

LOS ANGELES CITY PLANNING COMMISSION

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DETERMINATION OF THE CITY PLANNING COMMISSION

Date: **August 20, 2002**

Council District No. 2

City Council
Room 395, City Hall
Los Angeles, California

Plan: Sunland-Tujunga-Lake View Terrace-
Shadow Hills-East La Tuna Canyon and
Sun Valley-La Tuna Canyon

CITY PLAN CASE NO. 2000-1357-SP

At its meeting of July 25, 2002, following a public hearing, the City Planning Commission concurred in the recommendation of the Planning Department, as amended, and:

APPROVED the proposed San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan.

ADOPTED the attached Findings.

APPROVED AND RECOMMENDED that the **City Council adopt** the proposed San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan.

APPROVED AND RECOMMENDED that the **City Council adopt** the proposed Negative Declaration No. ND-2000-2037-SP

APPROVED amending Section 5 A 1 of the plan to make the effective date of the proposed Ordinance, the date of the Commission action, July 25, 2002.

APPROVED amending Section 6 B (Ridgeline Protection Areas - Not Visible from a Scenic Highway) and Section 6 B 2 per Whitebird Inc. Counsel memo, as presented to the Commission.

APPROVED amending Section 7 C (Access/Circulation) per. Whitebird, Inc. Counsel memo presented to the City Planning Commission.

INSTRUCTED the Planning Department to:

1. Study the possibility of prohibiting the top of any structure from being higher than the lowest point of the 50-foot protection area, without inhibiting property rights.
2. Study whether the gaps in the Prominent Ridgeline Protection Areas located near Verdugo Crestline could be closed, by adding additional Protection Areas (north side only).

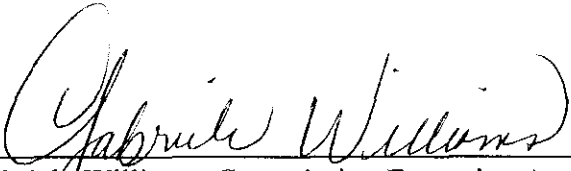
3. Add language to the Scenic Highway Corridors Viewshed Protection provisions regarding deep parcels that have only a portion within the designated 500 foot Scenic Highway Corridor. Specifically, setting a limit (of two hundred, 200 linear feet) on the amount of parcel (beyond the 500 foot Scenic Highway Corridor that shall be subject to the Scenic Highway Corridors Viewshed Protection provisions.
4. Consider adding additional "Unofficial Trails" in Lake View Terrace that were proposed by the community, if sufficient data was presented and it was appropriate.

INSTRUCTED the Planning Department to: to prepare the necessary ordinance and accompanying maps.

This action was taken by the following vote:

Moved: Menzer
Seconded: Weil
Ayes: Brown, Chang, Klein, Lopez, McCallum, Scott
Absent: Dominguez

Vote: 8-0



Gabriele Williams, Commission Executive Assistant II
City Planning Commission

Attachments: Findings, Draft Ordinance

cc: Jeri Burge, Deputy City Attorney

1. Charter Findings

a. City Charter Section 556

Pursuant to Section 556 of the City Charter, the proposed Specific Plan is in substantial conformance with the purposes, intent, and provisions of the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan (originally adopted by the City Council on May 14, 1984 and amended by the City Council on November 18, 1997 under the Community Plan Update program, CPC Case No. 95-0358 CPU), and the Sun Valley-La Tuna Canyon Community Plan (adopted by the City Council on September 23, 1977 and most recently amended on August 13, 1999, CPC Case No. 97-0046 CPU). Both community plans identify the following land use policies and objectives:

(i) Residential

Limiting residential density and minimizing grading in hillside areas is a mutual objective of both the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon and the Sun Valley-La Tuna Canyon Community Plans. Policies addressing this objective include, considering the steepness of the topography and the suitability of the geology in any proposal for development within the plan area, and requiring that grading be minimized to reduce the effects on environmentally sensitive areas.

On February 20, 1989, the Sunland-Tujunga Lake View Terrace Shadow Hills East La Tuna Canyon Community Plan was amended pursuant to AB 283 (Public Facilities and Open Space/Clean-Up Ordinances) in order to achieve consistency between the Plan's Land use designations and zoning.

On July, 10, 1991, the Los Angeles City Council adopted plan amendments and zone changes related to regulation and limitation of development in hillside areas having an average natural slope of 15% or greater. The hillside areas that were designated for Minimum Density Housing totaled 6,660 acres. The re-designation to Minimum Density made the properties subject to the provisions of the Slope Density Ordinance which provides a formula to calculate the density of development relative to the percentage of slope on the site. This action was taken to protect the natural character of the picturesque mountainous areas, to provide a safe environment and to enhance the quality of life in the northeast San Fernando Valley. The regulations are directed toward minimizing the problems with soil erosion, slope instability, excessive grading scarring of the hillsides, inadequate

infrastructure, limited accessibility on substandard streets, and a lack of public facilities and services.

(ii) "K" Equine-keeping Districts.

Promoting and protecting the existing rural single-family equine oriented neighborhoods in RA zoned areas and within equine "K" Districts, in addition to insuring the compatibility between equestrian and other uses found in the RA zone, are common objectives of the Sunland -Tujunga Lake View Terrace-Shadow Hills-East La Tuna Canyon and the Sun Valley-La Tuna Canyon Community Plans. Additionally, the Sunland -Tujunga Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan seeks to protect single-family equestrian oriented neighborhoods and horse keeping districts from encroachment by higher density residential and other incompatible uses) and expand existing horse keeping districts where appropriate and feasible. Common policies that advance these objectives include: designating existing and proposed equestrian trails on the plan map as the community's backbone trail system and considering the inclusion of equestrian trails on unimproved roads when they are located in RA zoned areas that are developed in an equestrian oriented manner.

The Specific Plan would implement these policies by establishing minimum "K" Equinekeeping District standards. These new standards would apply to all new subdivisions on sites located within all existing and future "K" Equinekeeping Supplemental Use Districts located within the Specific Plan boundaries. These provisions insure adequate accommodation and protection of horsekeeping in the Plan area consistent with the objectives of the Community Plan while fulfilling the Specific Plan goals.

(iii) Open Space.

Policies promoting preservation of existing open space resources (and where possible developing new open space resources) are advanced by both plans. The objectives include: protecting significant environmental resources from environmental hazard, and preserving as much of remaining undeveloped hillside land, as feasible, for open space and recreational uses.

(iv) Scenic Highways.

The Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon

Community Plan and the Transportation Element of the General Plan designate numerous scenic highways in the area. These scenic highways, which include La Tuna Canyon Road, Wentworth Street, Big Tujunga Canyon Road, Sunland Boulevard, and the Foothill Freeway, offer views of the San Gabriel and the Verdugo Mountains, horse ranches, and the Tujunga Wash. As policy, the Community Plan promotes the preservation and protection of these scenic resources by encouraging decision-makers to consider height restrictions, landscaping buffers and treatments, and sign controls when discretionary approvals are granted to buildings and structures located adjacent to or near these highways.

Further, the Community Plan lists the following issues to be addressed by scenic corridor plans:

- ▶ Roadway design.
- ▶ Location and development of view sites and recreational areas.
- ▶ Controls on use and intensity of use of lands within and/or adjacent to Scenic Corridors.
- ▶ Prohibition and/or control of signs and billboards.
- ▶ Location of other necessary public facilities.

(v) Non-motorized Transportation.

An objective of the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan is to provide for the maintenance, linkage and development of equestrian trails for recreational use. Policies furthering this objective include:

- ▶ Designating existing and proposed equestrian trails on the Community Plan Map as the community's backbone trail system to connect equestrian areas together to form a major trails system.
- ▶ Considering existing unimproved roads for future equestrian trail inclusion when they are located in "K" Districts and in "RA" zoned areas that are developed in an equestrian oriented manner.
- ▶ Encouraging the development of equestrian trails through residential areas appropriate for horsekeeping.
- ▶ Protecting existing trails from encroachment by incompatible land uses

b. City Charter Section 558

Pursuant to Section 558 of the City Charter, the proposed San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan is in conformity with public necessity, convenience, general welfare, and good zoning practice. The Plan is consistent with the Transportation Element of the General Plan (adopted September 1999) which designates Scenic Highways in the City of Los Angeles. Scenic Highways are roadways which merit special controls for protection and enhancement of scenic resources. The Plan implements the goals of the General Plan by designating scenic highways which merit special consideration for protection and enhancement of scenic resources. The Plan designates Foothill Boulevard (from Wentworth Street to Osborne Street) a Scenic Highway. Foothill Boulevard offers some of the most scenic views in the City, including: views of the Tujunga Wash (a natural watershed of the National Forest); views of the foothills of the San Gabriel Mountains; and views of horse ranches in Lake View Terrace. The Plan provides for the protection and enhancement of views of scenic resources along or visible from designated scenic highways by establishing "Scenic Highway Corridors Viewshed" protection measures pertaining to building height, landscaping, development standards (including signage), and improvements to the public right-of-way.

The Plan is consistent with the Objectives of the Conservation Element, adopted September 26, 2001, which addresses natural and other open space resources in the City, specifically the retention of the remaining agricultural features of the City as part of the City's heritage and economy. Section 10 C of the Plan re-establishes the right of property owners (within the Specific Plan boundaries) to keep domestic livestock in association with residential uses on RE40 lots. Section 10 D of the plan establishes provisions to protect non-conforming equine uses. One of the unique features of Los Angeles are its equine areas, large portions of which are located within the Plan boundaries. The Conservation Element, as policy, supports: the establishment of new equine uses and K districts; the protection of existing areas from encroachment; the establishment of standards and procedures for a comprehensive equine trail system; and the expansion and maintenance of trail linkages.

The Plan is consistent with these Objectives of the Conservation Element by establishing minimum standards for all new subdivisions in existing and future Equine Keeping Districts within the Plan boundaries. The Plan's "K" Equinekeeping District standards establish minimum lot sizes for new subdivisions, require the provision of a minimum two-thousand (2,000) square foot equine pad area (for each lot), require the provision of a minimum area for equine trailer parking purposes, and provides for the provision of an Equestrian Trail System.

More than one-hundred-eighty (180) plant and animal species are listed by the

Environmental Affairs Department. Without the protection of habitats suitable for species propagation, entire species of native plants and animals gradually will decline or become extinct. An objective of the Conservation Element is to protect and promote the restoration, to the greatest extent practical, of sensitive plant and animal species and their habitats. The Plan is consistent with this objective of the Conservation Element in that it establishes a regulation prohibiting the use of several invasive plant species. Another Objective of the Conservation Element is the protection and reinforcement of natural and scenic vistas as irreplaceable resources for the aesthetic enjoyment of present and future generations. The Plan establishes provisions addressing the preservation of designated Prominent Ridgelines.

2. Fish and Game Code

In accordance with the State of California Government Code, the Specific Plan will not have an individual or cumulative adverse effect on fish and/or wildlife resources as defined by Fish and Game Code Section 711.2 as noted in proposed Negative Declaration No. 2000-2037.

3. California Environmental Quality Act

The proposed Negative Declaration No. 2000-2037, prepared by the City of Los Angeles Planning Department, was published on May 18, 2000 as the environmental clearance for the proposed Specific Plan. The guidelines and regulatory mechanisms identified in the Plan would not result in significant adverse impacts on the environment. If adopted, the Plan provisions would effect measures to preclude or minimize physical changes potentially generated by future development within the Plan boundaries (e.g., measures related to development, signage, landscaping, and preservation of designated Prominent Ridgelines).

4. Specific Plan Findings

Section 1 of the Plan establishes the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan area, which is located in the Northeast San Fernando Valley, in the City of Los Angeles. The plan area is generally bounded by the Angeles National Forest to the north, the City of Burbank to the south, the cities of Glendale and La Crescenta to the east, and Glenoaks Boulevard (City of Los Angeles) on the west. The project area covers much of the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan area, and the area of the Sun Valley-La Tuna Canyon Community Plan area, that lies east of

Gleanoaks Boulevard. The factors that were considered in determining the Plan boundary include: the Mountain Fire District Boundary; the Foothill Boulevard Corridor Specific Plan Boundary; The Angeles National Forest Boundary; the Council District two (2) area boundary; existing zoning (specifically the presence of an equine keeping district overlay); whether the property would be subject to the Slope Density Ordinance; and whether the property could be subdivided further.

The Specific Plan Boundary was further revised to remove areas that are by definition Exempt from the Plan. These areas, developed with single-family homes, if left in the Plan Boundaries, would require an "Exemption" sign-off from the Department of City Planning, each time a building permit is needed.

Scenic Highways are roadways which merit special controls for protection and enhancement of scenic resources. Scenic Highways in the City of Los Angeles are designated by the Transportation Element of the General Plan (adopted September 1999). Section 1 A 2 lists the five (5) Scenic Highways, designated by both the Transportation Element and the Sunland-Tujunga-Lake View Terrace- Shadow Hills-East La Tuna Canyon Community Plan cover by the Plan, and designates Foothill Boulevard (from Wentworth Street to Osborne Street) as the sixth (6) Scenic Highway covered by the Plan.

Section 1 A 3 of the Plan establishes the Scenic Highway Corridors as the area(s) extending five-hundred (500) feet on each side (measured from the centerline of the roadway) of each of the Scenic Highways listed below.

1. Big Tujunga Canyon Road (Oro Vista Avenue to City Limits)
2. Foothill (210) Freeway (Osborne Street to City Limits)
3. La Tuna Canyon Road (Sunland Boulevard to City Limits)
4. Sunland Boulevard (La Tuna Canyon Road to Foothill (210) Freeway)
5. Wentworth Street (Foothill Boulevard to Sheldon Street);
6. Foothill Boulevard (Wentworth Street to Osborne Street)

Properties within these Corridors are regulated by the Scenic Highway Corridors Viewshed Protection measures (Section 9) of the Plan which establish new standards for site design, landscaping (including parking lot landscaping), and signage.

Section 4 establishes definitions that are particular to the context of the Specific Plan. The definitions of a Project, Prominent Ridgeline, and Prominent Ridgeline Protection Area are critical to the foundation and overall intent of the Plan. Projects covered by the Plan can be divided into three (3) general categories, Projects located within designated Scenic Highway Corridors, projects located within Equinekeeping Districts, or projects located on a lot where a Prominent Ridgeline

Protection Area or a portion of a Prominent Ridgeline Protection Area is shown on Map No. 2. To facilitate Plan administration, two (2) separate definitions for a project were created: Project (General) and Project (Scenic Highway Corridors).

Designated Prominent Ridgeline(s) are shown on Map No. 2 of this Specific Plan (or a Subregion map of the same prepared by the Planning Department¹) and are identified by a line connecting the series of elevation points running through the center of the long axis of the ridge. Designated Prominent Ridgelines: are visible from the right-of-way (R-O-W) (including equestrian trails and/or sidewalks) any one of the Scenic Highways listed in Section 1 A 2, a-f, either define a region or are unique and visually prominent features of a neighborhood as seen from the Right-of-Way (including equestrian trails and/or sidewalks) of any one of the Scenic Highways listed in Section 1 A 2, a-f, and have significant aesthetic quality as a scenic resource.

Prominent Ridge-line Protection Area(s) are defined as the area(s) located within fifty (50) vertical feet from any point located along the crest of a Prominent Ridge-line designated and shown on Map No. 2 of the Plan. Fifty (50) vertical feet was chosen as the protection area to ensure that no part of a building or structure (including roof structures) projects over the crest of a Prominent Ridge-line. Height District No. 1 is the predominant Height District within the Plan boundaries. Height District No. 1 allows for buildings and/or structures up to forty-five (45) feet in height (LAMC Section 12.21.1), and allows roof structures to exceed the maximum height by up to five (5) feet (LAMC 12.21 B 3), for a total combined "potential" height of fifty (50) feet.

Section 5 A of the Plan establishes Plan exemptions. Section 5 A 1 Of the Plan was amended by the City Planning Commission action of July 25, 2002. Specifically, the effective date of the Plan was changed to the date of their action, July 25, 2002. This change provides further protection to the Plan area, which is under increased development pressure, by making the effective date of the ordinance retroactive to the date of the City Planning Commission action.

Section 6 B of the Plan establishes an exception for Prominent Ridge-line Protection Areas which are not visible from the right-of-way of any one of the Scenic Highways listed in Section 1 A 2, a-f. One of the major purposes of the Plan is to protect designated Prominent Ridgelines. However, in some instances, not all of a designated Prominent Ridgeline Protection area will be visible from the Right of

¹ The Planning Department may prepare one or more Subregion Maps showing the designated Prominent Ridgelines on Map No. 2 of this Specific Plan. Subregion Maps are intended to provide larger-scale versions of Map No. 2. Designated Prominent Ridgelines on any Subregion Map shall be consistent with the applicable Designated Prominent Ridgelines on map no. 2, as adopted by City Council.

Way of any one of the Scenic Highways listed in Section 1 A 2, a-f. To address these instances, this section establishes that the development of single-family dwellings, an addition to an existing single-family dwelling, an addition to an existing structure, or the development of new single family dwelling units pursuant to a Parcel or Tract Map, may be allowed to encroach into such Prominent Ridgeline Protection Area or a portion thereof if the following findings are made by either the Director of Planning (as part of any Project Permit Compliance Review) or by the Advisory Agency (as part of any subdivision action). This section was amended, to clarify that no grading or berming shall occur that would alter the elevation of the crest of the Prominent Ridgeline(s) on the site, when viewed from any of the Scenic Highways listed in Section 1 A 2 a-f, as part of the City Planning Commission action.

Section 6 C of the Plan establishes an exception for properties on which the entire Ridge-line Protection Areas is visible from the right-of-way (including equestrian trails and/or sidewalks) of any one of the Scenic Highways listed in Section 1 A 2, a-f. These properties would not qualify for an exception as outlined in Section 6 C 1. To prevent misuse of this Section, it's use shall be limited to lots lawfully existing prior to the effective date of the Plan.

The communities of Sunland, Tujunga, Shadow Hills, Lake View Terrace, and Sun Valley are defined by natural features which include ridgelines and landforms. Ridgelines of the San Gabriel Mountains provide the setting for the communities of Lake View Terrace and Sunland. Shadow Hills is framed by the Tujunga Wash and the foothills of the Verdugo Mountains, and the communities of Sun Valley and East La Tuna Canyon are defined by the Verdugo Mountains. Section 7 A 1 establishes provisions intended to address the preservation of designated Prominent Ridgelines in these areas. The Section establishes that no new buildings, structures, or additions to the same, shall be allowed within Prominent Ridgeline Protection Area(s), except as outlined in Sections 6 B and 6 C. Section 7 A 2 further addresses the preservation of designated Prominent Ridgelines by prohibiting grading or removal of native vegetation within Prominent Ridgeline Protection Area(s), except as necessary to meet fire safety and brush clearance requirements, to develop recreational trails, or for landscaping associated with residential lots.

Map No. 2 is intended to show the general extent and location of Prominent Ridgeline Protection Area(s) covered by the Plan. Due to the large area covered by the Plan and that topographic information was derived from U.S.G.S. Data (not from individual property surveys), Section 7 A 3 was established to allow the Director or the Advisory Agency the right of final determination of the extent of any Prominent Ridgeline Protection Area on a case by case basis. Prominent Ridgeline Protection Area(s) shall be determined using Topographic survey(s) provided by the applicant, as part of any Subdivision action or Project Permit Compliance

Review. Prominent Ridgelines included in any determination shall be consistent with the applicable Designated Prominent Ridgelines on map no. 2, as adopted by City Council.

Section 7 B was established to address instances where the restrictions of Section 7A Prominent Ridgeline Protection necessitate preserving a portion of a parcel in an undeveloped state. The portion of the total allowable number of Dwelling Units (per LAMC Section 17.05) that otherwise would be allowed in the Prominent Ridgeline Protection areas on the site shall be clustered onto other portions of the site. The Section also clarifies that no increase in the maximum number of dwelling units beyond what is allowed shall be permitted. Section 7 B of the Plan also establishes that the Advisory Agency, may allow encroachments into Ridgeline Protection Area(s) not visible from the right-of-way (including equestrian trails and/or sidewalks) of any one of the Scenic Highways, subject to Plan findings. This section also establishes that encroachments into Ridgeline Protection Areas, that are in areas with Average Natural Slope (as defined in LAMC Section 17.02) of .5 (50%) or greater, be limited to actual built densities of .05 dwelling units per acre. Currently, when the Average Natural Slope on a property exceeds .5 (50%), a Density of .05 Dwelling Units (D.U.) per acre is allowed. Further, it is generally assumed that the total allowable densities will be clustered onto the flatter areas of the parcel, but this is not a requirement of the Code. Section 7C was established to address instances where the restrictions of Section 7A Prominent Ridgeline Protection would substantially restrict access to a portion of a Site, or create a land-locked Site. This Sections provides that a Street or Private Street and related improvements shall be allowed to cross a Prominent Ridgeline Protection Area in accordance with the applicable regulations in the LAMC, and Plan findings.

Section 8 A establishes measures intended to protect Oak trees (which measure eight (8) inches or more in diameter) in the Plan area on lot of 20,000 square feet or larger. Oak Trees on lots larger than one acre will still be regulated by LAMC Section 46.00 (Oak Tree Regulations), which prohibit the removal or relocation of Valley Oaks (*Quercus lobata*), California Live Oak (*Quercus agrifolia*), and other oaks indigenous to California whose trunk diameter measures eight (8) inches or more on lots larger than one acre in size.

Section 8 B of the Plan protects Native Plant Communities by prohibiting the use of several plant (species) that have been identified as being invasive. The Northeast Valley Master Environmental Assessment (MEA) identifies large portions of the Plan area as a one of the few remaining subregions within the City with natural habitat areas. These natural habitat areas, located within the foothills of the San Gabriel Mountains, the areas of undeveloped land in the Verdugo Mountains, and the alluvial washes and fans of the Tujunga Wash, contain unique habitats for both vegetation and wildlife. The Big Tujunga Wash and the northern portion of the

Verdugo Mountains were designated (by the Los Angeles County Board of Supervisors) in 1970 as Significant Ecological Areas. A Significant Ecological Area is defined as a natural resource which remains relatively undisturbed and provides habitat which is unique to the area, or has become unique as a result of urbanization.

Section 9 A 1 of the Plan establishes a maximum height of thirty (30) feet for any new buildings or structures or additions to existing buildings or structures located within a Scenic Highway Corridor. This provision is intended to protect the views from the Plan's Scenic Highways from the intrusion of excessively tall buildings and structures (the "canyon effect"). This Section was amended by the City Planning Commission as part of their action on July 25, 2002. Specifically, text was added to clarify the application of the section on lots deeper than five-hundred (500) feet. On sites where the depth of the lot (as measured from the applicable Scenic Highway) is greater than 500 linear feet, this provision shall apply to the portion of the lot located within the Scenic Highway Corridor (as defined in Section 4 of the Plan), in addition to the area two-hundred linear feet from the Scenic Highway Corridor. Section 9 A 2 is intended to minimize the visual impact of projects on the view from the Scenic Highways, by requiring landscaping. Section 9 B of the Plan establishes new development standards for all new commercial and industrial projects located within designated Scenic Highway Corridors. These new standards are intended to improve the overall appearance of developments within Scenic Highway Corridors. Section 9 C establishes additional sign regulations to protect Scenic Highways (from the visual blight caused by excessive signage), and to prohibit new signs that may block or hinder scenic views.

The Plan area is one of the few remaining areas within the City where residents may keep horses in association with residential lots. A major component of the Plan is the preservation of the equestrian way of life. With development pressure in the plan area increasing, the need to create standards that ensure the preservation of the ability of residents of these areas to keep and enjoy horses has never been greater. Section 10 A is intended to recognize and address the trend toward larger homes (with larger building footprints) and the difficulty of providing equine pad and stable areas on lots with steep topography. To facilitate and preserve horsekeeping in the Plan area new minimum lot sizes have been established, in addition to minimum requirement for equine pad and stable areas.

Plan Map Nos. 3 and 4 and Section 10 B of the Plan define a comprehensive equestrian trail system for both official and un-official trails within the Plan boundaries. The Official Equestrian Trail System Map (Map No. 3 of this Specific Plan) identifies the required trail system. Required trails may be located along existing unimproved roadways (at the time of their improvement), may occupy a part of a streets' right-of-way (being substituted for sidewalks along one side of the

roadway), or be obtained as part of the discretionary approval process. The Official Equestrian Trail System Map also shows two (2) trails located on property which is part of the Los Angeles County Flood Control District. These potential trails follow the La Tuna Canyon Lateral and the Hanson Heights Channel, offering a link from the East La Tuna Canyon area to trails located in Shadow Hills, and other parts of the community. Map No. 4 of the Plan identifies the Unofficial Equestrian Trail System. Unofficial Equestrian Trails are areas on private property where, currently, the equestrian community rides. The Unofficial Equestrian Trail System Map is intended to serve as a guide for the Advisory Agency. It is not the intention of this Plan to show the precise location of an equine trail on a particular Site.

Section 10 C is intended to re-establish the rights of property owners with RE40 zoned lots those uses defined under LAMC Section 12.07.01A; and, the keeping of equines, bovines, goats or other domestic livestock (other than swine), poultry, fowl, rabbits, chinchillas, and other small animals, provided that these activities are expressly in compliance with LAMC 12.07A(7)(a)(b).

“K” Equinekeeping Districts are intended to foster the keeping and maintenance of equines with the City. However, development pressures are slowly pushing equines uses out. Currently, the LAMC (by allowing development within the legal required distance between an equine use and the residential building on an adjacent lot) can push a legally established equine use into non-conformance. Once the equine use becomes “non-conforming,” the use (the ability to keep horses on a residential lot in a Equinekeeping District) can be lost entirely, if during a successive three (3) year period, no equine is licensed on the subject lot. Section 10 D of the Plan proposes to protect these “non-conforming” equine uses by removing the provision that states that the use should be discontinued if during a successive three (3) year period, no equine is licenced by the Department of Animal Regulation. Additionally, the Plan will allow for property owners who have lost their non-conforming rights to re-establish their non-conforming status.

5. Based upon the above findings, the proposed San Gabriel/Verdugo Mountain Scenic Preservation Specific Plan, its maps, and attachments are deemed consistent with the public necessity, convenience, general welfare, and good zoning practice.

July 25, 2002

**SAN GABRIEL/VERDUGO MOUNTAINS
SCENIC PRESERVATION SPECIFIC PLAN**

~~(With Amendments per the City Planning Commission Determination)~~

**PROPOSED
SAN GABRIEL/VERDUGO MOUNTAINS
SCENIC PRESERVATION SPECIFIC PLAN**

- Section 1. Establishment of the Specific Plan**
- Section 2. Purposes**
- Section 3. Relationship to Provisions of the Los Angeles Municipal Code**
- Section 4. Definitions**
- Section 5. Exemptions**
- Section 6. Project Permit Compliance**
- Section 7. Prominent Ridgeline Protection**
 - A. Prohibitions**
 - B. Transfer of Density**
 - C. Access/Circulation**
 - D. Utilities**
- Section 8. Biological Resource Protection**
 - A. Oak Trees**
 - B. Prohibited Plant Materials**
- Section 9. Scenic Highway Corridors Viewshed Protection**
 - A. General Provisions**
 - B. Development Standards**
 - C. Improvements to City-owned Public Rights-of-Way**
- Section 10. Equinekeeping District Standards, Equestrian Trails, and Domestic Livestock.**
 - A. Equinekeeping District Standards**
 - B. Equestrian Trails**
 - C. Domestic Livestock**
 - D. Non-conforming Equine uses in “K” Equinekeeping Districts**
- Section 11. Severability**

Attachments

- Map 1 Specific Plan Area
- Map 2 Prominent Ridgeline Protection Areas (Public and Privately-Owned Lands)
- Map 3 Official Equestrian Trails
- Map 4 Unofficial Equestrian Trails

ORDINANCE NO. _____

An ordinance establishing a specific plan, to be known as the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan, for portions of the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon and Sun Valley-La Tuna Canyon Community Plan areas.

Section 1. ESTABLISHMENT OF THE SPECIFIC PLAN

- A. The City Council hereby establishes the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan applicable to:
1. That area of the City of Los Angeles shown within the heavy solid lines on Map No. 1 of this Specific Plan;
 2. The following six (6) Scenic Highways located within the Specific Plan area.
 - a. Big Tujunga Canyon Road (Oro Vista Avenue to City Limits)
 - b. Foothill Boulevard (Wentworth Street to Osborne Street)
 - c. Foothill (210) Freeway (Osborne Street to City Limits)
 - d. La Tuna Canyon Road (Sunland Boulevard to City Limits)
 - e. Sunland Boulevard (La Tuna Canyon Road to Foothill (210) Freeway)
 - f. Wentworth Street (Foothill Boulevard to Sheldon Street);
 3. The area(s) extending five-hundred (500) feet on each side (measured from the centerline of the roadway) of each of the Scenic Highways listed in Section A(2)a-f, above. (shown shaded on Map No. 1) are designated Scenic Highway Corridors.

Section 2. PURPOSE

- A. The San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan is intended to preserve, protect, and enhance the unique natural and cultural resources of the plan area. The plan accomplishes these goals by establishing four (4) general areas of regulation:
1. The *Prominent Ridgeline Protection* measures establish regulations to protect designated prominent ridgelines that are visible from the Right-of-Way (R-O-W) (including equestrian trails and/or sidewalks) of any one of the Scenic Highways listed in Section 1 A 2, a-f from grading and/or development.
 2. The *Biological Resource Protection* measures protect the unique native plant communities of the area by establishing regulations to prohibiting the use of invasive plant species, and to further protect Oak trees.
 3. The *Scenic Highway Corridors Viewshed Protection* measures assure that the design of commercial and industrial buildings (and related improvements) within designated scenic highway corridors preserve, complement and/or enhance the views from these corridors by establishing new standards for site design, landscaping (including

parking lot landscaping), and signage.

4. The *Equine Keeping District Standards, Equestrian Trails, and Domestic Livestock* measures establish regulations to preserve the historic equestrian and domestic livestock nature of the area, including: a) defining minimum standards for subdivisions located within existing and future “K” Equine-keeping districts within the Plan area; b) providing for the designation and development of existing and future equestrian trails; c) reestablishing the right of property owners to keep domestic livestock in conjunction with residential uses in the RE40 zone, and d) protecting non-conforming equine uses in “K” Districts.

Section 3. RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE

- A. The regulations set forth in this Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC) and any other relevant ordinance and do not convey any rights or privileges not otherwise contained therein, except as specifically provided for herein.
- B. Wherever this Specific Plan contains provisions which differ from or conflict with provisions contained elsewhere in Chapter 1 of the LAMC, the Specific Plan shall prevail and supersede the other applicable provisions of that Code.

Section 4. DEFINITIONS.

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03 and 91.0401 of the LAMC, if defined therein.

Balanced Grading. The cutting and filling of a Site which does not require the import or export of earth material.

Official Equestrian Trails. Equestrian Trails are shown on Map No. 3. Dedication and improvements to Official Equestrian Trails will be required as part of any subdivision action on the parcel.

Portable Sign. Any sign not permanently attached to the ground, to any structure attached to the ground, or to a building, and which can be easily moved.

Project. 1) The construction, erection, addition to, or structural alteration of any building; any grading which requires the issuance of a grading permit; the subdivision of land requiring a tentative, vesting tentative, final, and/or parcel map, on a lot located in whole or in part within an *Equinekeeping District* or on a lot where a *Prominent Ridgeline Protection Area* or a portion of a *Prominent Ridgeline Protection Area* is shown on Map No. 2., or on a lot of at least 20,000 square feet with an Oak tree. 2) The construction, erection, addition to, or structural alteration of any building, or sign on a lot located within a designated *Scenic Highway Corridors*.

Prominent Ridgeline. Designated Prominent Ridgeline(s) are shown on Map No. 2 of this Specific Plan (or a Subregion map of the same prepared by the Planning Department¹) and are identified by a line connecting the series of elevation points running through the center of the long axis of the ridge. Designated Prominent Ridgelines: are visible from the Right of Way (R-O-W) (including equestrian trails and/or sidewalks) of any one of the Scenic Highways listed in Section 1 A 2, a-f, either define a region or are unique and visually prominent features of a neighborhood (as seen from the R-O-W (including equestrian trails and/or sidewalks) of any one of the Scenic Highways listed in Section 1 A 2, a-f, and have significant aesthetic quality as a scenic resource.

Prominent Ridgeline Protection Area(s). The area(s) located within fifty (50) vertical feet from any point located along the crest of a Prominent Ridgeline designated and as shown on Map No. 2 (and/or on a Subregion map of the same) of this Specific Plan. Final determination of the Prominent Ridgeline Protection Area(s) shall be made (on a case by case basis) by the Director of Planning (as part of the Project Permit Compliance Review) or by the Advisory Agency (as part of any Subdivision action), provided that any such final determination shall be consistent with the applicable Prominent Ridgeline(s) shown on Map No.2 (as adopted by City Council).

Scenic Highways. Highways within the City of Los Angeles which merit special controls for protection and enhancement of scenic resources, as designated by the Transportation Element of the General Plan (Adopted September 8, 1999), the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan, and the Sun Valley- La Tuna Canyon Community Plan (land use elements of the City's General Plan, adopted March 23, 1999 and March 15, 2000, respectively).

Scenic Highway Corridors. All sites (located in whole or in part) within five hundred (500) feet from the centerline of each of the Scenic Highways listed in Section 1(A)(2) of this Plan.

Site. Any lot or parcel of land, or contiguous combination thereof, under the same ownership located in whole or in part within the Specific Plan area.

Staging Area. A publicly-owned area adjacent to, or accessible from, a roadway or trail, which may provide parking areas for cars and horse trailers, drinking water facilities, picnic tables, and/or an access point to a trail system and as shown on Map 1 or a more detailed map as prepared by the Planning Department of this Specific Plan.

Unofficial Equestrian Trails. Unofficial trails (shown on Map 4) include sites over which an equestrian trail (and the right to pass) exist informally on private property, including "prescriptive easements" (established by long-standing custom). Unofficial trails require formal dedication (including permanent easements) to allow the community continued access.

Vista Point. A publicly-owned area, designated on Map 1 or a more detailed map as prepared by the Planning Department of this Specific Plan and located within a designated Scenic Highway right-of-way, which has exceptional Hillside Areas views, and is set aside for public viewing purposes, and/or access to trails.

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The Planning Department may prepare one or more Subregion Maps showing the designated Prominent Ridgelines on Map No. 2 of this Specific Plan. Subregion Maps are intended to provide larger-scale versions of Map No. 2. Designated Prominent Ridgelines on any Subregion Map shall be consistent with the applicable Designated Prominent Ridgelines on map no. 2, as adopted by City Council.

Section 5. EXEMPTIONS

A. Exemptions.

1. The provisions of this Specific Plan shall not apply to a tract map, vesting tentative tract map, parcel map, private street map, or conditional use action where the final discretionary approval was conferred prior to the effective date of this Specific Plan, July 25, 2002 (and is still valid at the time an application for a building permit is filed).
2. A project shall not include the construction, erection, addition to, or structural alteration of a single family home located on a parcel unless the parcel is located in a *Prominent Ridgeline Protection Area* or a portion of a *Prominent Ridgeline Protection Area*.
3. A project shall not include interior (tenant improvements) or exterior remodeling within designated *Scenic Highway Corridors*, unless such remodeling would result in: (a) any increase in building height or floor area, or (b) any increase in the parking requirements pursuant to LAMC Sec. 12.21
4. Additionally, the following vested discretionary approvals shall be expressly exempt from the Specific Plan:

CPC 96-0243 CU (Redtail Golf Course)
Vesting Tract Map 46493, CPC 88-0553 ZC (Dale Poe Development)
Vesting Tract Map 48754, CPC 91-0284 ZC (Duke Development/Hillview Estates)
Tentative Tract No. 47357 (Wheatland Ave.)
Tentative Tract No. 52642, CPC 98-0353 ZC
ZA 99-0786 (CUZ)(SPR) (9900 Foothill Blvd., All Nations Church)
ZA 1982-39 (CUZ) (6433, 6401 La Tuna Canyon Road, Verdugo Hills Golf Course)

Section 6. PROJECT PERMIT COMPLIANCE.

- A. No Project (as defined in Section 4) on a Site located in whole or in part within this Specific Plan area shall be issued a permit by the Department of Building and Safety, unless a Project Permit Compliance Review has first been obtained pursuant to this Section and LAMC Section 11.5.7 C.
- B. **Prominent Ridgeline Protection Areas - Not Visible from a Scenic Highway.** In cases where all or a portion of a Prominent Ridgeline Protection Area is not visible from the Right-of-Way (including equestrian trails and/or sidewalks) of any one of the Scenic Highways listed in Section 1 A 2 a-f, above, then the development of single-family dwellings, an addition to an existing single-family dwelling, an addition to an existing structure, or the development of new single family dwelling units pursuant to a Parcel or Tract Map, may be allowed to encroach into such

Prominent Ridgeline Protection Area or a portion thereof if the following findings are made by either the Director of Planning (as part of any Project Permit Compliance Review) or by the Advisory Agency (as part of any subdivision action):

1. The proposed structure(s), as evidenced by architectural plans including: site plans (with topography), elevations, and site photos, shall be placed or constructed to preclude silhouettes against the skyline above Prominent Ridgeline(s) on the site, when viewed from the Right-of-Way (including equestrian trails and/or sidewalks) of any one of the Scenic Highways listed in Section 1 A 2, a-f.
2. No grading or berming shall occur that would alter the elevation of the crest of the Prominent Ridgeline(s) on the site, when viewed from any of the Scenic Highways listed in Section 1 A 2 a-f, above .

However, in areas (on any given parcel of land) where the Average Natural Slope (as defined in LAMC Section 17.02) is greater than or equal to .5 (50%) the Advisory Agency may limit the densities (in those areas) to .05 Dwelling Units per acre.

C. Ridgeline Protection Areas - Visible from a Scenic Highway. In cases where the entire "Ridgeline Protection Area" on a single lot or parcel (legally existing before the effective date of this Plan) is visible from a Scenic Highway, development of single family homes and accessory buildings shall be allowed, provided the following findings are met:

1. The proposed structure(s), as evidenced by architectural plans including: site plans (with topography), elevations, and site photos, shall be placed or constructed to preclude silhouettes against the skyline above Prominent Ridgeline(s) on the site, when viewed from the Right-of-Way (including equestrian trails and/or sidewalks) of any one of the Scenic Highways listed in Section 1 A 2, a-f.
2. Landscaping shall be used to screen the view of the proposed structure(s) from the Right-of-Way (including equestrian trails and/or sidewalks) of any one of the Scenic Highways listed in Section 1 A 2 a-f, as evidenced by architectural plans including: site plans (with topography), landscape plans, elevations, and site photos.
3. Grading shall be limited to driveway, building footprints, and required Equine Pad or Stable Areas.

However, in areas (on any given parcel of land) where the Average Natural Slope (as defined in LAMC Section 17.02) is greater than or equal to .5 (50%) the Advisory Agency may limit the densities (in those areas) to .05 Dwelling Units per acre.

Section 7. PROMINENT RIDGELINE PROTECTION

A. Prohibitions

1. No new buildings, structures, or additions to existing structures shall be placed or constructed within any Prominent Ridgeline Protection Area(s) designated and as shown on Map No. 2 (and/or on a Subregion map of the same) of this Specific Plan, except as outlined in Section 6 C. Any proposed structure(s), located on parcels where Prominent Ridgeline Protection Areas or portions of Prominent Ridgeline Protection Areas are shown, shall be placed or constructed (as evidenced by architectural plans including: site plans with topography, elevations, and site photos) to preclude silhouettes against the skyline above the applicable Prominent Ridgeline(s) on the site, when viewed from the R-O-W (including equestrian trails and/or sidewalks) of any of the Scenic Highways listed in Section 1 A 2, a-f.

This Section shall not apply to recreational structures associated with residential lots (including but not limited to fire pits, picnic tables). Recreational structures shall be screened so that they are not visible from the Right-of-Way (including equestrian trails and/or sidewalks) of the Scenic Highways listed in Section 1 A 2, a-f.

2. No grading or removal of native vegetation shall occur within any Prominent Ridgeline Protection Area(s) as designated and shown on Map No. 2 (and/or on a Subregion map of the same) of this Specific Plan, except as necessary to meet fire safety and brush clearance requirements, to develop recreational trails, or for landscaping associated with residential lots.
3. Final determination of the Prominent Ridgeline Protection Area(s) shall be made (on a case by case basis) by the Director of Planning (as part of the Project Permit Compliance Review) or by the Advisory Agency (as part of any Subdivision action). Prominent Ridgeline Protection Area(s) shall be determined using topographic survey(s) provided by the applicant, as part of any Subdivision action or Project Permit Compliance Review. The Prominent Ridgelines included in any determination shall be consistent with those designated on Map No. 2, as adopted by City Council.

B. Transfer of Density.

Where the prohibitions in Section 7(A) of this Plan necessitate preserving a portion of a parcel in an undeveloped state, the Advisory Agency (As part of any subdivision entitlement review), pursuant to LAMC Section 17.05, shall permit the portion of the total allowable number of Dwelling Units (per LAMC Section 17.05) that otherwise would be allowed in the Prominent Ridgeline Protection areas on the site to be clustered onto other portions of the site (not within Prominent Ridgeline Protection Areas). No increase in the maximum number of dwelling units beyond what is allowed by LAMC Section 17.05 shall be permitted. The determination of density, adequate access, fire, and safety provisions shall be made by the Advisory

Agency, in consultation with the Bureau of Engineering and Fire Department, as part of the subdivision action.

However, in areas (on any given parcel of land) where the Average Natural Slope (as defined in LAMC Section 17.02) is greater than or equal to .5 (50%) the Advisory Agency shall limit the densities (in those areas) to .05 Dwelling Units per acre.

C. Access/Circulation

Where the prohibitions of Section 7 A (Prominent Ridgeline Protection) would substantially restrict access to a portion of a Site, create a land-locked Site, a Street or Private Street and related improvements shall be allowed to cross a Prominent Ridgeline Protection Area in accordance with the applicable regulations in the LAMC, and the following findings:

1. The proposed street or Private Street is located in a manner that protects the most valuable scenic resource on the site, to the extent feasible, as determined by the Director of Planning (as part of the Project Permit Compliance Review) or the Advisory Agency (as part of any subdivision action). The “most valuable scenic resources” shall include , but not be limited to, the following:
 - a. Significant natural drainage areas located within the applicable Prominent Ridgeline Protection Area(s)
 - b. The highest and/or most visible ridgeline(s) that comprise the applicable Prominent Ridgeline Protection Area(s) on the property, as seen from the Right-of-Way (including equestrian trails and/or sidewalks) of any of the Scenic Highways listed in Section 1 A 2, a-f.
2. The proposed street or Private Street is located in a manner that reduces grading, and/or uses balanced grading methods.

D. **Utilities.** Nothing in this subsection shall prohibit the maintenance of existing governmental or public facilities which traverse identified Prominent Ridgeline Protection Areas.

Section 8. BIOLOGICAL RESOURCE PROTECTION

A. **Oak Trees.** Notwithstanding LAMC Section 46.00, to the contrary, No oak tree (*Quercus agrifolia*, *q. lobata*) which measures eight (8) inches or more in diameter shall be removed, cut down or moved without the prior written approval of the Director on lots 20,000 square feet or larger.

- B. Prohibited Plant Materials.** The following plant materials shall be prohibited within the Specific Plan area for all new Projects (as defined in Section 4):

ACACIA decurrens (Green Wattle)
ACHILLEA millefolium (Common Yarrow)
AILANTHUS altissima (Tree of Heaven)
ARUNDINARIA pygmaea
ARUNDO donax (Giant Reed)
ATRIPLEX semibaccata (Australian Saltbush)
CENTRANTHUS ruber (Jupiter's Beard)
CORTADERIA jubata (Pampas Grass)
CYTISUS sp. (Broom)
PENNISETUM setaceum (Fountain Grass)
PSEUDOSASA japonica (Arrow Bamboo)
RICINUS communis (Castor Bean)
ROBINIA pseudoacacia (Black Locust)
SPARTIUM junceum (Spanish Broom)
SASA veitchii (Bamboo variety)
SASA palmata (Palmate Bamboo)
TAMARIX sp.
EICHHORNIA crassipes (Water Hyacinth)

Section 9. SCENIC HIGHWAY CORRIDORS VIEWSHED PROTECTION:

- A. General Provisions.** Except as otherwise indicated, the following provisions shall apply:

1. Building Height. The maximum height of any new building, structure, or any addition to an existing building or structure within a Scenic Highway Corridor shall be thirty (30) feet as defined in the L.A.M.C. Section 12.03. On sites where the depth of the lot (as measured from the applicable Scenic Highway) is greater than 500 linear feet, this provision shall apply to the portion of the lot located within the Scenic Highway Corridor, in addition to the area two-hundred linear feet from the Scenic Highway Corridor.

2. Landscaping (commercial and industrial projects).

- a. For any new Project within a Scenic Highway Corridor, landscaping shall be designed to minimize the visual impacts of the project as seen from the Right-of-Way (including equestrian trails and/or sidewalks) of any of the Scenic Highways listed in Section 1 A 2, a-f. All landscape plans shall be prepared by a state licensed Landscape Architect or Architect and are subject to review and approval by the Director of Planning.

- B. Development Standards.** The following regulations shall apply to all new commercial and industrial developments located within any designated Scenic Highway Corridor. The regulations listed in this Section shall not apply to existing or future single-family homes

and/or accessory structures or residential subdivisions.

1. **Roofs and Roof-Mounted Structures.** All new roofs shall be surfaced with non-glare material. With the exception of solar energy devices, all roof-mounted structures and equipment shall be completely screened from view from the Right-of Way (including equestrian trails and/or sidewalks) of the adjacent Scenic Highway. Screening materials shall be of a finish quality and shall be compatible with the materials and color of the building; chain link fencing shall not be used for screening purposes.
2. **Exterior Lighting.** All exterior light fixtures shall be shielded to minimize the illumination of adjacent properties and to reduce glare. Floodlighting of buildings and parking lot areas is prohibited.
3. **Underground Utilities.** All new utilities shall be placed underground, when feasible, within any designated Scenic Highway Corridor.
4. **Fencing, Gate Materials, and Walls.** Where feasible, natural fencing and wall materials (e.g. wood, stone, brick) shall be used. Chain-link fencing that is brown or green in color shall be permitted and shall be landscaped with appropriate vines or other vegetation to screen the appearance of the fence. For safety and security purposes, the use of plant materials for screening shall be evaluated to insure any necessary visual access. The use of concertina wire and barbed wire is expressly prohibited.
5. **Landscaped Setbacks.** There shall be a landscaped setback of not less than five (5) feet along any common property line with a Scenic Highway on all sites used for commercial or industrial purposes. The required landscaped setback shall be planted with 15-gallon shade trees, 5-gallon shrubs, and ground coverings at a minimum ratio of one (1) tree and four (4) shrubs per twenty four (24) feet of linear street frontage. The entire setback area shall be irrigated with an automatic sprinkler system. On all Sites on which a surface parking area is provided adjacent to a Scenic Highway, there shall be a 3.5-foot high, decorative masonry wall constructed at the rear of the required setback area.
6. **Parking Lot Design.** The following standard shall apply to all new commercial and industrial Projects which include a surface parking lot located adjacent to a Scenic Highway.
 - a. One (1) 24-inch box shade trees shall be planted for each four (4) surface parking lot spaces. Trees shall be distributed throughout the parking lot. All landscaped areas shall be irrigated with either an automatic sprinkler or drip irrigation system.
 - b. **Bicycle Racks.** Projects which require 20 or more surface parking spaces shall incorporate a bicycle rack with a minimum capacity to hold 5 bicycles. The rack should be conveniently located within proximity of the business

entrance(s).

7. Pedestrian Access (Parking Areas). Projects which require 20 or more surface parking spaces shall incorporate dedicated pedestrian pathways to facilitate ease of pedestrian travel from parking areas to business entrances. These pathways shall be distinguished from vehicle parking areas by the use of decorative paving materials and landscaping.

C. **Signs.** New sign permits for existing and future commercial or industrial projects shall comply with Los Angeles Municipal Code (commencing the effective date of this Plan), except as further restricted below:

1. Permitted Signs.

a. Monument Signs.

1. Number of Signs. Notwithstanding LAMC Section 91.6207 (b) to the contrary, no more than one monument sign shall be permitted for each street frontage of each lot. Monument signs shall be either externally lit, or have individual letters/logos that are internally illuminated. Individual letters/logos shall not cover more than forty (40%) of each face of a monument sign.
2. Height. Notwithstanding LAMC Section 91.6207 (c), to the contrary, no monument sign (including supporting base/foundation) may exceed six (6) feet in height above sidewalk grade or edge of roadway grade nearest the sign.
3. Monument sign materials shall be of a finish quality and colors shall be consistent and compatible with the existing/proposed structure.
4. A landscaped area (fully irrigated) shall be provided at the base of the monument sign equal to or greater in area than two (2) times the area of one face of the sign.

b. Wall Signs.

1. One wall sign shall be permitted for each building frontage that maintains a permanent public entrance from that Scenic Highway.
2. No wall sign shall project from the building face more than 12 inches.
3. The area of the wall sign shall be limited to two square feet for each

foot of building frontage.

2. **Prohibited Signs.** The following signs shall be prohibited within the Plan area (commencing the effective date of this Plan). Further, no signs shall be allow in Public rights-of-way including sidewalks and multi-use trails.

1. Portable Signs.
2. Roof mounted signs (includes signs painted on roof materials).
3. Internally-lit cabinet or box signs.
4. Painted window signs, with the exception of store names, hours, company logos and temporary holiday paintings, provided no more than 10 % of the total window area is utilized.
5. Animated or rotating signs.
6. Flashing or neon signs.
7. Pole signs. Note: If an existing, legally-erected pole sign on a lot is to be continued as part of a new Project, no increase in the existing height, sign area, or total number of signs displayed on the pole sign shall be permitted for such a continued pole sign.
8. Balloons, Blimps, Inflatable signs, and/or Cartoon Characters.
9. Sandwich boards and/or portable signs which include signs affixed to or placed in vehicles which are parked adjacent to or near a business and which act as on-premise signs.
10. Flags (with the exception of the United States flag, the State of California flag, or religious institution flags), pennants, streamers or stretch ("super graphics") signs.
11. Product signs. Generic wording for products (e.g. "Pharmacy," "Bakery," "1-HR Photo") are not permitted, unless the word is a part of the business name (e.g., "Martin's Bakery").
12. Billboards.

D. **Improvements to City-owned Public Rights-of-Way.** The following improvements shall

be incorporated as part of any future street improvement program for any one of the Scenic Highways listed in Section 1 A 2 a-f, within a City-owned public right-of-way, to the extent it is physically and financially feasible. Vista Points and Staging Areas shown on privately owned properties are intended as a guide for the Advisory Agency.

1. Vista Points and Staging Areas

a. Locations. Two (2) Vista Points and two (2) Staging Areas as designated on Map No. 1 of this Specific Plan. The locations are generally in the vicinity of:

1. La Tuna Canyon Road: north side approximately ½ mile west of its under-crossing with the Foothill (210) Freeway (Vista Point).
2. Wheatland Avenue: base of off-ramp from the eastbound Foothill (210) Freeway (Vista Point).
3. Big Tujunga Canyon Road: intersection with Oro Vista Avenue (Staging Area).
4. La Tuna Canyon Road: south side at Foothill Freeway intersection (Staging Area).

b. Design Elements. Vista Points and Staging Areas should contain the following elements where appropriate and feasible:

Designated picnic area(s) and picnic tables

Low-level lighting

Drinking water

Equine trailer parking area, watering trough, hitching trails

Parking for five or more cars, with at least one parking space identified for use by disabled persons.

Trash receptacle (smooth finish concrete, earth-tone color)

Site landscaping (native plant materials, irrigated by drip system).

Bicycle parking facilities for three (3) or more bicycles

c. Signage. Vista Points and Staging Areas shall contain an interpretive sign, permanently installed on a stone base, which illustrates and describes points of interest and any relevant archaeological, cultural, or ecological characteristic.

d. Maintenance. Vista Points and Staging Areas shall be maintained by the City of Los Angeles, except as otherwise provided.

Section 10. EQUINEKEEPING DISTRICT STANDARDS, EQUESTRIAN TRAILS, AND DOMESTIC LIVESTOCK.

A. Equinekeeping District Standards. The following requirements shall only apply to new subdivisions within existing and future “K” Equinekeeping Supplemental Use Districts located in the Specific Plan area. The developer/applicant shall provide and/or meet the following standards, to the satisfaction of the Advisory Agency:

1. **Minimum Lot Area.** Notwithstanding Section 17.05.H of the LAMC, the minimum required lot area for new subdivisions within “K” Equinekeeping Supplemental Use Districts located in the Specific Plan area on Sites designated Minimum by the Sunland-Tujunga-Lakeview Terrace-Shadow Hills-East La Tuna Canyon and/or the Sun Valley-La Tuna Canyon Community Plan, shall be 40,000 square feet. On Sites designated Very Low I by the Sunland-Tujunga-Lakeview Terrace-Shadow Hills-East La Tuna Canyon or Very Low by the Sun Valley-La Tuna Canyon Community Plan, the minimum required lot area for new subdivisions shall be 20,000 square feet. However, under no circumstances shall a lot be created having less than 20,000 square feet.
2. **Equine Pad Area.** For each lot, a minimum 2,000 contiguous square foot level area (graded to permit quick and adequate drainage), with a minimum width of 24 feet (at all points) shall be permanently set aside. This required Equine Pad Area shall be in addition to any area required for the pad for each residential lot, and shall exclude any required side yards. No permanent structures, including but not limited to, swimming pools and tennis courts, shall be constructed or located within any portion of the required equine pad area.
3. **Equine Stable Area.** For each lot, in addition to the area described in Section A(2) above, a minimum 12 foot by 24 foot equine stable area (graded to permit quick and adequate drainage), with a minimum width of 24 feet (at all points), shall be permanently set aside. This area shall be provided with a minimum twelve (12) foot wide vehicular access path (located on the same side as the driveway) and adequate area for equine trailer parking purposes. This required equine stable Area shall exclude any required side yards. No permanent structures, including but not limited to, swimming pools and tennis courts, shall be constructed or located within any portion of the required equine stable area.

B. Equestrian Trail System: Easements, Improvements and Future Dedications

1. The Official Equestrian Trail Map, designates the required equestrian trail system within the Specific Plan area. (see Map 3). The “official” designation identifies existing permanent trails that are established under legal easement or are designated for future dedication. As part of any future entitlement action, for project sites over which an Official equestrian trail is either designated or existing, the decisionmaker shall require formal dedication for a public easement for equestrian trail purposes

and any necessary improvements to the satisfaction of the City Engineer, Department of Recreation and Parks, Department of Transportation, and other responsible City agencies.

2. As part of any entitlement action, for project sites over which an Unofficial equestrian trail is shown on Map 4, the decisionmaker shall determine the appropriateness for a dedication of a public easement for equestrian trail purposes. If the decisionmaker determines that a dedication is necessary, the entitlement action shall include a condition of approval to require the public easement for the equestrian trail, and any necessary improvements to the satisfaction of the City Engineer, Department of Recreation and Parks, Department of Transportation and other responsible City agencies.
3. For future trail development, the precise location, alignment, and finite number of required trails is not implied by the Trails Maps. The Trails Maps (Map 3 and 4) are intended to serve as a guide for decisionmakers as part of any discretionary review for future projects located within the Specific Plan boundary.
4. Equestrian Safe Crosswalks and Signals. A safe crosswalk and signalization that allows a rider to activate the signal without dismounting shall be considered as part of any future roadway improvement program at the following intersections: Sunland Boulevard and Wornum Avenue; Mt. Gleason and Big Tujunga Canyon Road; Wentworth Street and Wheatland Avenue. Any necessary improvements shall be subject to the review and determination of the City Engineer, Department of Recreation and Parks, Department of Transportation, and other responsible City agencies.

C. Domestic Livestock.

1. Residential RE40 Zoned Areas. Within the Specific Plan boundaries, for property in the RE40 zone, the following uses shall be permitted:
 - a. Those uses defined under LAMC Section 12.07.01A; and,
 - b. The keeping of equines, bovines, goats or other domestic livestock (other than swine), poultry, fowl, rabbits, chinchillas, and other small animals, in conjunction with the residential use of the lot, provided that these activities are expressly in compliance with LAMC 12.07A(7)(a)(b).

D. Non-conforming Equine uses in “K” Equinekeeping Districts

1. Notwithstanding any other provisions of the Code to the contrary, “non-conforming,” equine uses (on land within “K” Equinekeeping Districts within the Plan area) shall not be lost, even if, during a successive three (3) year period, no equine is licenced by the Department of Animal Regulation to be stabled on the

subject lot.

2. Non-conforming Equine Uses located within “K” Equinekeeping Districts within the Plan area that were discontinued because no equine was licenced subject to LAMC Section 13.05 C 7 (d), shall have one (1) year from the effective date of this Plan to re-establish their “non-conforming” status by licensing an equine by the Department of Animal Regulation to be stabled on the subject lot, provided that all other requirements of LAMC Section 13.05 C are met.
3. The right to maintain horses in “K” Equinekeeping Districts shall not be lost because a neighbor builds a habitable structure within thirty-five (35) feet of their own property line.

Section 11. Severability.

If any provision of this Specific Plan or the application thereof to any person, property or circumstances, is held invalid, the remainder of this Specific Plan or the application of such provisions to other persons, property or circumstances shall not be affected.