

Areas of Change



The Southwest Valley Community Plans will function as a guide for future growth and adaptation in its neighborhoods, providing specific policies and strategies to achieve each community's vision and the broader objectives of the General Plan and state law requirements. Each of the three proposed Community Plans consist of a Plan Policy document, a General Plan Land Use Designation Map, and a Zoning Map to implement those policies. As with other recent Community Plan updates, the Southwest Valley Community Plans will be applying the new Zoning Code, with new zoning tools for each parcel. In many cases, the zoning will generally continue the existing land use permissions and potential building envelope. In some cases, as summarized in this document, there are proposed changes to the land uses permitted and the potential building massing and envelope.

Opportunity Areas

Opportunity areas represent targeted changes that result in greater development potential, through an increase in height, floor area ratio (referred to as FAR), and/or density, from what is allowed today. This strategy is applied to portions of major corridors and surrounding transit-served areas in order to provide increased opportunities for housing and employment.

Land use designations generally being applied to these "Opportunity Areas" are Regional Center, Community Center, and Village and these areas are generally located along the Ventura Boulevard corridor, in Downtown Canoga Park, in the Reseda Central Business District, and adjacent to the Reseda Metro G Line station. For further details, please reference the [interactive draft Zoning Map](#).

Codifying Overlays

There are currently eight planning overlays in the Southwest Valley, four of which will be integrated into the base zoning regulations. These include the Reseda Central Business District, Downtown Canoga, and the Canoga Park Commercial Corridor Community Design Overlays, and the Girard Tract Specific Plan. Design guidelines will be codified into the Form District and Frontage District regulations, restrictions on uses including auto-related activities will be codified in the Use Districts, while additional development regulations will be codified into the Development Standards Districts.

The Van Nuys Airport Plan and its associated Qualifying "Q" Conditions, the Mulholland Scenic Parkway Specific Plan, Valley Circle/Plummer Street Specific Plan, and the Warner Center Specific Plan will remain in effect.

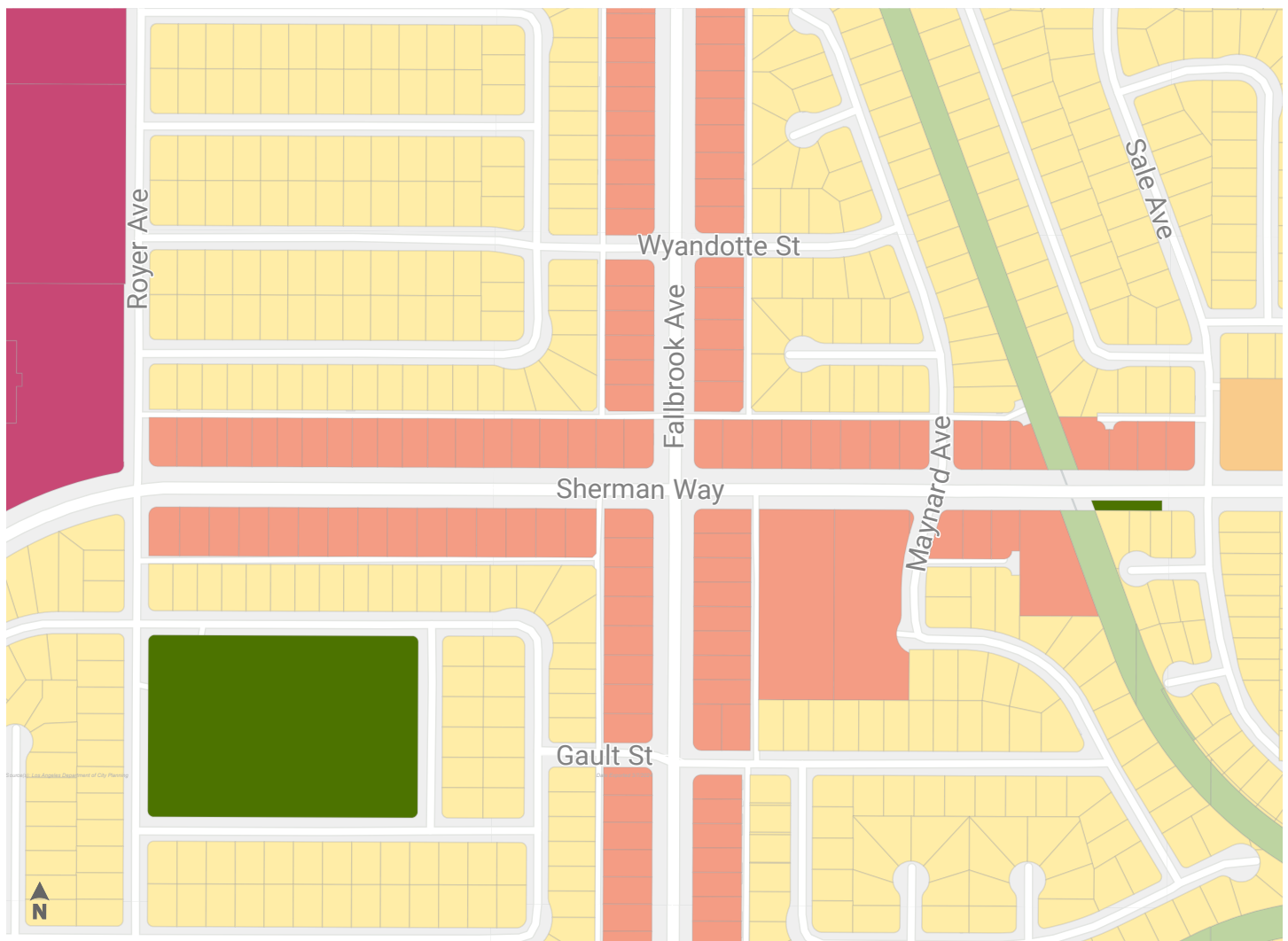
Opportunities for Modest Density Increases

The Southwest Valley has many alley-loaded corridors where the garage entrance is located at the rear of the dwelling, typically off of an alley that runs behind the building. These corridors typically front multiple lanes of travel, and generally have one to two story single-family homes (also referred to as single-dwelling homes), with lots generally ranging from 5,000 to 7,500 square feet. To support the creation of complete neighborhoods where residents can access jobs, schools, and essential amenities within walking or biking distance, the Community Plans are proposing to allow for modest density increases on some of these existing single-dwelling corridors.

This strategy allows major streets that have generous lot and street widths, and which connect multiple neighborhoods, to accommodate missing middle housing. Missing middle housing, also discussed in the [Complete Neighborhoods handout](#), refers to a range of low-scale buildings that contain multiple dwelling units typically in the form of townhomes, small lot homes, complexes, and courtyard buildings.

The missing middle strategy is proposed to be applied within the Low Neighborhood Residential and the Low Medium Residential General Plan Land Use Designations.

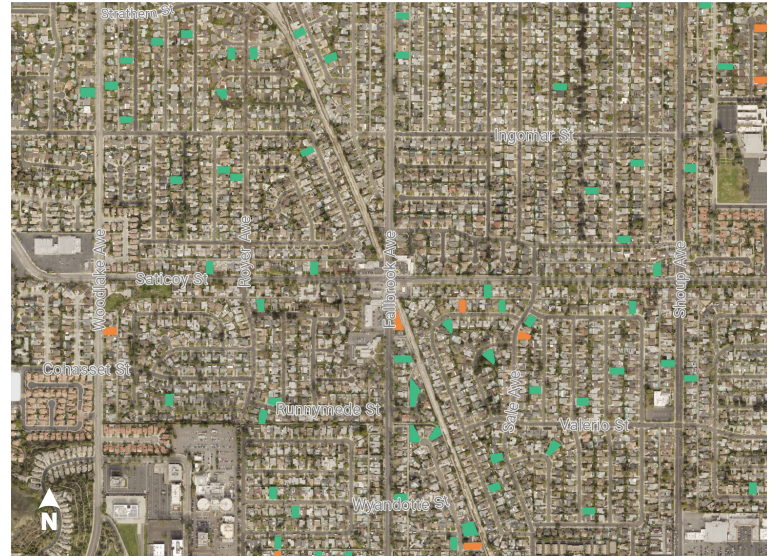
Example: Fallbrook & Sherman Way



- Community Center
- Low Medium Residential
- Open Space
- Low Neighborhood Residential
- Low Residential
- Public Facilities

As also discussed in the [Complete Neighborhoods handout](#), many of these areas have added units in the form of Accessory Dwelling Units (also known as ADUs, guest houses, in-law units, secondary units, and more). Between 2010 and January 2024, over 5,130 ADU applications were submitted across the Southwest Valley, accounting for nearly 15% of all ADU applications citywide. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan had the most ADU applications of any Community Plan citywide, visible in the map below. The missing middle strategy applied through the proposed Low Neighborhood Residential and Low Medium Residential land use designations seek to match existing conditions in these areas, and to meet the demand for this type of housing in the Southwest Valley, as represented by the expansion of ADUs.

Accessory Dwelling Units in Canoga Park



Types of ADUs: ■ Converted ■ Newly Built

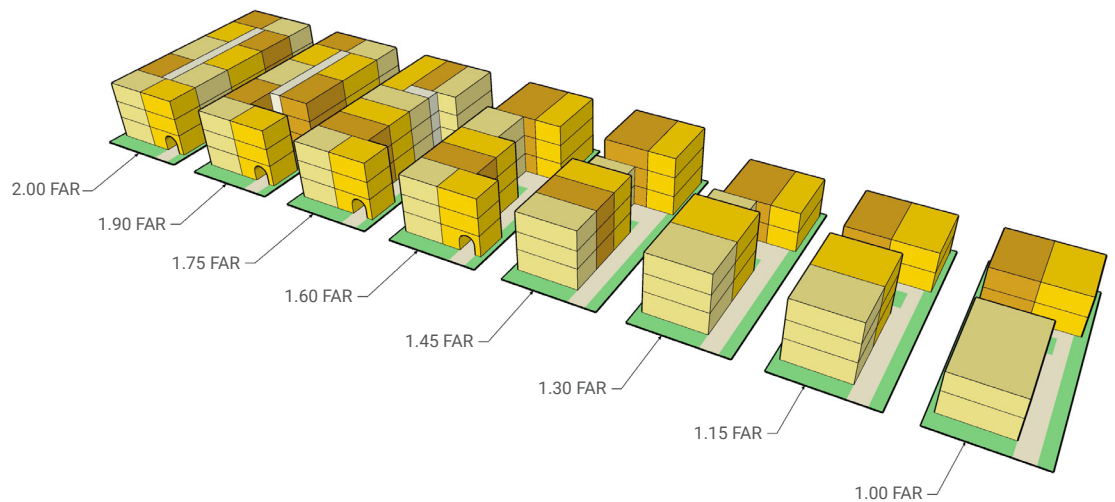
Regulating Building Scale

The Plans propose to regulate the scale of missing middle typologies using a zoning tool that pairs dwelling units with a fixed amount of floor area, and allows buildings up to three stories in height. This sliding scale of floor area and density allows development to range from one unit up to 10 units. It also ensures that regardless of the units being provided, the building remains within a maximum building envelope that can integrate into the existing development pattern.

Missing middle typologies not only offer more units in buildings that integrate into house-scale neighborhoods, but they also offer more housing choices, including opportunities for multi-generational living and homeownership.

Graduated FAR/Density Tool

Number of Units	FAR (max)
1	0.55
2	0.65
3	1.00
4	1.15
5	1.30
6	1.45
7	1.60
8	1.75
9	1.90
10	2.00



Introducing Small Scale Commercial Uses in Residential Neighborhoods

The Community Plans will introduce small scale non-residential uses along strategic corridors to encourage walkable communities where residents are able to more easily access goods and services. This strategy is proposed to be applied through the Low Neighborhood Residential and Medium Neighborhood Residential land use designations, which will remain primarily residential but will allow limited local-serving commercial uses. Proposed permitted commercial uses include cafes, restaurants, small scale retail, and salons. These would be limited to either 1,500 square feet or 3,000 square feet, depending on location, and would have limited hours of operation.

Preservation Strategy for Units subject to the City's Rent Stabilized Ordinance (RSO)

The existing Medium Residential General Plan Land Use (GPLU) designation currently allows for a 3:1 floor area ratio (FAR) and a height of 45 feet. Through the Community Plan Updates, areas currently designated Medium Residential are proposed to be designated Medium Residential and Medium Neighborhood Residential; with a base FAR of 1.5:1 and a bonus FAR of up to 3:1, and a base height of 3 stories and a bonus height of up to 5 stories. Projects would be required to provide a certain percentage of on-site covenanted affordable units to access the bonus FAR and height, and would be required to replace all demolished RSO units on-site. An active space floor area exemption of 500 square feet per every 2,000 square feet of lot area is proposed to allow for institutional or common indoor amenity space on the ground floor in the Medium Residential designation, and this exemption is also available for limited commercial uses in the Medium Neighborhood Residential designation. These non-residential use exemptions are meant to activate the ground floors to create a more pedestrian-oriented development, while also providing services and amenities to residents.

Ventura Boulevard

Ventura Boulevard is a key commercial corridor within the South Valley that spans over 17 miles in length, passing through three community plan areas: Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Encino-Tarzana, and Canoga Park-Winnetka-Woodland Hills-West Hills. The Ventura-Cahuenga Boulevard Corridor Specific Plan has an additional layer of land use regulations for properties that front on Ventura Boulevard as well as parcels on adjacent boulevards, including Topanga Canyon Boulevard and Reseda Boulevard. These regulations address building massing, height, parking, and landscaping for properties within the specific plan boundaries.

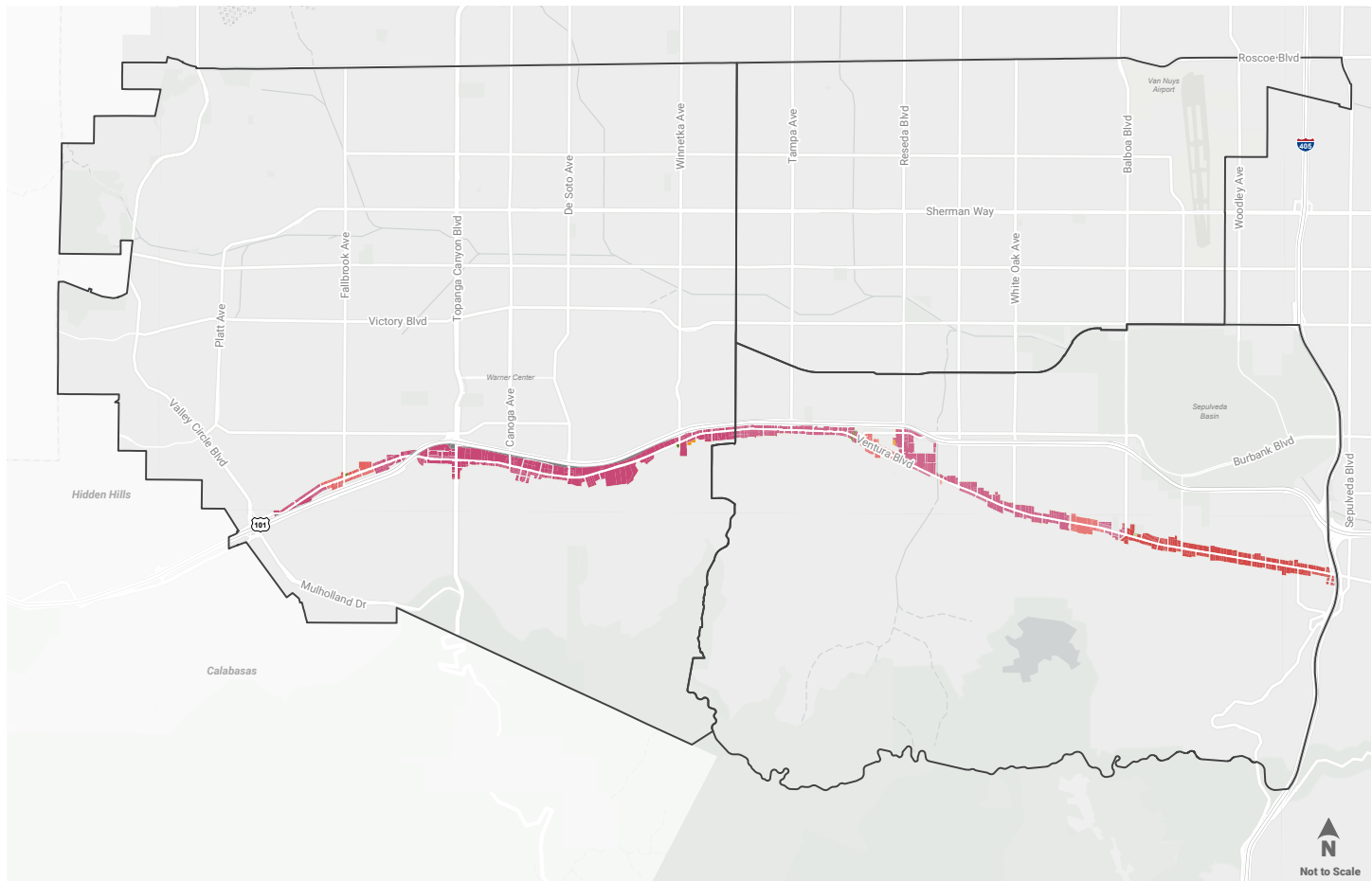
As part of the Southwest Valley Community Plan Updates, the portion of Ventura Boulevard west of the 405 Freeway will be rezoned to accommodate greater levels of development, including housing, which will minimize development pressure on residential neighborhoods. Other proposed regulations will focus on building design standards, active ground-floor uses, and a reduced prominence of parking, which are intended to enhance the vitality of this important corridor. Properties within the specific plan boundaries east of the 405 Freeway and within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area will be **rezoned as part of the Southeast Valley Community Plan Update**. Additionally, the update to the Specific Plan's existing project impact assessment fee will be handled through a different planning work program separate from the Community Plan Updates.

Ventura-Cahuenga Boulevard Corridor Specific Plan Area

	Village Land Use		Community Center Land Use		Regional Land Use	
	Current Zoning (Specific Plan)	Proposed Plan	Current Zoning (Specific Plan)	Proposed Plan	Current Zoning (Specific Plan)	Proposed Plan
Base FAR	1–1.5:1	1.5:1	1–1.5:1	1.5:1	1.5:1	1.5:1
Maximum Bonus FAR	*	3:1	*	3–5:1	*	6:1
Base Height	45 feet	3 Stories	45–75 feet	3 Stories	75 feet	3 Stories
Bonus Height	*	5 Stories	*	5–8 Stories	*	Limited by FAR

* State Density Bonus eligible sites are permitted an additional 3 stories and up to 3.0 FAR

Proposed Land Uses for Ventura Boulevard

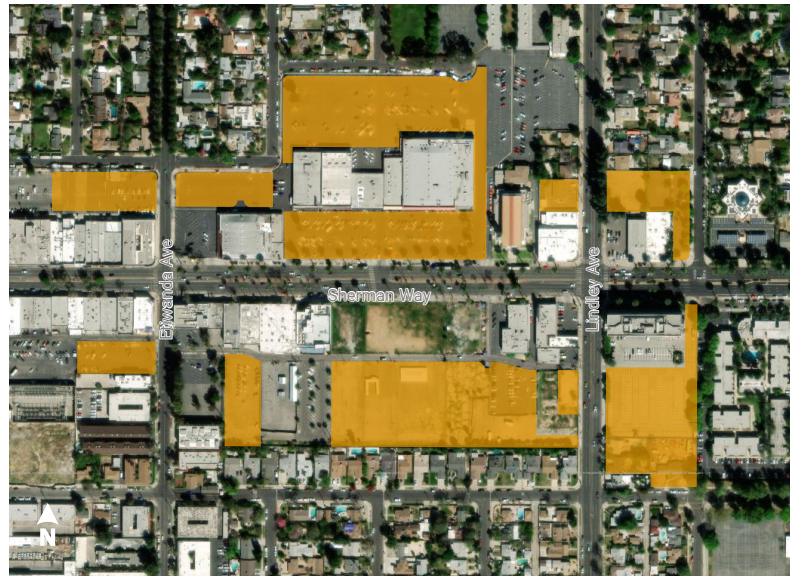


- Regional Center
- Community Center
- Villages
- Medium Residential
- Public Facilities
- Open Space

Removing Automobile Parking (P) Zones

Currently, approximately 6% of land in the Southwest Valley is designated as parking zones (“P Zones”), which only permit parking. These lots will be rezoned to match the standards of adjacent zones in order to increase the areas that can provide housing, jobs, and retail options across the Southwest Valley.

Removing parking zones does not mean removing parking standards. The new zoning code contains parking requirements and parking facilities design standards that allow greater flexibility on how parking is built across the Southwest Valley.



Example: Parking Zones along a Major Corridor | ■ Parking Zones

Boundary Changes

There are two boundary changes proposed as part of the Southwest Valley Community Plans. In order to contain the Van Nuys Airport within one Plan area, the Reseda-West Van Nuys-Lake Balboa plan area will be extended to Napa Street between Hayvenhurst Avenue and Gothic Avenue. In order to consistently guide land use and policy in residential areas surrounding the Van Nuys Airport, and in consideration of the 405 Freeway as an infrastructural boundary, the Reseda-West Van Nuys-Lake Balboa Plan Area will extend east to the 405 Freeway between the Southern Pacific Railroad right-of-way and Victory Boulevard.