



Granada Hills-Knollwood

COMMUNITY PLAN

September 2015



Los Angeles Department of City Planning

GRANADA HILLS-KNOLLWOOD COMMUNITY PLAN

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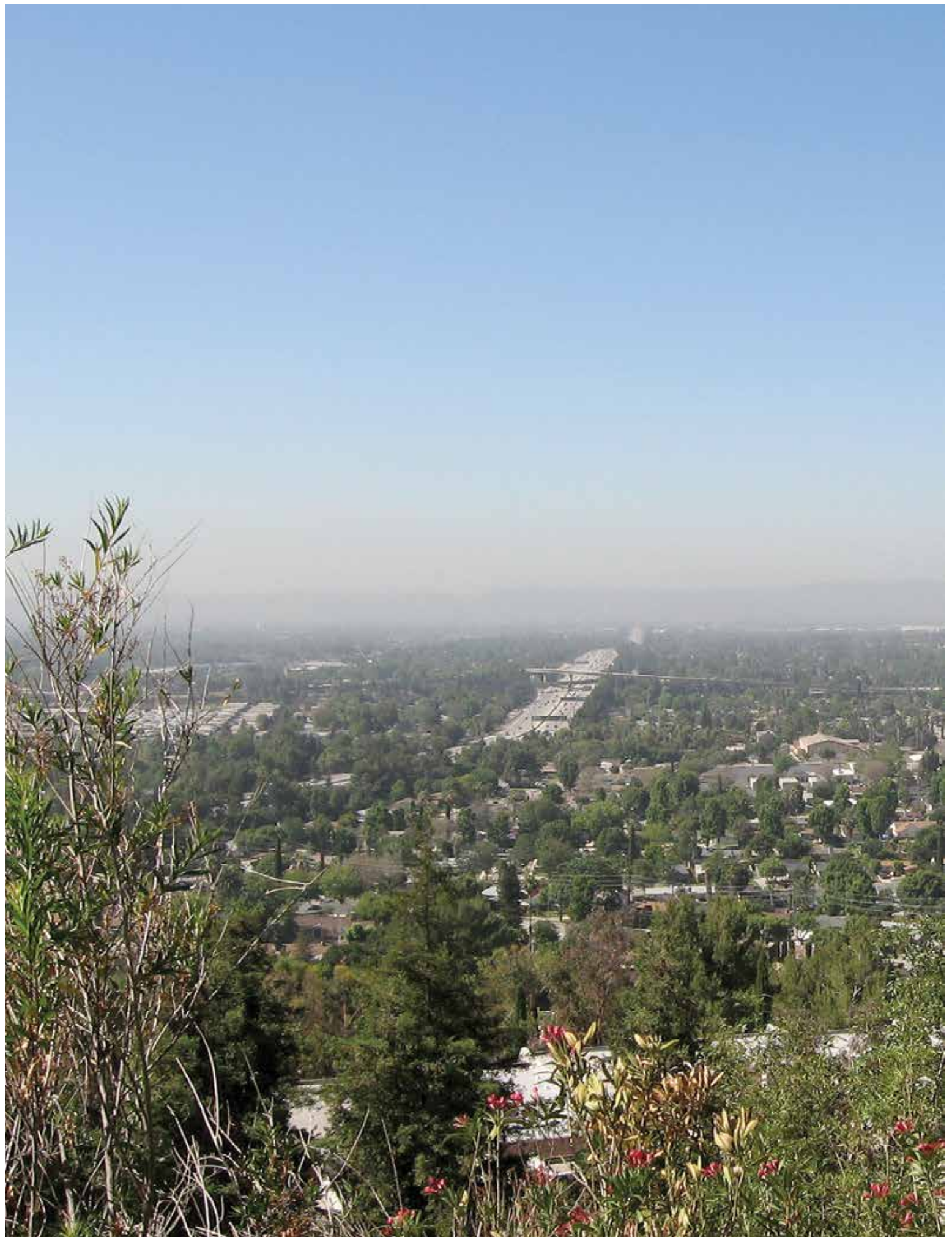
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Introduction

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

Set in the mild California climate, and with increased access to water, Granada Hills-Knollwood began as an agricultural community at the turn of the century. With nearby job opportunities and the post-war baby boom of the 1950s, this community has grown significantly from the agricultural town it once was. Today, Granada Hills-Knollwood serves as a stable, predominantly residential community on the



Figure 1-1
Granada Hills-Knollwood Community Plan Area

edge of the City, where residents appreciate a slower-paced, suburban lifestyle that offers close proximity to amenities and jobs throughout the City of Los Angeles and neighboring cities, while also providing needed resources and amenities to the city and region. The people of Granada Hills-Knollwood are relatively ethnically diverse and mostly middle-class, with a median income higher than most of the city. For residents, Granada Hills-Knollwood is a community that retains its small-town feel, where some people still keep horses on their properties and enjoy horseback riding, and neighbors engage in frequent community events such as street fairs.

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



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



Chatsworth Street is home to many locally-owned businesses.



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

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

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

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

Plan Organization

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

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

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

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

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

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

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

Reader's Guide for Community Plan

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map, are intended to guide decision-making.

Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to

Reader's Guide for Community Plan

maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action.

Ultimately, the Community Plan's goals, policies, programs, and guidelines are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Format of the Community Plan

Goals

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

Policies

A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Community Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU1.1). Each policy is followed by its corresponding implementation program(s) (e.g., P1).

Implementation Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision-makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 6 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

Design Guidelines

The Design Guidelines provide site planning, architectural, and landscape architectural criteria which pertain to different forms of development. The Design Guidelines are intended to encourage well-designed development and quality architecture that enhances existing neighborhoods, creates identity, and promotes a positive physical image. The Design Guidelines are intended to provide further detail as to the desired features of buildings and structures, additions to existing structures, and new construction, consistent with Community Plan policies. The Design Guidelines are not compulsory but rather are intended to be useful in determining General Plan compliance. Guidelines appear throughout Chapter 3, grouped by general topic and individually numbered (e.g., G1).

How to Use the Plan

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

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

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

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

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

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



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

Citywide General Plan Elements

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

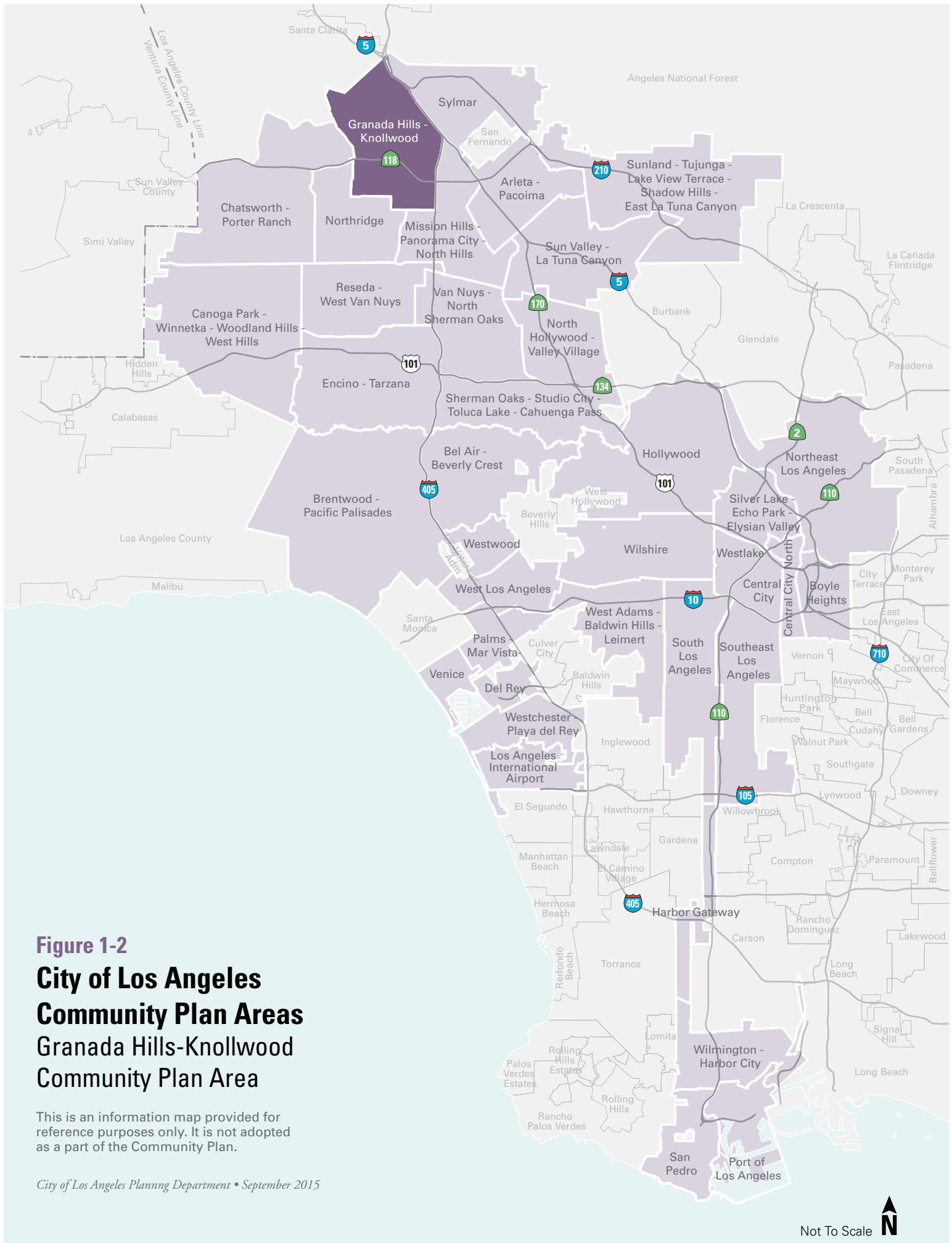
Relationship to the General Plan

California State law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental policy document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and man-caused hazards are guided by and must be consistent with the General Plan.

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



Strategic growth protects existing single-family neighborhoods.





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

General Plan Framework Element

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

Framework Element Guiding Principles

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

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



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

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

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

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

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

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

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

Framework Element Hierarchy

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



Abbot Kinney Boulevard in Venice

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

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



Hollywood and Western Avenue



Century City

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

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



Downtown Los Angeles

Relationship to Other Agency Plans

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

Santa Monica Mountains Conservancy (SMMC)

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

Los Angeles Unified School District (LAUSD)

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

Granada Hills Business Improvement District (BID)

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

Design Review Boards

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

Special Districts

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

Granada Hills Specific Plan

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

Old Granada Hills Residential Floor Area (RFA) District

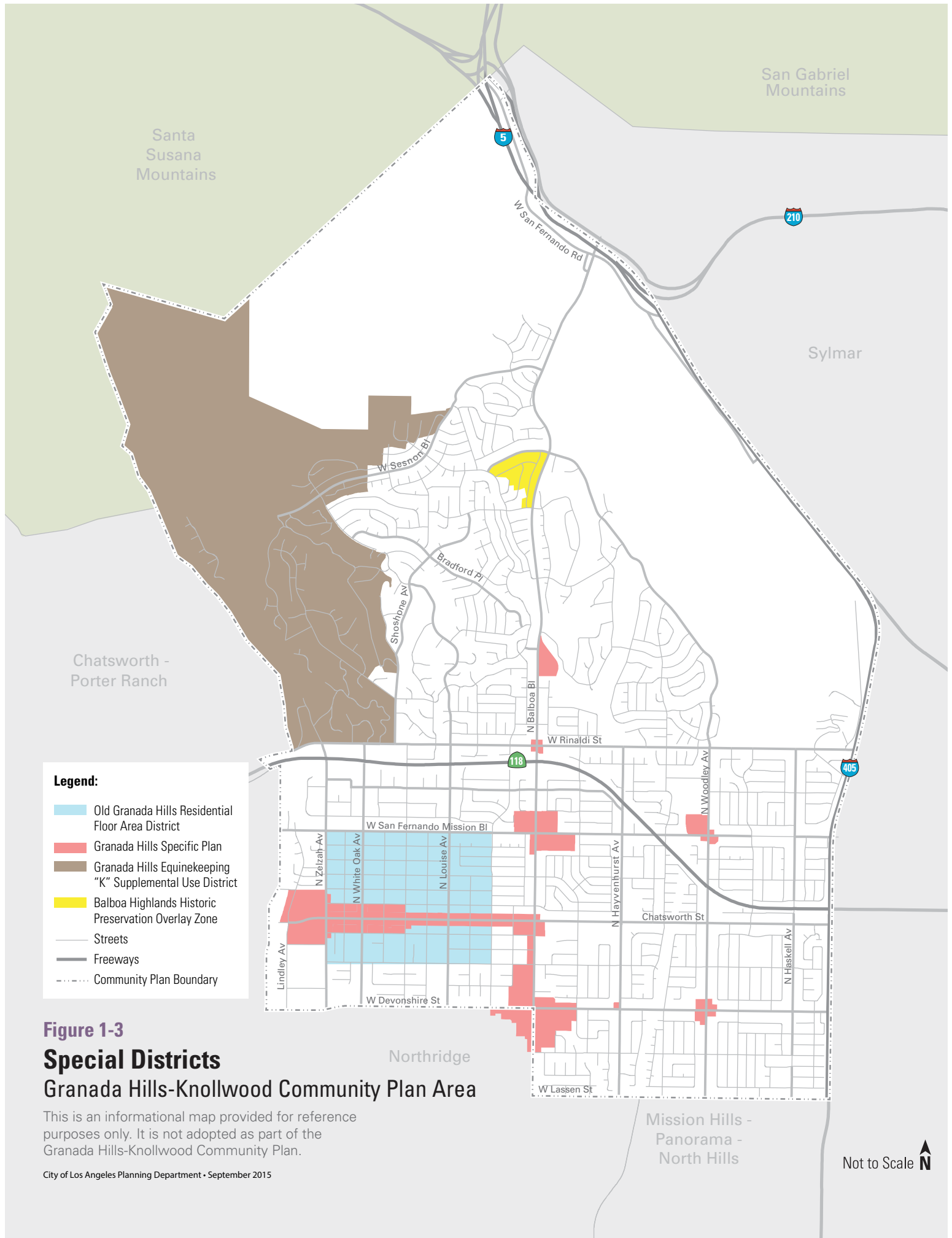
The Old Granada Hills RFA District, adopted concurrently with this community plan, is an overlay ordinance limiting the residential floor area contained in all buildings and accessory buildings to a maximum percentage of the lot area for all non-hillside lots within the District. The purpose of this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

Balboa Highlands Historic Preservation Overlay Zone (HPOZ)

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

The Granada Hills Equinekeeping “K” Supplemental Use District

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



Legend:

- Old Granada Hills Residential Floor Area District
- Granada Hills Specific Plan
- Granada Hills Equinekeeping "K" Supplemental Use District
- Balboa Highlands Historic Preservation Overlay Zone
- Streets
- Freeways
- Community Plan Boundary

Figure 1-3
Special Districts
 Granada Hills-Knollwood Community Plan Area

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



Community Background

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

The first residents of the area now known as Granada Hills-Knollwood were the Fernandeano/Tataviam, Tongva, and Chumash Native American Tribes, who preceded the Europeans by approximately 2,000 years. In 1797, a group of Spanish expeditioners, led by Gaspar de Portola, built the Mission San Fernando Rey de España in what is now Mission Hills. During Spanish rule, the Mission started the agricultural legacy of this community with the cultivation of wheat and grazing large herds of cattle on most of the land in Granada Hills-Knollwood. In 1861, Geronimo and Catalina Lopez acquired approximately 40 acres of land in Granada Hills, where they built an adobe building, Lopez Station, which became the Valley's first English-speaking school. The Lopez Station building was subsequently used as a general store, the Valley's first post office, the Butterfield Overland Mail Stage Company stop, and a stop for the mule trains hauling silver to Los Angeles. Much of this area is now encompassed by the upper Van Norman Reservoir. Figure 2-1, Community Structure, highlights key points of interest in and around Granada Hills-Knollwood.



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



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

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

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



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

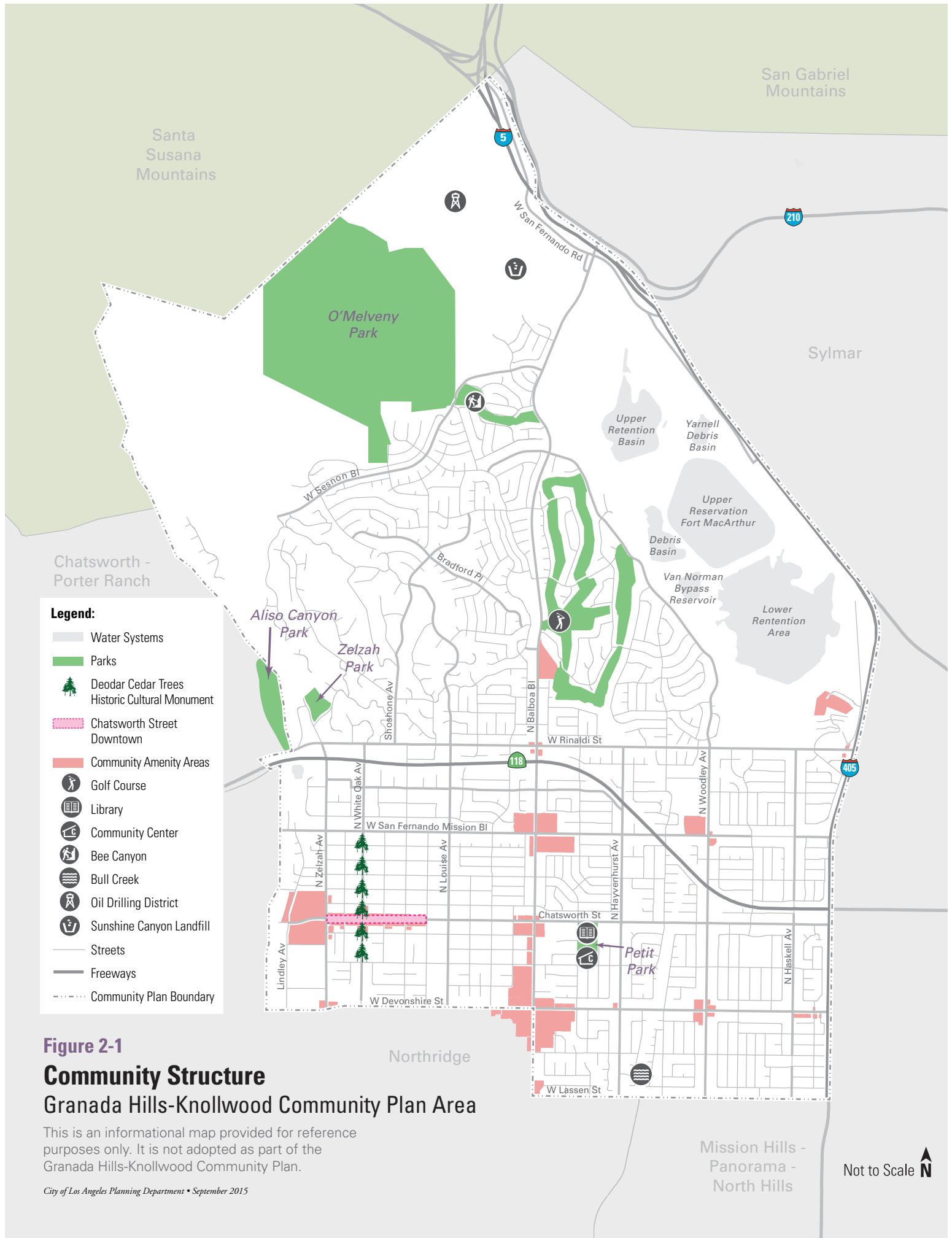


Large front yard setbacks with citrus trees are characteristic of many Granada Hills-Knollwood neighborhoods and represent the agricultural, rural heritage of the community.

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

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

¹ Images of America: Granada Hills by Jim Hier 2007





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



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



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

Existing Land Uses

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

Probably the most striking feature of Granada Hills-Knollwood from an aerial perspective is its large crown of undeveloped, open space, and public facility land in its northern region. The Community Plan Area as a whole includes a total of 262 acres (29.4%) designated for open space and 1,167 acres (13%) designated for public facility land, the majority of which is located in the northern half of the community. While some of the open space in this northern portion of Granada Hills-Knollwood is recreational, a significant portion of the land is used for industrial and public facility purposes, including an active Oil Drilling District in the Aliso Canyon oil fields, and one of the City's last remaining landfills, the privately-operated Sunshine Canyon Landfill, part of which is in the County of Los Angeles. Although the portion of the landfill which is within city limits is designated and zoned as Open Space, it must remain inactive for a 40-year period after its closure before it can be used as recreational open space. The active, recreational open spaces in this vast northern half of the Community Plan area include Bee Canyon; Zelzah Park, an equestrian park with trails and staging areas; O'Melveny Park, which is the second largest park in the City; Aliso Canyon Park, in Chatsworth Porter Ranch, along the western border of this community; and Knollwood Golf Course, which is County-owned. Equestrian trails wind through the hilly vacant and recently-developed privately-owned land as well. Granada Hills-Knollwood also hosts one of the tributaries of the Los Angeles River, Bull Creek, which traverses the community from the Santa Susana Mountains to the north, running south through the area between Balboa Boulevard and Woodley Avenue, ultimately meeting the Los Angeles River at the Sepulveda Basin. Land use designations are shown in Figure 3-1, General Plan Land Use Map.

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

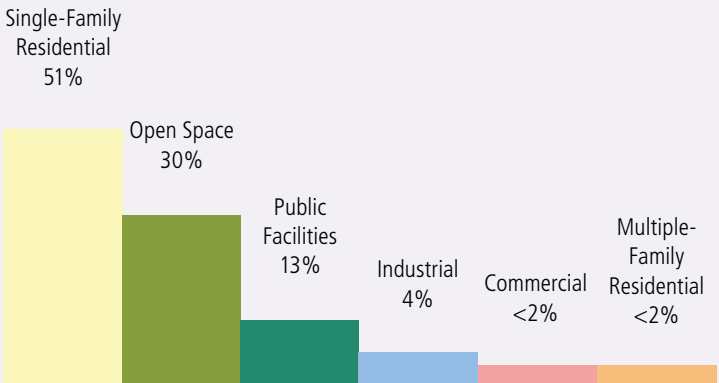
Single-family neighborhoods account for a majority of the remaining land, comprising half of the land area in Granada Hills-Knollwood (4,495 acres). The residential neighborhoods are varied, with a marked difference in character between the northern and southern portions of the Plan area. Within the northwestern corner of the Plan area are lower-density single-family neighborhoods. These areas are developed on curvilinear streets, with single-family developments on lots that vary in size from 11,000 square feet to over 100 acres. This northern area also features lots with horse-keeping, equestrian trails winding through the neighborhoods and connecting to the trail system in the hills, greenbelt buffers, and vast scenic open spaces. The areas in the southern portion of the Plan area, south of Rinaldi Street, are mostly developed on tree-lined grid-pattern streets, with single-family housing on comparatively smaller lots that vary in size from 5,000 to 9,000 square feet, except for the area to the west, in and around Old Granada Hills, where some lots reach 20,000 square feet in size. The predominant style of single-family dwelling in Granada Hills-Knollwood is single-story, ranch-style with large front yard setbacks. Several distinct neighborhoods that developed during the 1950s to 1970s feature unique architectural designs, the most notable of which is the Balboa Highlands tract, consisting of 108 houses built in the post-World War II period between 1962 and 1964 in the north-central portion of Granada Hills-Knollwood. The Balboa Highlands neighborhood has been established as a Historic Preservation Overlay



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

Chart 2-1

Granada Hills-Knollwood Land Use Distribution



Source: City of Los Angeles Department of City Planning



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



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



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

Zone (HPOZ) due to its significance as an example of Mid-Century Modern style of architecture, its status as the only Joseph Eichler-built housing development in Los Angeles County, and one of only three in southern California.

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

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

Relationship to Adjacent Communities

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

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

Trends and Projections

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

Population, Housing and Employment

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

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

TABLE 2-1
Population, Housing, and Employment Projections
and Capacity for Granada Hills-Knollwood

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

¹ Southern California Association of Governments (SCAG), 2005 estimate.

² City of Los Angeles Department of City Planning, adjusted SCAG projection.

³ SCAG projection.

Other Influencing Factors

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

State Legislation

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

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

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

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





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



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

Land Use & Design

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

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

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

The northern area is abundant in open space, with greenbelt buffers and open spaces adjacent to the hillside residential areas, including the second largest park in the City, O'Melveny Park, and other recreational spaces in the northwest. This open space area of Granada Hills-Knollwood also hosts the Van Norman Dam and a few other industrial uses in the north-central portion of the Plan area.

This chapter provides guidance regarding the ultimate land use pattern and development for Granada Hills-Knollwood. Based on Elements of the City of Los Angeles' General Plan, this chapter formulates a coherent set of goals, policies, and design guidelines to guide growth in a manner that helps preserve, protect, and enhance existing natural, historic, architectural, and cultural resources. These land use policies and design guidelines serve as the central organizing element for the Community Plan, providing strategies for accomplishing the Plan's vision. This chapter is organized into four general categories:

- Residential
- Commercial

- Industrial
- Historic, Architectural, and Cultural Resources

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

Granada Hills-Knollwood Vision Statement

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

Granada Hills-Knollwood envisions a community that:

- Maintains a small-town atmosphere, as a primarily residentially-oriented community, by sustaining and protecting quality residential areas and historic resources, increasing and enhancing its recreational areas, and improving its commercial and multiple-family areas;
- Is carefully planned and balanced, allowing for an increase in urban conveniences and opportunities without overpowering the small-town community they serve;
- Features sustainable growth that supports and revitalizes neighborhoods and commercial areas in need of physical and economic improvements, and which encourages pedestrian activity. Retail diversity ensures the quality and economic vitality of both large chain stores and smaller local establishments. Granada Hills-Knollwood strives to improve, update, and enhance the existing shopping areas with architectural and pedestrian amenities;
- Promotes a conservative growth plan which preserves existing single-family residential neighborhoods and accommodates a variety of housing opportunities at densities that complement existing neighborhoods and designs that create appropriate transitions from one housing type to another;
- Leaves as much of the natural terrain as possible through thoughtful development of the hillsides. The preservation of natural terrain and equestrian areas of the residential properties in the hillsides north of Rinaldi Street is especially important, since it is the last untouched area in Granada Hills. The Community's equestrian areas and trails

Vision Statement

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



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

need to be developed and connected to protect the last equestrian properties in the Valley, including connecting them with neighboring communities; and

- Supports an adequate circulation system that will allow traffic to flow on major streets and will create a safe pedestrian atmosphere in commercial areas. Granada Hills-Knollwood promotes walking, the use of bicycles, public transit, and shuttle services as viable, alternative forms of transportation for the residents.

General Plan Land Use

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

Community Themes

As discussed in Chapter 1, the General Plan Framework Element establishes guiding principles for growth and development for the city. While all Community Plans implement these guiding principles, Los Angeles is a city of diverse neighborhoods and communities

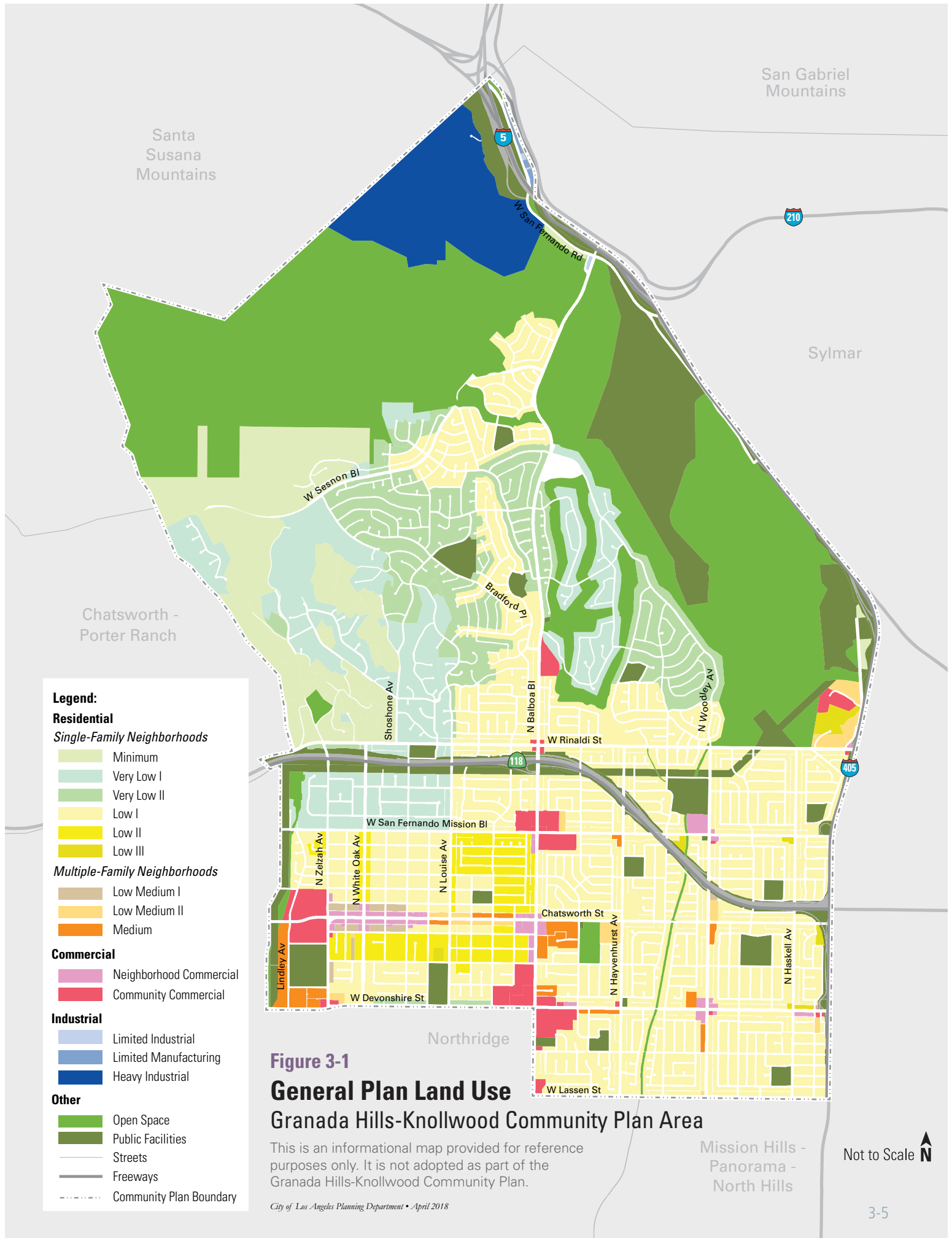
General Plan

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

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

TABLE 3-1
General Plan Land Use

	Corresponding Zones	Net Acres	Total Net Acres	Total % of Area
Total			9,195	
Residential			4,768	51.2%
<i>Single-Family Neighborhoods</i>			4,619	49.5%
Minimum	A1, A2, RE40	669		7.4%
Very Low I	RE20, RA	775		8.6%
Very Low II	RE15, RE11	639		7%
Low I	RE9, RS	2,158		24%
Low II	R1	200		2.2%
Low III	RD6	29		<1%
<i>Multi-Family Neighborhoods</i>			149	1.6%
Low Medium I	R2, RD3, RD4	22		<1%
Low Medium II	RD1.5, RD2	53		<1%
Medium	R3	74		<1%
Commercial			205	1.6%
Neighborhood Commercial	C1, CR, C1.5	54		<1%
Community Commercial	C2, C4, R3, RAS3	151		1.6 %
Industrial			394	4.4%
Limited Manufacturing	CM, MR1, M1	4		<1%
Limited Industrial	M1, MR1	1.7		<1%
Heavy Industrial	M3, P	388		4.1%
Other			3,828	42.4%
Open Space	OS, A1, A2	2,662		29.4%
Public Facilities	PF	1,166		13%



- Legend:**
- Residential**
- Single-Family Neighborhoods*
- Minimum
 - Very Low I
 - Very Low II
 - Low I
 - Low II
 - Low III
- Multiple-Family Neighborhoods*
- Low Medium I
 - Low Medium II
 - Medium
- Commercial**
- Neighborhood Commercial
 - Community Commercial
- Industrial**
- Limited Industrial
 - Limited Manufacturing
 - Heavy Industrial
- Other**
- Open Space
 - Public Facilities
 - Streets
 - Freeways
 - Community Plan Boundary

Figure 3-1
General Plan Land Use
Granada Hills-Knollwood Community Plan Area

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

City of Los Angeles Planning Department • April 2018

Mission Hills -
 Panorama -
 North Hills

Not to Scale

and with that comes many varied and localized issues. The Granada Hills-Knollwood Community Plan carries out the Framework guiding principles through its land use designations, its policies, and specific community-focused themes. The community themes provide more detailed expression of the community's vision statement and lay the foundation for the Community Plan's goals, policies, design guidelines, and implementation programs. They build on major points of agreement that emerged from community discussions about the valued qualities of Granada Hills-Knollwood, hopes and aspirations for the future, and strategies for achieving the vision. The Community themes are as discussed below.

Small-Town Feel

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

Open Space

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



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



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



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

Sustainable Development

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

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

Source: The Governor's Office of Planning and Research, State of California General Plan Guidelines 2003. www.opr.ca.gov

Environmental Sustainability

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

Economic Sustainability

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

Create Distinct Neighborhoods, Districts, Centers, and Boulevards

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

Residential Areas

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

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

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



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



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

Residential Issues and Opportunities

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

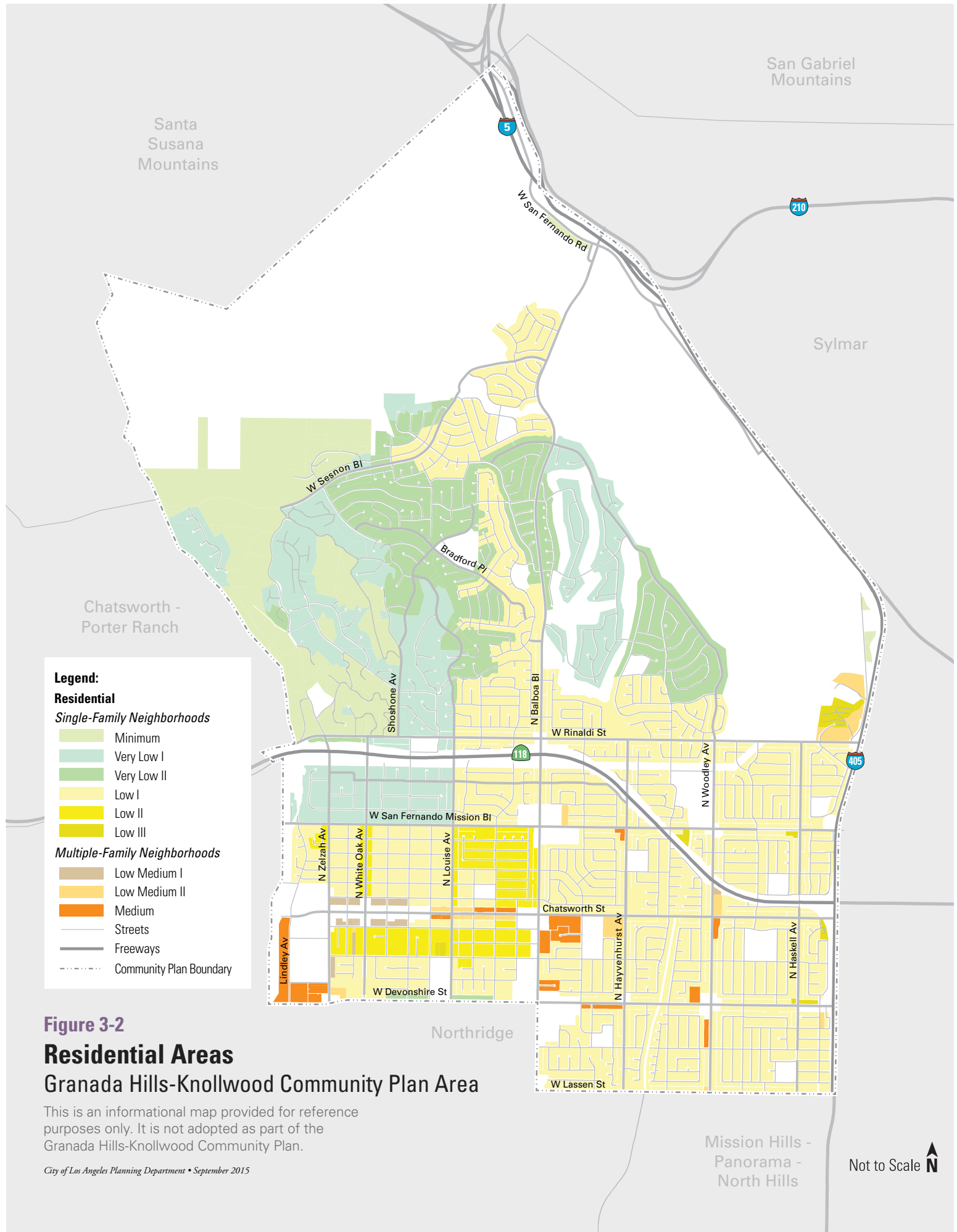


Figure 3-2
Residential Areas
Granada Hills-Knollwood Community Plan Area

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



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



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

All Residential Areas

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

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

Policies

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

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

Policies

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



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



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

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

Policies

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

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

Policies

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



Hillside neighborhood developments should preserve natural topography and limit density.

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

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

Policies

- LU5.1 **“Green” Building.** Utilize “green” building strategies such as solar panels, insulating buildings to minimize consumption of non-renewable natural resources, and orienting windows, building volumes and second stories to maximize solar access.
- LU5.2 **Permeable Surfaces.** Increase areas of permeability by minimizing driveway and curb cut widths, limiting driveway paving to the width required to access a garage, and utilizing permeable surfaces on driveways, walkways, trails, and outdoor spaces in order to capture, infiltrate, and store water underground.
- LU5.3 **Landscaping.** Retain existing vegetation and trees and use native and drought-tolerant landscape and drip irrigation when developing the site in order to conserve water.
- LU5.4 **Canopy Trees.** Provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing facades.



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

Single-Family Residential Neighborhoods

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



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

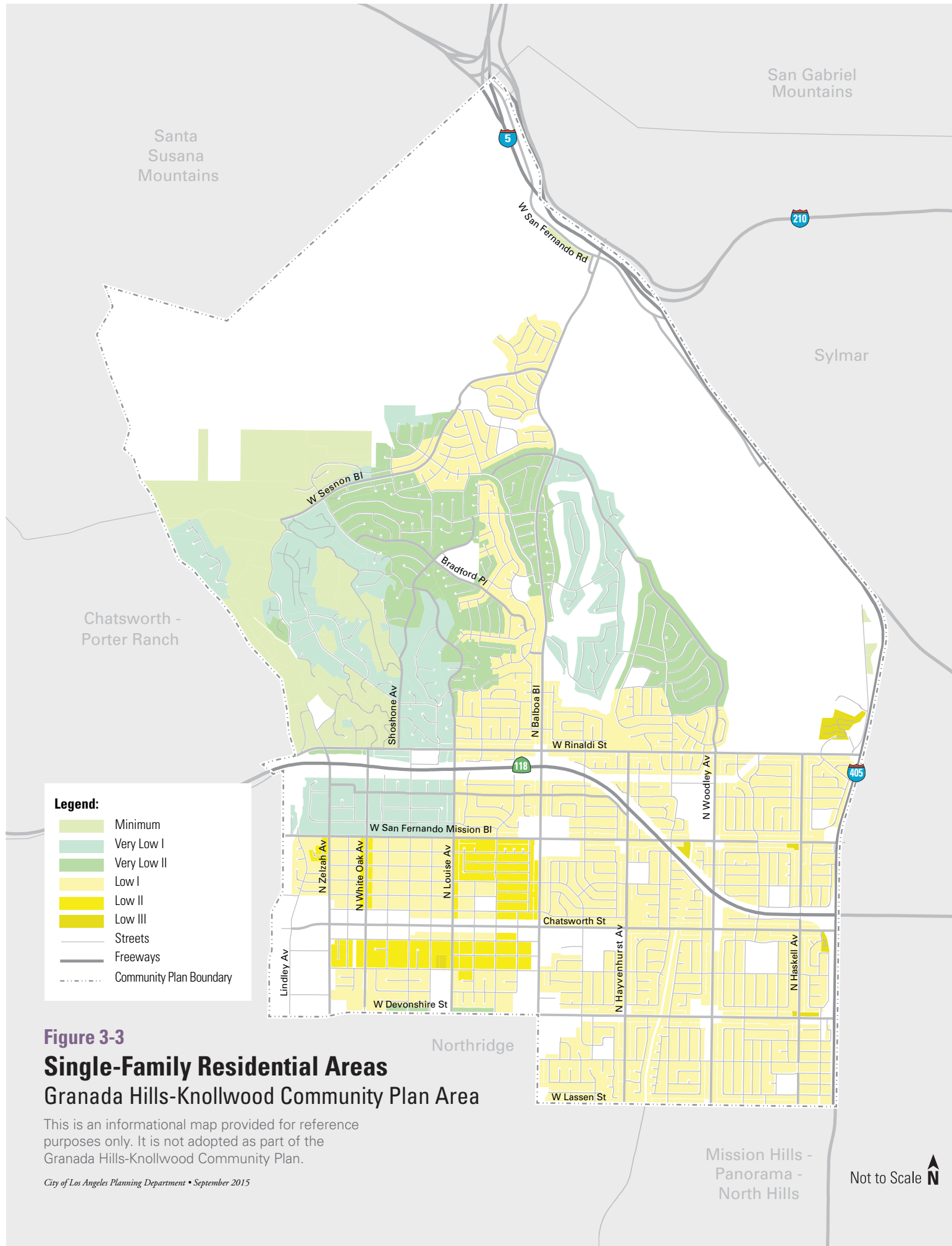
Goal LU6: **Low density single-family neighborhoods that provide quality residential environments for a diversity of households and new housing opportunities that maintain the existing low-density residential character and semi-rural, suburban lifestyle that has long characterized Granada Hills-Knollwood.**

Policies

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

Low Density for Smart Growth

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



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

Policies

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



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

Goal LU8: **Equestrian-oriented, semi-rural, and agriculturally-zoned neighborhoods in the northwestern portion of Granada Hills-Knollwood that support the viability of equinekeeping and accessibility to open space and recreation opportunities.**

Policies

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



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



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



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

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

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

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

Policies

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

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

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



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



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



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

Multiple-Family Residential Neighborhoods

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

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

Policies

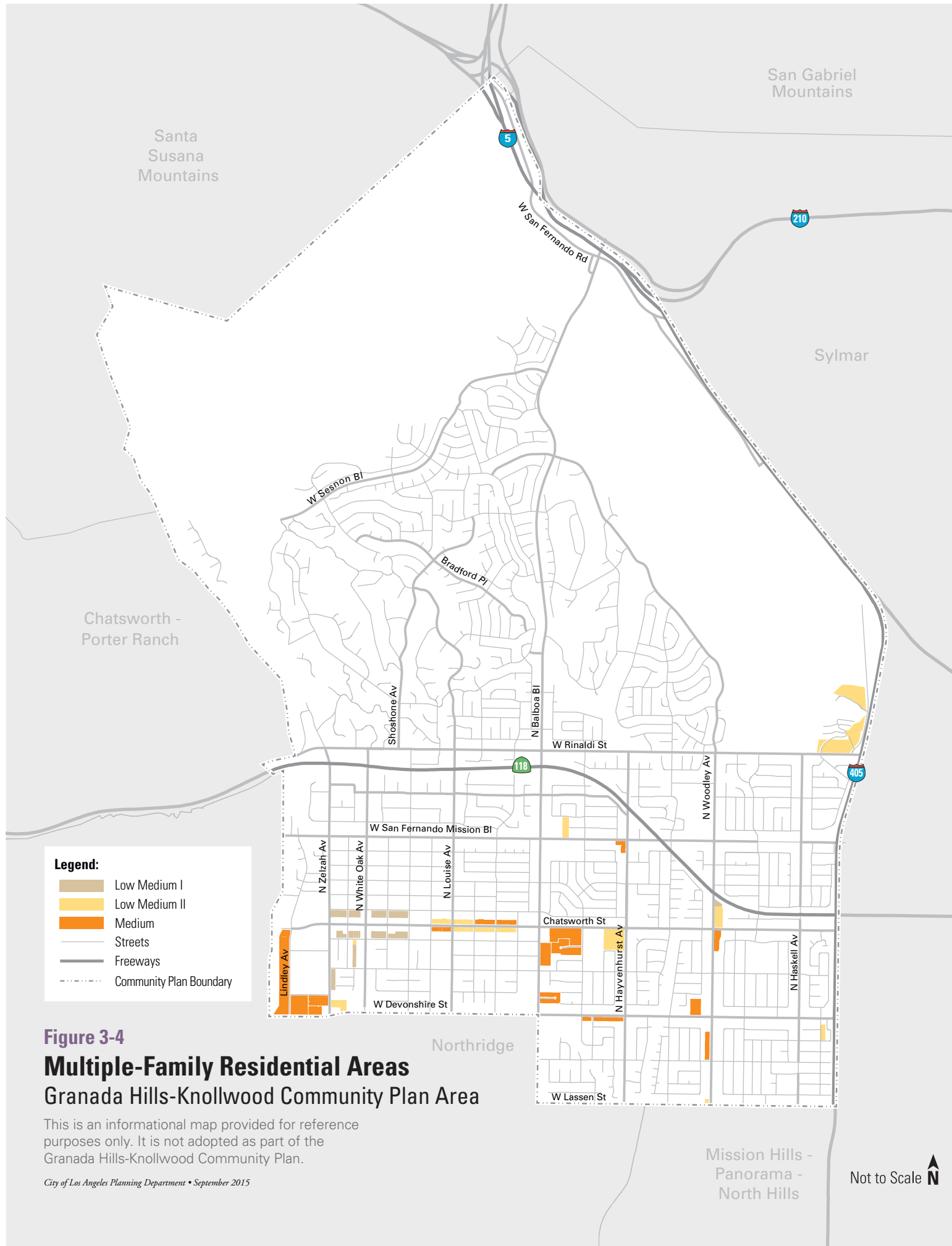
LU10.1 Corridor Development. Improve existing and support the development of new multiple-family housing in existing multiple-family residential areas along Balboa Boulevard south of Rinaldi Street, Chatsworth Street and adjacent streets, Devonshire Street, and Woodley Avenue, near transit and amenities.



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



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



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

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

Goal LU11: **Multiple-family developments, including small lot subdivisions, apartments, and condominiums, that exhibit the architectural characteristics and qualities that distinguish Granada Hills-Knollwood, while incorporating complementary design elements and appropriate transitions when adjacent to single-family neighborhoods.**

Policies

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

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

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

Design Guidelines for Residential Areas



See G1-G2

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

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

Character and Design

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

Design Guidelines for Residential Areas (continued)



See G4-G5



See G4-G6

Character and Design (continued)

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

Design Guidelines for Residential Areas (continued)



See G8-G12



See G8-G12

Circulation and Parking

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

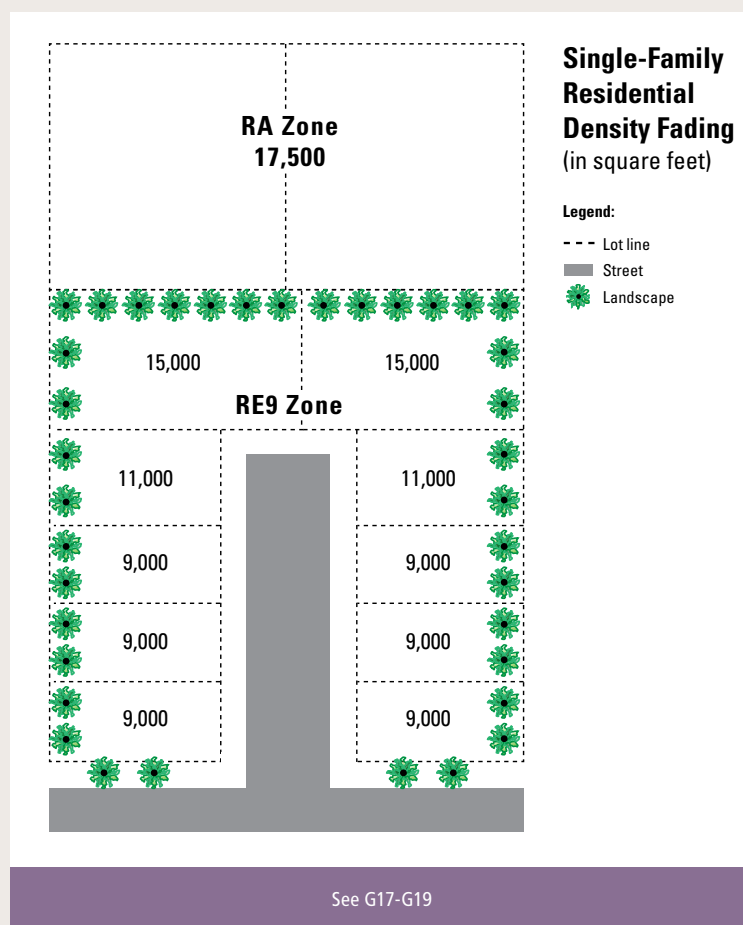
Design Guidelines for Residential Areas (continued)



Landscaping, Fences, and Walls

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

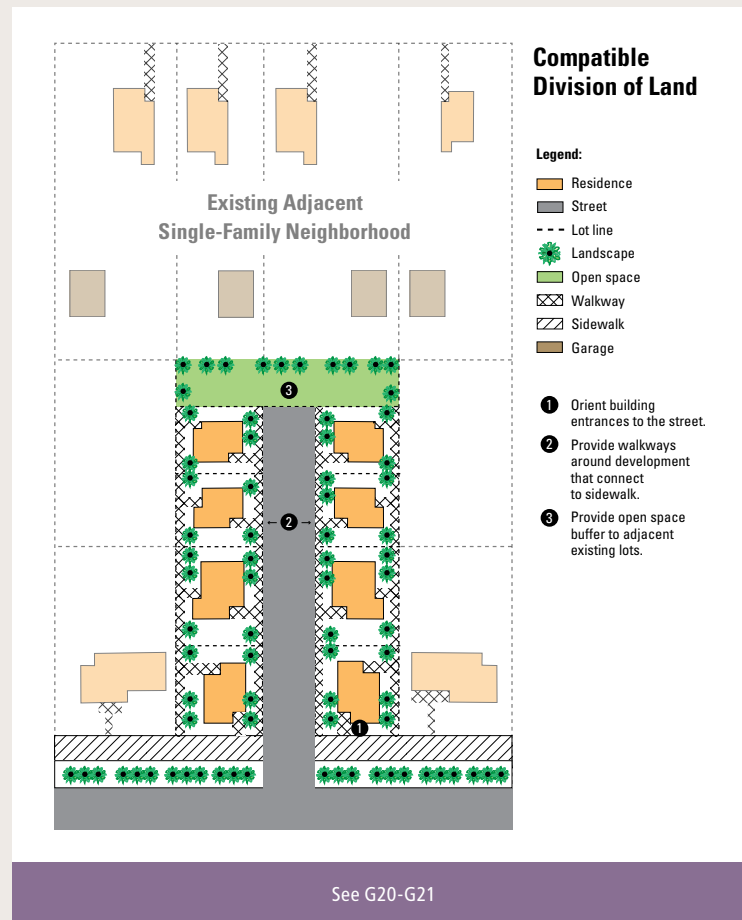
Design Guidelines for Residential Areas (continued)



Neighborhood Transitions

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

Design Guidelines for Residential Areas (continued)

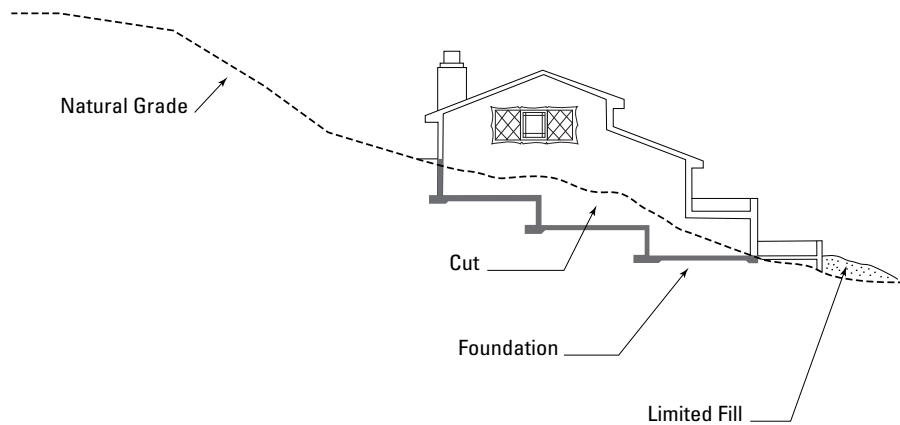


Neighborhood Transitions (continued)

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

Design Guidelines for Residential Areas (continued)

Minimal Hillside Grading

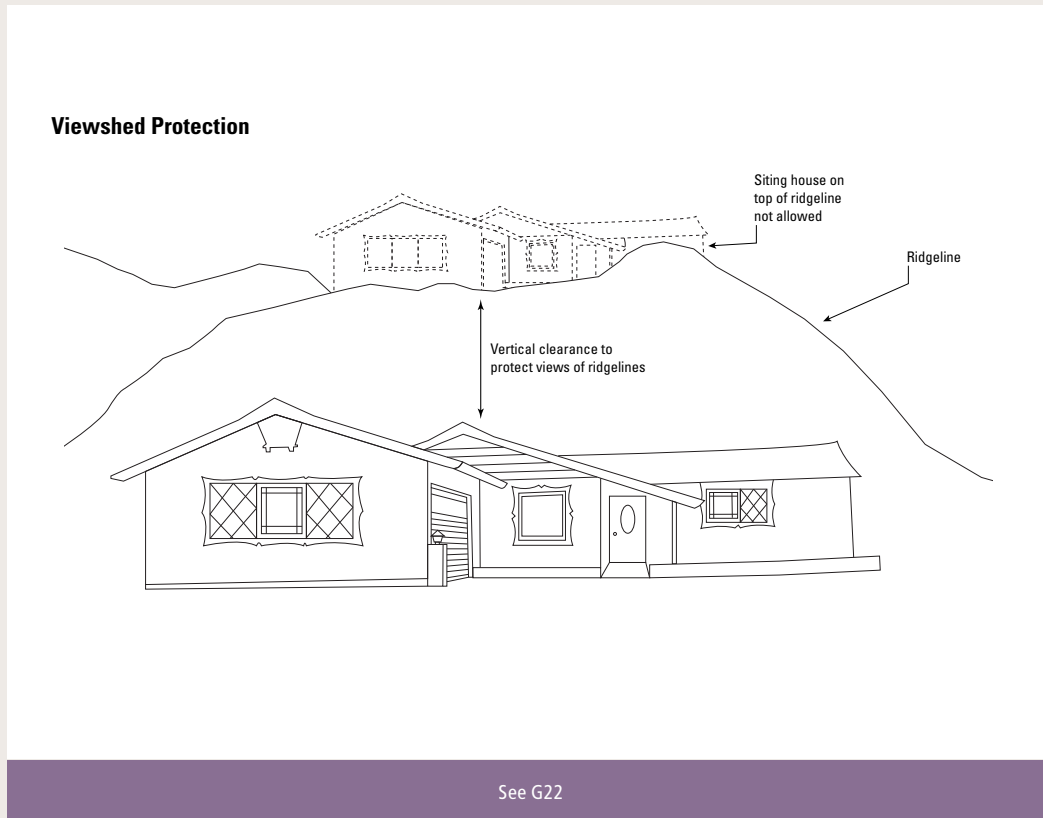


See G22

Hillside Neighborhoods

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

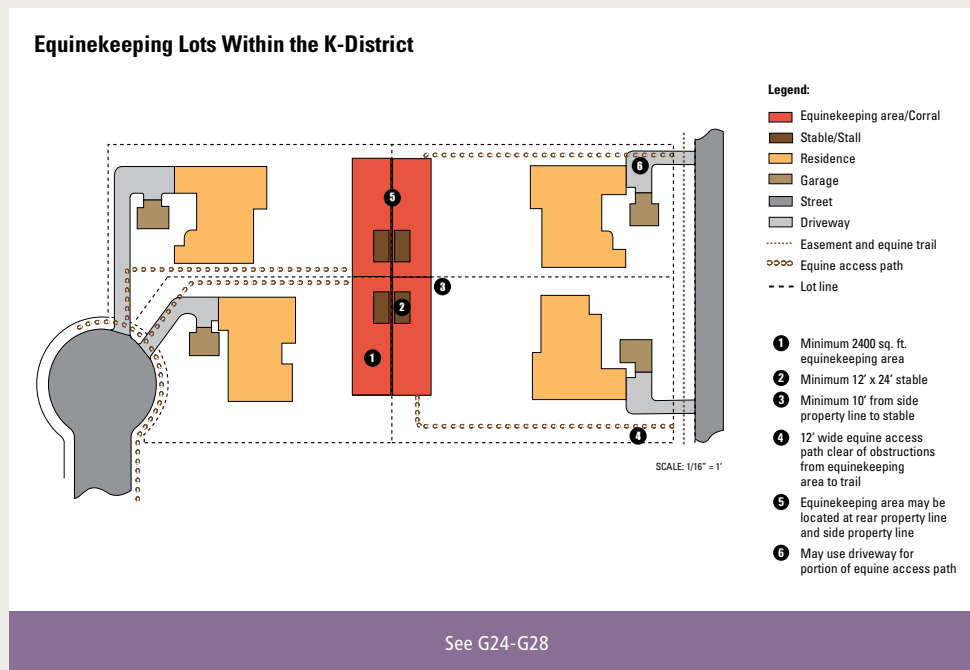
Design Guidelines for Residential Areas (continued)



Hillside Neighborhoods (continued)

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

Design Guidelines for Residential Areas (continued)

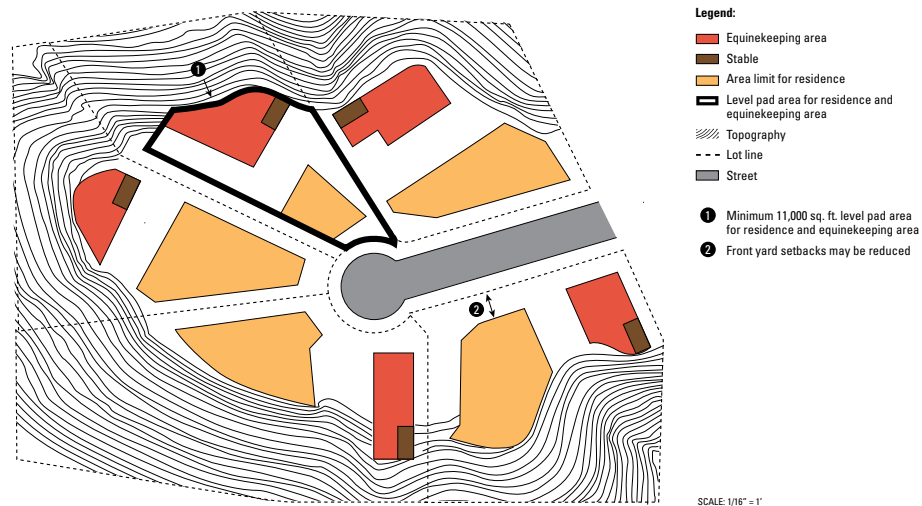


Equestrian-Oriented Neighborhoods

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

Design Guidelines for Residential Areas (continued)

Specific Requirements for Equinekeeping on Hillside Lots Within K-District



See G24-G28

Equestrian-Oriented Neighborhoods (continued)

- G27. Where access is taken from a side or rear yard of the lot, a gate should be installed to provide direct access for the rider to the trail, sidewalk, or street.
- G28. An adequate on-site parking area should be provided for equine trailers preferably utilizing a portion of the equine access path. It is desirable that the parking surface is permeable.
- G29. Utilize decomposed granite, grasscrete, or other similar permeable material to construct the equine access path and parking area for equine trailers.
- G30. On hillside equinekeeping lots, the combined pad area for the primary residence and equinekeeping area should be a minimum of 11,000 square feet to ensure adequate separation and to permit construction of larger residential dwellings.

Commercial Areas

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



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

Commercial Issues and Opportunities

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



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

All Commercial Areas

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

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

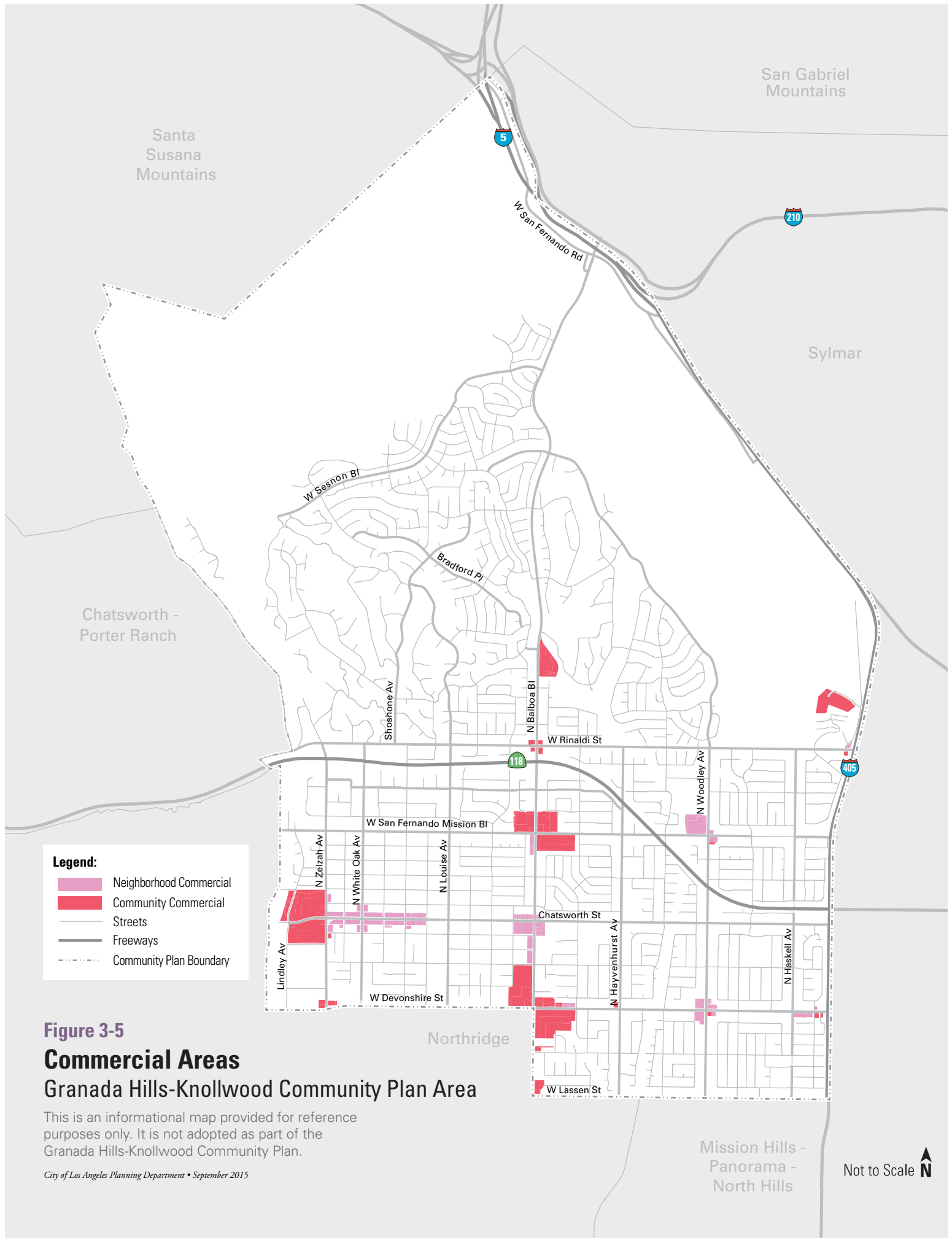
Policies

- LU12.1 **Commercial Preservation.** Protect areas designated and zoned for commercial use so that commercial development and reinvestment is encouraged and the community maintains and increases its employment base.
- LU12.2 **Activity-Generating Uses.** Encourage additional uses in existing commercial shopping centers, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, and public open spaces, which enhance neighborhood activity.

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

Policies

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



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

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

Policies

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



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

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

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

Policies

- LU15.1 **Visual Clutter.** Underground the utility lines in order to remove the visual clutter from the streetscape.
- LU15.2 **Landscape Design.** Require new projects and encourage existing developments to install street trees and landscaping to create a more inviting commercial area that provides shade canopy, reduces ambient temperature, and softens the physical environment.
- LU15.3 **Pedestrian and Bicycle Amenities.** Provide pedestrian and bicycle amenities such as trash receptacles, street furniture, bicycle racks, and enhanced crosswalks as part of new projects to enhance the street atmosphere and encourage walking and bicycling.

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

Policies

- LU16.1 **"Green" Design.** Design new development to use green building strategies such as solar panels, insulating buildings to minimize consumption of non-renewable natural resources.
- LU16.2 **Permeable Surfaces.** Increase areas of permeability in conjunction with the design of any new project by utilizing permeable surfaces on driveways, walkways, and outdoor spaces in order to capture, infiltrate, and store water on site.
- LU16.3 **Landscaping.** Retain existing vegetation and trees and use native and drought-tolerant landscape and drip irrigation when developing the site in order to conserve water.
- LU16.4 **Canopy Trees.** In addition to street trees, provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing facades and in parking areas and walkways.

Neighborhood Commercial Districts

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

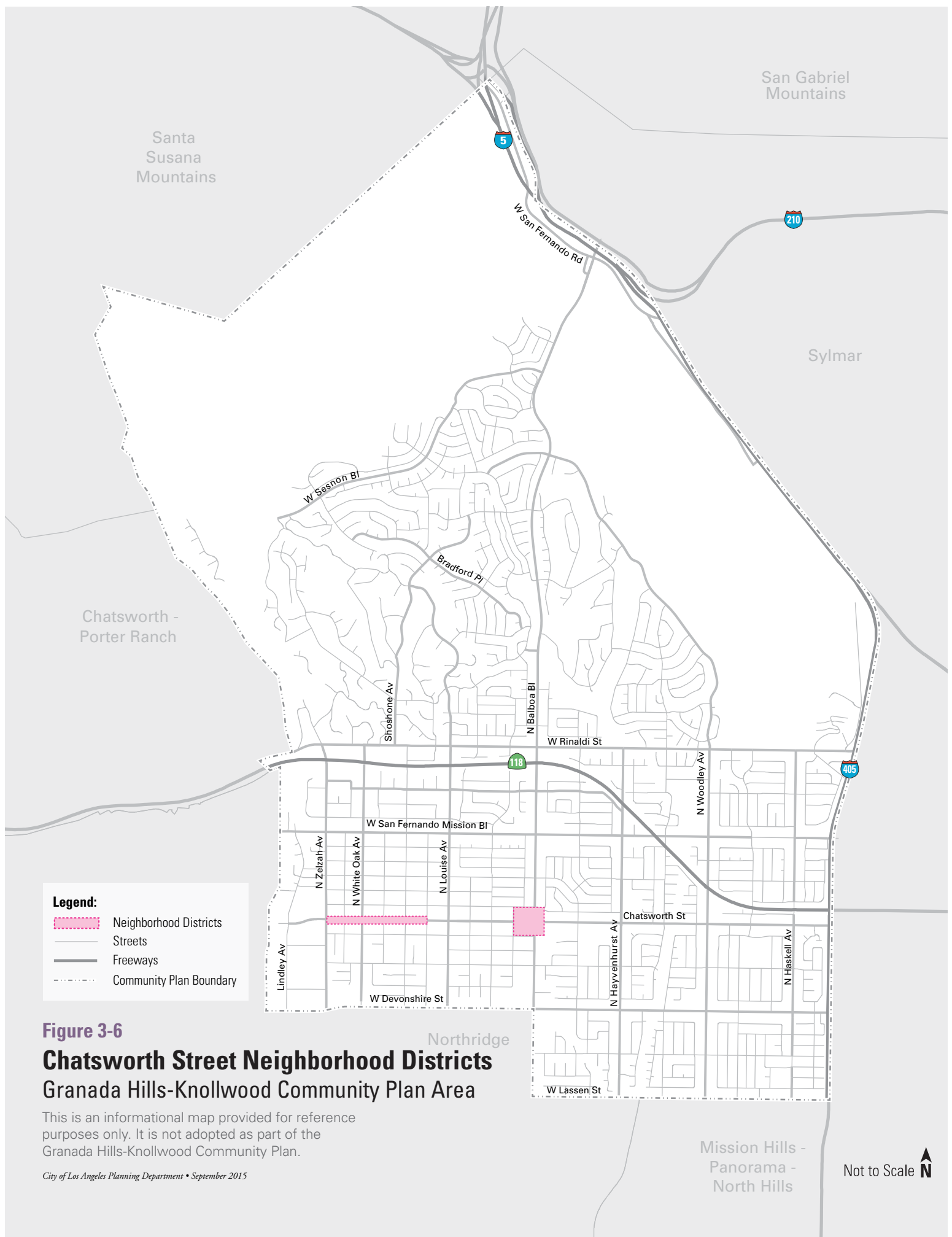
Goal LU17: A pedestrian-friendly neighborhood commercial district that serves the surrounding neighborhoods and supports local businesses.

Policies

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



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



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

Policies

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

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

Policies

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

Healthy Communities

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

Community Centers

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

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



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

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

Policies

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

Commercial Concentration

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



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

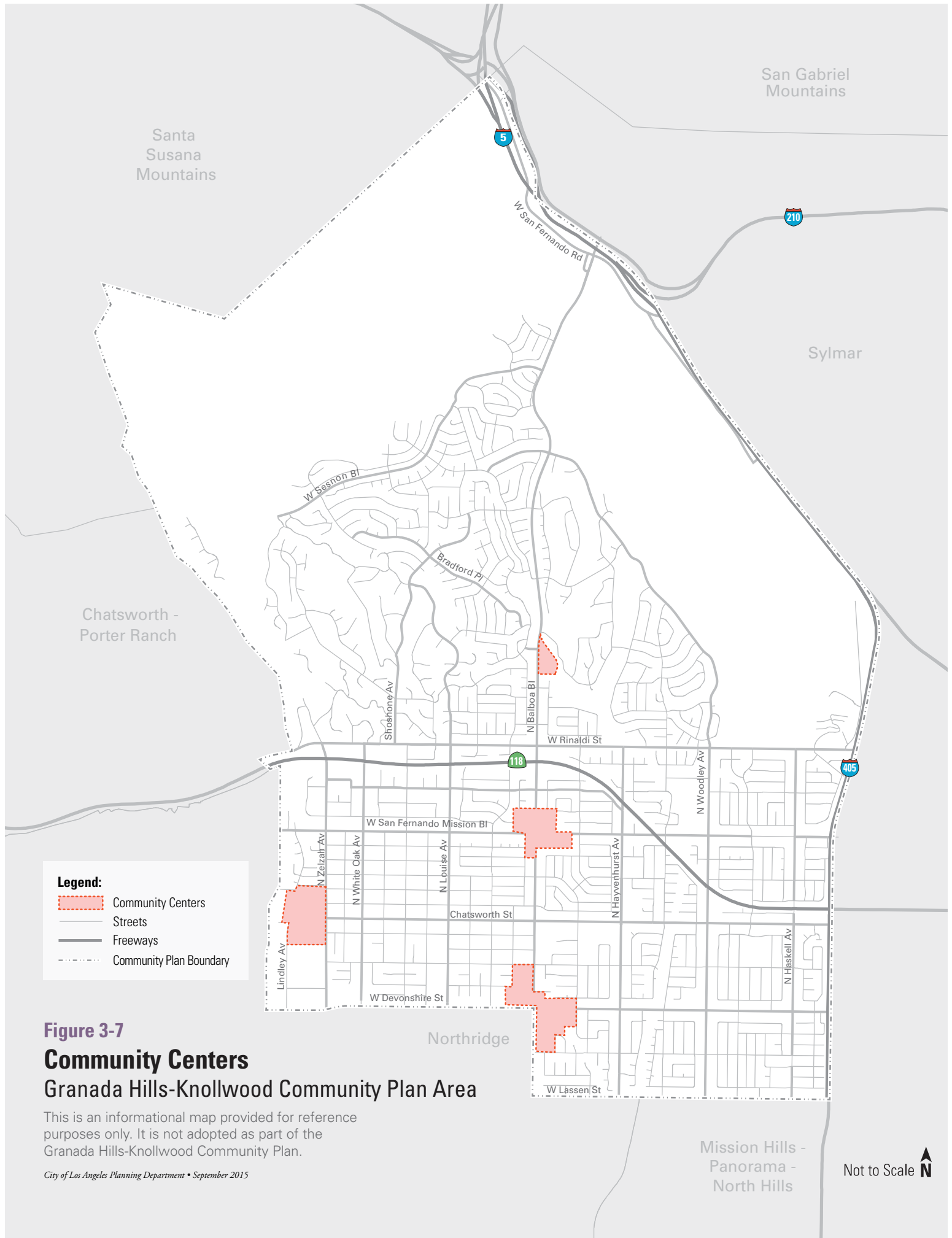


Figure 3-7
Community Centers
 Granada Hills-Knollwood Community Plan Area

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

Design Guidelines for Commercial Areas



See G31-G34, G36-G37



See G31, G33, G34-G37, G42

- G31. Buildings should use multiple architectural details to maintain and enhance the traditional, Spanish Colonial architectural style. Architectural details can include: lintels; columns, piers and pilasters; cornices and entablatures; paseos; arcades and loggias; balconies, exterior staircases, metal work, such as wrought iron lanterns and sign brackets; and awnings.
- G32. Materials used for door and window frames, and for door and window mullions, are to be of wood or traditional metal, such as iron. Untreated or anodized aluminum is not appropriate.
- G33. Arches, archways or vaults should be used. Careful consideration should be given to the wall surface above the arch, so that sufficient wall surface is present between the key of the arch and the next architectural element above. A barrel vault or single curved arch style should be used instead of a pointed or groined style. Generally, arches should spring from traditionally detailed columns, piers or pilasters.
- G34. Emphasize the use of materials such as stone, adobe, brick, or stucco for exterior surfaces wherever possible. Reflective exterior material finishes or glazing should not be utilized. Stucco surfaces should be treated in a flat manner to create a relatively smooth tactile surface, suggestive of a masonry structure behind.
- G35. When appropriate, decorative ironwork may be used for window and door treatments, or other architectural details, such as railings.
- G36. The primary colors for wall surfaces should not be harsh, glaring, or bright. White, ivory, and earth tones are the preferred colors. The main color should be light; and trim colors, including ironwork, should be dark.

Design Guidelines for Commercial Areas (continued)



See G31-G38



See G31-G38

- G37. For ground surfaces, brick, tile, stamped concrete and stone material should be used to complement the overall design of the building. When using concrete, it should be colored and textured and never left untreated.
- G38. Orient building facades and entrances to the street with primary entrances and windows as the dominant elements of the front façade.
- G39. Provide landscaped front and side yards when they front a public street.
- G40. The block type used for parking lot walls should be decorative on both sides.
- G41. Encourage channel letter signs, architectural ledges, blade marquees, and pedestrian sign types.
- G42. Landscaping features such as courtyards, fountains, pathways and patios constructed of brick, tile, or stone and outdoor furniture, all in the Spanish Colonial or a complementary architectural style, such as Mediterranean, are encouraged.
- G43. Informal/natural groupings of trees, shrubs and ground covers should be emphasized and should constitute at least 50% of the landscaping for a Project. A minimum of 50% of all screening plant material should be evergreen.
- G44. Landscaping should be used to screen structures, such as green wall, while permitting views out. A green wall is screen material that permits vines to climb and fill in to create a wall of greenery. Structures to be screened include trash enclosures, recycling centers containers and bins, Heating Ventilating and Air Conditioning (HVAC) units, and electrical units.
- G45. In addition to street trees, provide trees in a landscaped area to create a row of trees on both sides of the sidewalk for shade and pedestrian friendly atmosphere.

Industrial Areas

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

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

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

Policies

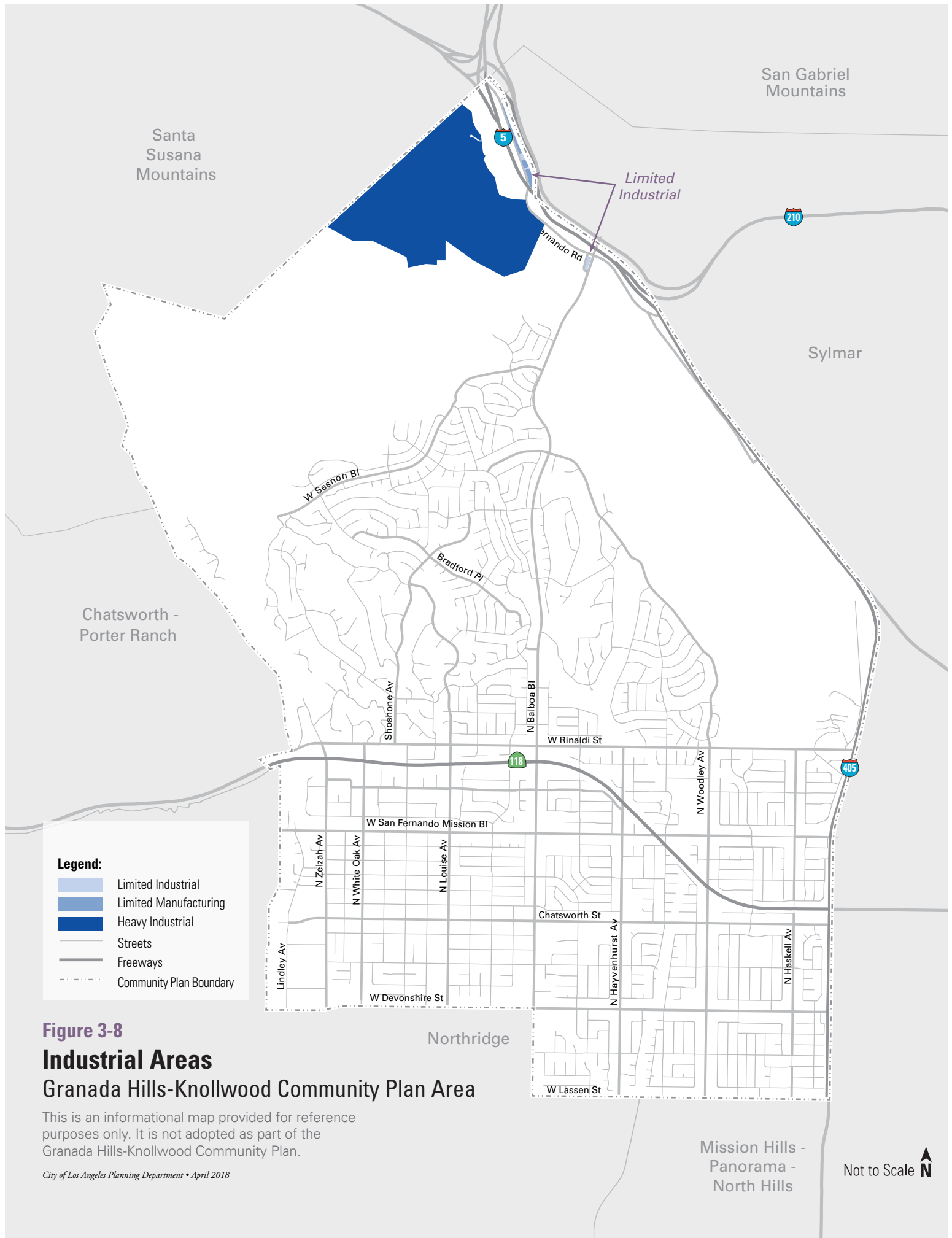
LU21.1 High-Quality Development. Design projects to achieve a high level of quality, distinctive character, compatibility with existing uses, and in accordance with Citywide Design Guidelines.

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

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

Policy

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



Historic, Architectural, and Cultural Resources

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

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

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

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

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

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

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

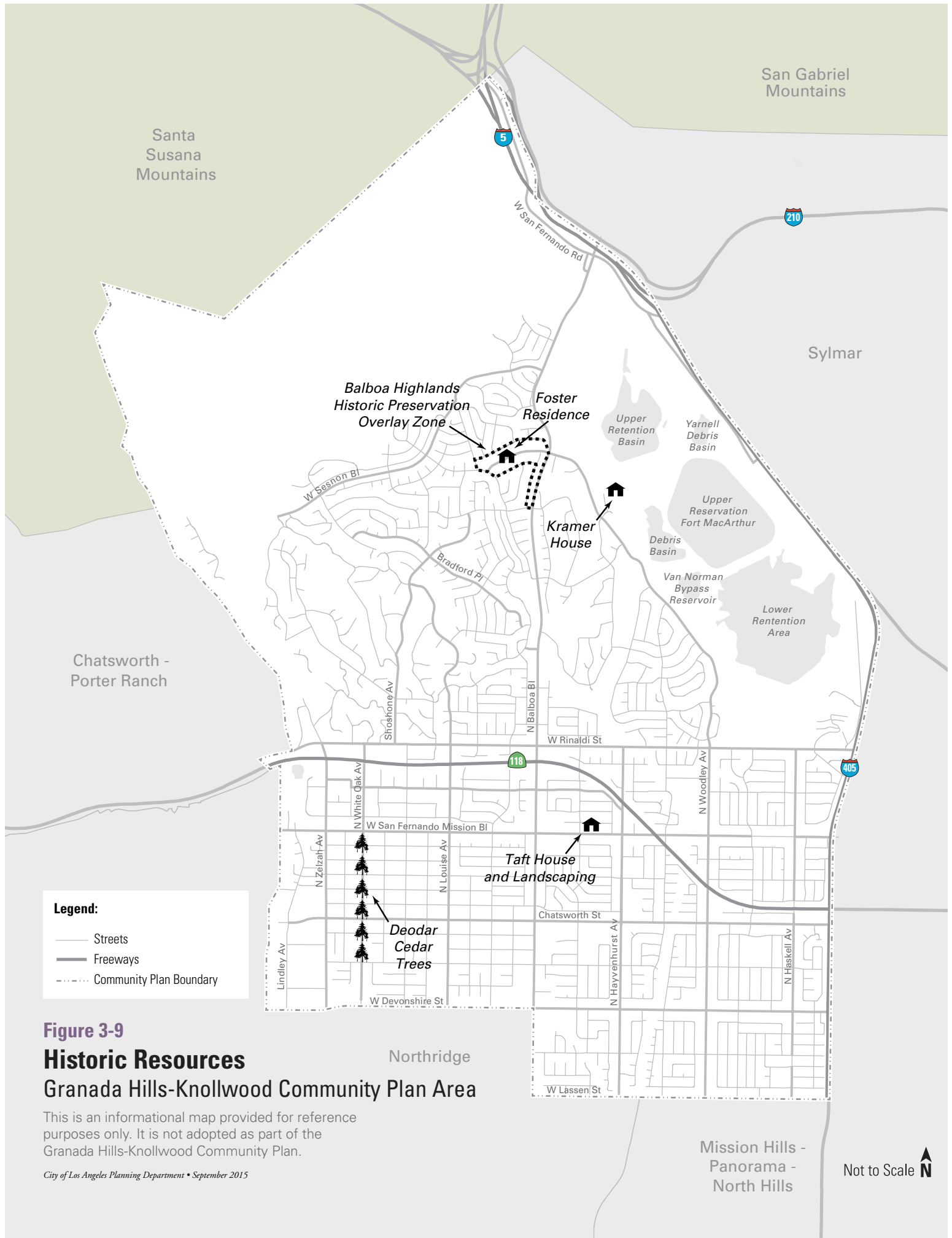


Figure 3-9
Historic Resources
 Granada Hills-Knollwood Community Plan Area

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

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

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

Kramer House, Los Angeles Historic-Cultural Monument #933

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

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

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

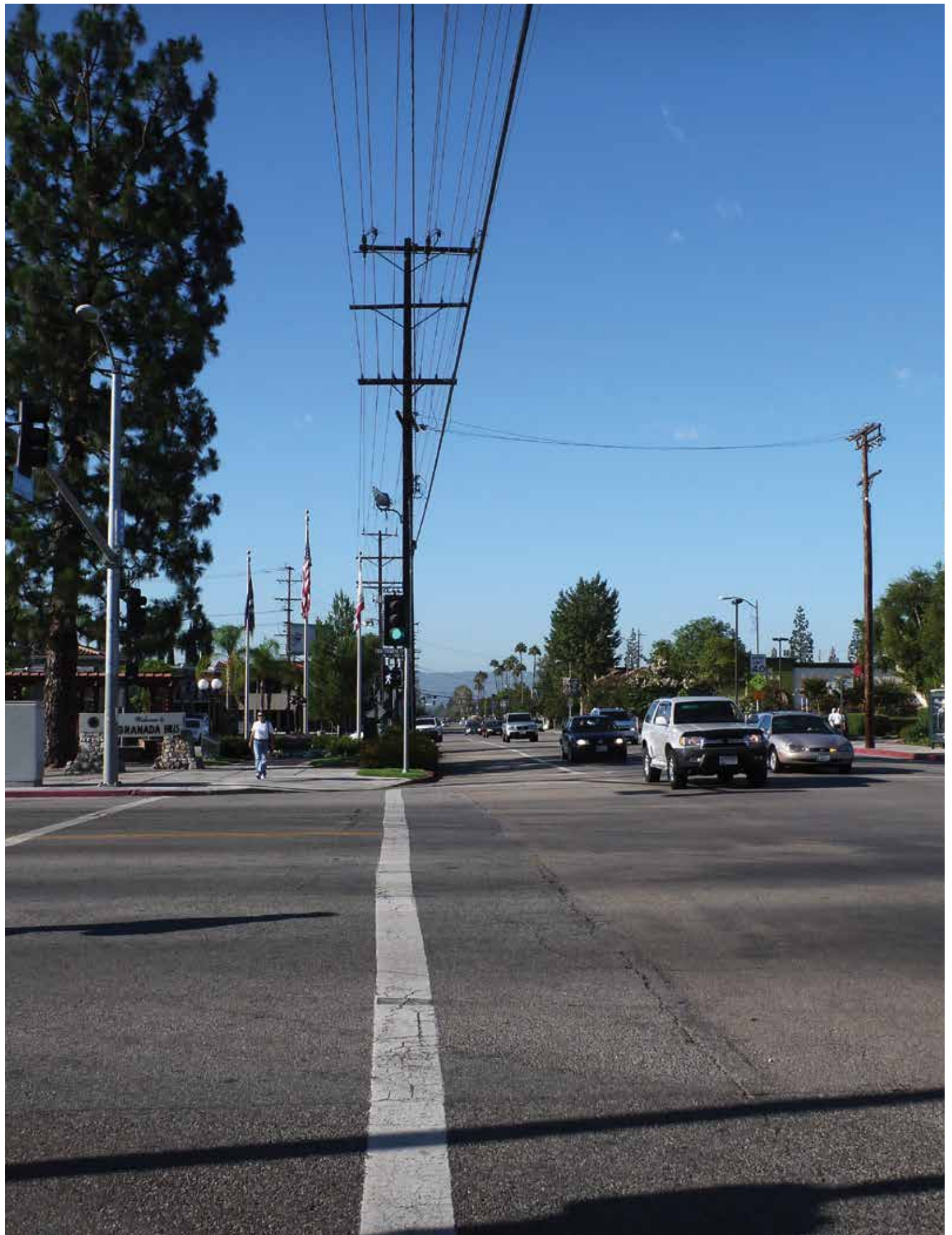
Policies

- LU23.1 Historic Preservation.** Preserve the character of single-family areas identified in Granada Hills as having historic or cultural value, such as Old Granada Hills and Balboa Highlands, through Historic Preservation Overlay Zones (HPOZs), where eligible.
- LU23.2 Resource Identification.** Support the completion of SurveyLA and future comprehensive historical surveys within the Granada Hills-Knollwood Community Plan area. Ensure careful review under the California Environmental Quality Act (CEQA) of project proposals affecting resources identified in the survey as eligible for historic designation.

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



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



Mobility and Public Health

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

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

Mobility

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

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

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

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

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

Streets

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

Complete Streets

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

Standard Street Classifications

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

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

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

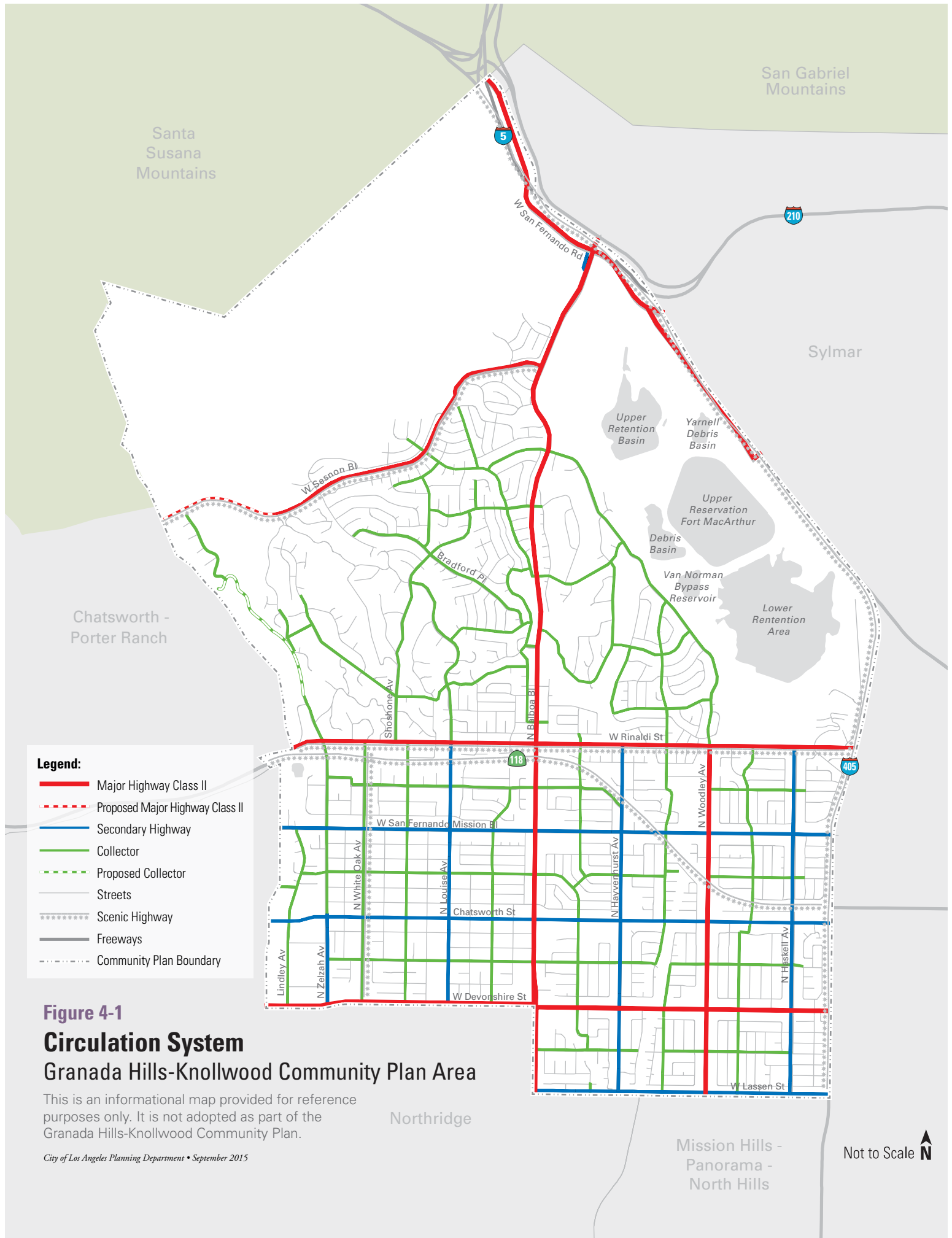


Figure 4-1
Circulation System
 Granada Hills-Knollwood Community Plan Area

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

Priority Streets

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

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

TABLE 4-1
Granada Hills-Knollwood Priority Streets

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

General Mobility

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

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

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

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

Trails

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

Overarching Goals and Policies

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

Policies

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

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

Policies

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



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

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

Policies

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

Pedestrian Priority Streets

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



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

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

Walking

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

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

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

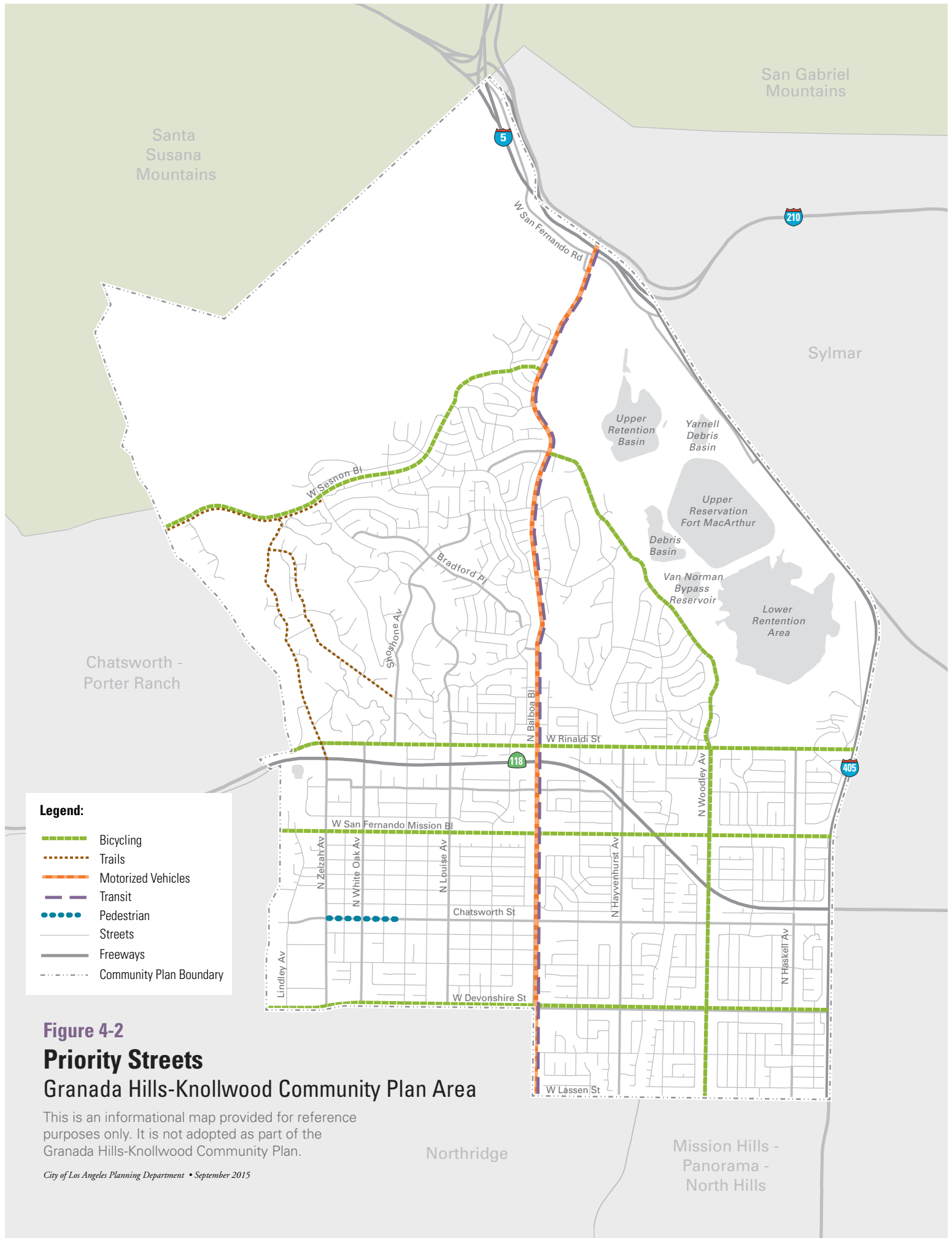
Goal M4: **A community-wide pleasant street environment that is universally accessible, safe, and convenient for pedestrians.**

Policies

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

Walkability Checklist

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



Bicycling

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

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



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

Citywide Bicycle Plan

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

Bikeway Standards

- A “bikeway” is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and State transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The City has also established a new “Bicycle-Friendly” street classification. See the following for descriptions.
- Bicycle Path (Class I). A paved pathway separated from motorized vehicular traffic by an open space or barrier, and either within the roadway right-of-way, or within independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchair users, joggers, and other non-motorized users.
- Bicycle Lane (Class II). Bicycle lanes dedicate a portion of the roadway for preferential or exclusive use by bicyclists through striping, signage, and pavement markings.
- Bicycle Routes (Class III). A shared roadway for use by bicyclists, intended for streets with lower traffic volumes and speeds, usually with wide outside lanes, signalized intersections at crossings and/or cross-street priority, denoted by signs only.
- Bicycle-friendly Streets (Class III). Bicycle-friendly streets are a new type of Bicycle Route established in the City’s 2010 Bicycle Plan that give bicyclists expanded access (via local and collector streets) with limited motor vehicle through-traffic, lower speeds, and various design elements to enhance bicycle safety and enjoyment.



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

Policies

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



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



Bikeway signage alerts motorists and identifies bikeway routes for bicyclists.

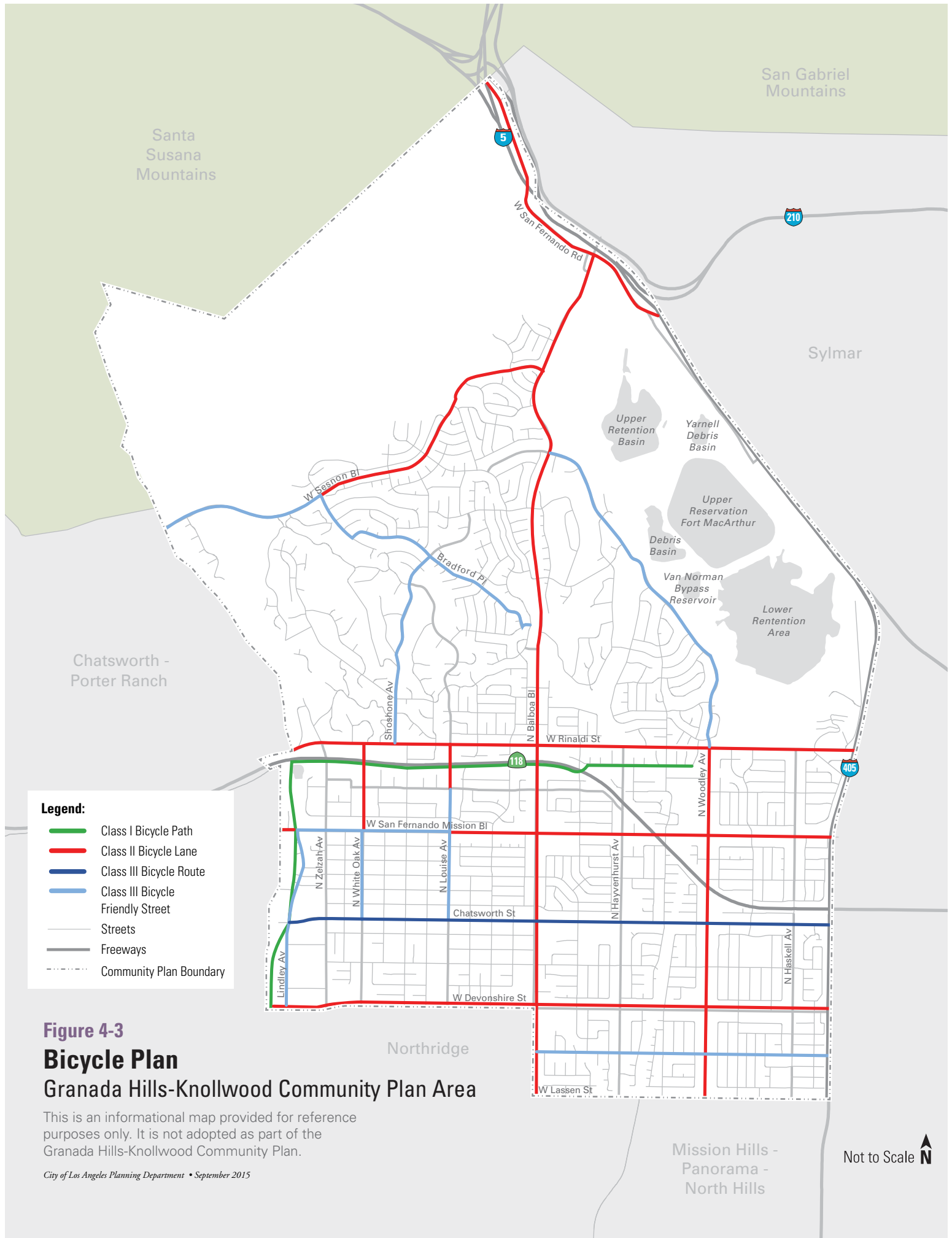


Figure 4-3
Bicycle Plan
 Granada Hills-Knollwood Community Plan Area

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

Trails

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

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



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

Citywide Trails Plan

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

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

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

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

Trail Priority Streets

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



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

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

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

Policies

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

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



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



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

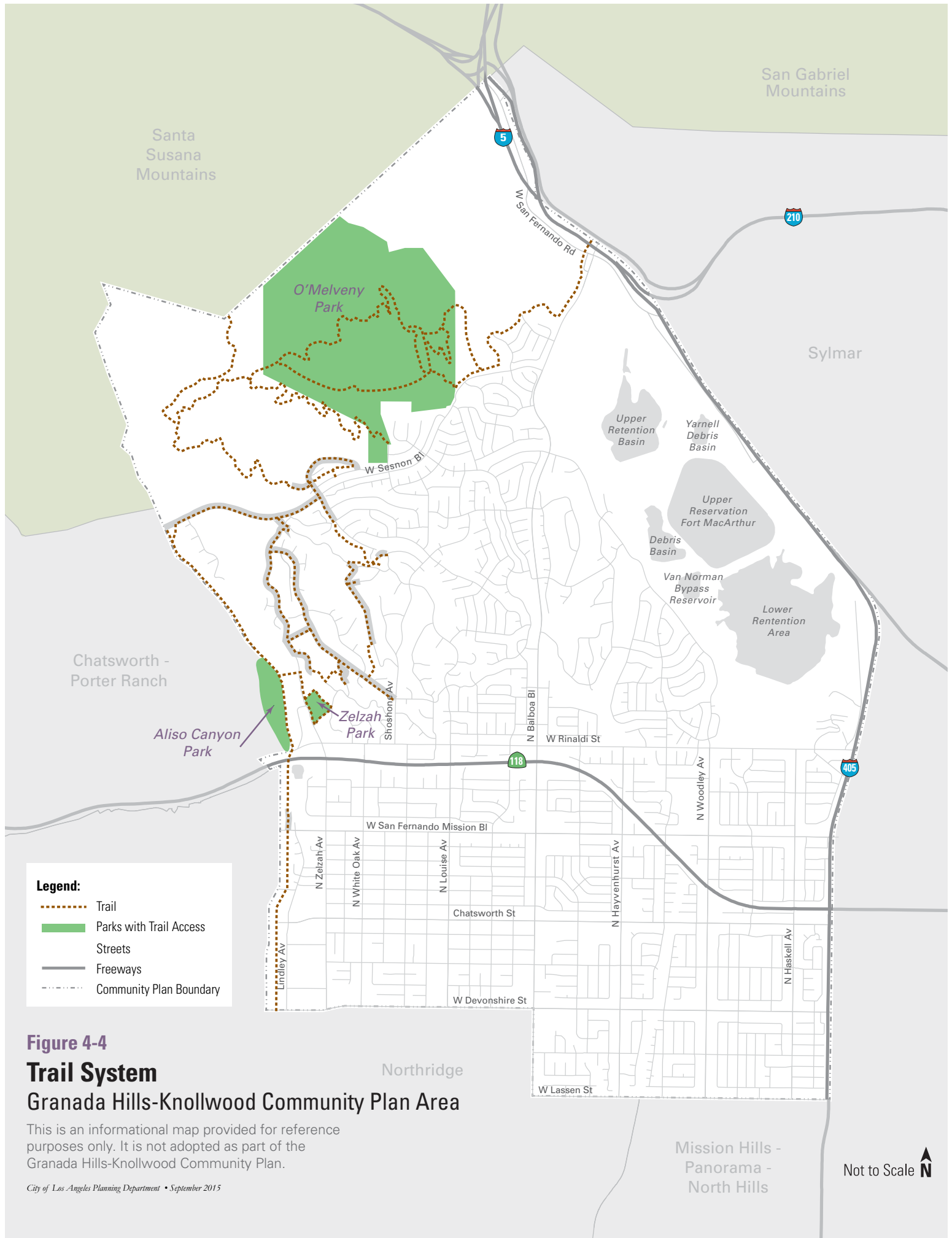


Figure 4-4
Trail System
 Granada Hills-Knollwood Community Plan Area

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

Scenic Highways

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

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

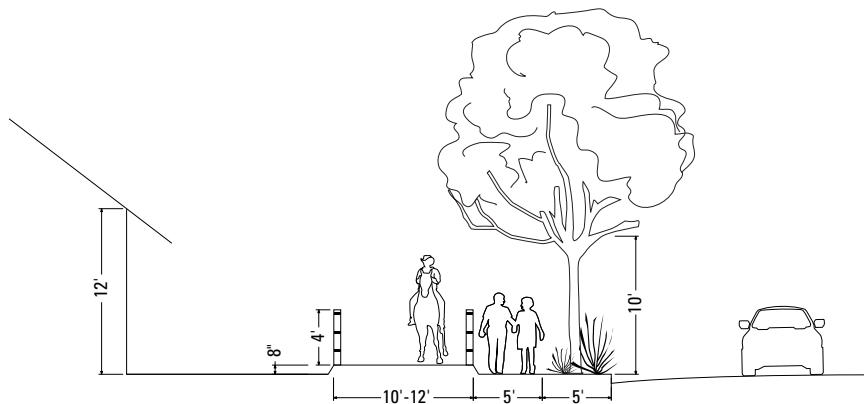
Goal M7: A community with abundant opportunities for exploration of its natural assets and a circulation system that enhances the quality of life and aesthetic value of the area.

Policies

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

Design Guidelines for Trails

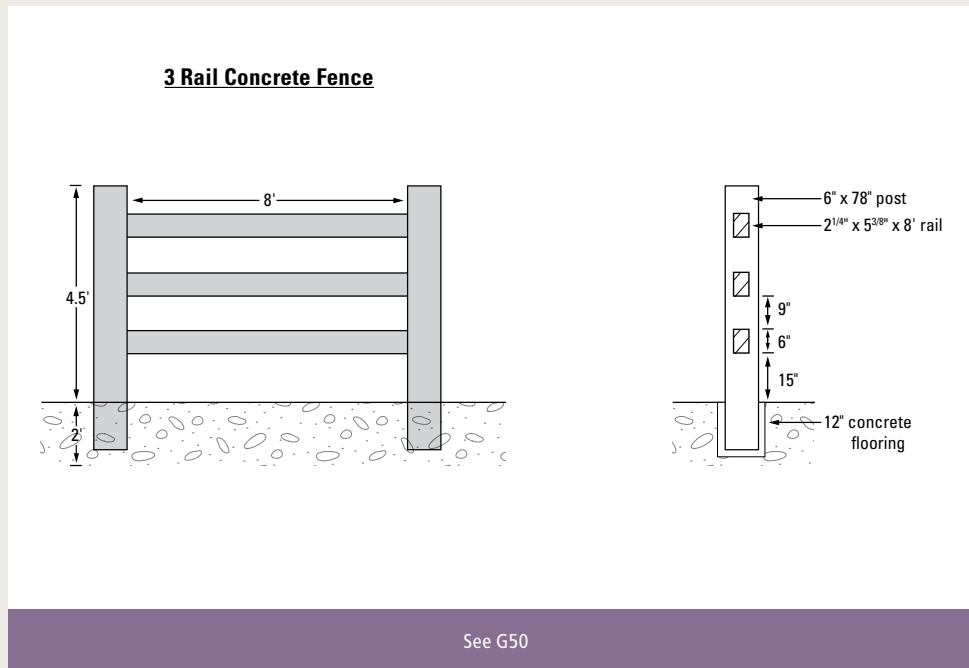
Equestrian Trail Streetscape



See G46-G48

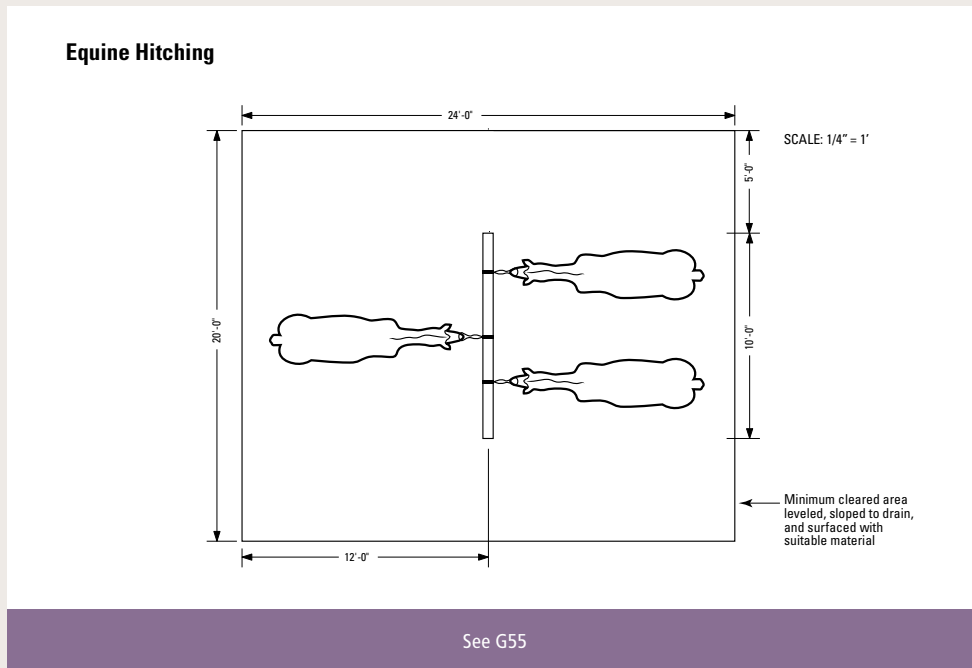
- G1. Design trails adjacent to streets to be between 10 and 12 feet in width to accommodate a double-track. Trail widths may be reduced in cases where topography or space is prohibitive.
- G2. Maintain a vertical clearance of 10 feet from the ground and any physical barrier such as bridges and underpasses, and maintain vegetation free of protruding branches.
- G3. A maximum height of 4 feet is recommended for all fences and barriers along trails. A greater height may be permitted for trails adjacent to high speed roads where traffic may startle horses. Height should be tapered down as the trail approaches intersections or ends, to maximize horse/rider view.
- G4. Low walls with railings added for more height are acceptable. Bollards, barrier posts, or rail tie "stopovers" at forest/mountain trailhead can help separate equestrian from other uses. Barrier posts should be an odd number to prevent confusion, and placed 5 feet apart to allow equestrians to pass through.
- G5. Preferred fence materials include "woodcrete" or other sturdy material that gives the appearance of a wood-like finish.

Design Guidelines for Trails (continued)



- G6. Use of native plants for landscaping is encouraged. Low walls or fences can include vegetation facing the trail to improve appearance, especially along trails with pipe railing. Vegetation should be trimmed to less than 4 feet high for crime prevention purposes, and trimmed to avoid injury to equines. Plants toxic to equines must be removed or identified with signage.
- G7. Trails adjacent to or within 6 feet of ditches or steep slopes that rise more than one foot in 3 feet and have drop off of over 2.5 feet should begin at least 8 feet before and extend 8 feet beyond the vertical hazard. A minimum 3 foot shoulder from the rail edge to the trail should be provided with an 8-inch maximum spacing between rails.

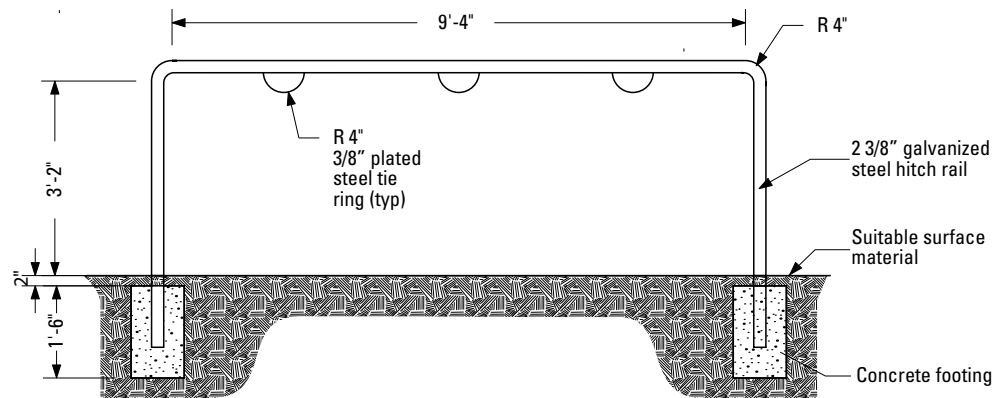
Design Guidelines for Trails (continued)



- G8. Trail treads should be a fine aggregate material such as decomposed granite or other non-slip, porous surface.
- G9. Locate trail easements/improvements that are adjacent to commercial and industrial sites away from vehicular traffic, such as along the rear of the site, for safety.
- G10. Equine parking or hitching areas separate from vehicle parking should be a minimum of 20x24 feet, leveled, sloped to drain, constructed of permeable surface, and maintained clear of vegetation and objects. Hitching areas should include a hitching rail located in the center of the hitching pad area and be clear of vehicular traffic. Minimum clearances should be observed.

Design Guidelines for Trails (continued)

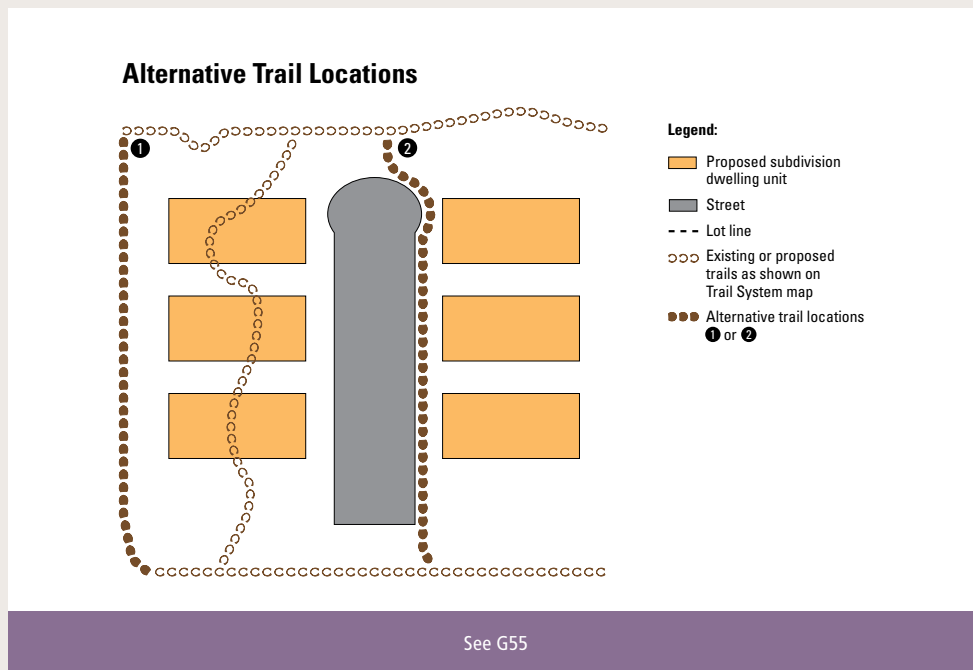
Equine Hitching Rail Details



See G56-G57

- G11. The hitching rail(s) should accommodate small riding groups, be of durable material, finished with rounded edges and no overhanging ends, to avoid injuries, with welded loops or braces in the corners to confine lead ropes and prevent slippage. Hitching rail length should be a minimum of 4 feet with a height of 42 inches.
- G12. Solid metal hitching loops may be set into the brick or concrete wall surrounding a vehicle parking lot to accommodate equestrian parking in existing or new lots. A soft surface is preferable, with a minimum 24-foot distance to the nearest vehicle parking space.
- G13. Install a second signal actuator push button and equine crossing signal, 5 to 6 feet above the ground and set the post 6.5 feet from the road edge so that the animal's head does not encroach into the roadway. The equestrian waiting area at the signalized crossing should be 25x15 feet, and should include a landscaped median for horse refuge.

Design Guidelines for Trails (continued)



G14. The course of the trail may be altered to maximize land use as long as the altered course is safe and maintains connections and continuity to the trail system in Granada Hills-Knollwood and other trails.

Design Guidelines for Residential Areas



See G1-G2

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

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

Character and Design

- G15. Maintain the suburban character of Granada Hills-Knollwood's neighborhoods by configuring buildings to front public streets, rather than driveways. Design corner buildings to be prominent by building to both the front and side property lines facing a street. In detached condominiums or small lot subdivisions, orient the unit located closest to the primary street towards that street.
- G16. Configure new development so that it continues to engage the street, sidewalk, and public realm by providing individual entrances, large windows, porches, or other entry features to face a street.

Design Guidelines for Residential Areas (continued)



See G4-G5



See G4-G6

Character and Design (continued)

- G17. Maintain compatible heights with adjacent and nearby buildings to help preserve the existing low-lying character of Granada Hills-Knollwood's single-family residential neighborhoods. Second floor or higher setbacks should be consistent with prevailing or adjacent buildings.
- G18. Modulate building volumes and façade articulation to help convey a sense of individual units and enhance the pedestrian experience. Minimize massing with multiple planes, setbacks, and architectural treatments such as recessed windows, columns, moldings and projections. Vary heights and rooflines and use offsets in wall planes on all elevations to reduce the visual scale and provide visual interest to buildings and individual units.
- G19. Avoid the repetitive use of a single building configuration or façade design. Provide rhythm to building elevations to contribute to unity and visual interest. Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade, and to provide shade.
- G20. Arrange a collection of buildings to frame outdoor places, such as landscaped focal points or courtyards

Design Guidelines for Residential Areas (continued)



See G8-G12



See G8-G12

Circulation and Parking

- G21. Consider existing road widths and streetscape patterns to avoid unnecessary non-contiguous improvements of sidewalks, curbs, and streets.
- G22. Consider prevailing garage locations and driveway patterns and incorporate such patterns into the design scheme. Utilize innovative design to minimize the visual impact of garages facing the street.
- G23. Minimize the appearance of parking areas by locating parking to the rear of buildings and/or providing parking underground and by landscaping visible parking areas. Parking areas should not be sited on corners adjacent to intersections.
- G24. Utilize decorative walls and/or landscaping to buffer residential uses from parking areas and structures.
- G25. Integrate parking with the design of the main building by designing parking structure exteriors to match the style, materials and color of the building.
- G26. Limit the number of curb cuts and width of driveways.
- G27. Separate pedestrian pathways from auto circulation routes by providing landscaped sidewalks and walkways from sidewalks for homes that are not adjacent to the street. Utilize a change in grade, materials, textures or colors to improve pedestrian visibility and safety. Minimize the amount of elevation changes through careful grading so as to facilitate disabled access.

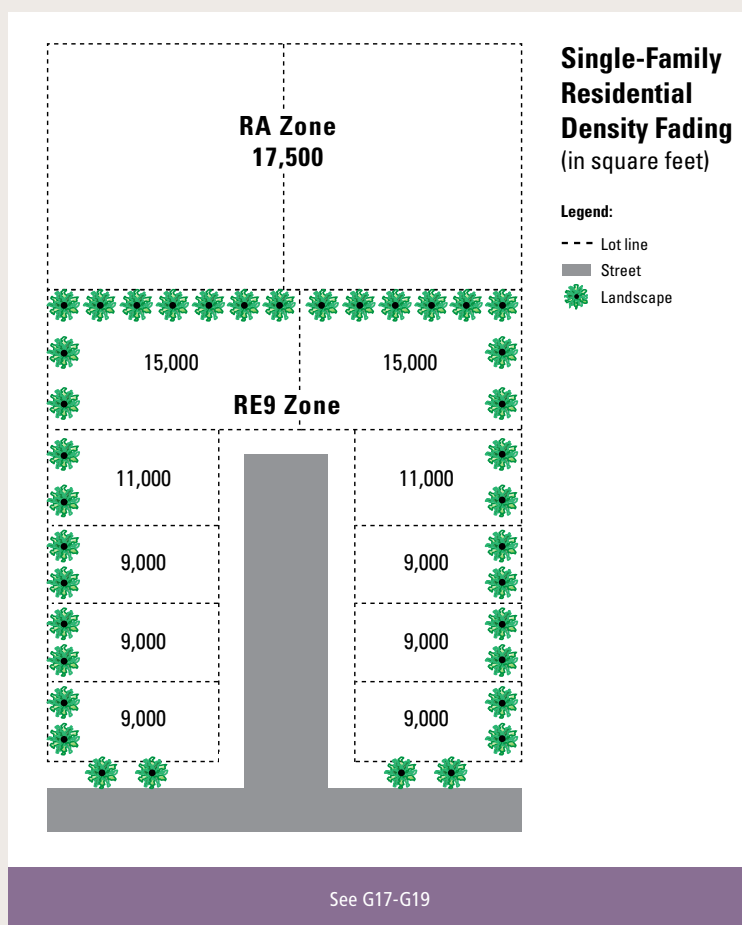
Design Guidelines for Residential Areas (continued)



Landscaping, Fences, and Walls

- G28. Provide open and inviting yard setbacks and parkways that are landscaped with a variety of native and/or drought-tolerant vegetation, which contribute to the suburban character of Granada Hills-Knollwood.
- G29. Prohibit gated or walled communities that isolate the project from the neighborhood and surrounding community.
- G30. Consider alternatives to chain link fencing and utilize native and drought-tolerant plants to screen and enhance the appearance of fences.

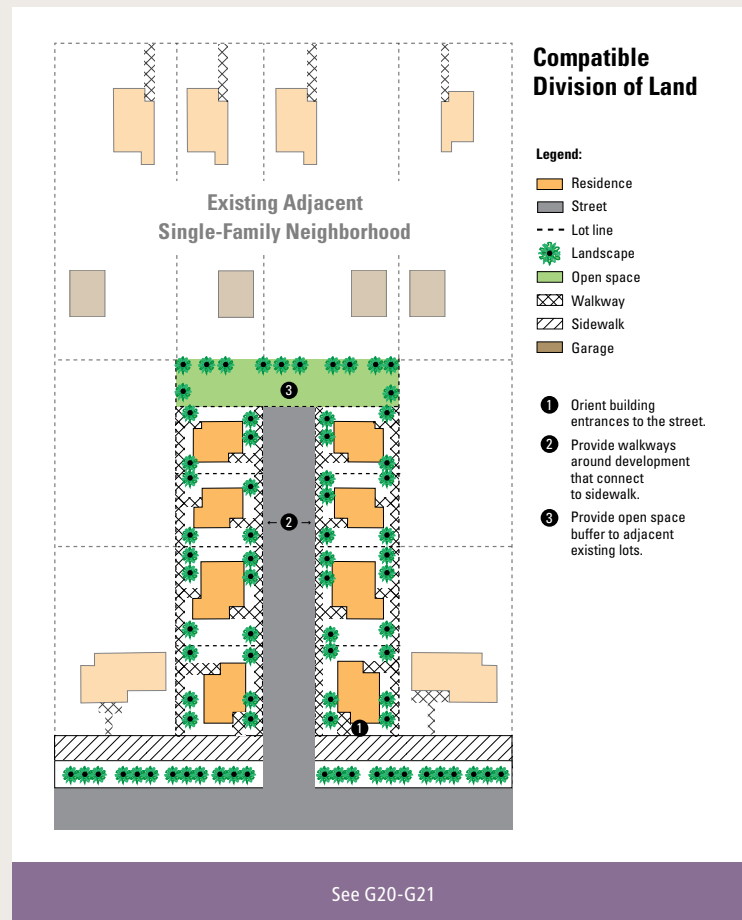
Design Guidelines for Residential Areas (continued)



Neighborhood Transitions

- G31. Lots may be increased in size so as to more closely conform to the size of existing contiguous lots or nearby parcels.
- G32. Transition new development with regards to lot size and width, through density fading, so that new lots are compatible with existing adjacent lots and surrounding neighbors.
- G33. Building setbacks for the zoning district should be considered a minimum. Provide larger setbacks for multiple-family projects adjacent to single-family and equinekeeping lots.

Design Guidelines for Residential Areas (continued)

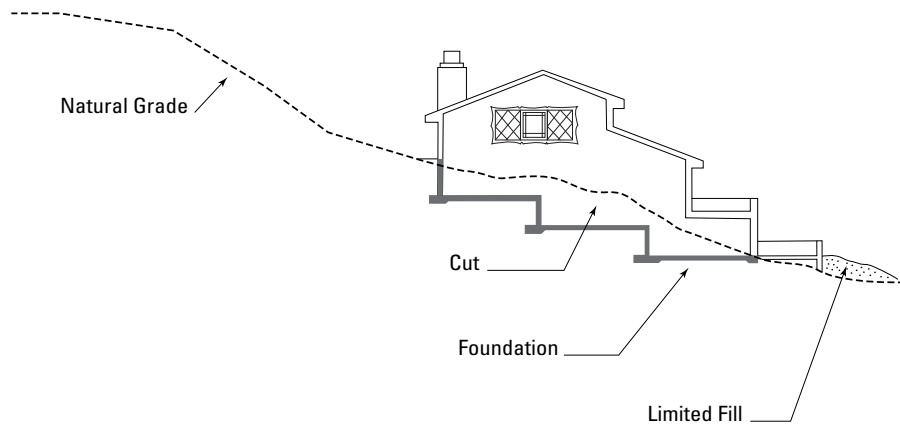


Neighborhood Transitions (continued)

- G34. Provide and locate open space next to lower intensity uses in order to increase building separations and intensify landscaping between the development and adjacent uses to help mitigate impacts, particularly any potential visual intrusion on the private outdoor space of adjacent backyards.
- G35. Position building heights and mass according to the intensity of the adjacent use. Site lower buildings with smaller footprints near lower intensity uses and taller buildings with more mass toward the center of the site and near higher intensity uses. Site lower walls near smaller structures.

Design Guidelines for Residential Areas (continued)

Minimal Hillside Grading

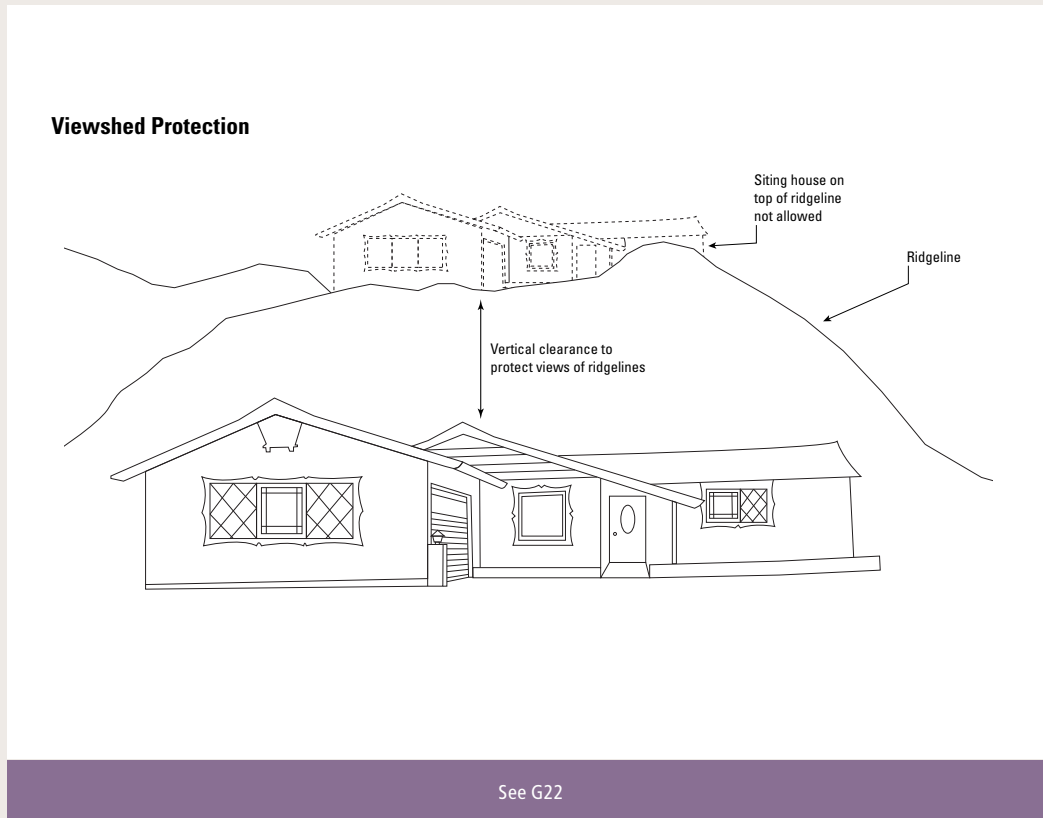


See G22

Hillside Neighborhoods

G36. Step buildings up or down the hill to retain the natural grade and to limit the amount of grading required.

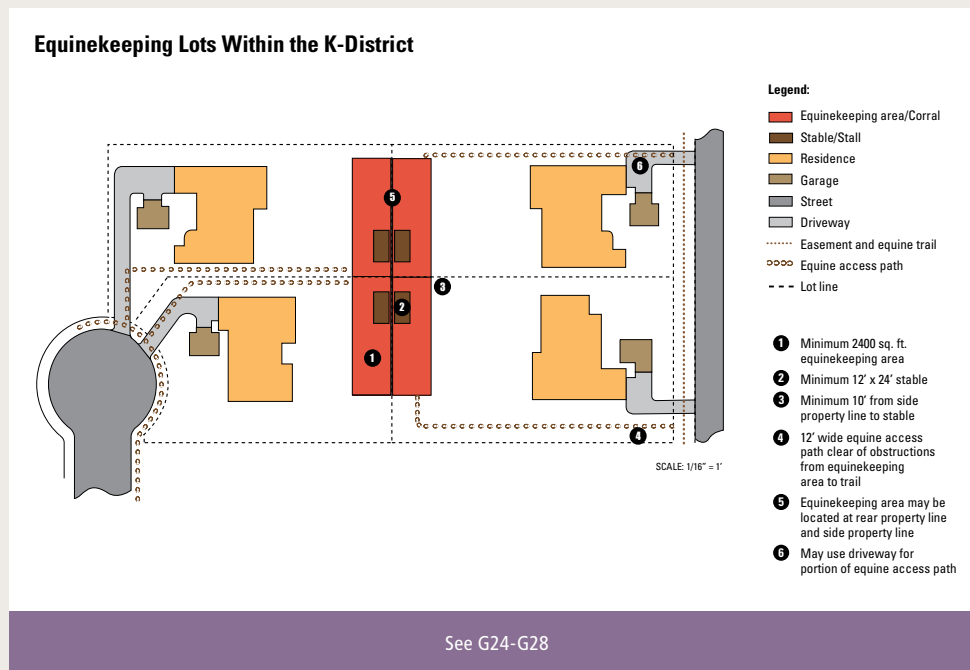
Design Guidelines for Residential Areas (continued)



Hillside Neighborhoods (continued)

- G37. Maintain a vertical clearance between ridgelines and structures, siting structures below ridgelines in order to maintain and preserve scenic viewsheds within Granada Hills-Knollwood. Siting structures on top of ridgelines is not permitted.

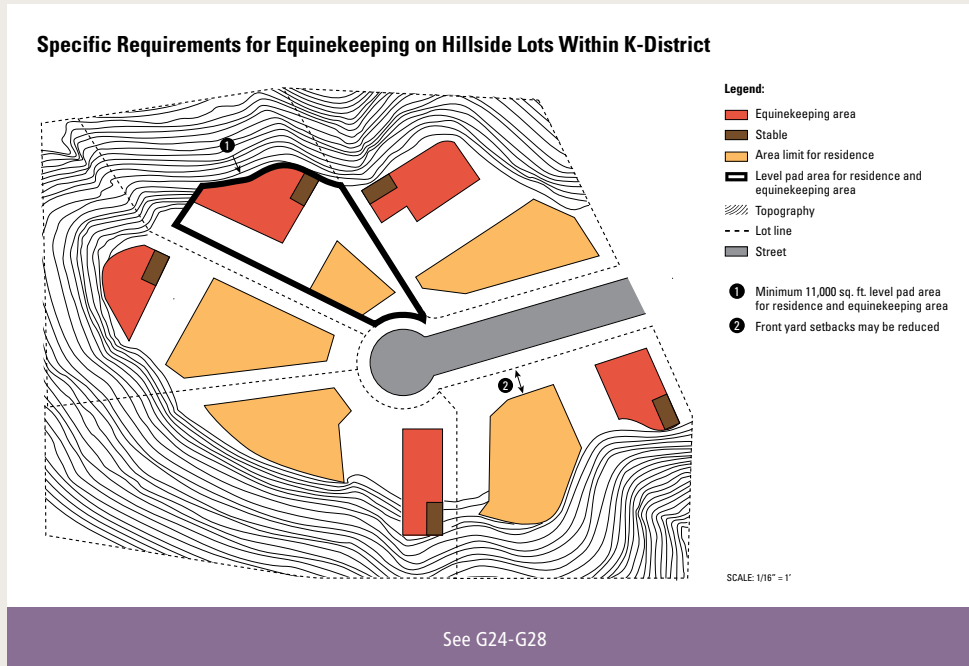
Design Guidelines for Residential Areas (continued)



Equestrian-Oriented Neighborhoods

- G38. Maintain a 2,400 contiguous square foot level area with a minimum width of 24 feet for the equine pad area. The pad area should include a minimum 12'x12' (144 square foot) area for storage of feed and equipment. The pad area should be graded to permit quick and adequate drainage and permanently set aside for equine use. No permanent structure, including swimming pools and tennis courts, should be constructed or located within any portion of the pad area.
- G39. The equine pad area may be located within required side and rear yard setbacks depending on the unique features of a site. Consider reduced front and rear yard setbacks to enlarge the backyard area for the purposes of optimizing the intended use of the level pad area and minimizing overall grading, and to allow for an improved layout for equinekeeping.
- G40. Where access is taken from the front facing street, a 12-foot wide equine access path should be provided. A driveway which is a minimum of 12 feet in width may function dually as an equine access path for the portion of the path that extends from the street to the end of the driveway. Permeable driveway materials are preferred

Design Guidelines for Residential Areas (continued)



Equestrian-Oriented Neighborhoods (continued)

- G41. Where access is taken from a side or rear yard of the lot, a gate should be installed to provide direct access for the rider to the trail, sidewalk, or street.
- G42. An adequate on-site parking area should be provided for equine trailers preferably utilizing a portion of the equine access path. It is desirable that the parking surface is permeable.
- G43. Utilize decomposed granite, grasscrete, or other similar permeable material to construct the equine access path and parking area for equine trailers.
- G44. On hillside equinekeeping lots, the combined pad area for the primary residence and equinekeeping area should be a minimum of 11,000 square feet to ensure adequate separation and to permit construction of larger residential dwellings.

Public Transit

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

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

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

Policies

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



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

Transit Priority Streets

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



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

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

Policies

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

Motorized Vehicles

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

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

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

Policies

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

Motorized Vehicles and Greenhouse Gas Emissions

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

Motorized Vehicle Priority Streets

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

Neighborhood Traffic Control

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

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

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

Policies

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

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

Policies

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

Transportation Demand Management

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

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



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

Freight Rail Lines and Truck Routes

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

Goods Movement

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

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

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

Policies

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

Parking Management

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

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

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

Policies

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

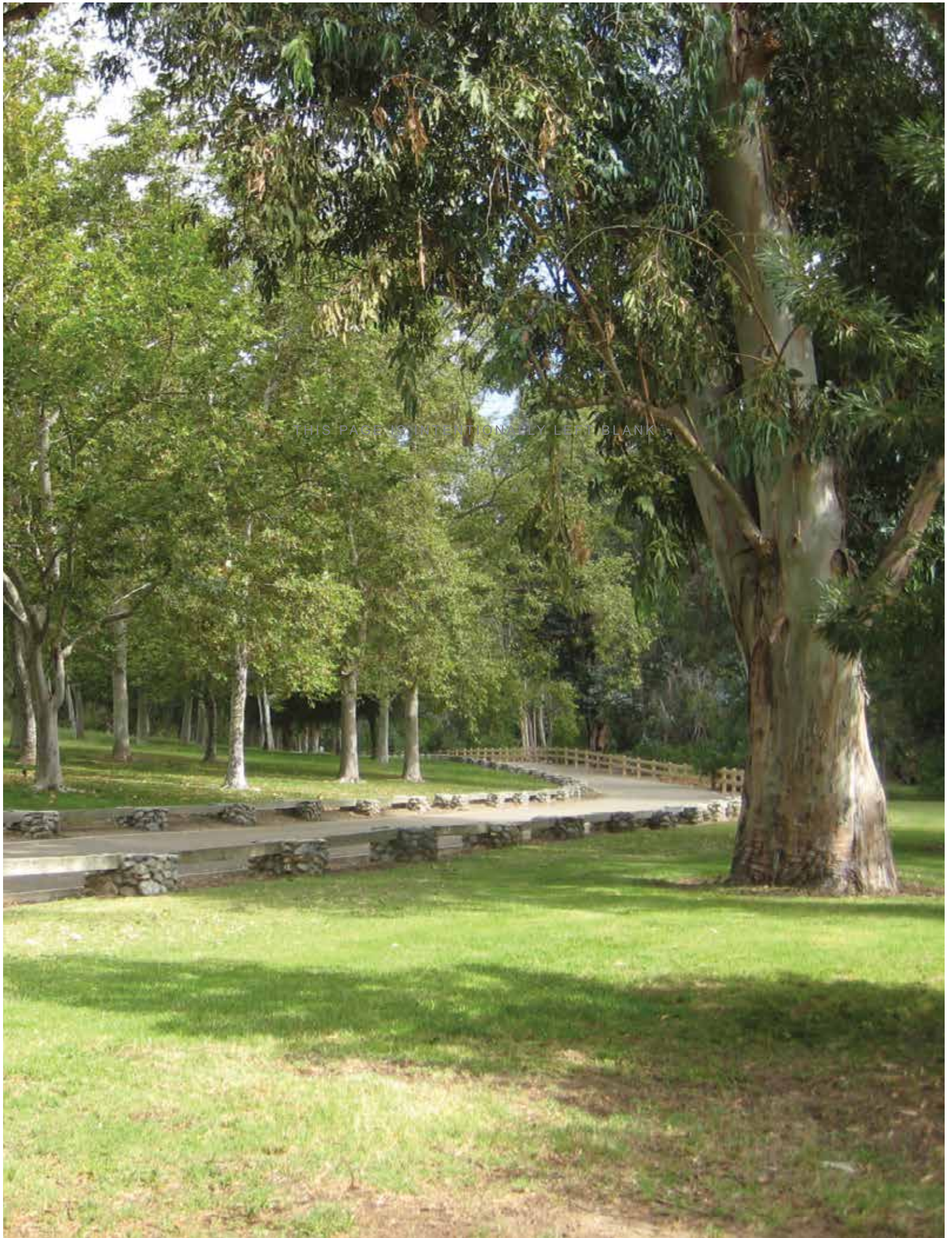


Parking strategies, such as “park once and walk”, with angled parking and parking management districts, ease parking challenges and support a broader array of businesses in business districts.

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

Policies

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



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Community Facilities, Infrastructure, and Open Space

The ability of the City to provide needed community facilities and infrastructure is crucial to maintaining and improving quality of life for Granada Hills-Knollwood's residents and to supporting local businesses. Community facilities and infrastructure include police and fire stations, libraries, schools, and parks, as well as water, sewer, and solid waste treatment systems, storm water drainage facilities, the urban forest, street lighting, power transmission lines and distribution stations, and other public utilities. A significant portion of Granada Hills-Knollwood consists of open space, which, along with recreation, includes both passive and active open space for recreational facilities, parks, as well as mineral extraction and natural resource areas, and a landfill. The urban forest consists of trees and plants that cover an area, on both private and public land. These facilities, infrastructure, and open spaces play an important role in determining the pattern of land uses within the community, where growth should occur, and at what intensities.

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

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

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

Overview

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

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

General Plan Framework

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

Citywide Goals

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

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

Facilities for Police, Fire, Libraries and Schools

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

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

Police

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

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



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

TABLE 5-1
Existing Fire Stations Serving
Granada Hills-Knollwood

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

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

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

Policies

- CF1.1 Adequate Level of Service.** Maintain police facilities and services at a level that is adequate to protect the community of Granada Hills-Knollwood.
- CF1.2 Project Review.** Consult with LAPD to consider public safety and crime prevention as part of the review of new development projects (i.e., lighting, security, and visibility) and proposed land use changes to determine needs and services to ensure an appropriate level of service.

Fire and Emergency Services

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

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

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

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

Policies

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

Medical and Emergency Services

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



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

Libraries

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

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

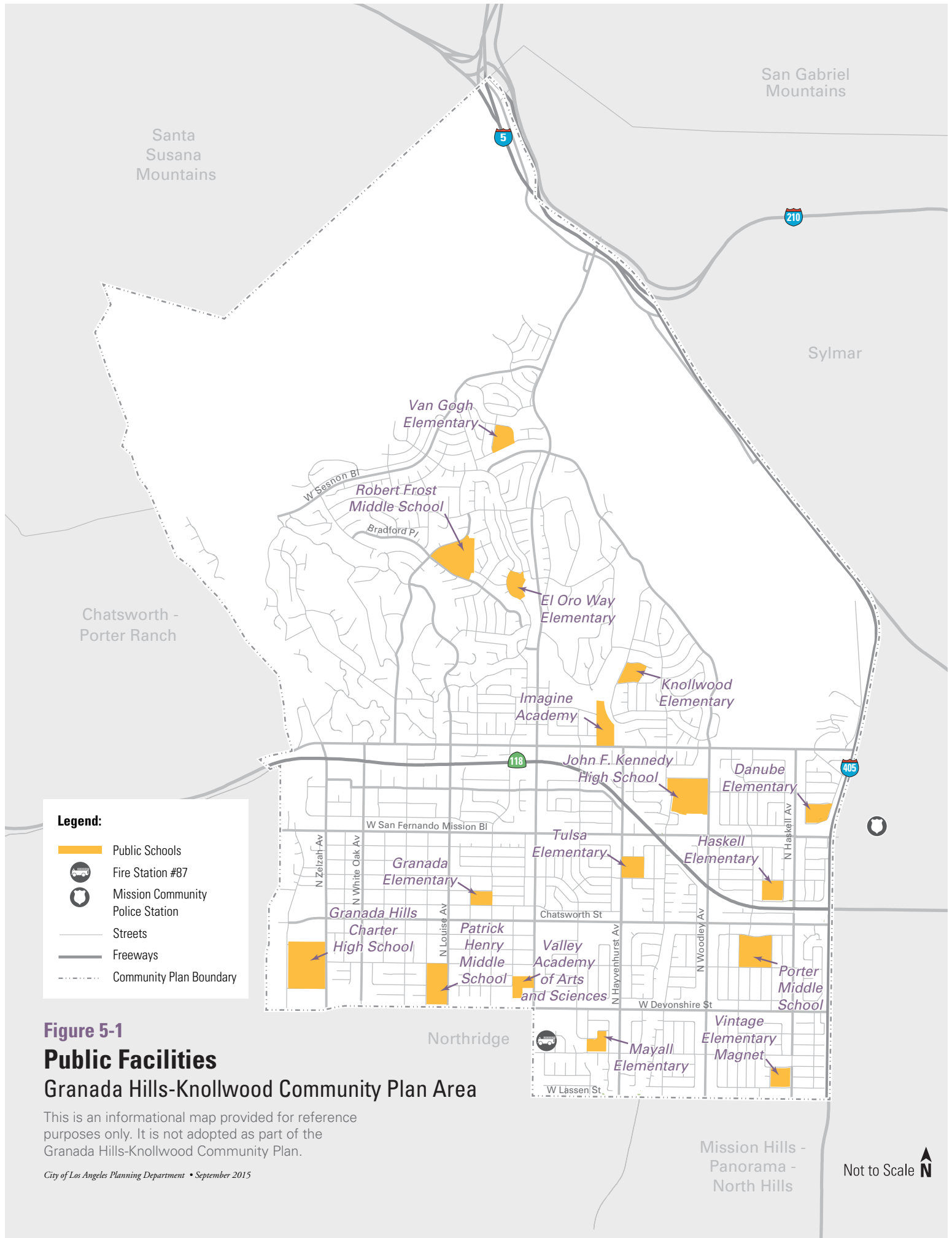


The Los Angeles Public Library's Granada Hills Branch is located adjacent to Petit Park and the Granada Hills Community Center.

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

Policies

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



Legend:

- Public Schools
- Fire Station #87
- Mission Community Police Station
- Streets
- Freeways
- Community Plan Boundary

Figure 5-1
Public Facilities
 Granada Hills-Knollwood Community Plan Area

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

Public Schools

Los Angeles Unified School District

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

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



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

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

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

TABLE 5-2
Public Schools in Granada Hills-Knollwood

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

**Source: LAUSD*

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

Policies

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



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

Parks, Open Space and the Urban Forest

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

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

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



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



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

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

Open Space Designations

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



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

Recreation and Parks

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

Parks

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

Parks are generally classified in one of four categories:

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

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



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

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

Granada Hills-Knollwood’s park facilities include:

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

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

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

Type of Park and Acreage
Regional Parks: Over 50 Acres O’Melveny - 17300 Sesnon Blvd. Knollwood Golf Course - 12040 Balboa Blvd.
Community Parks: 10-50 Acres Bee Canyon - 13150 Sesnon Blvd. Petit - 16730 Chatsworth Street Knollwood Pool - 12040 Balboa Blvd.
Neighborhood Parks: 1-10 Acres Zelzah - 11690 Zelzah Avenue
Total: 730 Acres

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



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



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

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

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

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



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



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

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

Policies

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



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

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

Open Space

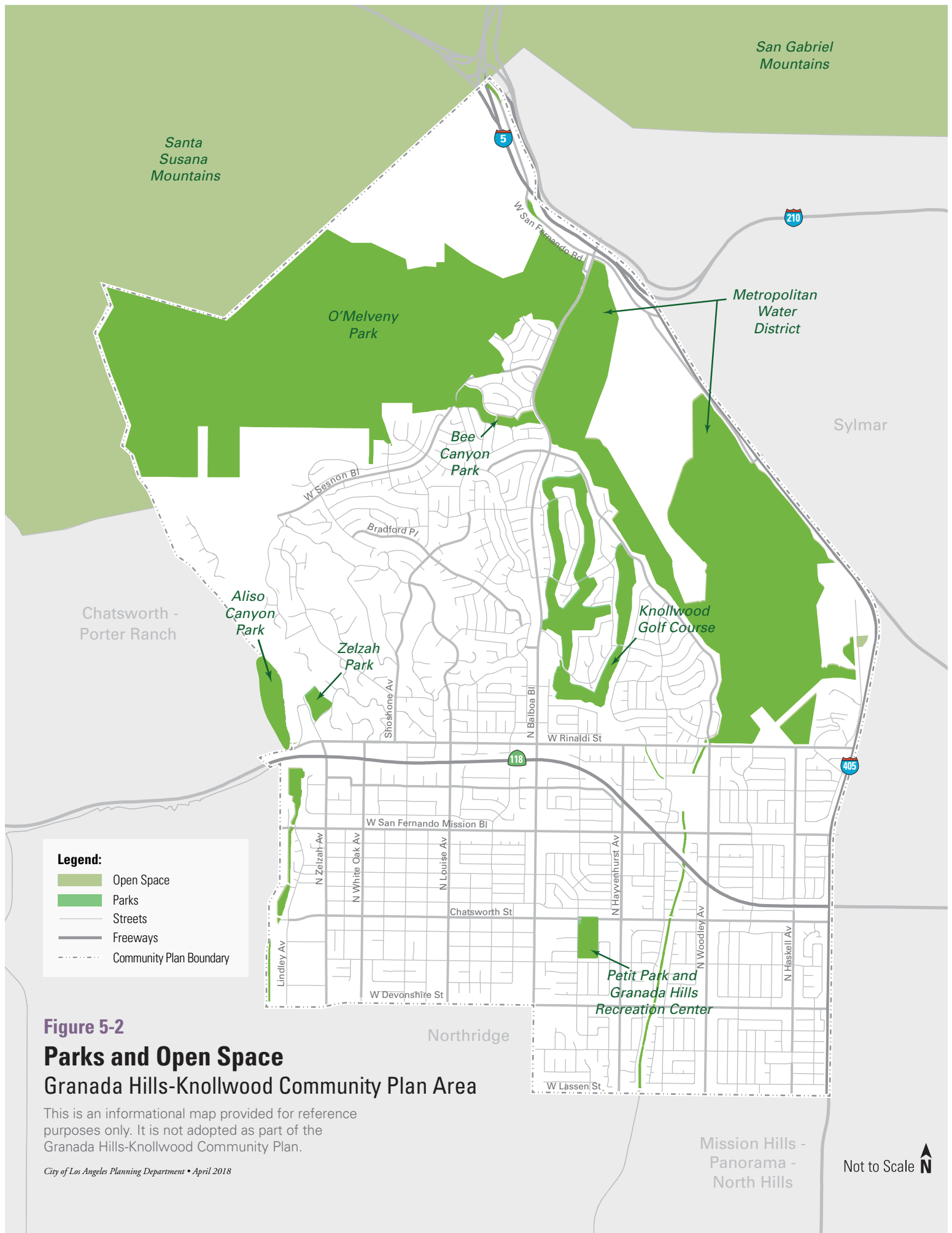
Open space, broadly defined as land which is essentially free of structures and buildings and/or is natural in character, encompasses both publicly and privately owned properties that are unimproved. Maintaining land as open space is a way to preserve natural resources, wildlife corridors, outdoor recreation,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

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

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



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



The Sunshine Canyon Landfill site is intended as recreational open space in the future; however, it currently functions as a solid waste facility. The landfill is a privately-owned and operated solid waste facility located in the northern tip of Granada Hills-Knollwood, stretching across the border between the City and County. Initiated on the City portion of the landfill site in 1958, Sunshine Canyon landfill will be in operation beyond the year 2030¹. Multiple zoning actions regulate the operation of this landfill (for a list of cases associated with the landfill, please see Appendix D, Sunshine Canyon Landfill Cases.) The landfill is also regulated by the Sunshine Canyon Landfill Community Advisory Committee (CAC) established in accordance with the City and County of Los Angeles Sunshine Canyon Combined City/County Landfill Planning Issues Memorandum of Understanding, which was executed on December 23, 2008. Under State law, landfills must remain inactive for approximately 40 years following closure before other uses may safely begin onsite. The Framework and Conservation Elements of the General Plan provide general guidelines for the re-use of landfill sites subsequent to their closing.

Mineral Resources

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

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

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

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



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



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

Trails as Valuable Open Space

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

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

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

Policies

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



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

CF6.7 Open Space Integration. Integrate the use of open space with public facilities in higher density areas, and adjacent to reservoirs, land reclamation sites, spreading grounds, power line rights-of-way and flood control channels.

CF6.8 Private Development. Continue to expand and maintain trail linkages which reinforce the viability of equine uses and accessibility to open spaces by designing development and infrastructure improvement projects that abut or connect with a trail to develop and/or improve the Trail System. Refer to Chapter 4 for additional trail-related policies and design guidelines.

CF6.9 Trails. Protect and expand recreational trail resources and maintain and improve safe linkages to major public open space areas.

CF6.10 Greenways. Establish, where feasible, multi-use greenways along waterways, rail lines, and utility corridors to provide additional open space for passive or active recreation and to connect adjoining neighborhoods to one another and to regional open space resources.

CF6.11 Public Open Spaces. Improve connectivity and access to the Rim of the Valley Trails corridor and other adjacent open space resources using such tools as easements and greenway linkages.

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

Policies

CF7.1 Oil Drilling Mitigation. Promote safety and protection of surrounding neighborhoods and the environment from potential impacts of oil drilling, such as noise, hazard, spills, and visual blight.

CF7.2 Future Use of Sunshine Canyon Landfill Site. Require the applicant or owners of the Sunshine Canyon Landfill site to advise the City and County Department of Recreation and Parks when the property will be available for recreational purposes.



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



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



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

Urban Forest

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

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

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

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

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

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

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

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

Policies

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



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

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



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

Infrastructure

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

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

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



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

Water

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

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

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



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

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

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

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



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

Water Recapture

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

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

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

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

Policies

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

Wastewater

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

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

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



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

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

TABLE 5-4
Wastewater Collection and Treatment Facilities

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

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

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

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

Policies

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

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

Solid Waste

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

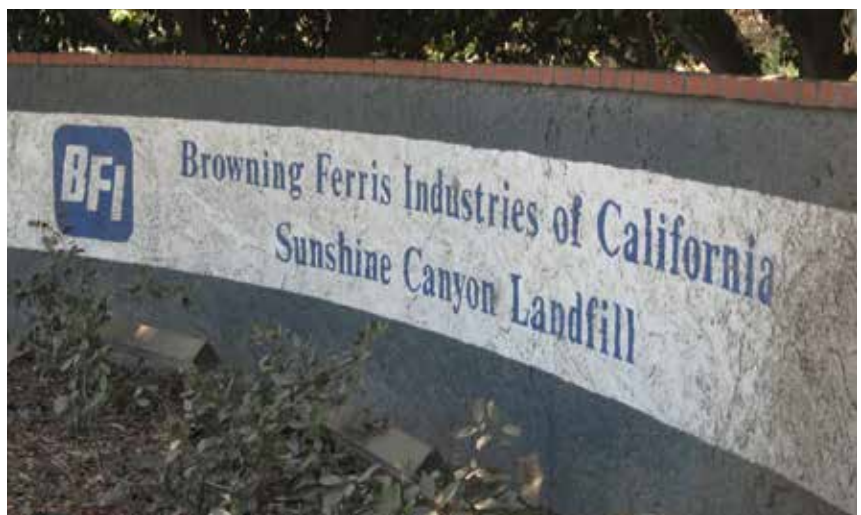
The LABS administers the City's Solid Resources Program which includes the collection, recycling, and disposal of over 1.7 million tons per year of solid waste, green waste, recyclables, yard trimmings, bulky items, and other special solid resources materials from residents citywide. This program also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



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

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

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



Sunshine Canyon Landfill

TABLE 5-5
Existing Citywide Solid Waste Facilities

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

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

**NOTE: The Bradley Landfill closed in 2009.

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

Policies

CF11.1 Waste Reduction. Promote advanced waste reduction and diversion methods for all solid waste treatment, including the establishment of methane recovery facilities and the implementation of waste-to-energy projects where characteristics meet criteria for effective energy generation.

CF11.2 On-site Recycling. Promote the inclusion of on-site facilities for recycling and waste reduction in single-family, multiple-family, commercial and industrial development projects that support the transformation of waste disposal into resource recovery and economic development opportunities.

CF11.3 Recycled Materials. Encourage recycling of construction material, both during construction and building operation, and the dismantling and reuse of materials rather than demolition and dumping.

CF11.4 Interdepartmental Coordination. Assist the Bureau of Sanitation in finding suitable sites for new solid waste facilities in Granada Hills-Knollwood, if necessary, addressing environmental justice issues.



On-site recycling facilitates waste reduction.

Stormwater

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

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

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

Stormwater Runoff

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



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

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

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

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

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

Policies

CF12.1 Watershed Revitalization. Promote watershed management policies that integrate flood protection with water conservation, improve the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas.

CF12.2 Local Water Resources. Optimize local water resources to reduce water dependence on imported water by improving groundwater infiltration, facilitating on-site collection systems for stormwater and graywater, maximizing the capture and reuse of stormwater runoff, and integrating groundwater infiltration with other public and/or beneficial uses.

CF12.3 Groundwater Infiltration. Encourage the incorporation of bio-retention facilities and the use of permeable materials for the paving of sidewalks, driveways, and parking areas, when feasible, and the day lighting of buried streams and other policies which promote stormwater infiltration.

CF12.4 Interdepartmental Coordination. Support the development of a new comprehensive flood management plan for the watershed through coordination among City departments.

Energy

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

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

The LADWP operates local steam plants, hydroelectric plants and power plants which generate electricity to be transmitted through an extensive network of receiving stations, distribution stations, overhead transmission lines, and underground distribution lines located throughout the service area of the LADWP. All receiving stations are connected to the "belt line" that extends throughout the City and supplies power to them as required. These receiving stations transform these high voltages for distribution to the distributing stations and to individual customers. Distributing stations generally have a two-mile radius, with an average of one per year added



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

to the system citywide. Table 5-6, LADWP Generation Resources, shows a list of the City’s power generation resources.

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

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

Policies

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

TABLE 5-6
LADWP Generation Resources

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

**Source: LADWP, 2007 Integrated Resources Plan.*

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

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

Policies

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

Street Lighting

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

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

Street lighting is not publicly financed in the City but is the direct financial responsibility of the owners of adjoining properties, who are considered to directly benefit from street lights. The City's policy for financing street lighting requires adjoining property owners to bear the annual cost of operation and maintenance through a special assessment levied against each property which benefits from the Street Lighting System. BSL is also responsible for the financial administration of the Lighting District. Proposition 218 was passed by the voters of California in November 1996, and requires a vote of property owners in order to impose new or increased assessments for street

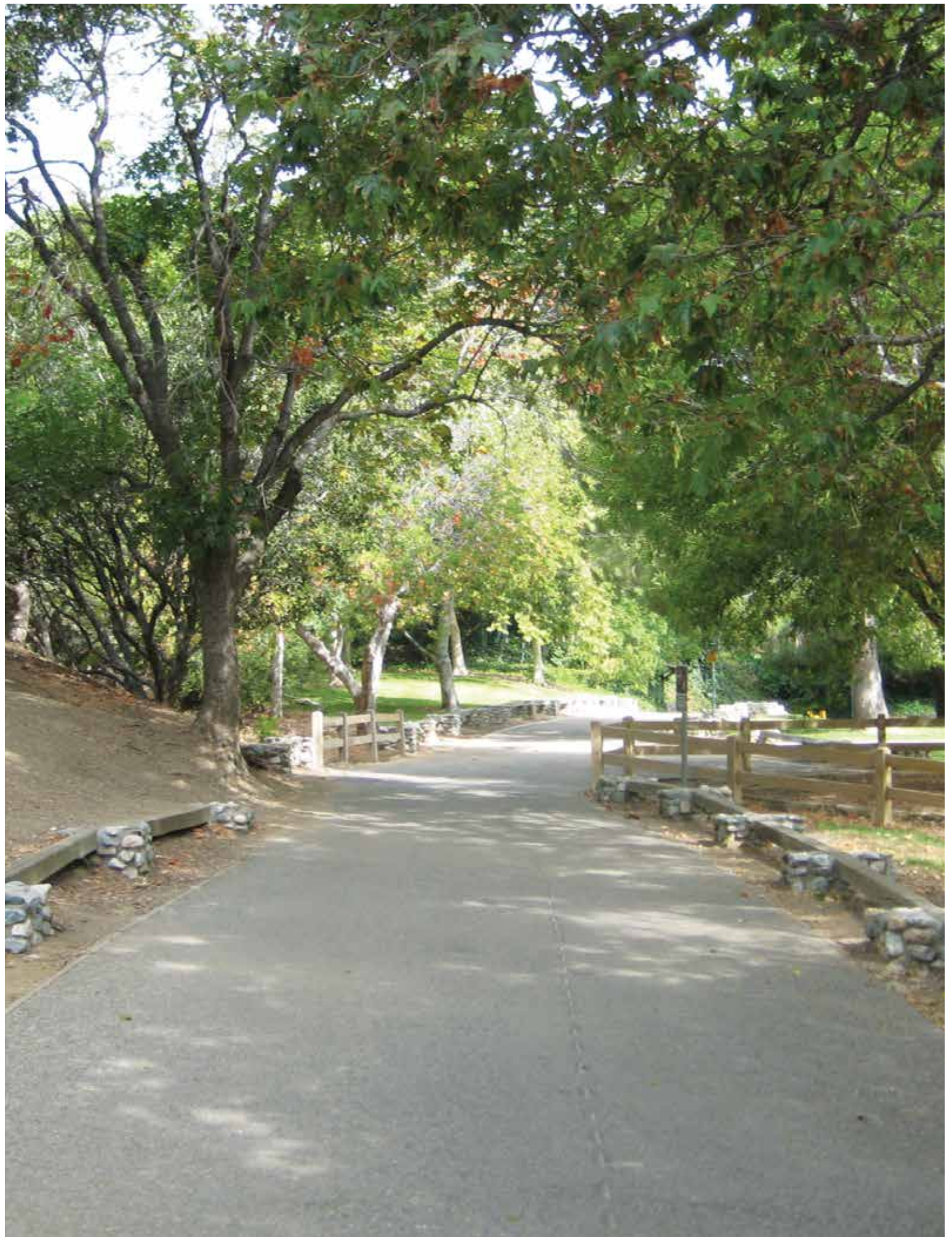


Street lights provide lighting of public areas for convenience and safety purposes.

improvements installation, or maintenance of such improvements, including street lighting, sidewalks, sewers, street paving, trees, and landscaping.

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

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



Implementation

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

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

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

The Implementation Process

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

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

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

Amendments to the Community Plan

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

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

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

Specific Implementation Programs

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

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

Case File CPC-2006-5568-CPU

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

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

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

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

Sources of Funding

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

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

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

TABLE 6-1
Potential Funding Source for Policies and Programs

Fees and Exactions	Taxes
<ul style="list-style-type: none">Quimby FeesDevelopment Impact FeesPermit and Application FeesRegulatory FeesProperty Assessments<ul style="list-style-type: none">- Benefit Assessment District- Business Improvement District- Vehicle Parking District	<ul style="list-style-type: none">Special taxes such as Mello-RoosCommunity Facilities DistrictsTaxes for mobility improvements which are allocated by Metro’s Call for Projects:<ul style="list-style-type: none">- Proposition A sales tax- Proposition C sales tax- State retail sales tax- State motor vehicle tax- Federal gas tax
Bonds	Public Revenue Funds
<ul style="list-style-type: none">Tax allocation bonds issued by the CRA/LA (former agency)Proposition 1B state bonds	<ul style="list-style-type: none">City’s General FundLADOT Operating BudgetCity Capital Improvement ProgramCaltrans Capital Improvement FundSpecial Parking Revenue Fund

TABLE 6.2 IMPLEMENTATION PROGRAMS -
Chapter 3 - Land Use and Urban Design

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

**TABLE 6.2 IMPLEMENTATION PROGRAMS -
Chapter 3 - Land Use and Urban Design**

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P10	Residential Design Guidelines. By-right residential projects should be encouraged to adhere to all applicable adopted Citywide and Community Plan design guidelines and the decision-maker for discretionary projects shall adopt conditions that require adherence to such adopted guidelines.	All Residential	LU2.1, LU2.2, LU2.3, LU2.4, LU3.1, LU10.2-10.3, LU11.1-11.3	DCP, LADBS
P11	Granada Hills Specific Plan. The Granada Hills Specific Plan regulates building design, heights, and uses in multiple-family housing and commercial areas. The proposed amendment refines design and development standards for parcels within the area and includes more areas within the Specific Plan area. See proposed Granada Hills Specific Plan.	All Residential, Multiple-Family Residential, Commercial	LU2.1-2.4, LU10.2-10.3, LU11.1, LU12.1-12.2, LU13.1-13.5, LU14.1-14.3, LU15.1-15.3, LU16.1-16.4, LU17.1-17.3, LU18.1-18.4, LU19.1-19.2, LU 20.1-20.4, LU20.6-20.9	DCP, LADBS
P12	Infill Development and Small Lot Development. The Plan establishes height limits and amends land use designations and corresponding zones to implement this policy. In addition, guidelines that require infill residential development to complement existing scale, massing, setbacks, and character and are compatible with architectural styles in stable single-family neighborhoods are included in the Plan.	All Residential	LU2.2-2.4	DCP, LADBS
P13	Baseline Mansionization and Hillside Ordinances. Continue further implementation of the Citywide Baseline Mansionization and Hillside Ordinances and implement conformance with any applicable Community Plan design guidelines.	All Residential	LU2.2-2.3	DCP, LADBS
P14	Old Granada Hills Residential Floor Area Ordinance. The proposed Old Granada Hills Residential Floor Area Supplemental Use District Ordinance restricts residential floor area of single-family housing development on lots within the Old Granada Hills area, as shown on the map, to maintain neighborhood character.	All Residential	LU2.2-2.3	DCP, LADBS
P15	Transitional Height Standards. Where applicable, Section 12.21.1 A-10 of the LAMC (transitional height) shall apply to all projects.	All Residential	LU 2.2-2.3, LU11.2-11.3	DCP, LADBS
P16	Utility Design. The Plan encourages locating electrical equipment, trash enclosures, roof-top and other utility equipment away from street view and screened by landscaping for aesthetic appeal.	All Residential	LU2.4	DCP, LADBS
P17	SurveyLA Findings - Eligible Historic Resources. The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify potential historic resources and promote the protection and enhancement of the area.	All Residential and Commercial	LU3.2, LU23.1-23.2	DCP

TABLE 6.2 IMPLEMENTATION PROGRAMS -
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P18	Preservation Tools. The Plan supports the establishment of a Historic Preservation Overlay Zone (HPOZ) or other overlay district designations, as warranted, in order to protect structures of historic significance in these areas or otherwise conserve desirable neighborhood character.	All Residential and Commercial	LU3.1, LU23.1, LU23.6	DCP
P19	Rural Residential Character. The Plan emphasizes residential compatibility for all new development to ensure that the semi-rural equestrian lifestyle is reflected in the design of the project.	All Residential, Single-Family Residential	LU3.1-3.3, LU8.1-8.6, LU9.1-9.5	DCP, LADBS
P20	Granada Hills-Knollwood Trail System. The Plan includes a Trail System map identifying sides of the streets where trails and horse crossings are planned. Projects adjacent to an identified trail shall make improvements to develop and/or connect the trail system, where feasible. By-right projects should be encouraged to adhere to all applicable adopted Community Plan design guidelines and the decision-maker shall adopt conditions that require adherence to such adopted guidelines.	All Residential, Single-Family Residential	LU3.3, LU8.5-8.6	DCP, LADBS
P21	Granada Hills "K" District. The amended Granada Hills Equinekeeping "K" Supplemental Use District includes additional lot conditions to further support equinekeeping lots and the development of trails. Projects located within the "K" District shall comply with minimum lot size standards, distance requirements, and lot conditions. Projects adjacent to an identified trail and located within the "K" District shall also develop and/or improve the trail network, as shown in the Community plan, Figure 4-4, Trail System. See Draft Granada Hills "K" Supplemental Use District.	All Residential, Single-Family Residential	LU3.3, LU8.1, LU8.4-8.6, LU9.1-9.4	DCP, LADBS
P22	Preservation of Equinekeeping "K" Areas. The Plan amends the established Granada Hills Equinekeeping "K" Supplemental Use District and implements zoning and land use designations to preserve these areas.	Single-Family Residential	LU 8.1-8.2, LU9.1	DCP, LADBS
P23	Agricultural Lot and Open Space Preservation. The Plan maintains low density land use designations and zoning in areas along the foothills and near open spaces.	Single-Family Residential	LU7.4, LU8.1-8.2	DCP, LADBS
P24	Legal Non-Conforming Equinekeeping Lot Protection. The Plan recognizes that certain areas within the Equinekeeping "K" Supplemental Use District shall have the right to maintain equinekeeping uses despite not meeting the minimum lot size requirements.	Single-Family Residential	LU8.4	DCP, LADBS
P25	Retention of Equinekeeping "K" District. The Plan proposes to retain the existing Equinekeeping "K" Supplemental Use District in Granada Hills to include areas that currently meet the lot size criteria and maintain equinekeeping uses. The Plan further supports the expansion or creation of new "K" Districts where appropriate and feasible.	Single-Family Residential	LU8.1, LU8.3, LU9.1, LU9.3-9.4	DCP

**TABLE 6.2 IMPLEMENTATION PROGRAMS -
Chapter 3 - Land Use and Urban Design**

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P26	Transitions Adjacent to Equinekeeping Lots. By-right residential projects adjacent to equinekeeping lots should be encouraged to adhere to all applicable adopted Citywide and Community Plan design guidelines and the decision-maker for discretionary projects shall adopt conditions that require adherence to such adopted guidelines.	Single-Family Residential	LU9.2	DCP, LADBS
P27	Notification of Future Residents. Require discretionary projects to notify future residents that animal keeping uses are permitted in adjacent lots.	Single-Family Residential	LU9.5	DCP
P28	Hillside Development. Continue the implementation of the Citywide Hillside Ordinance and implement conformance with any applicable design standards identified in the Citywide Baseline Hillside Ordinance as applicable.	All Residential	LU4.1-4.7	DCP, LADBS
P29	Slope Density. Any development in hillside areas with average natural slopes in excess of 15 percent shall be limited to the minimum density housing category for purposes of enforcing the slope density formula of the LAMC 17.05.	All Residential	LU4.1, LU4.4	DCP, LADBS
P30	Ridgelines. Study and/or adopt a Ridgeline Ordinance that preserves the contours of natural ridgelines will help to implement this policy.	All Residential	LU4.5	DCP
P31	"Green" Building. The Department of Water and Power and other water consumption and energy conservation programs, which provide technical assistance and referral information regarding resources, provide technical assistance and disseminate information and guidelines to residential property owners and developers to encourage energy efficient residential building site and landscape design utilizing resources such as LEED, the California Green Building Code as well as any applicable LAMC Green Building standards and guidelines.	All Residential	LU5.1-5.4	DWP, LADBS
P32	Watershed Management. Require the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible.	All Residential	LU5.2	DCP, LADOT
P33	Preserve Neighborhood Character. The Plan Map identifies parcels where only single-family residential development is permitted; it protects these areas from encroachment by designating them as Low Density Residential (Minimum, Very Low I, Very Low II, Low I, Low II, and Low III).	Single-Family Residential	LU6.1-6.2	DCP, LADBS
P34	Low I, II, and III. The Plan divides the Low Residential (RE9, RS, R1, RD5, and RD6) land use designation into three categories: Low I (RE9, RS), Low II (R1), and Low III (RD6) to help address neighborhood compatibility and maintain existing character.	Single-Family Residential	LU6.1	DCP, LADBS

TABLE 6.2 IMPLEMENTATION PROGRAMS -
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P35	Housing Density. The Plan directs more intensive residential development to neighborhoods designated as Low Medium I (R2, RD3, RD4, RD5), Low Medium II (RD1.5, RD2) and Medium (R3) Residential and mixed-use and transit-oriented neighborhoods.	Single-Family Residential	LU6.1-6.2, LU10.1	DCP, LADBS, HCID
P36	Flag Lots. The Plan discourages precedent setting discretionary actions that allow subdivision of lots into the "flag lot" design.	Single-Family Residential	LU6.4	DCP
P37	Subdivision Tracts, Parcel Maps, and Small Lot Subdivisions. Require all subdivision tracts, parcel maps, and small lot subdivisions to be compatible with surrounding development pattern and overall neighborhood character with respect to density, lot size and width, grading, setbacks, orientation, streetscape, and circulation. The decision-maker for discretionary projects shall adopt conditions that require adherence to adopted Citywide and Community design guidelines.	Single-Family Residential	LU2.2, LU6.3, LU7.1-7.4	DCP
P38	Multiple-Family Residential Areas. The Plan Map identifies specific areas along and near major corridors and transit- and pedestrian-oriented areas where multiple-family residential development is permitted. The Plan protects multiple-family residential development from encroachment by designating these sites as Low Medium I, II, Medium and High Medium Density Residential.	Multiple-family Residential	LU10.1	DCP, LADBS
P39	Auto-Related Uses and Services. The Granada Hills Specific Plan prohibits auto uses within the Specific Plan area.	Neighborhood Commercial	LU17.3	DCP, LADBS
P40	Commercial Compatibility. The Plan brings zones, height districts, land uses into consistency with the use of subject and adjacent properties. Furthermore, the Granada Hills Specific Plan includes standards that establish and refine design and development standards for commercial projects that ensure better neighborhood compatibility by further tailoring the zoning densities and intensities, as well as height limits and uses.	All Commercial, Neighborhood Commercial	LU12.1-12.2, LU13.1-13.5, LU14.1-14.2, LU17.1-17.3, 18.1-18.4, LU19.1	DCP
P41	Safety. The Citywide Design Guidelines include guidelines for pedestrian and other lighting in residential and commercial projects for safety purposes. The Walkability Checklist provides guidance for safely lighting pedestrian paths.	All Commercial	LU14.3	DCP
P42	Commercial Development. By-right commercial projects should be encouraged to adhere to all applicable adopted Citywide and Community Plan design guidelines and the decision-maker for discretionary projects shall adopt conditions that require adherence to such adopted guidelines.	All Commercial, Neighborhood Commercial, Community Commercial	LU13.1-13.4, LU14.1-14.2, LU15.1-15.2, LU16.1-16.4, LU18.2-18.4, LU19.1-19.3, LU20.6-20.9	DCP, LADBS

**TABLE 6.2 IMPLEMENTATION PROGRAMS -
Chapter 3 - Land Use and Urban Design**

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P43	Pedestrian and Bicycle Amenities. The Granada Hills Specific Plan Amendment includes Design Guidelines for bicycle and pedestrian amenities.	All Commercial Areas	LU15.3	DCP, LADBS
P44	Eco-Friendly Design. Provide technical assistance and information to property owners and developers to encourage energy efficient residential and commercial building and landscape design utilizing resources such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification program, the California Green Building Code as well as any applicable City Municipal Code (LAMC) Green Building standards and guidelines.	All Commercial, Industrial	LU16.1-16.4, LU22.1	LADBS, LADWP
P45	Commercial Landscaping Requirements. The Granada Hills Specific Plan and its Design Guide and the Landscaping standards of the LAMC implement this policy.	All Commercial, Neighborhood Commercial	LU13.5, LU14.2, LU15.2, LU16.3-16.4, LU19.2, LU20.7	DCP, LADBS
P46	Industrial Development. By-right commercial projects should be encouraged to adhere to all applicable adopted Citywide and Community Plan design guidelines and the decision-maker for discretionary projects shall adopt conditions that require adherence to such adopted guidelines.	Industrial	LU21.1-21.2, LU22.1	DCP, LADBS
P47	Historic Preservation. The Plan includes a list of sites which have been designated as California State Historic Landmarks and Los Angeles Historic-Cultural Monuments. Through this policy, the Plan supports the continued identification and recommendation of appropriate landmarks for inclusion in the list of designated sites.	Historic, Architectural, and Cultural Resources	LU23.2	DCP
P48	Historic and Neighborhood Character Preservation. The Balboa Highlands HPOZ and the proposed Old Granada Hills Residential Floor Area Ordinance preserve character of single-family residential areas identified as having historic or cultural value.	Historic, Architectural, and Cultural Resources	LU23.1, LU23.5-23.6	DCP
P49	Rehabilitation, Restoration, Reuse. This policy is implemented through administration of the City's Historic Preservation Overlay Zone Ordinance, Cultural Heritage Ordinance and compliance with the Secretary of Interior Standards and Guidelines, and any applicable Citywide, Community Plan, and overlay district guidelines.	Historic, Architectural, and Cultural Resources	LU23.3-23.4	DCP
P50	ZIMAS, Navigate LA. Work with other departments to identify and/or map the Granada Hills-Knollwood Trail System to help implement the development of trails, as funding becomes available.	All Residential, Single-Family Residential	LU3.3, LU8.5-8.6	DCP, BOE

TABLE 6.3 IMPLEMENTATION PROGRAMS -
Chapter 4 - Mobility

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

TABLE 6.3 IMPLEMENTATION PROGRAMS -
Chapter 4 - Mobility

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P61	Safe School Routes. Collaborate with other agencies to implement California Department of Transportation (CALTRANS) "Safe Routes to School" programs.	General Mobility	M3.2	DCP, LADOT
P62	Easements and Right-of-Way for Bicyclists. The Citywide Bicycle Plan part of the Transportation Element, implements this policy.	General Mobility	M3.3-3.4	DCP, LADOT
P63	Easements and Rights-of-Way for Trails. Coordinate with other agencies to designate and develop trails, as indicated on the Trail System Map, Figure 4-4 of the Granada Hills-Knollwood Community Plan, to complement and connect to the Rim of the Valley Trail System.	General Mobility	M3.3-3.4, M6.1-6.4	DCP, LADOT, BOE, RAP
P64	Pedestrian-Oriented Development. The enhancement of established pedestrian orientation is implemented through the Granada Hills Specific Plan and its Design Guidelines, and through the Citywide and Community Plan's design guidelines.	Walking	M4.1, 14.4	DCP, LADBS
P65	Pedestrian Priority Streets. Implement streetscape plans for Pedestrian Priority Streets, as shown on Figure 4-2.	Walking	M4.2	DCP, LADOT
P66	Walkability Checklist. The Walkability Checklist provides guidelines for implementing this policy.	Walking	M4.1, M4.3	DCP, LADOT
P67	Bikeway Connections. The Plan is consistent with the adopted Citywide Bicycle Plan that identifies and implements several classes of bicycle facilities which provide access to nearby transit, recreation and other public facilities.	Bicycling	M5.1	DCP, LADOT
P68	Bicycle Priority Streets. The Plan identifies streets for priority uses, including bicycle, in order to guide and prioritize types of improvements for particular streets.	Bicycling	M5.2, M5.4	DCP, LADOT
P69	Bicycle Amenities. The Plan is consistent with the adopted Citywide Bicycle Plan that identifies and implements several classes of bicycle facilities which provide access to nearby transit, recreation and other public facilities.	Bicycling	M5.3	DCP, LADOT
P70	Trail System. The Plan includes a Trail System map, as shown on Figure 4-4 of the Granada Hills-Knollwood Community Plan, indicating which streets and sides of the street trails and trail amenities should be improved or developed.	Trails	M6.1, M6.4-6.5	DCP, LADBS, BOE, RAP
P71	"K" District. The Equinekeeping "K" Supplemental Use District requires development adjacent to trails, as shown on the Trail System map, Figure 4-4 of the Granada Hills-Knollwood Community Plan, to develop or improve trails.	Trails	M6.1-6.3, M6.6, M6.8	DCP, LADOT

TABLE 6.3 IMPLEMENTATION PROGRAMS -
Chapter 4 - Mobility

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P72	Trail Design. The Plan Design Guidelines for Trails include guidelines for trail design and amenities.	Trails	M6.1-6.3, M6.5-6.6, M6.8	DCP, LADOT
P73	Trail Priority Streets. The Plan identifies streets for priority uses, including trails, in order to guide and prioritize types of improvements for particular streets.	Trails	M6.4	DCP, LADOT
P74	Regional Coordination on Public Land. The Plan includes a Trail System map, Figure 4-4, with connections between neighborhood trails and open space trails, including the Rim of the Valley Trail network.	Trails	M6.7	DCP, LADOT
P75	Scenic Highways. Implement the programs delineated within the Scenic Highways Plan of the City's General Plan with regard to all designated scenic highways within the Granada Hills-Knollwood Community Plan area (also referenced through applicable policies in Chapter 3). Community Plan Design Guidelines provide guidance for grading in hillsides to protect natural topography and viewshed.	Scenic Highways	M7.1-7.2	DCP, LADOT
P76	Transportation Element. The Transportation Element of the City's General Plan identifies scenic highways, as shown on Map E of that Element. Scenic Highways located within the Granada Hills-Knollwood Community Plan Area are as shown in the Community Plan, Figure 4-1.	Scenic Highways	M7.1	DCP, LADOT
P77	Transit Connections to Key Areas. Coordinate with LADOT to initiate a study for possible DASH routes within the community to supplement the Metro bus services in allowing mobility between destinations in Granada Hills-Knollwood, including the Chatsworth Street downtown business core, O'Melveny Park, Petit Park and the library and recreational center, other open space and park areas, and commercial shopping centers.	Public Transit	M8.1	DCP, LADOT, METRO
P78	Coordination. Coordinate with local and regional public transit operations to provide expanded public transit options in corridors with high travel demand, as funding permits.	Public Transit	M8.1	DCP, LADOT, METRO
P79	Metro Buses. Extend the hours of service operations and reduce headways of Metro buses to rail stations, as funding permits.	Public Transit	M8.1	LADOT, METRO
P80	Private Transit. Encourage new major development projects to initiate a shuttle bus program to serve as an alternative transit options to the residents of the community.	Public Transit	M8.3	DCP, LADOT
P81	Transit Access and Amenities. Provide well-designed transit amenities such as shelters, transit information kiosks, advanced fare collection systems, lighting, improved sidewalks, street crossing, and benches near all bus stops on arterial streets, as funding permits.	Public Transit	M9.2	DCP, LADOT, METRO, BSS
P82	Street Enhancements for Buses. Implement traffic signals control systems that optimize flow throughout a network and provide priorities for high capacity bus systems.	Public Transit	M9.3	DCP, LADOT, METRO

TABLE 6.3 IMPLEMENTATION PROGRAMS -
Chapter 4 - Mobility

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P83	Express Bus Focus. Coordinate with public agencies to integrate regional and local transit serving the Granada Hills-Knollwood Community Plan area.	Public Transit	M9.4	DCP, LADOT, METRO
P84	Priorities for Capacity Enhancements. Implement peak-hour parking restrictions and striping for additional lanes where feasible and warranted.	Motorized Vehicles	M10.1	DCP, LADOT
P85	Turning Lanes. Provide right and left turn lanes on arterial streets where warranted.	Motorized Vehicles	M10.1	DCP, LADOT
P86	Coordination. Coordinate with the Bureau of Street Services (BSS) to improve roadway conditions and maintenance repair.	Motorized Vehicles	M10.2	DCP, LADOT
P87	Access Management. Require that new development projects be designed to minimize disturbance to existing vehicle circulation with proper ingress and egress to parking and drop off areas.	Motorized Vehicles	M10.3	LADBS, LADOT
P88	Alley Access. Discourage vacation of alleys in commercial districts.	Motorized Vehicles	M10.4	LADBS, LADOT, DCP
P89	Emergency Access and Evacuation Routes. Require all new development to address emergency access and evacuation routes during site planning.	Motorized Vehicles	M10.6	DCP, LADBS
P90	Coordinated Evacuation Routes. Coordinate with emergency service providers to ensure continued service operations and levels of service.	Motorized Vehicles	M10.6	EMD, LAFD, LADOT
P91	Traffic Mitigations for Development. Enforce overnight parking regulations for commercial, recreational and other non-conforming vehicles in residential neighborhoods.	Motorized Vehicles	M11.2	LADOT
P92	Regional Coordination. Collaborate with other public agencies to improve shuttle services to employment, recreation, and entertainment destinations.	Motorized Vehicles	M12.1	DCP, LADOT, METRO
P93	Alternatives to the Automobile. Coordinate with other agencies that conduct demonstration programs for Local Use Vehicles (LUV) and identify areas where these vehicles can be used to reduce greenhouse gas emissions, air pollution and gasoline consumption. These programs utilize 100% electric, zero emission LUV that are small, short range, and low speed for taking "local" trips around the community.	Motorized Vehicles	M12.3	DCP, LADOT
P94	Electric Vehicles. Coordinate the Los Angeles Department of Water and Power (LADWP) to promote the utilization of electric vehicles and other forms of electric transportation as a means of improving both air quality and economic development.	Motorized Vehicles	M15.2	DCP, LADOT, LADWP

TABLE 6.3 IMPLEMENTATION PROGRAMS -
Chapter 4 - Mobility

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P95	TDM Ordinance. Requirement to develop and submit Transportation Demand Management (TDM) Plans are included in the Citywide TDM Ordinance.	Motorized Vehicles	M12.4	DCP, LADOT
P96	Transportation Management Associations (TMA). Apply for grants to support and expand ride share activities coordinated by TMAs.	Motorized Vehicles	M12.5	DCP, LADOT
P97	Industrial Center Siting. Coordinate with Caltrans to improve direct freeway access to distribution centers and other industrial districts.	Goods Movement	M13.1	DCP, LADOT
P98	On-site Loading. Collaborate with business owners/operators in industrial districts to identify deficiencies in access, loading and parking on existing streets and develop a strategy to address the deficiencies.	Goods Movement	M13.3	DCP, LADOT
P99	Parking Management Districts. This policy is implemented through provisions of the LAMC which allow businesses and property owners to meet parking requirements off-site at centralized garages or shared facilities.	Parking Management	M14.1	DCP, LADOT
P100	Parking. Encourage the business community and property owners to provide public automobile and bicycle parking that is close to destinations for customer needs and use outlying parking in non-residential areas.	Parking Management	M15.1	DCP, LADOT
P101	Shared Parking. Require developers of mixed-use projects to incorporate shared use parking concepts into the project design.	Parking Management	M14.1	DCP, LADBS
P102	Parking Districts. Preferential Parking Districts are implemented through the Los Angeles Department of Transportation (LADOT) and consideration of such districts in areas where excessive abandonment and overnight intrusion of outside vehicles can be verified is strongly encouraged.	Parking Management	M14.1	DCP, LADOT
P103	TDM Plans. Encourage the formation of sustainable Transportation Management Associations to implement TDM Plans.	Parking Management	M12.4	DCP, LADOT
P104	Park Once Strategy. Support the installation of automated parking guidance systems where appropriate, such as Chatsworth Street, in City-owned facilities and encourage their use in privately operated facilities.	Parking Management	M15.1	DCP, LADOT
P105	Priority Parking for Alternative Fuel Vehicles. Require developers to provide priority parking spaces for alternative fuel vehicles for new major development projects.	Parking Management	M15.2	DCP, LADBS
P106	Connection for Electric Vehicles. Work with the Los Angeles Department of Water and Power (LADWP) to develop standards for power service to new development garages and parking areas.	Parking Management	M15.3	DCP, LADOT

TABLE 6.4 IMPLEMENTATION PROGRAMS -
Chapter 5 - Community Facilities, Infrastructure, and Open Space

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

TABLE 6.4 IMPLEMENTATION PROGRAMS -
Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P118	Flexibility of Siting. Encourage new development to site library services in commercial centers, community centers, office buildings, pedestrian oriented areas that is available and accessible to the public.	Libraries	CF3.2	LAPL, DCP, LADBS
P119	Joint Use. Encourage the Los Angeles Public Library (LAPL), Los Angeles Unified School District, and other applicable agencies, to maximize the accessibility of public facilities to neighborhood organizations and community groups for civic use.	Libraries	CF3.3	LAPL, LAUSD
P120	Existing Facilities. The Plan identifies recently developed school sites and corrects any zoning inconsistency through a zone change to Public Facility (PF). This new designation provides more protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.	Schools	CF4.1	DCP
P121	Facility Location. The Plan Map identifies existing and recently developed public facility sites and corrects zoning inconsistencies through zone changes to match the land use designation. The land use designation provides protection to retain and expand school uses.	Schools	CF4.2-4.3	DCP
P122	Streetscape. Encourage the location of new schools in areas where established walkways, bicycle paths, or greenways link the proposed school with the surrounding land uses.	Schools	CF4.3	DCP, LADOT
P123	Compatible School Sites. Design fencing to enable community connections and discourage chain-link fencing around school properties. Develop design criteria to ensure that new schools are sited and designed to complement the existing identity of stable single and multiple-family residential neighborhoods.	Schools	CF4.4	LAUSD, DCP
P124	Joint Use of Facilities with LAUSD. Encourage the Los Angeles Unified School District, Los Angeles Department of Recreation and Parks, and other applicable agencies, to maximize the accessibility of public facilities to neighborhood organizations and community groups for recreation and civic use.	Schools	CF4.5	LAUSD, RAP, LAPL
P125	Joint Use Program with RAP. Continue the long standing Joint Use Program established throughout the LAUSD and RAP.	Schools	CF4.5	LAUSD, RAP
P126	Joint Use/Innovation Fund. This policy is implemented through LAUSD's Joint Use/Innovation Fund.	Schools	CF4.5	LAUSD
P127	Parkland Preservation. The Plan Map designates lands for open space uses, including passive and active recreational parks to be preserved and enhanced.	Parks	CF5.1	DCP, RAP
P128	Open Space Conservation. Maintain all Open Space designations within the Granada Hills-Knollwood CPA and designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.	Parks	CF5.1	DCP, RAP

TABLE 6.4 IMPLEMENTATION PROGRAMS -
Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P129	Site Enhancements. This policy is implemented through carrying out the "needs assessment" strategies of the Department of Recreation and Parks in developing a Citywide Recreation and Parks Master Plan.	Parks	CF5.2	DCP, RAP
P130	Surplus Properties. Coordinate with public agencies to review, evaluate, and acquire surplus property and vacant parcels for publicly owned open space, parks and recreational facilities.	Parks	CF5.3-5.4	DCP, LAUSD, RAP
P131	Coordination. Coordinate with other City departments and public agencies to expand open space and recreational opportunities within the community.	Parks	CF5.3-5.5	DCP, LAUSD, RAP
P132	Location. Maintain flexibility about the park size and facilities to be included in order to take advantage of new opportunities as they arise.	Parks	CF5.7	RAP, DCP
P133	Joint Use. Encourage LAUSD to develop school-specific agreement to enable members of the community to jointly use the facilities for recreational activities.	Parks	CF5.7	LAUSD, DCP
P134	Joint Use Program with RAP. Continue the long standing Joint Use Program established throughout the LAUSD and RAP.	Parks	CF5.7	METRO, DCP
P135	Joint Use/Innovation Fund. This policy is implemented through LAUSD's Joint Use/Innovation Fund.	Parks	CF5.7	DCP
P136	Public Transit. Coordinate with local and regional public transit operators to provide expanded public transit options in corridors with high travel demand, as funding permits.	Parks	CF5.8	RAP, DCP
P137	Private Investment. Seek private sector and Metro funding for shuttle routes connecting Granada Hills-Knollwood neighborhoods to the parks and open space areas within the Community Plan Area.	Parks	CF5.8	DCP, LADOT
P138	Open Space Land Use. The Plan Map designates lands for open space uses, including passive and active recreational parks to be preserved and enhanced.	Open Space	CF6.1-6.2	DCP
P139	Conservation. Maintain all Open Space designations within the Granada Hills-Knollwood CPA and designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.	Open Space	CF6.1-6.2	DCP, RAP
P140	Protection. The Plan brings zones and land uses into consistency with the use of subject and adjacent properties.	Open Space	CF6.2	DCP
P141	Trail Linkages. Implement the Granada Hills-Knollwood Trail System, as shown on Figure 4-4 of the Granada Hills-Knollwood Community Plan through conditioning discretionary approval to ensure connection to open space areas and recreational trails when development is proposed within proximity of a mapped trail.	Open Space	CF6.8	DCP

TABLE 6.4 IMPLEMENTATION PROGRAMS -
Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P142	Greenway Network. Coordinate with non-profits and other appropriate agencies to preserve and enhance greenways and connections to recreational amenities.	Open Space	CF6.9-6.11	DCP, RAP
P143	Non-Recreational Uses of Open Space. The Plan envisions the Sunshine Canyon Landfill site for future use as recreational open space. The Los Angeles Municipal Code regulates potential impacts of oil drilling.	Open Space	CF7.1-7.2	DCP, LADBS
P144	Urban Forest. Collaborate with tree planting groups, non-profits, and local schools to plant trees and increase the urban forest throughout the community.	Urban Forest	CF8.1	DCP, PW
P145	Shade Streets. Develop measures to reduce heat gain from pavement and other hardscaping for new development.	Urban Forest	CF8.5	UF, LADBS, DCP
P146	Local Water Resources Optimization. Ensure compliance with the City's Water Supply Action Plan, as well as the Securing LA's Water Supply Plan and LADWP's Urban Water Management Plan.	Water	CF9.1, CF9.4	LADWP
P147	Conserve Water. Continue to implement existing water conservation measures, including enforcement of the existing Water Efficiency Requirements ordinance. These measures include the use of water-efficient landscaping and irrigation, storm water capture, efficient appliances, the use of recycled water for irrigation, and minimizing the amount of non-roof impervious surfaces around buildings.	Water	CF9.3	LADWP
P148	Wastewater Minimization. Ensure compliance with the Bureau of Sanitation's Wastewater Integrated Resource Plan (IRP).	Wastewater	CF10.1	BOS
P149	On-site Wastewaters Output. The Los Angeles Bureau of Sanitation Biosolids Environmental Management Program recovers residues from its wastewater treatment plants. The Hyperion Treatment Plant is responsible for managing the residues that are produced from the processing of wastewater.	Wastewater	CF10.1	BOS
P150	Recycled Water. The East Valley Water Recycling Project produces high quality, extensively treated recycled water for irrigation and other non-drinking uses for industrial and commercial businesses in the San Fernando Valley.	Wastewater	CF10.2	LADWP, BOS
P151	Waste Reduction. Ensure compliance with ClimateLA which sets the goal of reducing or recycling 70% of waste by 2015.	Solid Waste	CF11.1	DCP
P152	On-Site Recycling. Support the efforts of the Bureau of Sanitation's Multiple-Family Residential Recycling Program for residential buildings of five units or more.	Solid Waste	CF11.2	BOS
P153	Recycled Materials. Ensure compliance with the Citywide Construction and Demolition (C&D) Waste Recycling Ordinance. (Bureau of Sanitation)	Solid Waste	CF11.3	BOS

TABLE 6.4 IMPLEMENTATION PROGRAMS -
Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P154	Interdepartmental Coordination. This policy is addressed through implementation of Bureau of Sanitation's Solid Waste Integrated Resource Plan (IRP).	Solid Waste	CF11.4	BOS
P155	Watershed Revitalization. Ensure compliance with the Water Quality Compliance Master Plan for Urban Runoff (WQCMUR) as administered through the Watershed Protection Division's Stormwater Program.	Stormwater	CF12.1	PW
P156	Groundwater Infiltration. Require the incorporation of bio-retention practices and use of permeable materials for the paving of sidewalks, driveways, and parking areas, where feasible.	Stormwater	CF12.2-12.3	DCP, BOE, BSS, LADBS
P157	Management Practices. Incorporate Best Management Practices in the design of new development to recapture and reclaim stormwater, including but not limited to: permeable pavement, french drains, curb depressions, and catch basins.	Stormwater	CF12.3	DCP, BOE, LADBS, LADOT
P158	Permeable Surfaces. Reduce areas of impermeable surfaces in order to create areas that detain stormwater runoff and allow for groundwater infiltration to recharge the natural underground water table.	Stormwater	CF12.3	PW, DCP
P159	Recycled Water. Recycled water processed at the East Valley Water Recycling Project is diverted from the Sepulveda Basin to the northeast San Fernando Valley for recharge of the underground water table.	Stormwater	CF12.3	LADWP, BOS
P160	Utility Easements. The Plan designates land for various public facility uses, as shown on the Land Use Map.	Energy	CF13.1	DCP
P161	Electrical Facilities. Consult with the LADWP during discretionary review to ensure that energy demands of proposed developments will be met.	Energy	CF13.2	DCP, LADWP
P162	Underground Utilities. The Plan encourages all new development to locate utility equipment to the rear of the site and/or be screened by abundant landscaping in order to enhance the streetscape environment.	Energy	CF13.4	LADWP, DCP
P163	Utility Infrastructure Loan Program. Expand the use of LADWP Utility Infrastructure Loan Program, which assists qualified businesses with short-term, low cost financing options for undergrounding utilities.	Energy	CF13.4	LADWP
P164	Energy Management. Coordinate with the Bureau of Street Lighting to implement the LED Street Lighting Efficiency Program to replace existing street lighting with new LED solid-state fixtures	Street Lighting	CF15.1	BSL
P165	Lighting Integration. Refer to the Design Guidelines for policies and programs regarding special pedestrian lighting in commercial centers and neighborhood districts.	Street Lighting	CF15.2	DCP

LIST OF TERMS

BID

Business Improvement District

BOE

Bureau of Engineering (Public Works)

BOS

Bureau of Sanitation

BSL

Bureau of Street Lighting (Public Works)

BSS

Bureau of Street Services (Public Works)

CALTRANS

State of California Department of Transportation

CARB

California Air Resources Board

CC

City Council

CD

Council District

CDD

Community Development Department

CDO

Community Design Overlay

COC

Chamber of Commerce

CPA

Community Plan Area

CRA/LA

Community Redevelopment Agency/Los Angeles

DCP

Department of City Planning

DPSS

Los Angeles County Department of Social Services

DPW

Department of Public Works

EIR

Environmental Impact Report

EMD

Emergency Management Department

EMS

Emergency Medical Service

HCID

Housing and Community Investment Department

HSA

Hyperion Service Area

HPOZ

Historic Preservation Overlay Zone

GSD

General Services Department

IRP

Integrated Resources Plan

LABS

Los Angeles Bureau of Sanitation

LACFCD

Los Angeles County Flood Control District

LADBS

Los Angeles Department of Building and Safety

LADOT

Los Angeles Department of Transportation

LADWP

Los Angeles Department of Water and Power

LAFCO

Local Agency Formation Commission

LAFD

Los Angeles Fire Department

LAHD

Los Angeles Housing Department

LAMC

Los Angeles Municipal Code

LAPD

Los Angeles Police Department

LAPL

Los Angeles Public Library

LAUSD

Los Angeles Unified School District

LEED

Leadership in Energy and Environmental Design

LID

Low Impact Development

LUV

Local Use Vehicle

MAX

Municipal Area Express

METRO

Los Angeles County Metropolitan Transit Authority

MWD

Metropolitan Water District

NEV

Neighborhood Electric Vehicles

PHEV

Plug in Electric Vehicle

RAP

Department of Recreation and Parks

SAFE

Solvents, Automotives, Flammables, and Electronics

Appendix A List of Terms

SCAG

Southern California
Association of Governments

SRCIP

Solid Resources
Capital Improvement Program

SSMP

Sewer System Management Plan

SURVEYLA

Los Angeles Historic Resources Survey

SWMPP

Los Angeles Solid Waste
Management Policy Plan

TDM

Transportation Demand Management

TISA

Terminal Island Service Area

TIWRP

Terminal Island Water
Reclamation Plant

TMA

Transportation
Management Association

TSM

Traffic System Management

UF

Urban Forestry (Public Works)

VMT

Vehicle Miles of Travel

ZEV

Zero Emission Vehicle

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