

ENCINO-TARZANA

Community Plan

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ENCINO-TARZANA

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

Encino-Tarzana Community Plan area is located approximately 13 miles west of downtown Los Angeles. It is bounded by the communities of Sherman Oaks-Studio City-Toluca Lake and Van Nuys-North Sherman Oaks on the east, Canoga Park-Winnetka-Woodland Hills-West Hills to the west, Brentwood-Pacific Palisades on the south, and Reseda-West Van Nuys on the north. The Plan is comprised of two community sub-areas, each with its own identity, described as follows:

- Encino with its roots traced to early Spanish settlers, was named for its abundance of large spreading oak trees, “Los Encinos”. Today with its diverse mix of commercial uses that focus along Ventura Boulevard, Encino has two identities. On the eastern end starting at the 405 Freeway and extending to Balboa Boulevard, one senses that they are entering a Regional Center. The predominant development pattern is that of high-rise buildings surrounded by specialty shops and restaurants which serve the everyday work force that is housed in the large monolith buildings that line Ventura Boulevard. Further west, the development pattern generally follows that commonly found throughout the rest of the Valley, strip-center type commercial development. Residential development is comprised of large estate size single family lots located south of Ventura Boulevard, and a mix of single family and multiple density dwellings located north, between the 101 Freeway and Ventura Boulevard.
- Tarzana was part of the 116,858 acre Ranch Ex-Mission de San Fernando which extended over what is the current San Fernando Valley. In 1910 Tarzana was called Runnymede III, a subdivision developed by Los Angeles Suburban Homes. In 1928 the area’s name was changed from Runnymede III to Tarzana, in honor of the largest landowner of the area, Edgar Rice Burrough, the creator of Tarzan the ape man.

Commercial properties located along Ventura Boulevard are developed with a mix of pedestrian oriented storefronts and office structures.

Residential development parallels that of Encino, large estate lots south of Ventura Boulevard and a mix of single-family and multiple density housing located between the Ventura Freeway and Ventura Boulevard.

Contained within the diverse residential area north of Ventura Blvd., bounded by Tampa Ave. on the east, Corbin Ave. on the west, Topham Street on the north, and Martha Street on the south lies Melody Acres. With its own distinctive identity, characterized by large estate lots, quaint narrow streets, and uniqueness of housing style, this community provides its residents with a flavor of semi-rural living.

- Specific Plans the Ventura/Cahuenga Boulevard Corridor and Mulholland Scenic Parkway Specific Plans address the unique development problems associated with commercial and residential development within the Encino-Tarzana plan area.

Ventura/Cahuenga Boulevard Corridor Specific Plan

The goals of the Ventura/Cahuenga Boulevard Corridor Specific Plan are to assure an equilibrium between the transportation infrastructure and land use development. They also provide for an effective local circulation system; promote attractive and harmonious site design for commercial development; provide compatible and harmonious relationships between commercial and residential areas when adjacent to each other; promote and encourage the development of pedestrian activity, while reducing traffic congestion; and maintain the distinct character of each of the five Specific Plan communities located within its boundaries.

Mulholland Scenic Parkway Specific Plan

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

COMMUNITY PARTICIPATION

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

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

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities which were identified in the Encino-Tarzana Community Plan Area:

RESIDENTIAL

Issues

- Need to preserve single family neighborhoods.
- Lack of open space in apartment projects.
- Cumulative effects if permitted development exceeds infrastructure capacity.
- Need to preserve and enhance historic buildings and residences.
- Need for more affordable senior housing.
- Rising cost of housing.
- Compatibility between residential and industrial uses.

Opportunities

- Active homeowners groups promoting identification and preservation and rehabilitation of historic residences.
- Access and proximity to employment.
- Potential for residential and mixed use development along commercial corridors.
- Undeveloped or underdeveloped land may allow opportunities for clustered development.
- Potential for appropriately scaled new housing in proximity to new transit facilities.

COMMERCIAL

Issues

- Lack of continuity of complementary uses and cohesiveness along commercial frontages.
- Lack of overall parking and access within commercial strips due to such physical constraints as shallow commercial lot depths.
- Unsightliness of new construction due to the lack of landscaping, architectural character and scale.
- Inadequate transition between commercial and residential uses.

Opportunities

- Support for efforts to preserve and rehabilitate commercial and residential historic structures when located on commercial sites.
- Complement any unique existing development/uses to reinforce desirable design characteristics and uses.
- Establish appropriate transitions between commercial (mixed use) and adjoining uses, especially residential.
- Create pedestrian/friendly shopping areas by incorporating street trees, benches, convenient parking/access, and maintaining retail frontage at ground level.

INDUSTRIAL

Issues

- To ensure that industrially zoned properties are located north of Ventura Boulevard.
- To provide adequate protection for residentially zoned properties adjacent to industrial uses.

Opportunities

- Expand manufacturing uses that generate employment for the local work force.
- Attract desirable (“clean”) industrial uses, thus generating less harmful pollutants and lower noise levels.
- Providing appropriate administrative review for major expansions of existing industrial sites when located near residential uses.
- Excellent access to regional freeways and rail services.
- Availability of sites planned for job producing uses that improve the economic and physical condition of the area.

TRANSPORTATION

Issues

- Establishing a route for a possible east-west transit rail line or transportation corridor.
- Developing standards for development in possible transit station locations along the east-west route.

Opportunities

- Potential for joint development between private and public sectors to integrate, optimize and coordinate new construction.

- Potential to determine the intensity, density and design of development in proximity to transit station stops.
- Potential to incorporate needed facilities conveniently near transit stations stops such as child care, senior housing, and art and craft districts.
- Potential to reflect and enhance community identity with themes for each transit station stop.

**RECREATION AND
PARKS AND OPEN
SPACE**

Issues

- Addition, expansion and/or improvement of needed local parks throughout the Community should be accelerated, where feasible.
- Continued development of Equestrian, Hiking and Bicycle Trails.
- Providing public access to state owned parkland.

Opportunities

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

**MAJOR
DEVELOPMENT
OPPORTUNITY SITE**

One area has been identified as a major opportunity site: the rail line located along Oxnard Street and portion of Topham Street. This designation is applied to areas which will potentially generate significant community wide impacts.

The MTA rail right-of-way

The rail right-of-way runs east to west adjacent to Oxnard Street until it turns north at Cahill Avenue onto Topham Street. Properties along the right-of-way are developed with a variety of uses that include commercial, industrial and residential.

Issues

- Determine if the rail right-of-way should be retained for possible transit line use.
- Determine where a transit station should be located along the rail right-of-way.
- The increase in traffic volume in the vicinity.

Opportunities

- Integrating the development of the rail right-of-way with adjacent properties.

- C Establishing the proper types of uses if the rail line is not used for transit uses.
- C Establish design features that complement adjacent uses for any future transit station stop.

NEIGHBORHOOD CHARACTER

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

Issues

- Scale, density and character of multiple dwelling housing adjacent to single-family homes.
- Impact on street parking from new high density apartments.
- The need to preserve and rehabilitate historic areas with a sensitivity to the character of the established neighborhood.
- New development that complements significant historic structures.

Opportunities

- Development of areas adjacent to transit station stops provide opportunities to enhance community identity.
- Potential for appropriately scaled new housing in proximity to transit facilities.
- Inclusion of mixed use development in commercial areas adjacent to transit station stops.
- Development of specific design guidelines for areas located adjacent to commuter rail service and transit station stops.

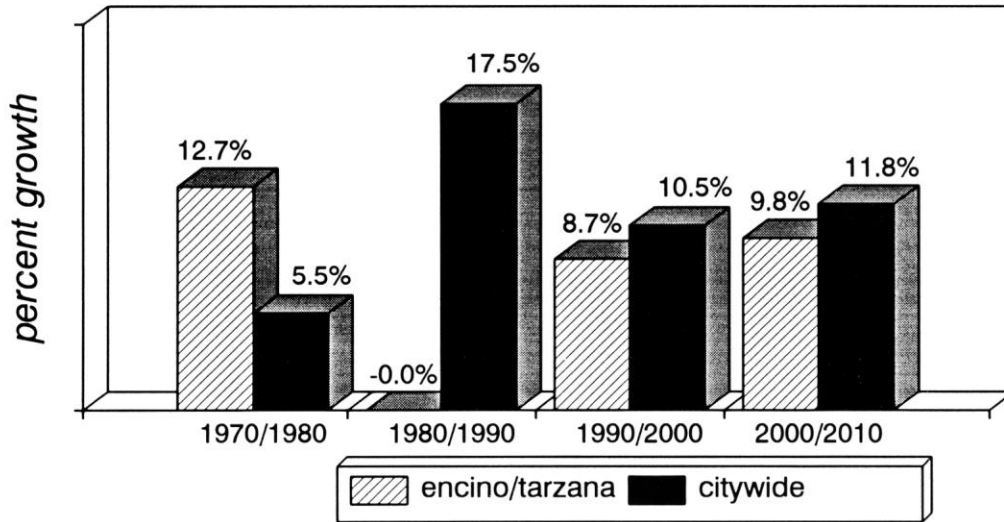
COMMUNITY PROFILE

The Community Profile provides an overview of population, housing, and socio/demo-graphics for the Encino-Tarzana Community Plan Area and compares it to the rest of the city. The following tables contain the statistical data for previous census dates and rates of growth.

ENCINO/TARZANA COMMUNITY PROFILE

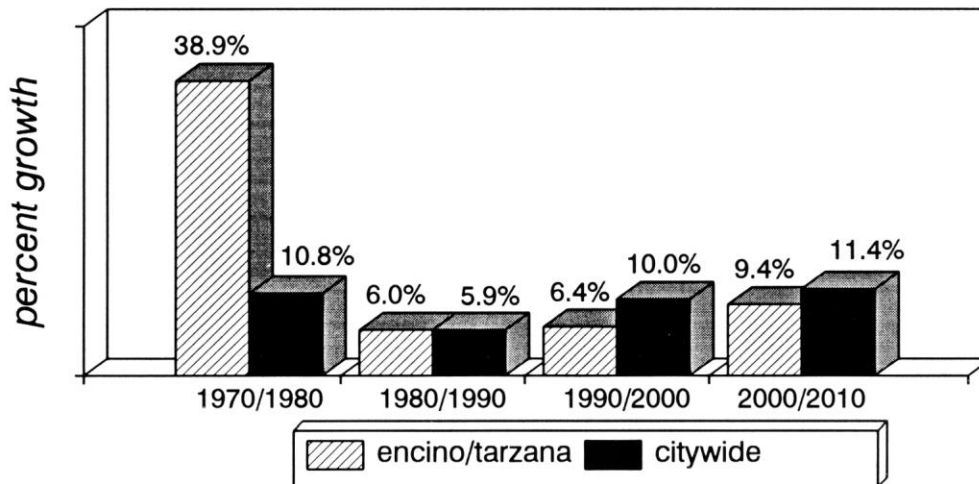
	estimated data (from U.S. Census)			projections (from SCAG) *	
	1970	1980	1990	2000	2010
total population					
encino/tarzana	58989	66503	66487	72241	79352
citywide	2811801	2966850	3485398	3852993	4306564
growth rate					
encino/tarzana		12.7%	-0.0%	8.7%	9.8%
citywide		5.5%	17.5%	10.5%	11.8%

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



	1970	1980	1990	2000	2010
total households					
encino/tarzana	19050	26456	28045	29832	32628
citywide	1024873	1135491	1203052	1323882	1474514
growth rate					
encino/tarzana		38.9%	6.0%	6.4%	9.4%
citywide		10.8%	5.9%	10.0%	11.4%

household growth rate comparison
(occupied dwelling units only)



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

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

ENCINO/TARZANA – COMMUNITY PROFILE

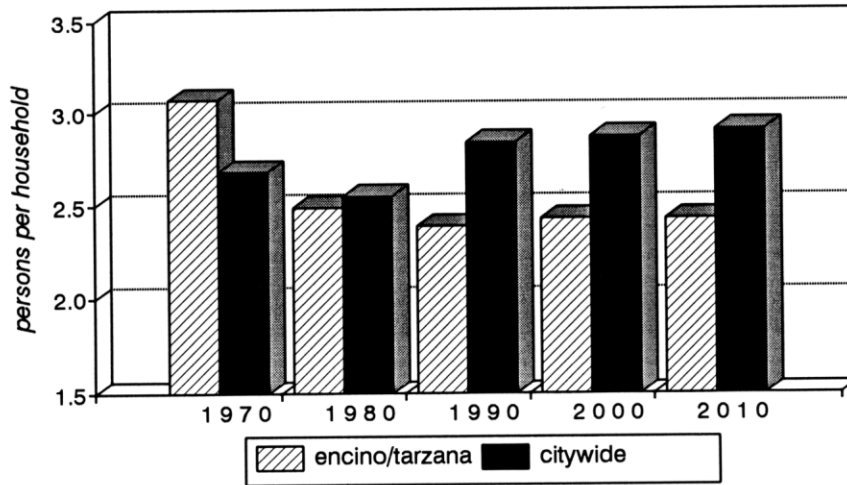
estimated data (from U.S. Census)

projections (from SCAG)

household size
(persons per dwelling unit) *

	1970	1980	1990	2000	2010
encino/tarzana	3.07	2.49	2.39	2.43	2.43
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison

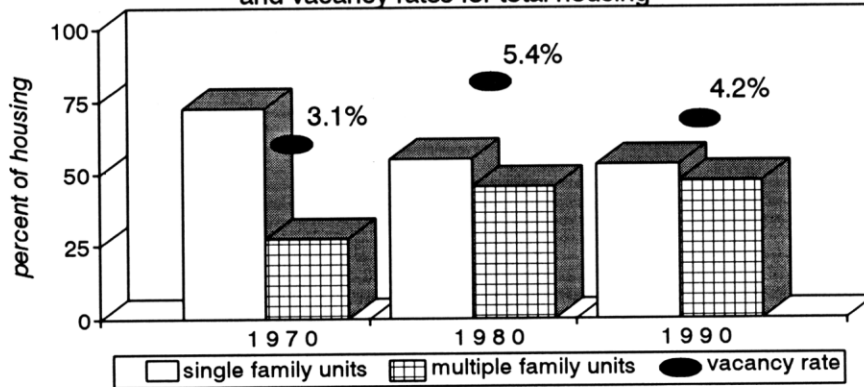


housing splits / vacancy factors **

(encino/tarzana only)

	1970	1980	1990
single family dwellings	73%	55%	53%
multiple family dwellings	27%	45%	47%
vacancy rate (total housing)	3.1%	5.4%	4.2%

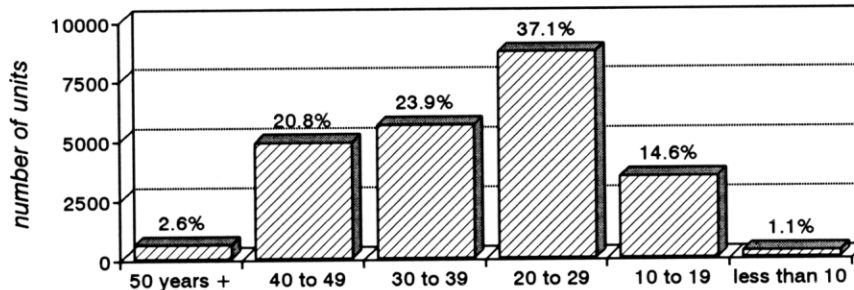
**single family dwelling units, multiple family dwelling units,
and vacancy rates for total housing**



age of housing as of 1994 ***

total dwellings in
encino/tarzana
(includes vacant and occupied units).

age of housing



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

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

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

ENCINO/TARZANA – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

1990 census data;

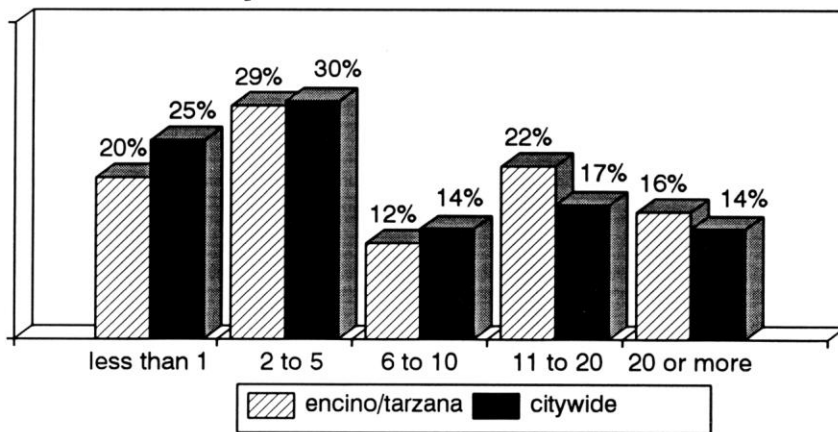
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	45.8%	18.7%	35.5%
renter occupied housing units	23.3%	24.0%	52.7%

<u>cost of housing (owner occupied units)</u> (value estimated by owner)	under \$100,000	\$100,000 to \$200,000	\$200,000 to \$300,000	\$300,000 to \$500,000	\$500,000 or more
encino/tarzana	1.2%	6.7%	15.6%	22.6%	53.9%
citywide	8.4%	28.5%	25.9%	21.4%	15.8%

<u>cost of housing (renter occupied units)</u> (monthly cost estimated by resident)	under \$300	\$300 to \$500	\$500 to \$750	\$750 to \$1,000	\$1,000 or more
encino/tarzana	1.2%	11.6%	45.7%	28.8%	12.8%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

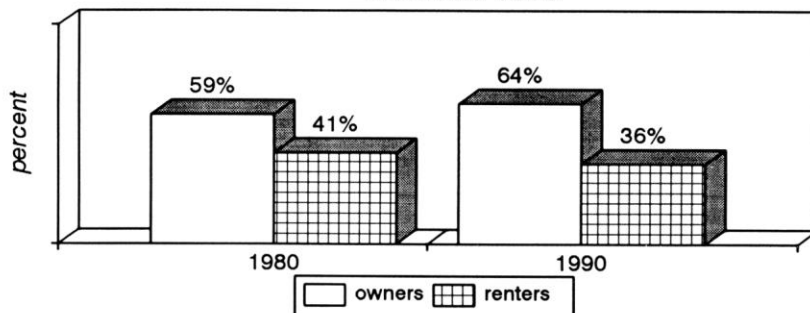
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
encino/tarzana	20.4%	29.4%	12.2%	21.9%	16.2%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

years at same address



residential tenure (ownership status)

owners/renters 1980 and 1990



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.
 * Sums to 100% by type of housing. This is a distributed calculation of all householders who responded to census questions about cost of housing. Approximately 90% of all householders responded.
 ** Describes length of time living at the same location. Owners and renters combined.

ENCINO/TARZANA – COMMUNITY PROFILE

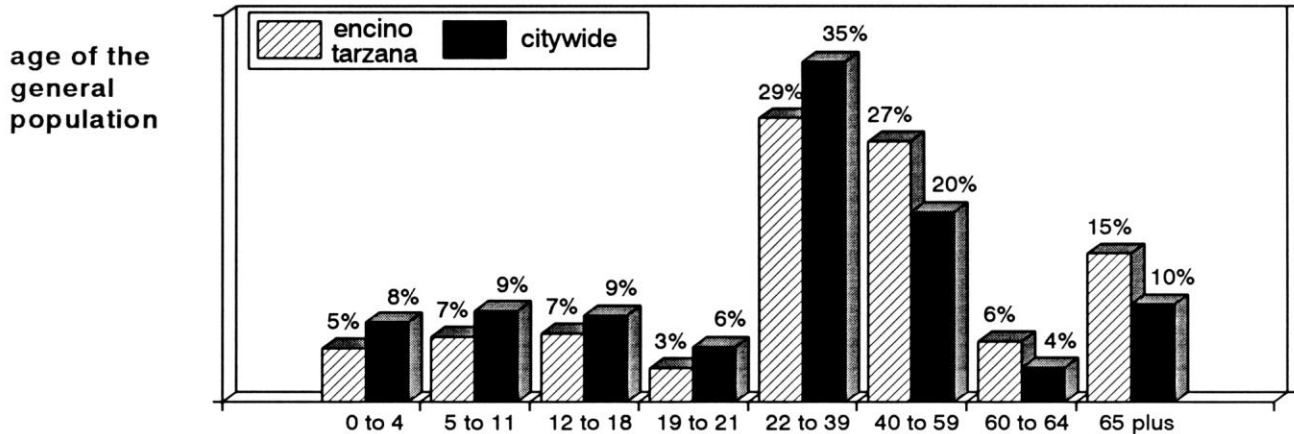
SOCIO/DEMOGRAPHICS

1990 census data;

<u>employment (percent) *</u>	
females employed	44.7%
males employed	55.3%
employment participation rate	67.6%
(citywide rate)	67.3%

<u>household income (1989) **</u>	
average	\$86,348
(citywide)	\$45,701
poverty (percent)	6.0%
(citywide)	18.9%

<u>education (percent) ***</u>	high school	beyond high school	college graduate
encino/tarzana	88.5%	69.3%	40.7%
citywide	67.0%	47.8%	23.0%

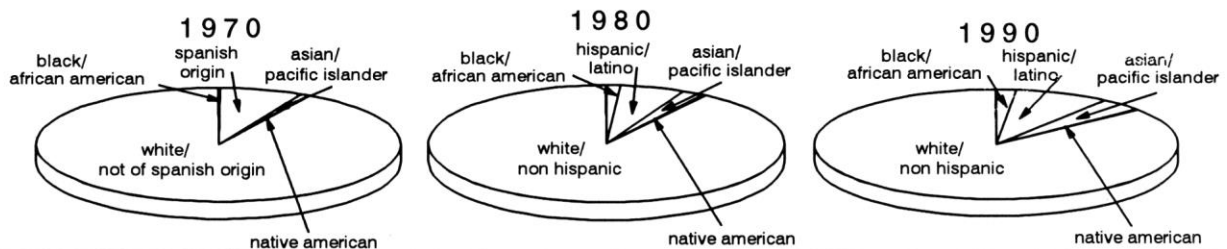


<u>language and citizenship (percent) ****</u>	foreign language spoken at home			foreign born
	spanish	asian	other language	
encino/tarzana	7.6%	2.2%	18.3%	29.3%
citywide	24.3%	6.0%	5.6%	44.9%

<u>means of transportation to work (percent) *****</u>	drive alone	vanpool/ carpool	public transit	other means
	encino/tarzana	79.4%	9.7%	2.7%
citywide	65.2%	15.4%	10.5%	10.5%

<u>head of household *****</u>	live alone	married with children	married no children	single parent	single non family
	encino/tarzana	30.7%	21.3%	35.3%	5.3%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

<u>race/ethnicity (percent) *****</u>	1970	1980	1990
asian/pacific islander	0.8%	2.1%	3.9%
black/african american	0.0%	1.2%	1.7%
hispanic/latino	7.4%	5.8%	8.4%
native american	0.1%	0.3%	0.2%
white-non hispanic	91.7%	90.5%	85.8%



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

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

** See the note above. Poverty is calculated on the basis of all persons surveyed (98% of citywide population). Only persons 25 years or older are included in this calculation.

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

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

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

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

Chapter II

FUNCTION OF THE COMMUNITY PLAN

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

STATUTORY REQUIREMENTS

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

State of California law requires that the Land Use Element be prepared as part of the City's General Plan, and that the Land Use Element be coordinated with the Circulation Element.

The Land Use Element has the broadest scope of the General Plan elements required by the State. Since it regulates how land is to be utilized, many of the issues and policies contained in all other plan elements are impacted and/or impact this element.

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

The Encino-Tarzana Community Plan is a part of the General Plan of the City of Los Angeles. It of the text and the accompanying map. The Community Plan text states the goals, objective, policies and programs. The Community Plan Map, footnotes and legend outline the arrangement and intensities of land uses, the street system, and the locations and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

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

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

PURPOSE OF THE COMMUNITY PLAN

The last comprehensive update of the Encino-Tarzana Community Plan was completed in 1987 through the General Plan Consistency Program required by AB283. In the past 20 years the community has shown a smaller growth rate than the overall rate for the city. From 1970 to 1980 the community population increased by 7,514 residents, an increase of 12.7%. Since 1980 the community's population has decreased by 16 residents representing a decline of -0.0%. During this time, considerable change has occurred, new issues have emerged, and new community objectives regarding the management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents and property and business owners.

This Community Plan was developed in the context of promoting a vision of the Encino-Tarzana area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
- Improving the function, design and economic vitality of the commercial corridors.

- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing the development opportunities of the future rail transit system while minimizing any adverse impacts.
- Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the Encino-Tarzana Community Plan Area.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This Plan sets forth goals, objectives, policies, and programs that pertain to Encino-Tarzana. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.

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

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

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

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

The General Plan Framework is a long range, citywide, comprehensive growth strategy. It is a special element of the General Plan which looks to the future as required by law and replaces Concept Los Angeles and the Citywide Plan (adopted in 1974).

The Framework provides a citywide context within which local planning takes place. Both the benefits and challenges of growth are shared.

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

The General Plan Framework provides the following projections for population, housing and employment levels for the Encino-Tarzana Community Plan for the year 2010 are:

<i>Population (2010) Projection</i>	<i>79,352</i>
<i>Employment (2010) Projection</i>	<i>53,641</i>
<i>Housing (2010) Projection</i>	<i>32,628</i>

The above population, employment and housing numbers are provided as reference during the Community Plan update. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are disaggregated to the city and then the community level. Population, jobs and housing could grow more quickly, or slowly, than anticipated depending on economic trends.

Regional forecast does not always reflect the adopted community plan land use capacity or buildout estimated from planned land use. Plan capacity or buildout is also an imprecise estimate and depends on specific assumptions about future density of development and household size, which may be more or less, than actually occurs. It should be also noted that the community plan capacity does not include housing in commercial districts nor the current residential vacancy rate.

In addition to the seven State mandated elements, the City's General Plan includes a Service System Element, a Cultural Element, major Public Facilities areas Element, and an Air Quality Element. All the provisions and requirements of the General Plan elements apply to the Encino-Tarzana Community Plan.

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

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

PLAN CONSISTENCY

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

For each plan category, the Plan permits all identified corresponding zones, as well as those zones which are more restrictive, as referenced in Section

12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the Plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of the decision.

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

PLAN MONITORING

The Plan has a land use capacity greater than the projected development likely to occur during the Plan period. During the life of the Plan, growth will be monitored and reported in the City's Annual Report on Growth and Infrastructure which will be submitted to the City Planning Commission, Mayor, and City Council. In the fifth year following Plan adoption (and every five years thereafter), the Director shall report to the Commission on the relationship between population, employment, and housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental analysis will be prepared and appropriate changes recommended to the Community Plan and zoning. These Plan and zoning changes and any related moratorium of interim control ordinance, shall be submitted to the Planning Commission, Mayor, and City Council as specified in the LAMC.

Chapter III

LAND USE POLICIES AND PROGRAMS

Chapter III of the Plan Text contains Goals, Objectives, Policies, and Programs for all appropriate land use issues, such as residential, commercial, and industrial, as well as public and institutional service system categories. The Planning Department has responsibility for the goals, objectives, policies, initiation and direct implementation of the programs contained in Chapter III. The quality of life and stability of neighborhoods throughout Encino-Tarzana critically depends on providing infrastructure resources (i.e. police, fire, water, sewerage, parks, traffic circulation, etc.) commensurate with the needs of its population. If population growth occurs faster than projected and without needed infrastructure improvements to keep pace with that growth, the consequences for livability within Encino-Tarzana could be problematic.

Accordingly, the proposed Plan has three fundamental premises. First, is the limiting residential densities in various neighborhoods to the prevailing density of development in these neighborhoods. Second, is the monitoring of population growth and infrastructure improvements through the City's *Annual Report on Growth and Infrastructure* with a report to the City Planning Commission every five years on the Encino-Tarzana following Plan adoption. Third, if this monitoring finds that population in the Plan area is occurring faster than projected; and that infrastructure resource capacities are threatened, particularly critical resources such as water and sewerage: and that there is not clear commitment to at least begin the necessary improvements within twelve months; then building controls should be put into effect, for all or portions of the Encino-Tarzana Community, until land use designations for the Encino-Tarzana Community Plan and corresponding zoning are revised to limit development.

RESIDENTIAL

Existing residential land use patterns vary greatly according to local conditions in the neighborhoods and communities which comprise the Encino-Tarzana Community Plan. Topography, population characteristics, housing markets, age and degree of existing development have great influence on the type, location and density of development throughout the community. Much of the existing residential development in the area was established by physical controls such as topography, large amounts of then available land and infrastructure.

In recent years, there has been increasing pressure for development in the hillside areas, much of which is out of scale with adjacent homes. Such new single-family development impacted the existing street system and infrastructure. Additionally, development pressure from projects along Ventura Boulevard have increased an overall concern for the future functional development of these areas.

Historically, the majority of the area has been planned for residential purposes. The 1975 Plan designated approximately 63 percent of the total

land area for residential use. Of this portion 60 percent was designated for single-family use only. Therefore, current plan policy provides for continued preservation of the existing residential neighborhoods throughout the area, retaining existing single family districts and multi-family clusters. Areas around transit stations and along transit corridors would realize any changes in densities as existing properties zoned for multi-family development continue to build out to their maximum potential.

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

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint (Range)	Number of Dwelling Units	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population (2010)
Minimum	0.5 (0 - 1)	572	1,144	2.85	1,630
Very Low I	2.0 (1+ to 3)	5,522	2,761	2.85	15,738
Very Low II	3.5 (3+ to 4)	5,996	1,713	2.61	15,649
Low	6.5 (4+ to 9)	8,710	1,340	2.61	22,733
Low Medium I	13.5 (9+ to 18)	500	37	2.00	1,000
Low Medium II	23.5 (18+ to 29)	1,528	65	2.00	3,055
Medium	42.0 (29+ to 55)	13,272	316	1.99	26,411
TOTALS		36,100	7,376		86,216

* DU: Dwelling Unit

GOAL 1

A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.

Objective 1-1

To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policies

- 1-1.1 Designate specific lands to provide for adequate multi-family residential development.

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

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

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

- 1-1.3 Protect existing stable single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

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

- 1-1.4 Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Program: The Plan includes an Urban Design Chapter which is supplemented by Design Guidelines and Standards for residential development.

- 1-1.5 Maintain at least 63% residential land designated for single family uses.

Program: The Plan designates residential lands to reflect this percentage.

- 1-1.6 The city should promote neighborhood preservation, particularly in existing single family neighborhoods, as well as in areas with existing multi-family residences.

Program: With the implementation of the Community Plan, single family residential land use categories, all zone changes, subdivisions, parcel maps, variances, conditional uses, specific plans, community and neighborhood revitalization programs for residential projects shall provide for Plan consistency.

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

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

Objective 1-2

To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policies

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

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

1-2.2 Encourage multiple residential development in commercial zones.

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

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

Objective 1-3

To preserve and enhance the varied and distinct residential character and integrity in existing single and multi- family neighborhoods.

Policies

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

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

1-3.2 Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

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

1-3.3 Preserve existing views in hillside areas.

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

Objective 1-4

To promote and ensure the provision of adequate housing for all persons regardless of income, age or ethnic background.

Policies

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

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

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

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

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

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

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

1-4.4 Provide for development of townhouses and other similar condominium type of housing units to increase home ownership options.

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

Objective 1-5

To limit the intensity and density in hillside areas.

Policies

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

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

Ensure that a footnote of the Plan Map Legend is considered by the decision-maker for subdivisions and parcel map applications within hillside areas.

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

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

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

Program: The Plan retains hillside areas in restrictive plan designations and zones due to topography. Continue the implementation of the Subdivision Map Act on individual project applications. The decision maker shall follow the standards set forth in a footnote of the Plan Map Legend when considering hillside development.

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

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

COMMERCIAL

Commercial land use in the Encino-Tarzana Community Plan area is a vital component of the community. It is as diverse as the various areas that make up the Community Plan Area. The varied mixed forms of commercial uses that are found along Ventura Boulevard dominate the commercial aspect of the community. Except for the high-rise development west of the 405 Freeway to Balboa Boulevard, the predominant land use pattern is mainly strip commercial developed on shallow lots with limited on-site parking. Along Ventura Boulevard which runs the length of the Plan Area, a specific plan has been in effect that has helped to address the parking problems.

Plan policy provides for the development of single or aggregated parcels for mixed use commercial and residential development. These structures would normally incorporate retail, office, and/or parking on the lower floors and residential units on the upper floors. The intent is to provide housing in close proximity to jobs, to reduce vehicular trips, to reduce congestion and air pollution, to assure adequate sites for housing, and to stimulate pedestrian oriented areas to enhance the quality of life in the Plan area. While the Plan does not mandate mixed-use projects, it encourages them in certain commercially designated areas, such as in pedestrian oriented areas.

GOAL 2

A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH BEST SERVES THE NEEDS OF THE COMMUNITY THROUGH MAXIMUM EFFICIENCY AND ACCESSIBILITY WHILE PRESERVING THE HISTORIC COMMERCIAL AND CULTURAL CHARACTER OF THE DISTRICT.

Objective 2-1

To conserve and strengthen viable commercial development

Policies

2-1.1 New commercial uses shall be located in existing established commercial areas or existing shopping centers.

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

2-1.2 Protect commercially planned/zoned areas outside pedestrian orientated areas from encroachment by residential only development.

Program: Provisions of the Zoning Code currently restrict floor area of buildings, including residential buildings, in commercial zones within Height District 1, to a 1.5 floor area ratio, rather than the 3 to 1 floor area ratio in a residential zone. This provision effectively discourages residential only developments in commercial zones outside of pedestrian orientated areas.

2-1.3 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development

Program: Chapter V- Urban Design, proposes policies for commercial development which address this policy.

Objective 2-2

Allow for the development of automobile-related uses in specifically designated commercial designations along most boulevards.

Policies

2-2.1 Prohibit the development of new automobile-related uses in pedestrian oriented areas (POA's).

Program: Maintain and continue implementation of the adopted Ventura/Cahuenga Boulevard Corridor Specific Plan, which prohibits certain uses in the POA's.

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

Program: The Plan and Specific Plan include Design guidelines which address this policy.

Objective 2-3

To enhance the identity of distinctive commercial districts and to identify pedestrian oriented areas (POA's).

Policies

2-3.1 Existing pedestrian oriented areas are to be preserved.

Program: The Plan map identifies specific corridors as pedestrian oriented areas. Development within these areas is subject to the applicable design standards of the Design Guidelines. The Plan identifies appropriate land use designations and establishes height limits and appropriate zones which preserve and enhance the existing pedestrian oriented character.

Maintain and continue implementation of the Ventura/Cahuenga Boulevard Corridor Specific Plan which designates specific areas as POA's.

2-3.2 New development needs to add to and enhance the existing pedestrian street activity.

Program: Development within these areas are subject to the uses specified within the Specific Plan regulations.

Further development within these areas is subject to the design standards established in the Design Guidelines for pedestrian oriented areas.

2-3.3 Ensure that commercial infill projects achieve harmony with the best of existing development.

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

2-3.4 Identify pedestrian oriented areas as preferred locations for mixed-use projects.

Program: Through this policy and Plan Map designations, the Plan proposes pedestrian oriented areas as preferred locations for mixed use projects.

2-3.5 Require that mixed use projects and development in pedestrian oriented areas be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

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

2-3.6 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented areas, incorporate commercial uses.

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

Objective 2-4

To enhance the appearance of commercial districts

Policies

- 2-4.1 Require that any proposed development be designed to enhance and be compatible with adjacent development.

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

- 2-4.2 Preserve community character, scale and architectural diversity.

Program: The Plan establishes height limits, amends Plan designations and recommends corresponding zone changes to implement this policy. Design standards for commercial areas included in the Design Guidelines of the Community Plan implement this policy.

- 2-4.3 Improve safety and aesthetics of parking areas in commercial areas.

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

- 2-4.4 Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.

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

INDUSTRIAL

Industrial development within the plan area has been limited to the properties adjacent to the railroad tracks that run along Oxnard Street. The majority of the industrial uses are located within several blocks east and west of Reseda Boulevard. The pattern of industrial development within the plan area is similar to what has taken place throughout the valley in general, commercial uses located along arterials. The majority of industrial uses are located east and west of Reseda Boulevard, the commercial intrusion has taken place on the corners of Reseda Boulevard and Oxnard Street.

Industrial uses provide needed employment opportunities and economic benefits to the community and should be encouraged when impacts to surrounding land uses can be mitigated.

GOAL 3

Provide land of sufficient size for expansion of low intensity non-toxic producing industrial uses which create employment opportunities and have minimal adverse impacts on adjacent residential uses.

Objective 3-1

To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.

Policies

3-1.1 Designate lands for the continuation of existing industrial uses, research and development uses which provide employment opportunities.

Program: The Plan Map identifies lands, which have industrial designations to accommodate the variety of uses noted above. The addition of plan amendments and recommended corresponding zone changes will implement this policy.

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

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

Objective 3-2

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

Policies

3-1.1 Encourage new industrial uses adjacent to residential neighborhoods to mitigate their impact on the residential neighborhoods to the extent feasible.

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

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

PUBLIC AND INSTITUTIONAL LAND USE

Public facilities such as fire stations, libraries, schools, parks shown on the Encino-Tarzana Community Plan are to be developed in substantial conformance with the standards of need, site area, design and general location identified in the Service Systems Element and the Safety Element of the General Plan. Such development shall be sequenced and timed to

provide an efficient and adequate balance between land use and public services.

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

There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the Encino-Tarzana Community Plan. However, the amenities and environmental quality of the community must be adequately protected. Cost and equitable distribution are major issues in the provisions of public facilities. It is essential that priorities be established and new and different sources of revenue be found. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to assure a balance among needs, services and costs.

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

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

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

RECREATION AND PARK FACILITIES

In the Encino-Tarzana Community Plan area public parks and the majority of recreational areas are managed by the City of Los Angeles Recreation and Parks Department. There are three types of parks-regional, community and neighborhood parks.

There are three Neighborhood and two Community Parks which serve the Encino-Tarzana Community Plan Area. Additionally, the Sepulveda Basin Recreation Area with its diverse multi-recreational uses is located within the plan area. Located south of Ventura Boulevard are two private golf courses. The plan area with its diverse topography limits the placement of neighborhood park sites south of Ventura Boulevard. However the Santa Monica Mountain Conservancy has acquired vast sections of the mountain areas located south of Ventura Boulevard. These open space park lands serve to fulfill the need when the topography does not allow for the construction of neighborhood park sites. The community parks serve a much wider interest range due to the lack of sites in the hillside areas of the plan

area. While the existing parks satisfy the needs of the current residents, the community is still deficient in the number of neighborhood parks.

GOAL 4

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

Objective 4-1

To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational experience.

Policies

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

Program: The plan assists in preserving such facilities and park space by changing the existing zone as applicable to the Open Space Zone, which provides such protection.

Program: Encourage the Department of Recreation and Parks to continue identifying funding sources and other mechanisms such as, but not limited to developer fees, bond financing, and proposition funds for the continuing maintenance of recreation and park facilities.

Objective 4-2

To encourage the Department of Recreation and Parks to develop new recreation and park facilities.

Policies

4-2.1 Promote the development of new recreation and park facilities through the acquisition of new recreation and park land.

Program: Encourage the Department of Recreation and Parks to continue utilizing existing funding and to pursue additional sources of funding and other mechanisms such as, but not limited to supplemental developer fees, bond financing, proposition funds, transfer of development rights, and land dedications for the acquisition and development of suitable recreation and park land within the plan area.

Program: Encourage the Department of Recreation and Parks to coordinate efforts with other agencies and non-profit organizations toward the acquisition and development of recreation and park land.

OPEN SPACE

In the Encino-Tarzana Community Plan Area, major open space areas exist separate from land under control of the City of Los Angeles Department of Recreation and Parks. Open space is important due to its role in both physical and environmental protection. Open Space is divided onto publicly owned and privately owned open space.

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

1. Recreational and educational opportunities.
2. Scenic, cultural and historic values.
3. Public health and safety.
4. Preservation and creation of community peak travel identity.
5. Rights-of-Way for utilities and transportation facilities.
6. Preservation of natural resources or ecologically important areas.
7. Preservation of physical resources including ridge protection.
8. Preservation of access to all open space areas for the use and enjoyment of the general public.

GOAL 5

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

Objective 5-1

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

Policies

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

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

- 5-1.2 Accommodate active parklands, and other open space uses.

Program: The Plan Map designates lands for open space uses including the slopes adjacent to the 101 and 405 freeways.

Objective 5-2

Provide access to the regional parks in the Santa Monica Mountains.

Policies

- 5-2.1 Maintain Reseda Blvd. as a prime access to the open space areas in the Santa Monica Mountains -- with adequate parking and trail heads.

Program: The City Council approved a street vacation redesignating Reseda Blvd. from 100 feet south of Windford Dr. to Mulholland Dr. from a Collector Street to a Local Street. Any street vacation should ensure public access into the open space and park area by the Santa Monica Mountain Conservancy.

SCHOOLS

In the Encino-Tarzana Plan Area, public schools are administered by the Los Angeles Unified School District (LAUSD).

The Plan encourages shared use of existing school facilities for the general public after hours and on weekends. School grounds should be made available so as to facilitate after hour recreational uses.

Six elementary schools serve the plan area; Wilbur Avenue located south of Ventura Boulevard between Crebes Avenue and Wilbur Avenue at Canasta Street; Emelita located north of Ventura Boulevard at Emelita Street between Lindley Avenue and White Oak Avenue; Encino located north of Ventura Boulevard between Addison Street and Otsego Street; Tarzana between Collins Street and Hatteras Street and Topeka Drive and Wilbur Avenue; Newcastle south of Ventura Boulevard between Dobkins Avenue and Doran Avenue; Lanai south of Ventura Boulevard between Bosque Drive and Lanai Road; Portel Middle School located south of Ventura Boulevard between Linnet Street and Canasta Street and Crebs Avenue and Yolanda Avenue, is the one middle school that serves the Plan Area.

GOAL 6

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

Objective 6-1

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

Policies

6-1.1 Explore creative alternatives for providing new school sites in the city, where appropriate.

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

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

Objective 6-2

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

Policies

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

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

1. Siting of schools and other community facilities (libraries, parks, and auditoriums) within a transit station, center, or

mixed-use area so they can complement each other and make the most efficient use of the land provided for these services.

2. Locating middle schools and high schools where possible, close to transit stations and key centers and mixed-use districts, so students can use the transit system to get to and from school.
3. Encouraging private redevelopment of existing school sites in the immediate vicinity of transit stations and centers so that the existing site (a low intensity use) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

LIBRARIES

The Encino-Tarzana Plan Area is serviced by one public library branch.

GOAL 7

ENSURE ADEQUATE LIBRARY FACILITIES AND SERVICES ARE PROVIDED TO THE AREA'S RESIDENTS BY EXPANDING EXISTING FACILITIES AND/OR LOCATING NEW SITES WHEN FUNDING BECOMES AVAILABLE.

Objective 7-1

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

Policies

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

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

7-1.2 Encourage the expansion and/or refurbishing of the existing Encino-Tarzana library.

Program: The Board of Library Commissioners adopted a Branch Facilities Plan which includes a plan to build a new 12,500 square foot Encino-Tarzana Branch library on the existing site (replacing the existing 5,404 square foot library) through the purchase of adjacent property.

POLICE PROTECTION

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

GOAL 8

A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES

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

Objective 8-1

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

Policies

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

Program: A decision maker should include a finding which considers the impact on police service demands of the project or land use plan change.

This consultation with the Police Department is currently in effect for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Police Department.

FIRE PROTECTION

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

Fire protection in the Plan Area is provided by two Single Engine Company Stations. A third engine company station is located along Mulholland Drive adjacent to the Plan Area. The adequacy of fire protection is based on the required fire-flow, (measured in gallons per minute), response distance from existing fire stations and the Fire Departments judgement for needs in the area. Los Angeles Fire Department currently considers some portions of the Encino-Tarzana Community Plan area inadequate in terms of existing staffing and response distances from existing facilities. Limited street access, steep terrain which characterize the hillside areas as well as traffic congestion will additionally slow response time.

GOAL 9

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

Objective 9-1

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

Policies

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

Program: Require a decision maker to include a finding as to the impact on fire service demands for all plan amendments within 5 years of adoption.

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

TRANSPORTATION

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

The Transportation Improvement and Mitigation Program (TIMP) was prepared for the Encino-Tarzana Community Plan through an analysis of the land use impacts on transportation. The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan. For each of the following programs in the plan text where implementation measures are taken from the TIMP, these measures will be identified in brackets [] as follows: [TIMP]. The TIMP document, provides an implementation program for the circulation needs of the Plan area, roadway improvements, roadway redesignation, bus service improvements, Metrolink service improvements and the creation of a community transit center. Additional transportation improvements, paratransit or shuttle bus service, and transportation system management improvements such as the Automated Traffic Surveillance and Control (ATSAC) system. Other proposals include peak hour parking restrictions, the creation of neighborhood traffic controls plans, and a transportation demand management program which includes creating bikeways, forming transportation management associations, a trip reduction ordinance, and continued participation by the city in regional transportation management programs.

The Transportation Improvement and Mitigation Plan establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan. Due consideration should be given to individual recommendations regarding any potential adverse impacts on existing commercial activities in the immediate area. Any proposed Capital Improvements, specifically street widenings, signing and striping improvements and prohibitions on peak hour parking should be weighed against the preservation of the commercial viability of the immediate areas impacted by the proposed mitigation measures.

PUBLIC TRANSPORTATION

While it is anticipated that the private automobile will remain a primary mode of transportation within the Encino-Tarzana community (to the year 2010), bus service and the shuttle systems or paratransit will be the primary public transportation modes through the year 2010.

The City Council in November, 1993, adopted a Land Use Transportation Policy which provides the framework to guide future development around transit stations. The Policy includes land use, housing, urban design, ridership strategy, parking and traffic circulation, equity, economic development and community components.

The City of Los Angeles Department of Transportation (LADOT) operates “Cityride”, a city-wide demand-responsive paratransit program for senior citizens aged 65 or older and persons with mobility impairments. Cityride registrants may obtain a low-cost book of transit scrip each quarter which can be exchanged for MTA monthly bus passes and discounts on taxi, private lift-van and Cityride lift-van Dial-A-Ride services.

GOAL 10

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

Objective 10-1

To encourage improved local and express bus service through the community, encourage park-and-ride facilities and bus routes to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.

Policies

10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) and the City of Los Angeles Department of Transportation (LADOT) to improve local bus service to and within the Encino-Tarzana plan area.

Program: Transit improvements [TIMP]

1. Implement and/or support MTA’s implementation of recommendations contained in the *Study of Restructuring Public Transit Service in the San Fernando Valley* (Crain & Associates, May 1994) including modifications to MTA bus lines 154, 164/364, 236, 238, 422/424/525, and 561; initiation of a new MTA bus line 665; expansion of the Encino park-and-ride lot; and modification to Thousand Oaks express line 423 and Antelope Valley line 787 to serve the Encino park-and-ride. [TIMP]
2. Implement transit-priority treatments along the following streets: [TIMP]
 - Reseda Blvd. north of Ventura Blvd.
 - Victory Blvd. Corridor throughout the Encino-Tarzana plan area.
 - Ventura Blvd. throughout the Encino-Tarzana plan area.
3. Increased bus services including increased bus services along high demand routes as warranted, provide additional bus/shuttle service along Reseda Blvd transit corridor, and provide shuttles and other services that increase access to and within the Tarzana Community Center and the Ventura Blvd. mixed use corridor. [TIMP]

10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

Program: Replace existing bus services along particular routes with new local buses, support the development of a Transit Center and the implementation of new DASH and paratransit lines.

10-1.3 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.

Program: The Plan includes an Urban Design chapter that outlines design guidelines for transit stops.

Objective 10-2

To increase the work trips and non-work trips made on public transit.

Policies

10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

Program: Development of “transit centers” strategically located adjacent to the railroad tracks along Oxnard Street. To allow easy transfers to other routes and services, employment corridors, shopping centers, and other major community activity centers for residents of the Encino-Tarzana Community Plan Area.

Program: Implement DASH service to serve the commercial districts and other activity centers in the area.

Program: Implement community based “circulators” along collector and local streets to provide convenient access to major rail or bus transit services and activity centers.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the city's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS D. The level of trips generated by future development in the Encino-Tarzana area and the surrounding communities require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility. TDM is a program designed to reduce the number and length of vehicular trips. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

A Transportation Demand Management (TDM) Program includes the following components:

1. Transportation Management Association Formation/Coordination.

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

2. Participation in Regional Transportation Management Programs.

The city will continue to participate in local and regional TDM programs being implemented by other agencies and adjacent jurisdictions and coordinate its TDM program with those of other communities, agencies, and jurisdictions.

3. TDM Ordinance. The Citywide Ordinance on TDM and trip reduction measures, part of the Los Angeles Municipal Code Section 12.26 J, will continue to be implemented for the Encino-Tarzana area. This ordinance calls for several measures to be taken in new development to achieve trip reduction.

4. Monitoring. The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance.

5. The city should continue to implement bikeway development as specified in the Mobility Plan (2035) as part of an overall transportation demand management program.

GOAL 11

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

Objective 11-1

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

Policies

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

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Encino-Tarzana area. This Ordinance calls for several measures to be taken by new non-residential development to achieve necessary trip reduction targets. [TIMP]

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

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

11-1.3 Encourage development to provide facilities for telecommuting

Program: Provide incentives for developers of new multiple-family housing to provide capabilities for telecommunication equipment. [TIMP]

**TRANSPORTATION
SYSTEM
MANAGEMENT (TSM)**

Transportation System Management (TSM) is the modification of the transportation system in order to improve the flow of traffic with low capital cost projects and minor construction that can be implemented in a short time frame. TSM strategies include but not limited to synchronization of traffic signals, localized intersection improvements, limited on-street parking during peak travel times, conversion of parallel arterial into one-way couplets, bus only lanes and reversible lane operations.

GOAL 12

A well maintained, safe, efficient freeway and street network.

Objective 12-1

12-1 That the Encino-Tarzana signalized intersections are integrated with the City's ATSAC system by the year 2010.

Policies

12-1.1 Install ATSAC equipment when funding becomes available. ATSAC is a computerized system that directs traffic control operations based on the data collected at each signalized intersection.

Program: Automated Traffic Surveillance and Control (ATSAC).
[TIMP]

ATSAC is recommended to be installed by the year 2010 at all signalized arterial intersections.

Program: Transportation Systems Management (TSM) Strategies
[TIMP]:

1. Smart Corridors:

- San Diego Freeway Corridor [TIMP]
- Ventura Freeway Corridor [TIMP]

2. Peak Parking Restrictions (to be implemented to the extent feasible and consistent with the policies of the Mobility Plan 2035):

- Tampa Avenue from northern Community Plan Area border to US 101 ramps: implement peak parking restrictions on southbound side (similar to existing restrictions on northbound side) to provide 6 peak lanes. [TIMP]

3. Intersection Improvements (to be implemented to the extent feasible and consistent with the policies of the Mobility Plan 2035):

- Ventura/Cahuenga Corridor Specific Plan intersection improvements. [TIMP]
- Identify and implement localized intersection improvements as warranted and feasible. [TIMP]

12-1.2 Accelerate controller replacement to upgrade and improve signal efficiency.

Program: Implement funding when it becomes available.

ROADWAYS

The Encino-Tarzana Community Plan area is served by the 101 Freeway which runs east-west along the northern portion of the plan area and the 405 Freeway which runs north-south and forms the eastern boundary of the plan area.

Arterials that are designated as Boulevards within the plan include Ventura Blvd., Victory Blvd., Tampa Ave., Reseda Blvd. (north of Ventura Blvd.) White Oak Ave., Balboa Blvd., , , Sepulveda Blvd. (north of Sherman Oaks Avenue), and Burbank Blvd. (east of Balboa Blvd.). The Avenues are Corbin Ave., Wilbur Ave., Lindley Ave., Louise Ave., Mecca Ave., Woodley Ave., Havenhurst Ave. Reseda Blvd. (south of Ventura Blvd.), Sepulveda Blvd. (south of Sherman Oaks Avenue), Magnolia Blvd., and Burbank Blvd. (west of Balboa Blvd., and Oxnard Street. The plan area also includes Collector Streets.

Streets shall be developed in accordance with standards and criteria contained in the Transportation Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirement.

The full residential, commercial, and industrial densities and intensities proposed in the plan are predicated upon the eventual development of the designated infrastructure. No increase in density shall be allowed by zone change or subdivision unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.

GOAL 13

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

Objective 13-1

To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street

improvements are provided to accommodate traffic generated by new development.

Policies

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

Program: Improve, to their designated standard specifications, substandard segments of those arterials which are expected to experience heavy traffic congestion by the year 2010.

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

Program: Capital Improvements. [TIMP]

1. Proposed street widenings (to be implemented to the extent feasible and consistent with the Mobility Plan):
 - Oxnard Street-Lindley Avenue to White Oak Avenue: improve to ~~avenue~~ standards, provide 4 travel lanes. [TIMP]
 - White Oak Avenue-North community plan area boundary (SPRR) to U.S. 101 ramps: improve to boulevard standards and implement peak hour parking restrictions to provide 6 peak travel lanes. [TIMP]
2. Roadway redesignation:
 - Reseda Blvd. from 100 feet south of Windford Dr. to Mulholland Dr. redesignation from a Collector Street to a Local Street.

13-1.2 Street dedications shall be developed in accordance with standards and criteria contained in the Transportation Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

Program: Implementation of the Transportation Element supports this policy.

13-1.3 Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control measures.

Program: The use of Residential Neighborhood Protection Plans to minimize traffic intrusion onto local residential streets. [TIMP]

13-1.4 New development projects should be designed to minimize disturbance to existing traffic flow with proper ingress and egress to parking.

Program: Continued driveway and ingress and egress review by LADOT to prevent auto queuing.

Objective 13-2

To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the city's streets standards.

Policies

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

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

Program: New development projects should incorporate TSM and/or TDM programs and/or transit improvements consistent with Citywide Land Use Transportation Policy.

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

Program: Require that new development projects incorporate such considerations.

**NON-MOTORIZED
TRANSPORTATION**

The plan provides for various modes of non-motorized transportation/circulation such as walking, horseback riding, and bicycle riding. The Mobility Plan (2035) identifies a backbone bikeway system through Encino-Tarzana. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system which is intended to complement other transportations modes.

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

GOAL 14

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

Objective 14-1

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

Policies

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

Program: The Community Plan endorses full implementation of the City’s Mobility Plan, which designates bikeways for the following; Los Angeles River, Hayvenhurst Avenue (north of Ventura Boulevard), , Mulholland Drive, Reseda Boulevard, and White Oak Avenue.

14-1.2 Encourage the provision of showers, changing rooms, showers, and bicycle storage at new and existing non-residential developments and public places.

Program: Through the inclusion of this policy in the Plan text, the Plan supports the provision of bicycle facilities particularly in pedestrian oriented areas and recommends that this policy be considered, in the revision of the Mobility Plan, In addition, Los Angeles Municipal Code Sections 12.21 A 16 and 91.0705 provide for bicycle parking requirements and employee facilities for showers and lockers.

Objective 14-2

To promote pedestrian oriented areas and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.

Policies

14-2.1 Identify pedestrian oriented areas.

Program: The Ventura/Cahuenga Boulevard Corridor Specific Plan Text and Map identifies the locations of pedestrian oriented areas in the Encino-Tarzana Community Plan Area.

PARKING

The Plan supports the city’s continuing efforts to develop city owned (off-street) parking facilities in Encino-Tarzana so that an adequate supply of parking can be provided to meet the demand. City owned parking lots should be located in or near commercial areas.

GOAL 15

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

Objective 15-1

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

Policies

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

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

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

Program: The Citywide Land Use Transportation Policy addresses this issue.

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

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

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

HISTORIC AND CULTURAL RESOURCES

This section provides a basis to preserve, enhance, and maintain sites and structures which have been deemed architecturally and historically significant. The city has designated one site in the community as Historic-Cultural. The site is the Los Encinos State Historic Park located along Ventura Boulevard and La Maida Street, where some of the original Hacienda still remains, is identified on the Plan Map.

The Encino-Tarzana Community Plan Area consists of several distinct neighborhoods which developed as separate communities.

Encino with its roots traced to early Spanish settlers, was named for its abundance of large spreading oak trees, Los Encinos. Until the winter storms of 1998, a massive oak tree approximately 1,000 years old still remained standing giving testimony to the history of the area.

Tarzana was part of the 116,858 acre Ranch Ex-Mission de San Fernando which extended over what is the current San Fernando Valley. In 1910 Tarzana was called Runnymede III, a subdivision developed by Los Angeles Suburban Homes. In 1928 the area's name was changed from Runnymede III to Tarzana, in honor of the largest landowner of the area, Egar Rice Burrough, the creator of Tarzan of the Apes.

Development along the Ventura/Cahuenga Boulevard corridor, is defined by the topography or architectural character. The numerous hills and vistas define the area's topographical character, south of Ventura/ Cahuenga Boulevard is predominantly developed with single-family dwellings. Commercial development along Ventura Boulevard has two different visual looks. The Encino portion of Ventura Boulevard is predominantly developed with high-rise buildings surrounded by specialty shops and restaurants. The Tarzana portion is developed with strip center type commercial more commonly found throughout the rest of the Valley.

This section provides the basis to preserve, enhance, and maintain sites and structures which have been deemed architecturally and historically significant.

GOAL 16

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

Objective 16-1

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

Policies

16-1.1 Encourage the preservation, maintenance, enhancement, and reuse of existing historically significant buildings and the restoration of original facades.

Program: Continued identification of appropriate city designated historic and cultural monuments and preservation of those existing.

Objective 16-2

To encourage private owners of historic properties/resources to conserve the integrity of such resources.

Policies

16-2.1 Assist private owners of existing and future historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

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

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

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					6,931	53.2
	Minimum	OS, A1, A2, RE40	1,120	8.6		
	Very Low	RE20, RA, RE15, RE11	34	0.2		
	Very Low I	RE20, RA	2,719	20.9		
	Very Low II	RE15, RE11	1,703	13.1		
	Low	RE9, RS, R1, RU, RD6, RD5	1	0.0		
	Low I	RE9	54	0.4		
	Low II	RS, R1, RU, RD6, RD5	1,300	10.0		
Multiple					420	3.3
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	39	0.3		
	Low Medium II	RD1.5, RD2, RW2, RZ2.5	65	0.5		
	Medium	R3	316	2.5		
COMMERCIAL					339	2.6
	Neighborhood	C1, C1.5, C2, C4	39	0.3		
	General	CR, C1.5, C2, C4	21	0.1		
	Community	CR, C2, C4	179	1.4		
	Regional	CR, C1.5, C2, C4, R3, R4, R5	100	0.8		
INDUSTRIAL					27	0.2
	Commercial	CM,P	1	0.0		
	Limited	CM, MR1, M1	26	0.2		
PARKING					0	0.0
	Parking	P, PB	0	0.0		
OPEN SPACE/PUBLIC FACILITIES					3,728	28.6
	Open Space	OS, A1	3,151	24.2		
	Public Facilities	PF	577	4.4		
STREETS					1,578	12.1
	Private Streets	-	37	0.3		
	Public Streets	-	1,541	11.8		
TOTAL					13,023	100.0

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

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

RECREATION AND PARK FACILITIES

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

SCHOOLS

Consider large vacant parcels as a first alternative to accommodate the

demand for new schools, prior to the displacement of existing uses.

LIBRARIES

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

POLICE PROTECTION

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

FIRE PROTECTION

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

HISTORIC PRESERVATION

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

HOUSING

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

7. Ensure that the development of transitional housing and emergency shelters is appropriately located.
8. Encourage the development of housing types intended to meet the special needs of senior citizens and the physically challenged.

UTILITIES

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

EMPLOYMENT

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

**PUBLIC
TRANSPORTATION**

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

**NON-MOTORIZED
TRANSPORTATION**

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

NATURAL DISASTERS

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

**EARTHQUAKE
PREPAREDNESS**

The 1994 Northridge earthquake devastated portions of the Encino-Tarzana area. The magnitude 6.8 (Richter Scale) earthquake caused extensive and widespread property damage to residences, businesses, nonprofit organizations, public facilities, and infrastructure including freeways, water lines, power lines, and natural gas lines. Recovery and rebuilding efforts have already begun following the Northridge earthquake and will continue over the next several years.

Chapter V

URBAN DESIGN

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

The purpose of the document is to provide standards, designs, and guidelines to carry out the policies of this chapter for individual projects. It is intended for use by city staff in reviewing plans for development prior to the issuance of building permits.

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

The Administration of the general policies found in this chapter and implementing Encino-Tarzana Community Design Overlay District Guidelines and Standards shall be accomplished with the establishment of a Community Design Overlay District (CDO), for specific portions of the Encino-Tarzana Community, per the Supplemental Use District Section of the Zoning Code (Section 13.00).

GOALS AND PURPOSES

These design policies and standards are to ensure that residential, commercial, and industrial projects and public spaces and right-of-way incorporate specific elements of good design. The intent is to promote a stable and pleasant environment. In commercial corridors, the emphasis is on the provision and maintenance of the visual continuity of street-scapes and creation of an environment that encourages pedestrian and economic activity.

In multiple-family residential areas, the emphasis is on the promotion of architectural design that enhances the quality-of-life, living conditions and neighborhood pride of the residents.

DESIGN POLICIES FOR **INDIVIDUAL PROJECTS**

COMMERCIAL

Site Planning

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

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

Height and Building Design

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

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

1. No structure should exceed two stories in height within 15 feet and 30 feet of front and rear property lines, respectively.
2. Maximizing the area devoted to transparent building elements, for front facades and facades facing rear parking.
3. Requiring the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.

4. Providing accenting, complementary building materials to building facades.
5. Maximizing the applications of architectural features or articulations or building facades.
6. Designating architecturally untreated facades for signage.
7. Screening of mechanical and electrical equipment from public view.
8. Screening of all rooftop equipment and building appurtenances from public view.
9. Requiring the enclosure of trash areas for all projects.

Parking Structures

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

1. Designing parking structure exteriors to match the style, materials and color of the main building.
2. Landscaping to screen parking structures not architecturally integrated with the main building.
3. Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

Surface Parking Landscaping

1. Devoting 2% of total surface area of surface parking lots to landscaping.
2. Providing a landscaped buffer along public streets or adjoining residential uses.

Light and Glare

1. Installing on-site lighting along all pedestrian walkways and vehicular access ways.
2. Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses.

MULTIPLE RESIDENTIAL

Site Planning

All multiple residential projects, of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents. Toward that goal the following policies are proposed:

1. Providing a pedestrian entrance at the front of each projects.

2. Requiring useable open space for outdoor activities, especially for children.

Design

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

1. Requiring the use of articulations recesses surface perforations and porticoes to break up long, flat building facades.
2. Utilizing of complementary building facades.
3. Incorporating varying designs to provide definitions for each floor.
4. Integrating building fixtures, awnings, security gates, etc. into design of the building.
5. Screening all rooftop equipment and building appurtenances from adjacent properties.
6. Require decorative, masonry walls to enclose trash.

Parking Structures

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

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

INDUSTRIAL/RESIDENTIAL INTERFACE AREAS

Design Guidelines

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

Loading Areas

New development of industrial uses located across a local or collector street from a residentially zoned or developed lot shall design their loading area in such a manner that the loading area is visually shielded from the line of sight of adjacent residential uses by a 3-1/2 to 8 foot solid decorative masonry wall, depending on whether the wall is located in a front, side, or rear yard.

Walls/Landscaping

1. Where vehicle parking, loading, or open storage for a new industrial development is located within 50 feet of a public street which separates the industrial and residential zones or uses, a minimum 3-1/2 foot high solid decorative masonry wall shall be provided in a front yard, or a minimum 5 foot 9 inch to 8 foot solid decorative masonry wall in a side or rear yard. That a minimum of a 5 foot landscaped setback buffer with an installed automatic sprinkler system shall be located in front of said wall, along the street frontage.
2. New industrial development located directly across a local or collector street from a residentially zoned or developed neighborhood shall provide a minimum 5 foot landscaped setback along any portion of the frontage, not required for driveways, facing the residential use. Said landscaping shall contain a minimum of one 24 inch box tree (with a minimum trunk diameter of two inches, a height of eight feet at the time of planting, and with an installed automatic sprinkler system) for every 30 feet of street frontage.
3. On any other interior property line which separates an industrial use from an abutting residential zone or use, a minimum 5 foot 9 inch to 8 foot solid decorative masonry wall shall be provided.

Architecture Guidelines

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

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

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

A sense of entry should be created into the Encino-Tarzana Community from adjacent cities that serve to define the boundaries and the edges of the city and the unique attributes of the community. Public spaces and rights-of-way should capitalize on existing physical access to differentiate the community as a unique place in the city.

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

The following improvements are recommended:

ENTRYWAY IMPROVEMENTS

Provide improvements along principal streets at the city boundary with adjacent jurisdictions, at major identified intersections and edges which clearly distinguish these as major entries to the city. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.

Establish primary entry improvements at the following areas:

1. Ventura Boulevard from Balboa Boulevard to Lindley Avenue.
2. Ventura Boulevard from Lindley Avenue to Tampa Avenue.

Establish entry improvements at selected locations on freeway off-ramps within the Plan Area.

STREETSCAPE

Provide for coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.

Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards for the selection and installation of, but not limited to, the following:

1. Street trees

2. Street lighting
3. Streetscape elements such as sidewalk/crosswalk paving, street furniture.
4. Public signage

Establish streetscape and landscape standards for, but not limited to, the following corridors and districts:

1. Ventura Boulevard from Balboa Boulevard to Tampa Avenue.
2. Ventura Boulevard from Lindley Avenue to Corbin Avenue.
3. Reseda Boulevard at Ventura Boulevard south of Burbank Boulevard.
4. Laurel Canyon from Ventura Boulevard to the 101 freeway.

STREET TREES

Select species which:

1. Enhance the pedestrian character, and convey a distinctive high quality visual image for the trees.
2. Are drought and smog tolerant, fire resistant, and complement existing street trees.

Establish a hierarchy for street trees which shall include:

1. Major Accent Trees

These trees should be located at entry locations, intersections, and activity centers.

2. Street Trees

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

3. Ornamental or Special Plantings

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

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

STREET FURNITURE

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

STREET LIGHTING

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

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

SIDEWALKS/PAVING

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

SIGNAGE

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

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

3. Provide for signage which uniquely identifies principal commercial areas.

**PUBLIC OPEN SPACE
AND PLAZAS**

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

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

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COMMUNITY PLAN UPDATE

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April 21, 2005

All Interested Parties:

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

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

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

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

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

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

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

April 21, 2005

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

All Interested Parties:

SUBJECT:

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

BACKGROUND:

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

“An example is:

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

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

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

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

Footnote 1: ‘Height District 1VL’

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

DISCUSSION:

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

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

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

“Floor Area Ratio 1:1.”

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

INTERPRETATION:

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