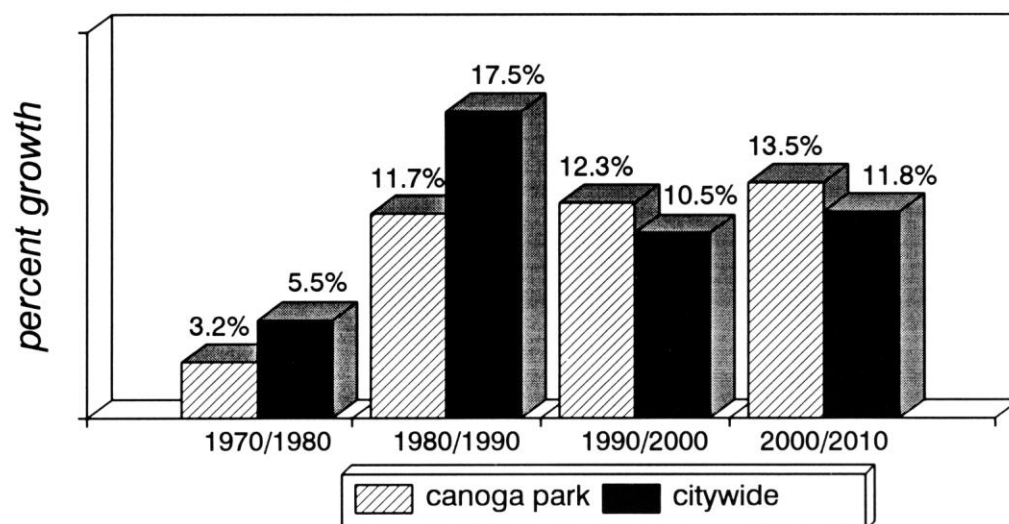
COMMUNITY PROFILE

The Community Profile provides an overview of population, housing, and socio/demo-graphics for the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area and compares it to the rest of the City. The following tables contain the statistical data for previous census dates and rates of growth.

CANOGA PARK/WEST HILLS/WINNETKA/WOODLAND HILLS COMMUNITY PROFILE

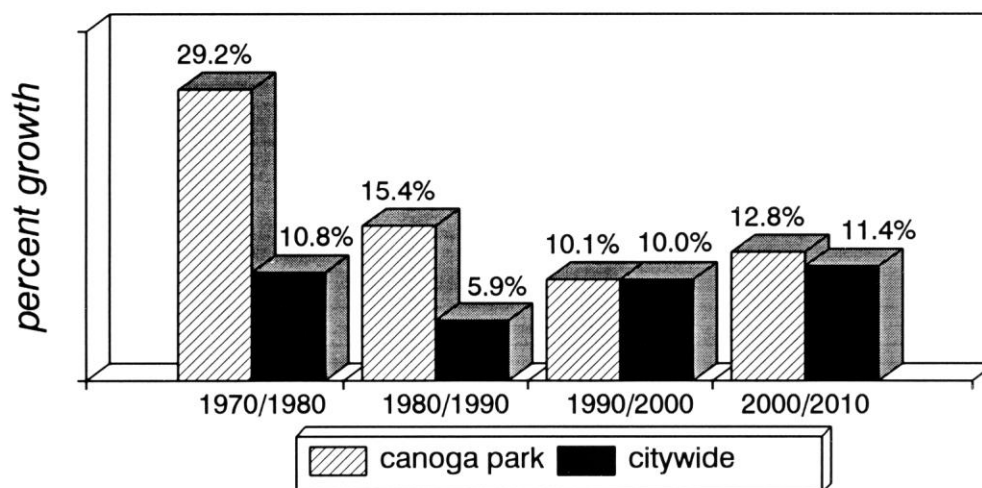
	estimated data (from U.S. Census)			projections (from SCAG) *	
<u>total population</u>	1970	1980	1990	2000	2010
canoga park	130694	134844	150560	169109	191892
citywide	2811801	2966850	3485398	3852993	4306564
<u>growth rate</u>	1970 to 1980		1980 to 1990	1990 to 2000	2000 to 2010
canoga park	3.2%		11.7%	12.3%	13.5%
citywide	5.5%		17.5%	10.5%	11.8%

population growth rate comparison (includes group quarters population) **



<u>total households</u>	1970	1980	1990	2000	2010
canoga park	37311	48206	55643	61260	69079
citywide	1024873	1135491	1203052	1323882	1474514
<u>growth rate</u>	1970 to 1980		1980 to 1990	1990 to 2000	2000 to 2010
canoga park	29.2%		15.4%	10.1%	12.8%
citywide	10.8%		5.9%	10.0%	11.4%

household growth rate comparison (occupied dwelling units only)



* Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

** Population in group quarters includes institutionalized individuals, students in dormitories, and persons in emergency shelters, migrant worker housing, halfway houses, nursing homes, military quarters, etc.

CANOGA PARK – COMMUNITY PROFILE

household size

(persons per dwelling unit) *

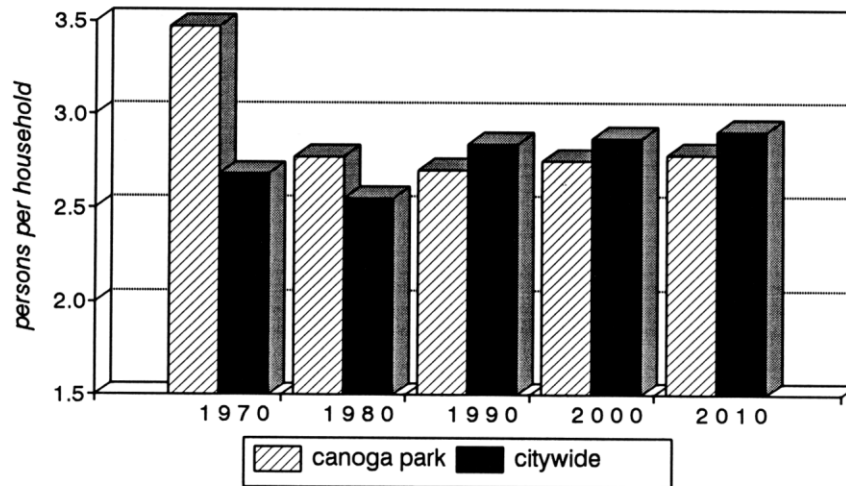
canoga park
citywide

estimated data (from U.S. Census)

projections (from SCAG)

	1970	1980	1990	2000	2010
canoga park	3.47	2.77	2.70	2.75	2.78
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison



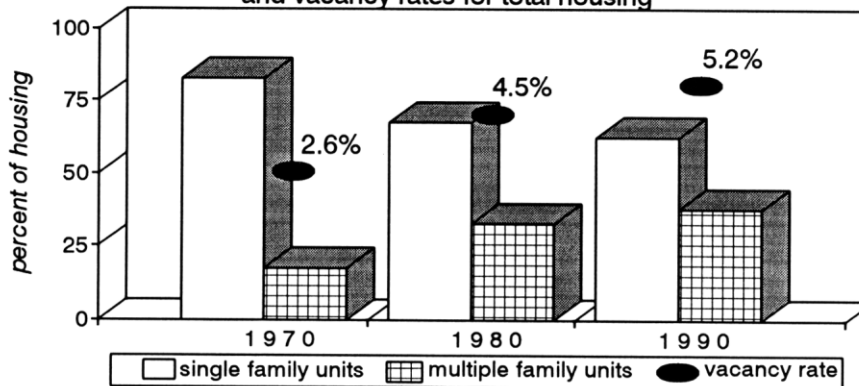
housing splits / vacancy factors **

(canoga park only)

single family dwellings
multiple family dwellings
vacancy rate (total housing)

	1970	1980	1990
single family dwellings	82%	68%	62%
multiple family dwellings	18%	32%	38%
vacancy rate (total housing)	2.6%	4.5%	5.2%

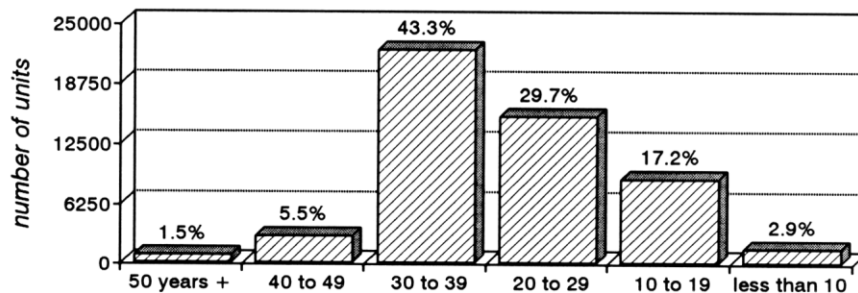
single family dwelling units, multiple family dwelling units, and vacancy rates for total housing



age of housing as of 1994 ***

total dwellings in
canoga park
(includes vacant and occupied units).

age of housing



* Count of all persons in occupied dwellings. Does not include group quarters population.

** Housing splits are defined by the presence of a common wall between two or more dwelling units. Typical multiple family units include condominiums and apartments. Typical single family units include detached structures.

*** Source of this information is the Los Angeles County Assessor. Data derived from the Assessors LUPAMS (Land Use Planning and Management Subsystem) file. File date is mid 1994.

CANOGA PARK – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

1990 census data;

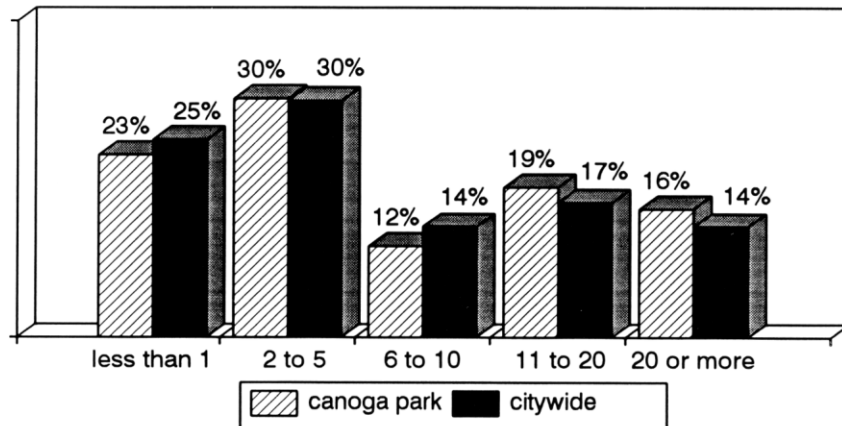
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	43.6%	21.6%	34.8%
renter occupied housing units	23.3%	24.0%	52.7%

<u>cost of housing (owner occupied units)</u> (value estimated by owner)	under \$100,000	\$100,000 to \$200,000	\$200,000 to \$300,000	\$300,000 to \$500,000	\$500,000 or more
canoga park	1.4%	11.7%	41.8%	34.7%	10.4%
citywide	8.4%	28.5%	25.9%	21.4%	15.8%

<u>cost of housing (renter occupied units)</u> (monthly cost estimated by resident)	under \$300	\$300 to \$500	\$500 to \$750	\$750 to \$1,000	\$1,000 or more
canoga park	3.3%	11.6%	41.2%	24.2%	19.7%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

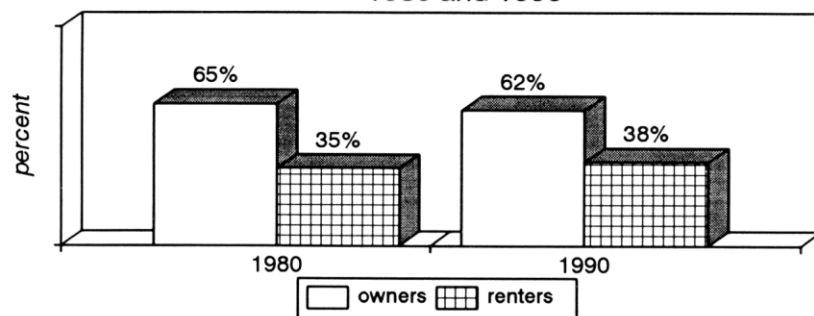
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
canoga park	23.1%	30.2%	11.5%	18.9%	16.3%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

years at same address



residential tenure (ownership status)

owners/renters 1980 and 1990



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.

* Sums to 100% by type of housing. This is a distributed calculation of all householders who responded to census questions about cost of housing. Approximately 90% of all householders responded.

** Describes length of time living at the same location. Owners and renters combined.

CANOGA PARK – COMMUNITY PROFILE

SOCIO/DEMOGRAPHICS

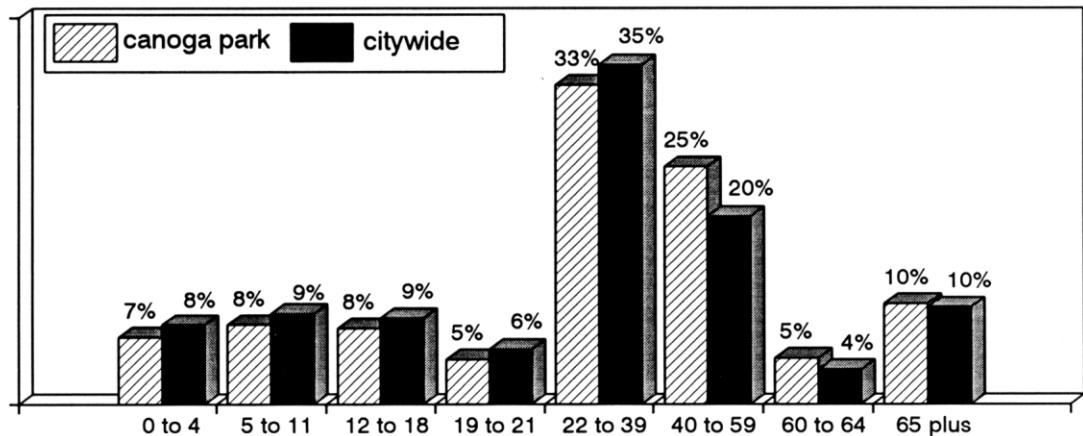
1990 census data;

<u>employment (percent) *</u>	
females employed	43.8%
males employed	56.2%
employment participation rate	72.7%
(citywide rate)	67.3%

<u>household income (1989) **</u>	
average	\$59,746
(citywide)	\$45,701
poverty (percent)	6.9%
(citywide)	18.9%

<u>education (percent) ***</u>	high school	beyond high school	college graduate
canoga park	83.9%	62.8%	30.1%
citywide	67.0%	47.8%	23.0%

age of the general population

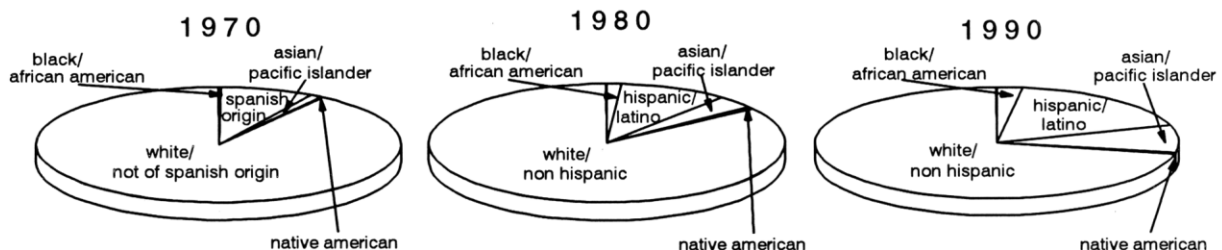


<u>language and citizenship (percent) ****</u>	foreign language spoken at home			foreign born
	spanish	asian	other language	
canoga park	14.0%	5.5%	10.1%	29.8%
citywide	24.3%	6.0%	5.6%	44.9%

<u>means of transportation to work (percent) *****</u>	drive alone	vanpool/ carpool	public transit	other means
canoga park	77.2%	12.7%	2.3%	7.8%
citywide	65.2%	15.4%	10.5%	10.5%

<u>head of household *****</u>	live alone	married with children	married no children	single parent	single non family
canoga park	24.8%	27.0%	32.2%	7.4%	8.7%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

<u>race/ethnicity (percent) *****</u>	1970	1980	1990
asian/pacific islander	1.1%	3.5%	8.2%
black/african american	0.1%	1.3%	2.3%
hispanic/latino	8.2%	9.9%	17.8%
native american	0.2%	0.5%	0.3%
white-non hispanic	90.3%	84.8%	71.4%



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.

* Civilian persons 16 years or older. Employment participation measures only persons eligible to work; therefore, students, retirees, housewives, military personnel, etc. are not included in this calculation.

** See the note above. Poverty is calculated on the basis of all persons surveyed (98% of citywide population).

*** Only persons 25 years or older are included in this calculation.

**** Persons 5 years or older (except for foreign born which excludes anyone under the age of 18).

***** Total workers 16 years of age or older. Includes military personnel.

***** Adult person acknowledged as representing the household in response to census questionnaire. Household may consist of any number of persons or families.

***** Census definition of hispanic/latino persons changed after 1970. Previously described as "spanish origin".

Chapter II

FUNCTION OF THE COMMUNITY PLAN

Chapter 2 of the Plan Text contains the statutory requirements for the Community Plan outlining the mandatory elements that must be addressed. The Chapter contains the explanations of the Role, Purpose, and Organization of the Community Plan. Chapter 2 shows the relationship to other General Plan elements and provides for Plan Monitoring and Consistency.

STATUTORY REQUIREMENTS

California State Law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term general plan for its development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise, and safety. California State law requires that the Land Use Element be prepared as part of the city's General Plan, and that it correlate with the Circulation Element. In the City of Los Angeles thirty-five community plans comprise the City's Land Use Element.

The Land Use Element has the broadest scope of the State required General Plan elements, since it regulates how land is to be utilized. It correlates to many of the issues and policies contained in all other plan elements.

Government Code Section 65302(a) requires a land use element to designate the proposed general distribution, general location, and extent of uses of the land for housing, business, industry, open space (including agriculture, natural resources, recreation and enjoyment of scenic beauty), education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private uses of land. The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various communities and other territory covered by the plan.

The Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies, and programs. The Community Plan Map, footnotes and legend outline the arrangement and intensities of land uses, the street system, and the locations and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and used over time. The Plan guides decisions regarding land use, building design and character, open space, housing

conservation and development, provision of supporting infrastructure and public and human services, protection of environmental resources, and protection of residents from natural and man-caused hazards.

The intent of the Community plan is promotion of an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community. The plan also guides development to create a healthful and pleasant environment. Goals, objectives, policies, and programs are created to meet the existing and future needs and desires of the community through the year 2010. The general plan clarifies and articulates the City's intentions with respect to the rights and expectations of the public, property owners, prospective investors and business interests. Through the Community Plan, the City can inform these groups of its goals, policies, and development standards, thereby communicating what is expected of the City government and private sector to meet its objectives.

The Community Plan ensures that sufficient land is designated to provide for the housing, commercial, employment, education, recreational, cultural, social, and aesthetic needs of the residents of the plan area. The Plan identifies and provides for the maintenance of any significant environmental resources within the Plan Area. The Plan also seeks to enhance community identity and recognizes unique neighborhoods within the Plan area.

PURPOSE OF THE COMMUNITY PLAN

The last comprehensive update of the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan was completed in 1984 and later revised through the General Plan Zoning Consistency Program required by AB283 in 1987, and through on-going Periodic Plan Review and other Plan amendments. In the past 20 years, the community has shown a growth rate lower than the overall rate for the city. During the 1970's, community population increased by 4,150 residents, an increase of 3.2%. Since 1980, the community's population has grown by 15,716 residents-- an increase of 11.7%.

This update of the Community Plan reflects current conditions and the prevailing visions and objectives of the area's residents, property and business owners.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This Plan sets forth goals, objectives, policies, and programs for the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.

The Plan is organized and formatted to simplify periodic updates. The State recommends that the entire plan be comprehensively reviewed every five years to reflect new conditions, local attitudes, and technological advances.

The principal method for the implementation of the Land Use Map is the Zoning Ordinance. The City's Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map will identify specific types of land use, intensity of use and development standards applicable to specific areas and parcels of land within the community.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Since State Law requires that the General Plan have internal consistency, the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan must be consistent with other Elements and components of the General Plan.

The Citywide General Plan Framework is the umbrella concept of the General Plan that will provide the overall guiding vision for Los Angeles into the 21st century. It is based on a directed growth strategy that targets residential and commercial growth along boulevards and corridors and clustered development around community focal points and high activity centers. The General Plan Framework is a special element of the General Plan which looks to the future as required by law and replaces the Centers concept, which was adopted by the City Council in 1974, as the City's long-range development strategy.

The Citywide General Plan Framework Element neither overrides nor supersedes the Community Plans. It guides the city's long range growth and development policy, establishing citywide standards, goals, policies, and objectives for citywide elements and community plans. The Framework is flexible, suggesting a range for uses within its land use definitions. Precise determinations are made in the Community Plans.

The General Plan Framework provides the following projections for year 2010 population, housing and employment levels for the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area:

<i>Population (2010) projection:</i>	<i>191,892</i>
<i>Employment (2010) projection:</i>	<i>142,400</i>
<i>Housing (2010) projection:</i>	<i>87,187</i>

The above population, employment and housing numbers are provided as reference during the Community Plan update. These figures are estimates derived from regional data that are then disaggregated to the City and community levels. Population, jobs and housing could grow more quickly, or slowly, than anticipated depending on economic trends.

Regional forecasts do not always reflect the adopted community plan land use capacity or buildout estimated from planned land use. Plan capacity or build out is also an estimate based on specific assumptions regarding development density and household size. Actual plan build out may be more or less than estimated. It should be noted that community plan capacity does not include housing in commercial districts nor the current residential

vacancy rate. The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance.

In addition to the seven State-mandated elements, the City's General plan includes a General Plan Framework Element, a Public Facilities an Historical Preservation/Cultural Resources element, and an Air Quality Element. All provisions and requirements of the General Plan elements apply to the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan.

Neighborhood plans involve the preparation of special plans that blend both policy and implementation functions for unique neighborhoods within a community. Besides these neighborhood plans, overlay zones also combine policy and implementation functions to address issues peculiar to a specific neighborhood.

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance. In Many instances these measures encompass the policies contained in the General Plan Framework.

PLAN CONSISTENCY

Each plan land use category shows the corresponding zones permitted by the Plan. However, development may be further restricted by the Plan text, footnotes, adopted Specific Plans or other specific limitations on discretionary approvals. The Plan recognizes that the residential densities, commercial intensities and industrial intensities depicted on the Plan Map are theoretical and will not occur due to plan and zone regulations, economic conditions, and design limitations.

For each plan category, the Plan permits all identified corresponding zones, and those zones that are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the Plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of the decision.

City actions on most discretionary projects require a finding that the action be consistent or in conformance with the General Plan. In addition to the required general finding, decision-makers acting on certain projects in the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area shall refer to each of the applicable additional findings that the Plan identifies as programs, policies or objectives in Chapter III of the Plans which are underlined for ease of reference. To further substantiate the consistency findings, decision makers may site other programs, policies, or objectives which would be furthered by the proposed project. In addition, Chapter V of the Plan requires a decision maker to make a finding of conformance with applicable design standards for discretionary projects.

PLAN MONITORING

The Plan has a land use capacity greater than the projected development likely to occur during the Plan period. During the life of the Plan, growth will be monitored and reported in the City's Annual Report on Growth and Infrastructure which will be submitted to the City Planning Commission, Mayor, and City Council. In the fifth year following Plan adoption (and every

five years thereafter), the Director shall report to the Commission on the relationship between population, employment, housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental analysis will be prepared and appropriate changes recommended to the Community Plan and zoning. These Plan and zoning changes and any related moratorium or interim control ordinances, shall be submitted to the Planning Commission, Mayor, and City Council as specified in the Los Angeles Municipal Code.

Chapter III

LAND USE POLICIES AND PROGRAMS

Chapter 3 of the Plan Text Contains Land Use Planning Goals, Objectives, Policies, and Programs. Organized by land use category, this section is divided into residential, commercial, and industrial land use and public and institutional service system categories. The Planning Department is responsible for the goals, objectives, policies, initiation and direct implementation of the programs contained in Chapter 3.

RESIDENTIAL

The quality of life and stability of neighborhoods throughout Canoga Park-Winnetka-Woodland Hills-West Hills depends on providing infrastructure resources (i.e.: police, fire, water, sewerage, parks, traffic circulation, etc.) Commensurate with the needs of its population. If population growth occurs faster than projected and without needed infrastructure improvements to keep pace with that growth, the consequences for livability within the Community Plan Area could be problematic.

Accordingly, the proposed Plan has three fundamental premises. First, is limiting single family residential densities in various neighborhoods to the prevailing density of development in these neighborhoods. Second, is the monitoring of population growth and infrastructure improvements through the City's Annual Report on Growth and Infrastructure with a report to the City

Planning Commission every five years on the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan following Plan adoption. Third, if this monitoring finds that population in the Plan area is occurring faster than projected; and that infrastructure resource capacities are threatened, particularly critical resources such as water and sewerage; and that there is not a clear commitment to at least begin the necessary improvements within twelve months; then building controls should be put into effect, for all or portions of the Canoga Park-Winnetka-Woodland Hills - West Hills, until land use designations for the Community Plan and corresponding zoning are revised to limit development.

Existing residential land use patterns vary greatly according to local conditions in the neighborhoods and communities which comprise the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. Topography, population characteristics, housing markets, location of employment centers, and transportation infrastructure have great influence on the type, location and density of development throughout the community.

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area offers a diversity of housing opportunities and strong neighborhoods. Predominantly single family in nature, housing opportunities exist for a wide range of incomes. Historically, the majority of the area has been planned for residential purposes. Therefore, current plan policy provides for continued preservation of the existing residential neighborhoods throughout the area, retaining existing single family districts and multi-family clusters. The Plan designates residential land use densities as indicated in the

following table. The Table depicts the reasonable expected population and dwelling unit count for the year 2010, using the mid-point of the range for the dwelling units per net acre category. The midpoint represents a reasonable factor to use, as new development within each land use category is not likely to occur at one of the other extremes of the range but rather throughout the entire range.

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint	Number of Dwelling Units	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population
Minimum	0.5 (0 - 1)	499.68	999.36	3.03	1,514.04
Very Low	2.5 (1+ to 4)	13,618.00	3,438.96	3.03	26,050.14
Low	6.5 (4+ to 9)	47,175.22	5,414.97	3.01	105,943.88
Low Medium I	13.5	2,160.66	160.45	2.36	5,111.90
Low Medium II	23.5	4,550.42	156.70	2.36	8,690.30
Medium	42 (20+ to 55)	25,269.32	464.08	2.35	45,804.99
High Medium	82 (55+ to 109)	4,398.14	40.39	2.36	7,815.69
TOTALS		72,946.00	10,674.91		200,930.95

GOAL 1

A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE CANOGA-PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLAN AREA.

Objective 1-1

Achieve and maintain a housing supply sufficient to meet the diverse economic needs of current and projected population to the year 2010.

Policies

- 1-1.1 Maintain an adequate supply and distribution of multi-family housing opportunities in the Community Plan Area.

Program: The Plan Map identifies specific areas where multi-family residential development is permitted.

- 1-1.2 Protect existing single family residential neighborhoods from new, out-of scale development.

Program: Recent changes in the Zoning Code set height limits for new single family residential development.

- 1-1.3 Protect existing stable single family and low density residential

neighborhoods from being impacted by the size of commercial development.

Program: Commercial development in areas designated Neighborhood or General Commercial adjacent to single family residential shall be limited to an FAR of .5 to 1 and buffered by building setbacks and landscaping.

- 1-1.4 Protect the quality of the residential environment through attention to the physical appearance of communities.

Program: Design Guidelines and Standards for residential development are included in the Urban Design Chapter of the Community Plan.

- 1-1.5 Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

Program: The Plan Map identifies lands where only single family residential development is permitted; it protects these areas from encroachment by designating, where appropriate, transitional residential densities which serve as buffers (Transitional Height Ordinance); and reflects plan amendments and corresponding zone changes which are directed at minimizing incompatible uses.

- 1-1.6 Promote neighborhood preservation, particularly in existing single family neighborhoods, as well as in areas with existing multi-family residences.

Program: The Community Plan establishes residential land use categories and makes an appropriate designation for each neighborhood in the Community Plan Area. All zone changes, subdivisions, parcel maps, variances, conditional uses, specific plans, community and neighborhood revitalization programs for residential projects shall be consistent with Community Plan land use designations.

Program: The Homeowner's Encouragement Loan Program (HELP), administered by the City's Housing Preservation and Production Department, provides rehabilitation loans to owners of small residential buildings (one to four units) to correct code violation.

Program: The Residential Rehabilitation Loan Program, administered by the Community Redevelopment Agency (CRA), makes funds available for the rehabilitation of lower-income multi-family rental housing. The program is partially funded by the U.S. Department of Housing and Urban Development (HUD) and requires matching funds from a private lender with CRA as a last resort.

Program: The Targeted Neighborhood Initiative leverages resources of Department of Housing and the CRA to provide micro-loans and

grants to support housing rehabilitation and home ownership in specific residential neighborhoods.

Objective 1-2

Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services, and facilities.

Policies

- 1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate this development.

Program: Maintain and continue the implementation of the City's Land Use/Transportation Policy.

- 1-2.2 Encourage multiple residential development in commercial zones.

Program: The Plan provides the potential for a floor area ratio bonus by providing for mixed use corridors in specific commercial areas.

Objective 1-3

Preserve and enhance the character and integrity of existing single and multi-family neighborhoods.

Policies

- 1-3.1 Seek a high degree of compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Program: The Plan includes Design Guidelines which establish design standards for residential development to implement this policy.

- 1-3.2 Approval of proposals to change residential density in any neighborhood shall be based, in part, on consideration of factors such as neighborhood character and identity, compatibility of land uses, impact on livability, adequacy of services and public facilities, and traffic impacts.

Program: The decision maker should adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.

- 1-3.3 Preserve existing views in hillside areas.

Program: Maintain and continue implementation of the adopted Citywide Hillside Ordinance and the Mulholland Scenic Parkway Specific Plan which contribute to preservation of views.

Objective 1-4

Provide a diversity of housing opportunities capable of accommodating all persons regardless of income, age or ethnic background.

Policies

- 1-4.1 Promote greater individual choice in type, quality, price and location of housing.

Program: The plan promotes greater individual choice through its allocation of lands for a variety of residential densities.

- 1-4.2 Promote mixed use housing projects in pedestrian oriented areas.

Program: Maintain and continue the implementation of the Land Use/Transportation Policy.

Program: The plan provides a bonus in floor area for mixed use projects in the areas identified in this policy.

- 1-4.3 Ensure new housing opportunities minimize displacement of the residents.

Program: The decision-maker shall adopt a finding that addresses any potential displacement of residents as part of any decision relating to new housing construction.

- 1-4.4 Increase home ownership options by providing opportunities for development of townhouses, condominiums, and similar types of housing.

Program: The Plan cannot require that condominium units be built instead of rental units; however, the Plan encourages such type of development by designating specific areas for Low Medium residential land use categories.

Objective 1-5

To limit the intensity and density of residential development in hillside areas.

Policies

- 1-5.1 Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.

Program: Continue the implementation of the Citywide Hillside Ordinance and the Mulholland Scenic Parkway Specific Plan.

- 1-5.2 Ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities and other public utilities to support development within hillside areas.

Program: The decision-maker shall adopt a finding which addresses the availability of these services and utilities as part of any decision relating to hillside residential development.

- 1-5.3 Consider the steepness of the topography and suitability of the geology in any proposal for development within the Plan area.

Program: The Plan retains hillside areas in restrictive plan designations and zones due to topography. Continue the implementation of the Subdivision Map Act on individual project applications.

- 1-5.4 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Continue the implementation of the Citywide Hillside Ordinance and the Mulholland Scenic Parkway Specific Plan.

COMMERCIAL

The Canoga Park-Winnetka-Woodland Hills - West Hills Community Plan Area is the commercial hub of the West Valley. Commercial development in this Community Plan Area ranges from Corporate Headquarters in Warner Center, major shopping Malls such as Topanga Plaza, The Promenade, and Fallbrook Mall, pedestrian oriented community centers found along Ventura Boulevard and in Canoga Park, and a proliferation of auto-oriented strip development on major thoroughfares throughout the Community Plan Area.

The appearance, physical layout, and proliferation of strip mall development are major issues in the Community Plan Area. The allocation of land in the CPA designated for commercial use is sufficient to meet the needs of the community. However, poor or obsolete design and inadequate maintenance characterize a significant share of existing commercial development. Such substandard commercial development compromises the vitality of neighborhood and community commercial centers and has a blighting effect on adjacent residential neighborhoods. To address these issues, this plan provides for the use of design guidelines, Community design overlay districts, and policies that encourage recycling of obsolete commercial space over designation of new commercial lands.

The Land Use Diagram Map shows the general boundaries of Centers, Districts, and Mixed Use Boulevards in the Community Plan a (see Appendix A).

GOAL 2

AN ECONOMICALLY VITAL COMMERCIAL SECTOR OFFERING A DIVERSITY OF GOODS AND SERVICES TO MEET THE NEEDS OF THE COMMUNITY PLAN AREA. THIS MEANS THAT COMMERCIAL LAND USE POLICIES MUST SUPPORT MAXIMUM EFFICIENCY AND ACCESSIBILITY OF COMMERCIAL DEVELOPMENT WHILE PRESERVING THE HISTORIC COMMERCIAL AND CULTURAL CHARACTER OF THE DISTRICT.

Objective 2-1

Conserve and strengthen viable commercial development and encourage recycling of obsolete commercial development.

Policies

- 2-1.1 Locate new commercial development in areas currently designated for such development.

Program: The plan provides well defined boundaries for commercial areas, any extended growth outside those boundaries requires a plan amendment.

Program: Some commercial areas fall within the boundaries of CRA Redevelopment Project Area. Within these areas, obsolete commercial space may be recycled through use of redevelopment powers.

Objective 2-2

Enhance the appearance of commercial districts

Policies

- 2-2.1 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Continue the implementation of the Ventura/ Cahuenga Boulevard Corridor Specific Plan, and implement the applicable design standards identified in the Design Guidelines Chapter of the Community Plan.

- 2-2.2 Require screening of open storage and auto repair uses, and prohibit storage of automobile parts and other noxious commercial related products in front of commercial development, exposed to the street.

Program: The Community Plan and Specific Plans include Design guidelines which implement this policy.

- 2-2.3 Preserve community character, scale and architectural diversity.

Program: The Plan establishes height limits, amends Plan designations and recommends corresponding zone changes to implement this policy.

Program: Chapter V of this Plan, Urban Design includes design guidelines for individual commercial projects.

- 2-2.4 Improve safety and aesthetics of parking areas in commercial areas.

Program: Implement design standard for parking areas established in the Ventura/Cahuenga Boulevard Corridor Specific Plan and within the Design Standards Chapter of this plan.

- 2-2.5 Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.

Program: The Design Guidelines in this Plan and the Ventura/Cahuenga Boulevard Corridor Specific Plan include sections which establishes guidelines for community design and landscaping. These guidelines are intended to serve as reference to other City Departments and public agencies and any private entities who participate in projects which involve improvements to public spaces and right-of-way, including streetscape and landscaping.

Objective 2-3

Use Pedestrian Oriented Districts and Mixed Use Boulevards to provide alternatives to automobile oriented commercial activity.

Policies

- 2-3.1 Preserve existing Pedestrian Oriented Districts.

Program: Continue implementation of the Ventura/Cahuenga Boulevard Specific Plan which designates specific areas as POD districts.

- 2-3.2 New development in Pedestrian Oriented Districts should add to and enhance existing pedestrian street activity.

Program: New commercial activity within these districts should be consistent with uses specified within Specific Plan regulations or, for areas outside Specific Plan boundaries, POD implementing ordinances.

- 2-3.3 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

Program: Continue implementation of the Ventura/Cahuenga Boulevard Corridor Specific Plan Design Guidelines which address this policy for areas within the Specific Plan boundaries. Additionally, where appropriate establish Pedestrian Oriented Districts outside of the Specific Plan boundaries.

Objective 2-4

Reinforce the identity of distinct commercial districts through the use of design guidelines and development standards.

Policies

- 2-4.1 Ensure that commercial infill projects achieve harmony with the best of existing development.

Program: Implementation of Design Guidelines and the Ventura/Cahuenga Boulevard Corridor Specific Plan.

- 2-4.2 Require that mixed use projects and development in pedestrian oriented districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Program: The Plan includes a Design Guidelines provision which will implement this policy for commercial projects located within pedestrian oriented districts.

- 2-4.3 Implement development standards that promote commercial development at a scale commensurate with their classification as Neighborhood, General, Community, or Regional Centers and that is compatible with adjacent, primarily residential uses.

Program: All commercial zones on properties designated

Neighborhood Commercial and General Commercial shall include the permanent [Q] conditions limiting Floor Area Ratio to 0.5:1. Mixed use projects located on Mixed Use Boulevards as designated by the Citywide General Plan Framework Land Use Diagram, may develop to an FAR of 1.5:1.

Program: All commercial zones for properties located on Owensmouth Avenue between Sherman Way and Vanowen Street shall include a permanent [Q] condition limiting development to a Floor Area Ratio of 1:1.

INDUSTRIAL

Industrial uses in the Community Plan Area are found adjacent to the former Southern Pacific Rail Right-Of-Way which runs parallel to Canoga Boulevard, and in Warner Center. Industrial restructuring in recent years has led to a deterioration of older industrial space along Canoga Boulevard, and pressures to reuse modern facilities for retail and other non-industrial uses.

GOAL 3

MAINTAIN A VITAL INDUSTRIAL BASE IN THE COMMUNITY PLAN AREA BY PROVIDING FOR AN ADEQUATE SUPPLY OF INDUSTRIAL LAND AND THROUGH POLICIES THAT REDUCE CONFLICTS BETWEEN INDUSTRIAL AND RESIDENTIAL LAND USES.

Objective 3-1

Provide sufficient land for expansion of low intensity industrial uses.

Policies

- 3-1.1 Designate lands for the continuation of existing entertainment industry uses and development of new production, post production, research and development uses which provide employment opportunities.

Program: The Plan Map identifies lands, which have industrial designations to accommodate the variety of uses noted above.

- 3-1.2 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Design Guidelines include provisions for industrial projects which are adjacent to or in the vicinity of residential uses.

Objective 3-2

Maintain viability of Canoga Boulevard Industrial Corridor and increase compatibility with adjacent residential properties through use of traditional commercial district revitalization strategies.

Policies

- 3-2.1 Improve the physical appearance of older industrial areas.

Program: Chapter V. - Urban Design includes design guidelines for individual industrial projects.

Program: The plan map designates boundaries for a Community Design Overlay District for a portion of the Canoga Boulevard

Industrial Corridor.

Objective 3-3

To assure mitigation of potential negative impacts generated by manufacturing uses when they are located in close proximity to residential neighborhoods, the Plan proposes design guidelines for new manufacturing uses when so located.

Policies

- 3-3.1 Encourage new industrial uses adjacent to residential neighborhoods to mitigate their impact on the residential neighborhoods to the extent feasible.

Program: New development of manufacturing uses located adjacent to residential neighborhoods shall comply with the Industrial/Residential design guidelines found in the Urban Design Chapter (Chapter V) of this plan.

Program: Restrict new industrial uses located adjacent to a residential neighborhood to uses first permitted in the CM zone.

PUBLIC AND INSTITUTIONAL LAND USE

Public facilities such as fire stations, libraries, parks, schools, and police stations shown on the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan are to be developed in substantial conformance with the standards of need, site area, design, and general location identified in the Service Systems Element and the Safety Element of the General Plan. Such development shall be sequenced and timed to provide an efficient and adequate balance between land use and public services.

Development to full residential, commercial, and industrial densities and intensities proposed by the Plan is predicated on substantial compliance with the standards contained in the Public Facilities and Service Element of the General Plan. Such development should be sequenced to provide a workable, efficient and adequate balance between land use and service facilities.

A continuing need exists to modernize public facilities, improve services, and accommodate changes in the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan. However, the amenities and environmental quality of the community must be adequately protected. Cost and equitable distribution are major issues in the provisions of public facilities. It is essential that priorities be established and new and different sources of revenue be found. Furthermore, public and private development must be coordinated to avoid expensive duplication and to assure a balance among needs, services and costs.

This plan seeks to use the location, characteristics, and timing of public facility and utility development as a tool in achieving planned land use patterns. The intent is to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality.

RECREATIONAL AND PARK FACILITIES

In the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan area public parks and the majority of recreational areas are managed by the City of Los Angeles Recreation and Parks Department. Parks fall into one of three categories: regional, community, or neighborhood.

Ten Neighborhood Parks, six Community Parks, and two Regional Parks serve the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area. Additionally, one private golf course is in the Community Plan Area. The plan area, with its diverse topography, limits the placement of park sites south of Ventura Boulevard. Thus those neighborhood parks located south of Ventura Boulevard offer limited recreational facilities for hillside homeowners. The community parks serve a much wider interest range due to the lack of sites in the hillside areas of the plan area. While the existing parks satisfy the needs of the current residents, the community is still deficient in the number of neighborhood parks.

GOAL 4

ADEQUATE RECREATION AND PARK FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS IN THE PLAN AREA.

Objective 4-1

To conserve, maintain and better use existing recreation and park facilities.

Policies

4-1.1 Preserve the existing recreational facilities and park space.

Program: By maintaining the Open Space zone and land use designation, existing parks and recreation facilities are protected.

OPEN SPACE

Open space provides the community with important physical benefits and environmental protection. There are two classifications for Open Space, publicly owned and privately owned open space. In addition to parkland, this Community Plan Area possesses important Open Space resources, public and private, owned by entities other than the City of Los Angeles.

Open Space is broadly defined as land which is essentially free of structures and buildings and/or is natural in character and functions in one or more of the following ways:

1. Recreational and educational opportunities.
2. Scenic, cultural and historic values.
3. Public health and safety.
4. Preservation and creation of community peak travel identity.
5. Rights-of-Way for utilities and transportation facilities.
6. Preservation of natural resources or ecologically important areas.

7. Preservation of physical resources including ridge protection.

GOAL 5

A COMMUNITY WITH SUFFICIENT OPEN SPACE IN BALANCE WITH NEW DEVELOPMENT TO SERVE THE RECREATIONAL, ENVIRONMENTAL AND HEALTH NEEDS OF THE COMMUNITY.

Objective 5-1

To preserve existing open space resources and develop new open space resources.

Policies

- 5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan Area.

Program: The Plan Map designates areas for open space, thus protecting them from encroachment from more intense uses.

- 5-1.2 Accommodate active park lands and other open space uses.

Program: The Plan Map designates lands for open space uses including and the slopes adjacent to the 101 freeway.

- 5-1.3 Require development in major opportunity sites to provide public open space.

Program: The Plan includes this as a guiding principle in the section which addresses the future development of major opportunity sites.

Objective 5-2

Provide/Insure access to the regional parks of the Santa Monica Mountains.

Policies

- 5-2.1 Insure that public access to the open space areas of the Santa Monica Mountains have adequate parking and trail heads.

Program: The City shall continue implementation of the Open Space and Conservation Element of the General Plan.

SCHOOLS

In the Canoga Park-Winnetka-Woodland Hills-West Hills, public schools are administered by the Los Angeles Unified School District (LAUSD). The number of LAUSD facilities in the Plan area are twenty-two elementary schools, five middle schools, and three high schools.

GOAL 6

PUBLIC SCHOOLS THAT PROVIDE A QUALITY EDUCATION FOR ALL OF THE CITY'S CHILDREN, INCLUDING THOSE WITH SPECIAL NEEDS, AND ADEQUATE SCHOOL FACILITIES TO SERVE EVERY NEIGHBORHOOD IN THE CITY.

Objective 6-1

Work constructively with LAUSD to promote the siting and construction of adequate school facilities phased with growth.

Policies

- 6.1.1 Explore creative alternatives for providing new school sites in the City, where appropriate.

Program: Develop plans to address issues of siting and joint use of facilities including strategies for expansion in transit-rich locations.

Program: Use the City's "Annual Growth Report" to monitor locations for growth and potential new school sites.

Objective 6-2

Maximize the use of local schools for community use and local open space and parks for school use.

Policies

- 6-2.1 Encourage the siting of community facilities (libraries, parks, schools and auditoriums) together.

Program: Formulate/update plans to address issues relating to siting and the joint use of facilities. Identify strategies for the expansion of school facilities including:

1. Siting of schools and other community facilities (libraries, parks, and auditoriums) within a transit station, center, or mixed-use area so they can complement each other and make the most efficient use of the land provided for these services.
2. Locating middle schools and high schools where possible, close to transit stations and key centers and mixed-use districts, so students can use the transit system to get to and from school.
3. Encouraging private redevelopment of existing school sites in the immediate vicinity of transit stations and centers so that the existing site (a low intensity use) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

LIBRARIES

The Canoga Park - Winnetka - Woodland Hills - West Hills Plan area is serviced by three public library branches.

GOAL 7

ENSURE ADEQUATE LIBRARY FACILITIES AND SERVICES ARE PROVIDED TO THE AREA'S RESIDENTS.

Objective 7-1

To encourage the City's Library Department to provide adequate library service which responds to the needs of the community.

Policies

- 7-1.1 Encourage flexibility in siting libraries in mixed-use projects, shopping malls, pedestrian-oriented areas, transit stations, office buildings, and similarly accessible facilities.

Program: Through the inclusion of this policy in the Plan text, the Plan supports these identified locations as desirable sites for new libraries and recommends that this policy be considered when the Library Department and decision-makers review and approve site for new libraries.

POLICE PROTECTION

Police protection services are provided by the Los Angeles Police Department. The police station serving the Plan Area is the West Valley station located within the Reseda-West Van Nuys Community Plan Area.

GOAL 8

A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT THE COMMUNITY'S RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES.

Objective 8-1

To provide adequate police facilities and personnel to correspond with population and service demands.

Policies

- 8-1.1 Coordinate with the Police Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

Program: A decision maker should include a finding which considers the impact on police service demands of the project or land use plan change. This consultation with the Police Department is currently in effect for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Police Department.

FIRE PROTECTION

The Fire protection and Prevention Plan of the City of Los Angeles provides an official guide to City Departments, other government agencies, developers and interested citizens for the construction, maintenance and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to their plan it may be necessary to expand or relocate existing facilities as land patterns change.

GOAL 9

PROTECT THE COMMUNITY THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.

Objective 9-1

Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

Policies

- 9-1.1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

Program: Require a decision maker to include a finding as to the impact on fire service demands for all plan amendments within five years of adoption.

This coordination with the Fire Department is currently in effect for projects which are subject to the subdivision process and for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Fire Department.

TRANSPORTATION

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

Transportation Improvement and Mitigation Program [TIMP]

The Transportation Improvement and Mitigation Program (TIMP) is a set of specific transportation recommendations to meet the circulation needs of the community to the year 2010. The TIMP was prepared for the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan through an analysis of land use impacts on the transportation system.

Specific circulation improvements include a series of Public Transit Improvements which include bus service improvements, Metrolink service improvements and the creation of a community transit center. The TIMP contains Transportation System Management (TSM) recommendations including roadway improvements and redesignations, expansion of the Automated Traffic Surveillance and Control (ATSAC) system, peak hour parking restrictions, and creation of neighborhood traffic control plans. The TIMP also recommends a set of Transportation Demand Management (TDM) programs. TDM program recommendations include creating bikeways, forming transportation management associations, a trip reduction ordinance, and continued participation by the City in regional transportation management programs.

Below is a series of programs and implementation steps. Each implementation measure taken from the TIMP is identified in brackets [] as follows: [TIMP]

PUBLIC TRANSPORTATION

Opportunities exist within Canoga Park-Winnetka-Woodland Hills-West Hills to increase the use of public transportation.

While it is anticipated that the private automobile will remain the primary mode of transportation within the time frame of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, bus service and the community "DASH" or paratransit will be the primary public transportation modes through the year 2010.

The City of Los Angeles Department of Transportation (LADOT) operates "Cityride", a city-wide demand-responsive paratransit program for senior

citizens aged 65 or older and persons with mobility impairments. Cityride registrants may obtain a low-cost book of transit scrip each quarter which can be exchanged for MTA monthly bus passes and discounts on taxi, private lift-van and Cityride lift-van Dial-A-Ride services.

GOAL 10

DEVELOP A PUBLIC TRANSIT SYSTEM THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objective 10-1

To encourage improved local/shuttle bus service through the Community Plan Area and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.

Policies

- 10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Community Plan Area.

Program: Transit improvements [TIMP]. Implement Transit Priority Treatment (e.g., signal coordination, transit signal priority, queue jumpers, bottleneck intersection improvements, and signing and striping modifications) along the following streets;

- C Canoga Avenue (Victory Boulevard to Oxnard Street)
- C Oxnard Street (Topanga Canyon Boulevard to Canoga Avenue)
- C Roscoe Boulevard (east of Topanga Canyon Boulevard)
- C Topanga Canyon Boulevard (Ventura Boulevard to Oxnard Street and north of Victory Boulevard)
- C Ventura Boulevard (east of Topanga Canyon Boulevard)
- C Victory/Vanowen corridor (east of Topanga Canyon Boulevard)

Program: Transit Improvements [TIMP]. Implement and/or support MTA's; implementation of recommendations contained in the *Study of Restructuring Public Transit Service in the San Fernando Valley*. Specifically:

- C Establish Warner Center Transit Center
- C Develop timed hub and spoke network focused on Warner Center Transit Center.
- C Establish new shuttle routes including a high frequency Canoga corridor shuttle, a West Valley shuttle, and a Calabasas shuttle.

Program: Transit Improvements [TIMP] Implement Warner Center Specific Plan Transit Improvements as planned. Particularly Canoga Boulevard north/south commuter shuttle, Long-Distance

Commuter Express Bus System, Warner Center internal DASH Shuttle System, and the Local Circulator Bus System.

Program: Transit Improvements [TIMP]. Implement Ventura Boulevard/Cahuenga Boulevard Corridor Specific Plan Transit Improvements.

- 10-1.2 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.

Program: The Plan includes an Urban Design chapter that outlines design guidelines for transit stops. Identification of transit stops and user friendly amenities are also being provided through implementation of the Ventura/Cahuenga Specific Plan. This Specific Plan establishes a Pedestrian Oriented District along Ventura Boulevard in Woodland Hills.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E. Studies indicate that most of Canoga Park - Winnetka - Woodland Hills - West Hills major street intersections currently meet this standard. However, the level of trips generated by future development in the plan area and surrounding communities requires implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility. TDM is a program designed to reduce trips. People are given incentives to use TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

In addition to the specific policies and programs listed below, The Transportation Demand Management (TDM) Program for the Community Plan Area includes the following actions by the City.

1. Transportation Management Association Formation/Coordination.

The City should encourage the formation of Transportation Management Associations (TMA's) in order to assist employers in creating and managing trip reduction programs.

2. Participation in Regional Transportation Management Programs.

The city will continue to participate and coordinate with local and regional TDM programs that are in the process of being implemented, by other agencies, and adjacent jurisdictions.

3. TDM Ordinance. the Citywide Ordinance on TDM and trip reduction measures (L.A.M.C. 12.26 J) will continue to be implemented for the Canoga Park - Winnetka - Woodland Hills - West Hills area. This ordinance calls for several measures to be taken in developments to achieve trip reduction targets.

4. Monitoring. The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance.
5. The City should continue to implement bikeways development as specified in the Mobility Plan (2035) as part of an overall transportation demand management.

GOAL 11

ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION TO THE USE OF SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO REDUCE VEHICULAR TRIPS.

Objective 11-1

To pursue transportation demand management strategies, that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policies

- 11-1.1 Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.).

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Canoga Park - Winnetka - Woodland Hills - West Hills area. This Ordinance calls for several measures to be taken by non-residential developments to achieve necessary trip reduction targets. [TIMP]

- 11-1.2 Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.

Program: The decision-maker shall include this requirement in approval of projects.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Transportation System Management (TSM) strategies are intended to improve the existing transportation system through a program of minor, low cost, physical improvements. TSM incorporates features such as synchronization of traffic signals, limiting on-street parking during peak travel times, conversion of parallel arterials into one-way couplets, reversible lane operations, and intersection improvements.

GOAL 12

A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY AND STREET NETWORK.

Objective 12-1

Reduction of vehicular trip delays in the Community Plan Area through coordination of the street traffic signal system with the Caltrans freeway traffic management system.

Policies

- 12-1.1 Implement Smart Corridor technologies in the Ventura Freeway corridor, including parallel arterials to the north and south [TIMP].
Program: Implement when funding is available.

Objective 12-2

That the Canoga Park - Winnetka - Woodland Hills - West Hills signalized intersections are integrated with the City's ATSAC system by the year 2010.

Policies

- 12-2.1 Install ATSAC equipment at an accelerated rate with expanded funding.
Program: Accelerated installation of ATSAC equipment when funding becomes available [TIMP]. ATSAC, a computerized system that directs traffic control operations based on the data collected at each signalized intersection, is recommended to be installed by the year 2010 at the arterial signalized intersections.
- 12-2.2 Accelerate controller replacement to upgrade and improve signal efficiency.
Program: Implement when funding is becomes available.

GOAL 13

TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF FREEWAYS AND STREETS THAT PROVIDES ADEQUATE CIRCULATION TO SUPPORT EXISTING, APPROVED, AND PLANNED LAND USES AND MAINTAINS A DESIRED LEVEL OF SERVICE AT INTERSECTIONS.

Objective 13-1

To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Policies

- 13-1.1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for Boulevards, Avenues, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of an arterial or collector street, then the level of service for future growth should be maintained at LOS "E", where feasible and consistent with the Mobility Plan.

Program: To the extent feasible and consistent with the policies of the Mobility Plan 2035, implement the Warner Center Specific Plan Phase I channelization and striping improvements on Burbank Boulevard from Topanga Canyon Boulevard to Ventura Freeway and Oxnard Street from Topanga Canyon Boulevard to Canoga Avenue.

Program: Implement the following Warner Center Specific Plan Phase I peak hour parking restrictions or prohibitions, to the extent feasible and consistent with the policies and programs of the Mobility Plan 2035, to provide 6 through lanes of traffic, at least during peak traffic periods [TIMP]:

1. De Soto Avenue - Vanowen Street to Victory Boulevard;
2. Topanga Canyon Boulevard - Victory Boulevard to Burbank Boulevard;
3. Topanga Canyon Boulevard - Sherman Way to Strathern Street;
4. Victory Boulevard - Fallbrook Avenue to Topanga Canyon Boulevard;
5. Winnetka Avenue from south of Victory Boulevard to Roscoe Boulevard.
6. Sherman Way from Fallbrook Avenue to Victory Boulevard; restrict parking, at least during peak periods, to provide 6 through lanes. The need for the proposed peak parking restrictions on Sherman Way will be reevaluated at the time of the intended Plan review in the fifth year following Plan adoption, pending evaluation of the successfulness of the ongoing Canoga Park business district pedestrian and streetscape enhancements. The proposed restrictions will not be implemented prior to such review.

Program: In a manner feasible and consistent with the policies of the Mobility Plan, implement intersection improvements (including right-of-way acquisition, intersection flaring, and signal improvements) recommended in the Ventura/Canoga Boulevard Corridor Specific Plan, Phase I and II [TIMP].

Program: To the extent feasible and consistent with the policies of the Mobility Plan (2035), implement Warner Center Specific Plan Phase I intersection improvements as growth and traffic warrants [TIMP].

Program: Improve to their designated standard specifications, substandard segments of arterials expected to experience heavy traffic congestion by the year 2010, to the extent feasible and consistent with the Mobility Plan. The following streets should be included in the City's Capital Improvement Program.

1. Burbank Avenue from Fallbrook Avenue to Farralone Avenue: Improve to provide 4 through lanes.
2. Victory Boulevard from Topham Street to Corbin Street: improve and implement peak parking restrictions to provide 6 peak through lanes.

Program: Implement the following Warner Center Specific Plan Phase I street improvements [TIMP], in a manner feasible and consistent with the policies and programs of the Mobility Plan.:

1. Canoga Avenue from Vanowen Street to Victory Boulevard: upgrade and widen from Avenue to Boulevard standards.
2. Canoga Avenue at Ventura Freeway: widen to provide 6 through traffic lanes under US 101 Bridge.
3. De Soto Avenue at Los Angeles River: widen to provide 6 traffic lanes on the Los Angeles River bridge.
4. De Soto Avenue at Ventura Freeway: widen to provide 3rd northbound through traffic lane under US 101 Bridge.
5. Oxnard Street from Topanga Canyon Boulevard to De Soto Avenue: upgrade and widen from Avenue to Boulevard standards.
6. Ventura Freeway westbound on-ramp from Burbank Boulevard: widen to provide 2 traffic lanes through the ramp meter.

Program: Implement the following street widenings, to the extent feasible and consistent with the policies and programs of the Mobility Plan. [TIMP]

1. Fallbrook Avenue from Ventura Boulevard to Avenue San Luis: reconstruct and widen to provide left turn lane, 2 through northbound lanes, and 1 through southbound lane.
2. Mulholland Drive from west of San Feliciano Drive to east of Mulholland Highway: reconstruct and widen to provide 4 through lanes.
3. Mulholland Drive from east of Mulholland Highway to Topanga Canyon Boulevard: reconstruct and widen to provide 4 through lanes.
4. Roscoe Boulevard from Jason Avenue to Valley Circle Boulevard: Improve to provide 4 through lanes.

- 13-1.2 Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control measures.

Program: The use of Residential Neighborhood Protection Plans to relieve congestion on collector streets that are expected to experience traffic congestion by the year 2010[TIMP].

Program: Implement Warner Center Specific Plan Neighborhood Protection Plans for designated neighborhoods [TIMP].

Objective 13-2

To insure that the location, intensity and timing of infrastructure development maintain the City's streets standards.

Policies

- 13-2.1 No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map, or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

Program: The decision-maker shall adopt a finding which addresses this factor as part of any decision.

Program: Require that new development projects incorporate TSM and/or TDM programs with Citywide Land Use Transportation Policy.

- 13-2.2 Driveway access points onto, arterial, and collector streets should be limited in number and be located to insure a smooth, and safe flow of vehicles and bicycles.

Program: Require that new development projects incorporate such considerations.

NON-MOTORIZED TRANSPORTION

The plan provides for various modes of non-motorized transportation/circulation such as walking and bicycle riding. The Mobility Plan (2035) identifies a backbone bikeway system and support routes through Canoga Park - Winnetka - Woodland Hills - West Hills. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system which is intended to complement other transportation modes.

The Citywide Major Equestrian and Hiking Trails Plan identifies proposed equestrian trails in the community.

GOAL 14

A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE, PEDESTRIAN AND EQUESTRIAN FACILITIES.

Objective 14-1

To promote an adequate system of safe bikeways for commuter, school and recreational use.

Policies

- 14-1.1 Assure that local bicycle facilities are identified and linked with facilities of neighboring areas of the City.

Program: The Community Plan endorses full implementation of the Mobility Plan, which designates bikeways for the following ;

1. Class I bike path along the Los Angeles River.

2. Class II bike lanes along Bell Canyon Boulevard, Mulholland Drive (east of Mulholland Highway), <Mobility Plan designates for Class IV bike lane>, Victory Boulevard (Valley Circle Boulevard to Fallbrook Avenue), Victory Boulevard (Valley Circle Boulevard to Fallbrook Avenue), Victory Boulevard (east of De Soto Avenue), and Winnetka Avenue (north of Ventura Boulevard).
 3. Commuter (peak period) bike lanes on De Soto Avenue (north of Victory Boulevard), Roscoe Boulevard (east of Topanga Canyon Boulevard) and Victory Boulevard (Fallbrook Avenue to De Soto Avenue).
- 14-1.2 Encourage the provision of showers, changing rooms and bicycle storage at new and existing non-residential developments and public places.

Program: Los Angeles municipal Code Sections 12.21 A 16 and 91.0705 provide for bicycle parking requirements and employee facilities for showers and lockers.

PARKING

The Plan supports the City's continuing efforts to develop City owned (off-street) parking facilities in Canoga Park - Winnetka - Woodland Hills - West Hills. City- owned parking lots should be located in or near commercial areas.

GOAL 15

A SUFFICIENT SYSTEM OF WELL DESIGNED AND CONVENIENT ON-STREET PARKING AND OFF-STREET PARKING FACILITIES THROUGHOUT THE PLAN AREA.

Objective 15-1

To provide parking in appropriate locations in accord with Citywide standards and community needs.

Policies

- 15-1.1 Consolidate parking where appropriate, to minimize the number of ingress and egress points onto Arterials.

Program: The Plan contains an Urban Design Chapter which outlines guidelines for parking areas.

- 15-1.2 Consider new Citywide parking standards for areas around transit stations, designated centers and pedestrian oriented areas.

Program: Implement peripheral parking lot/ structure program as recommended in the Ventura/Cahuenga Boulevard Corridor Specific Plan.

- 15-1.3 New parking lots and new parking garages shall be developed in accordance with design standards.

Program: The Plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

HISTORIC AND CULTURAL RESOURCES

Much of the history of the Canoga Park-Winnetka-Woodland Hills-West Hills reflects economic transformation of the area from Native American Settlements, then the development of farming communities, and later rapid suburbanization and development of a strong aerospace sector. The Historical and cultural resources of the Community Plan Area reflect this rapid change. Important landmarks reflecting the Community's history include the Workman House at Shadow Ranch Park, the Ledere Residence, and Leonis Adobe.

Today the Community Plan Area is culturally diverse and contains important cultural resources. These resources include El Centro De Amistad, Valley Cultural Center, Warner Plaza, the New Madrid Performing Arts Center, numerous art galleries, and performing groups.

GOAL 16

PRESERVATION AND RESTORATION OF CULTURAL RESOURCES, NEIGHBORHOODS, AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.

Objective 16-1

To ensure that the community's historically significant resources are protected, preserved, and/or enhanced.

Policies

- 16-1.1 Assist private owners of existing and future historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

Program: Adherence to the City's historic properties preservation ordinances and Cultural Heritage Board requirements for preservation and design. Implementation of design standards.

Program: Utilize City historic properties restoration programs which provide funding for renovating and/or reusing historic structures.

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					9,860	55.1
	Minimum	OS, A1, A2, RE40	1,012	5.7		
	Very Low	RE20, RA, RE15, RE11	3,424	19.1		
	Low	RE9, RS, R1, RU, RD6, RD5	5,424	30.3		
Multiple					826	4.6
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	162	0.9		
	Low Medium II	RD1.5, RD2 , RW2, RZ2.5	156	0.9		
	Medium	R3	469	2.6		
	High Medium	R4	39	0.2		
COMMERCIAL					972	5.4
	Neighborhood	C1, C1.5, C2, C4	167	0.9		
	Limited	CR, C1, C1.5, P	52	0.3		
	General	CR, C1.5, C2, C4	186	1.0		
	Community	CR, C2, C4	347	2.0		
	Regional	CR, C1.5, C2, C4, R3, R4, R5	220	1.2		
INDUSTRIAL					677	3.8
	Limited	CM, MR1, M1	292	1.6		
	Light	MR2, M2	385	2.2		
PARKING					0	0.0
	Parking	P, PB	0	0.0		
OPEN SPACE/PUBLIC FACILITIES					2,117	11.8
	Open Space	OS, A1	1,404	7.8		
	Public Facilities	PF	713	4.0		
STREETS						
	Private Streets	-	21	0.1	3,442	19.3
	Public Streets	-	3,421	19.2		
TOTAL					17,894	100.0

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter 4 identifies actions which are recommended to be promoted by the City through the appropriate city departments and through other agencies including Federal, State, and private sector entities to further the goals of the Plan. These are objectives or goals that the Planning Department does not have control over, but which involve issues that should be identified in the community plan and which help to reinforce the intent of the goals and objectives found in Chapter 3.

RECREATION AND PARK FACILITIES AND OPEN SPACE

1. The City Department of Recreation and Parks should work with the Los Angeles Unified School District to develop a program for shared use of school sites for both educational and recreation and park opportunities.
2. Encourage continuing efforts by County, State, and Federal agencies to acquire vacant land for publicly-owned open space.
3. Ensure that parks are adequately illuminated and secured for safe use at night, as appropriate.
4. Coordinate with the Department of Recreation and Parks and the Police Department to insure adequate police patrols and "defensible space", where feasible, in the design of recreation and park facilities.
5. Promote the supervision of park activities and enforcement of codes restricting illegal activity.
6. Improve the utilization and development of recreational facilities at existing parks, as needed, and as funds become available.
7. Coordinate with City Departments, neighboring cities, and County, State, and Federal agencies to utilize existing public lands such as flood control channels, utility easements, and Department of Water and Power properties for such recreational uses as hiking, biking and horseback riding, where possible.
8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and the relocation of the residents.
9. Target the provisions of park and recreation facilities in areas with the greatest deficiencies.
10. Pursue resources to clean up land that could be used for public recreation safely.

SCHOOLS

Consider large vacant parcels as a first alternative to accommodate the demand for new schools, prior to the displacement of existing uses.

LIBRARIES

1. Seek additional resources to maintain and expand library services to satisfy service demands to the Year 2010.
2. Develop a Citywide policy for locating non-English language permanent collections.
3. Support the efforts of the Library Department and the Canoga Park - Winnetka - Woodland Hills - West Hills community to increase the service levels of the libraries so they are appropriate for the Canoga Park - Winnetka - Woodland Hills - West Hills population.

POLICE PROTECTION

Support and encourage community-based crime prevention efforts such as Neighborhood Watch, through regular intersection and coordination with existing community-based policing, foot and bicycle patrols, watch programs, assistance in the formation of new neighborhoods watch groups, and regular communication with neighborhoods and civic organizations.

FIRE PROTECTION

Provide that adequate fire service personnel are maintained by periodically evaluating population growth, level-of-service (response TIMP and staffing) and fire hazards in the City.

**HISTORIC
PRESERVATION**

Assist private owners of historic resources to maintain and/or enhance their properties in a manner that will conserve the integrity of such resources in the best possible condition.

HOUSING

1. Locate senior citizen housing projects in neighborhoods within reasonable walking distance of health and community facilities, services and public transportation.
2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.
3. Improve the coordination of public services to support neighborhood conservation activities.
4. Ensure that the location of low and moderate income housing is equitably distributed throughout the Plan area predicated on a fair share basis in relationship to all other planning areas.
5. Encourage new and alternative housing concepts, as well as alternative materials and methods of construction, which are found to be compatible with City codes.

6. Allow for the assembly and trade of public land in order to encourage new housing in appropriate locations within the Plan area.
7. Ensure that the development of transitional housing and emergency shelters is appropriately located.
8. Encourage the development of housing types intended to meet the special needs of senior citizens and the physically challenged.

UTILITIES

Install utilities underground through assessment districts or other funding, when feasible.

EMPLOYMENT

1. Encourage businesses to participate in job training programs for local residents.
2. Develop employment opportunities for a wide range of jobs, skills, and wages.

PUBLIC TRANSPORTATION

1. Coordinate with the Metropolitan Transit Authority to improve local bus service to and within the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area.
2. Encourage the expansion of programs wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
3. Develop an intermodal mass transportation plan to link future rail service.

NON-MOTORIZED TRANSPORTATION

Encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas, employment centers and transit stations.

NATURAL DISASTERS

Natural disasters such as the 1971 Sylmar-San Fernando and the 1994 Northridge earthquakes, floods, and fires have and will continue to impact the Canoga Park - Winnetka - Woodland Hills - West Hills community. City government, other governmental agencies, the private sector, disaster relief agencies, and the citizens of Canoga Park - Winnetka - Woodland Hills - West Hills should be encouraged to work together to minimize the impacts of a disaster in terms of land development practices, providing essential services, preventing transportations and communication blockages and to ensure that recovery will proceed as expeditiously as possible.

EARTHQUAKE PREPAREDNESS

The 1994 Northridge earthquake devastated portions of the Canoga Park - Winnetka - Woodland Hills - West Hills area. The magnitude 6.8 (Richter Scale) earthquake caused extensive and widespread property damage to residences, businesses, nonprofit organizations, public facilities, and infrastructure including freeways, water lines, power lines, and natural gas

lines. Recovery and rebuilding efforts have already begun following the North ridge earthquake and will continue over the next several years.

Chapter V

URBAN DESIGN

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area is made up of a number of neighborhoods with distinctive characteristics. It is the purpose of this Chapter to lay out broad, general policies for individual multiple residential and commercial projects, and community design elements. This Chapter is divided into two sections. The Design Policies section is directed at individual projects. The Community Design and Landscaping Guidelines section is directed at a community's use of streetscape improvements and landscaping in public spaces and rights-of-way.

The Design Policies in this Chapter establish the minimum level of design that shall be observed in multiple residential and commercial projects within the entire Plan Area. They also address design issues for parking and landscaping.

The Administration of the general policies found in this Chapter shall be by establishment of a Community Design Overlay District (CDO), for specific portions of the Canoga Park-Winnetka-Woodland Hills-West Hills Community, per the Supplemental Use District Section of the Zoning Code (Section 13.00)

GOALS AND PURPOSES

These design policies and standards are to ensure that residential, commercial and industrial projects and public spaces and rights-of-way incorporate specific elements of good design. The intent is to promote a stable and pleasant environment.

The Design Policies for commercial corridors emphasize the visual continuity of streetscapes and creation of an environment that encourages pedestrian and economic activity. The Design Policies for multiple-family residential areas emphasize architectural design to enhance quality-of-life, living conditions and neighborhood pride of the residents.

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

COMMERCIAL

Site Planning

Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/ vehicular conflicts by:

1. Locating surface parking to the rear of structures.

2. Minimizing the number of driveways providing sole access to the rear of commercial lots.
3. Maximizing retail and commercial service uses along frontages of commercial developments.
4. Providing front pedestrian entrances for businesses fronting on main commercial streets.
5. Providing landscaping strips between driveways and walkways accessing the rear of properties.
6. Providing speed bumps for driveways paralleling walkways for more than 50 feet.
7. Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular path, loading areas, drop off and landscaped areas.
8. Providing where feasible, the under grounding of new utility service.

Height and Building Design

The mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti.

Building materials shall be employed to provide relief to bland untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project avoids large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood and creates a stable environment with a pleasant and desirable character.

1. No structure shall exceed two stories in height within 15 feet and 30 feet of front and rear property lines, respectively.
2. Maximize the area devoted to transparent building elements, for front facades and facades facing rear parking.
3. Require use of articulation, recesses, surface perforations, porticoes to break up long, flat building facades.
4. Use accenting, complementary building materials for building facades.
5. Maximize application of architectural features or articulation of building facades.
6. Designate architecturally untreated facades for signage.
7. Screen of mechanical and electrical equipment from public view.
8. Screen all rooftop equipment and building appurtenances from public

view.

9. Require the enclosure of trash areas for all projects.

Parking Structures

Parking structures shall be integrated with the design of the buildings they serve through:

1. Design of parking structure exteriors to match the style, materials and color of the main building.
2. Use landscaping to screen parking structures not architecturally integrated with the main building.
3. Buffer adjacent residential uses from parking structures with landscaping and decorative walls.

Surface Parking Landscaping

1. Devote 2% of total surface area of surface parking lots to landscaping.
2. Provide landscaped buffers along public streets or adjoining residential uses.

Light and Glare

1. Install on-site lighting along all pedestrian walkways and vehicular access ways.
2. Shield and direct on-site lighting onto driveways and walkways. Direct on-site lighting away from adjacent residential uses.

Multiple Residential Site Planning

All multiple residential projects of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents.

1. Provide a pedestrian entrance at the front of each project.
2. Require useable open space for outdoor activities, especially for children.

Design

The design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. This policy shall be accomplished through:

1. Requiring the use of articulations recesses surface perforations and porticoes to break up long, flat building facades.
2. Using complementary building facades.

**INDUSTRIAL/
RESIDENTIAL
INTERFACE AREAS**

3. Incorporating varying designs to provide definitions for each floor.
4. Integrating building fixtures, awnings, security gates, etc. into design of the building
5. Screening all rooftop equipment and building appurtenances from adjacent properties.
6. Require decorative, masonry walls to enclose trash.

Parking Structures

Parking structures shall be integrated with the design of the building they serve through:

1. Designing parking structure exterior to match the style, materials and color of the main building.
2. Using decorative walls and landscaping to buffer residential uses from parking structures.

Design Guidelines

In order to mitigate potential negative impacts generated by manufacturing uses when they are located adjacent to residentially zoned or developed neighborhoods, new development of manufacturing uses shall incorporate the following design guidelines:

Loading Areas

New development of industrial uses located across a local or collector street from a residentially zoned or developed lot shall design their loading area in such a manner that the loading area is visually shielded from the line of sight of adjacent residential uses by a 3 ½ to 8 foot solid decorative masonry wall, depending on whether the wall is located in a front, side, or rear yard.

Walls/Landscaping

1. Where vehicle parking, loading, or open storage for new industrial development is located within 50 feet of a public street which separates the industrial and residential zones or uses, a minimum 3 ½ foot high solid decorative masonry wall shall be provided in a front yard, or a minimum 5 foot 9 inch to 8 foot solid decorative masonry wall in a side or rear yard. That a minimum of a 5 foot landscaped setback buffer with an installed automatic sprinkler system shall be located in front of said wall, along the street frontage.
2. New industrial development located directly across a local or collector street from a residentially zoned or developed neighborhood shall provide a minimum 5 foot landscaped setback along any portion of the frontage, not required for driveways, facing the residential use. Said landscaping shall contain a minimum of one 24 inch box tree (with a minimum trunk diameter of two inches, a height of eight feet at the time of planting, and

with an installed automatic sprinkler system) for every 30 feet of street frontage.

3. On any other interior property line which separates an industrial use from an abutting residential zone or use, a minimum 5 foot 9 inch to 8 foot solid decorative masonry wall shall be provided.

Architectural Guidelines

1. New industrial development located directly across a local or collector street, or with a lot line adjoining a residentially zoned or developed area, shall have all exterior lighting shielded and directed onto the site and no floodlighting shall be located so as to be seen directly by adjacent residential areas. This condition shall not preclude the installation of low-level security lighting.
2. New industrial development on local or collector streets fronting onto residentially zoned or developed areas shall be designed with articulated facades (for example, facades that have architectural details, wall breaks, or other architectural features which provide at least 5 feet of relief to a minimum depth of 8 inches every 20 feet of the length of the building wall) facing the residential development.
3. New industrial development adjacent to residentially zoned or developed areas shall be designed with no window openings facing residential properties if the structure is within 10 feet of the side or rear property lines.
4. On new industrial development adjacent to residentially zoned or developed areas, all exhaust fans and exterior or rooftop mechanical equipment shall be screened with such screening material incorporated in the design of the project. Such equipment shall be set back as far as possible from residential property lines and sound proofed.

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

In addition to identifying Design Policies for individual projects, a community's identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-way. It is the intent of this section to establish a set of guidelines that will serve to improve the environment both aesthetically and physically. These guidelines should be implemented as public improvements occur in the CPA that affect public spaces and rights-of-way. These guidelines should be referred to and implemented to the extent feasible through such projects and should be a guide to other City departments as they develop, update and implement their respective plans.

The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees provides shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and creates an area wide identity which distinguishes the communities within Canoga Park - Winnetka - Woodland Hills - West Hills from each other.

The following improvements are recommended:

ENTRYWAY IMPROVEMENTS

Provide improvements along principal streets and at major identified intersections and edges which clearly distinguish these locations as major streetscapes and entries. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.

STREETSCAPE

1. Provide for a coordinated streetscape design at identified entries to the Plan Area, the Community Center and the Regional Center that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.
2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts for the selection and installation of, but not limited to, the following:
 - a. street trees
 - b. street lighting
 - c. streetscape elements (sidewalk/crosswalk paving, street furniture)
 - d. public signage

STREET TREES

1. Select species which:
 - a. Enhance the pedestrian character, and convey a distinctive high quality visual image.
 - b. Are drought and smog tolerant, and fire-resistant, and complement existing street trees.
2. Establish a hierarchy for street trees which shall include:
 - a. Major Accent Trees.

These trees should be located at entry locations, intersections, and activity centers.
 - b. Street Trees.

Select specific species to be the common tree for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.
 - c. Ornamental or Special Plantings.

At special areas along street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention on those places.

Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.

STREET FURNITURE

Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable. Street furniture may include such elements as bus and pedestrian benches, bus shelters, kiosks, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian-oriented areas.

STREET LIGHTING

Establish street lighting standards for commercial districts which provide elements of design and compatibility with street furniture and building facades.

1. Install new street lights in commercial districts which are attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment.
2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphic/signage program,
3. Any new street lighting or pedestrian lighting system built in the public right-of-way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting.
4. New lighting systems will be designed to minimize glare and "light trespass".
5. No new or replacement lighting systems require due process. Street lighting is installed through the formation of special assessment districts. Where any increase in special assessment is anticipated, public hearings are required.
6. Ornamental or historic poles can not be removed without the prior approval of the City's Cultural Affairs Commission.

SIDEWALKS/PAVING

Develop sidewalk "pull-outs" at intersections, where they do not adversely impact traffic flow or safety or disrupt bus service, by extending the sidewalk to the depth of a parking stall to accommodate landscaping and street furniture and reduce the crosswalk width.

SIGNAGE

Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.

1. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures, and public buildings and parks.
2. Ensure that public signage complements and does not detract from adjacent commercial and residential uses.
3. Provide for signage which uniquely identifies principal commercial areas.

PUBLIC OPEN SPACE AND PLAZAS

Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following:

1. Consideration of the siting of open space to maximize pedestrian accessibility and circulation.
2. Solar exposure or protection.
3. Adjacent to pedestrian routes and other open spaces.
4. Appropriate plant and hardscape materials.

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April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 of myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning



April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.