APPENDIX A

NOP and Comment Letters

DEPARTMENT OF
CITY PLANNING

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RECIRCULATION OF NOTICE OF PREPARATION OF A COMBINED DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF SCOPING MEETING FOR THE SOUTHWEST VALLEY COMMUNITY PLANS UPDATE (STATE CLEARINGHOUSE #: 2019039154)

TO: Agencies, Organizations, and Interested Parties **Date:** October 10, 2024

The City of Los Angeles Department of City Planning (DCP), as the Lead Agency under the California Environmental Quality Act (CEQA), will prepare an Environmental Impact Report (EIR) for the proposed Southwest Valley Community Plans Update Project or "Proposed Project". The City is requesting identification of environmental issues, environmental impacts, and information that you or your organization believes should be considered and analyzed in the EIR, including mitigation measures and alternatives.

The Proposed Project would:

- Amend the text of the following three Community Plans, collectively referred to as the Southwest Valley Community Plans: (1) Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan; (2) Encino-Tarzana Community Plan; and (3) Reseda-West Van Nuys Community Plan to revise the stated plan goals, policies, and programs to reflect the Proposed Project; which, also includes a name change for the Reseda-West Van Nuys Community Plan to Reseda-West Van Nuys-Lake Balboa in this Community Plan Area (CPA);
- Amend the General Plan Land Use Maps inclusive of the boundary changes described in "Project Description" below between the Southwest Valley and neighboring CPAs: (1) Reseda-West Van Nuys CPA; (2) Van Nuys-North Sherman Oaks CPA, (3) Mission Hills-Panorama City-North Hills CPA, (4) Northridge CPA, (5) Canoga Park-Winnetka-Woodland Hills-West Hills CPA, and (6) Encino-Tarzana CPA;
- Amend the City of Los Angeles Municipal Code (LAMC) to adopt new zoning regulations for the three Southwest Valley CPAs as part of the New Zoning Code Update (LAMC Chapter 1A) and amend Zoning Map to apply updated zoning classifications in the Southwest Valley CPAs;
- Amend the General Plan Framework, Mobility Plan, and other Citywide General Plan Amendments, and other land use and zoning ordinances, including the Ventura/Cahuenga Boulevard Corridor Specific Plan, the Mulholland Scenic Parkway Specific Plan, the Girard Tract Specific Plan, the Canoga Park Commercial Corridor Community Design Overlay, the Canoga Park Community Design Overlay, and the Reseda Central Business District Community Design Overlay, as necessary.

The project description, location, and goals and objectives are set forth below, and the Southwest Valley Community Plans Areas and Regional Setting are shown in Figures 1 and 2, respectively.

NOTICE OF PUBLIC SCOPING MEETING

Pursuant to California Public Resources Code Sections 21083.9, 21092.2, and California Code of Regulations, Title 14, Chapter 3 ("CEQA Guidelines") Section 15082 and 15083, the City, as the Lead

use compatibility planning is multi-dimensional including factors like noise compatibility, the safety of people and property on the ground, airspace protection, and flight safety.

Through the underlying zoning, special airport compatibility considerations can apply to property in proximity (residential, commercial, industrial, etc.). These considerations, including development standards, could be incorporated into the underlying zoning. As an example, guidance provided in the Caltrans Handbook suggests off-airport zoning considerations on several levels based on (1) airport noise contours, (2) Caltrans safety areas, and (3) FAA- defined -airspace (California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011). Standards for each of these would address the compatibility concerns relevant to each topic.

Recognizing that the VNY environs are a fully developed urban community, the feasibility of an airport overlay zoning ordinance, or similar planning tool, could be explored for potential benefit to both the community and VNY. In a developed community, the typical objectives of airport compatibility zoning are to ensure that any new infill development or redevelopment is compatible with the airport and to avoid development that would increase incompatibility with any adjoining or surrounding land uses.

FAA Grant Assurance 21. Compatible Land Use.

As Airport Sponsor, LAWA is bound to adhere to the FAA Grant Assurances. One of these, Assurance #21, stipulates:

It (Airport Sponsor) will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.

We look forward to the opportunity to assist the Department of City Planning as the Southwest Valley Plans Update advances.

Please let us know if you have any questions about this NOP response letter.

Sincerely,

Kathline King for

Evelyn Quintanilla

Chief of Airport Planning II

The Airports Development Group

EQ:kk

Cc: Mike Christensen, LAWA Chief Development Officer

Robert Schultz, LAWA Airport Planning Unit

Mark Adams, LAWA Government Affairs

Agency, will conduct two Public Scoping Meetings (one in-person, and one virtual) for the purpose of soliciting oral and written comments from interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, including transportation agencies, as to the appropriate scope and content of the EIR.

One of the two Public Scoping Meetings will be held in-person at the location noted below, and the other will be conducted in an online virtual format to share information regarding the Proposed Project and the environmental review process, and provide information on how interested parties can provide written comments. City staff and environmental consultants will be available during these two meetings. The content presented will be the same at both meetings. After the Public Scoping Meetings have ended, a copy of the recorded presentation will be posted to the Department's website at https://planning.lacity.gov/development-services/eir/southwest-valley-community-plans-update.

The City encourages all interested individuals and organizations to attend these meetings. Written comments and questions may be submitted, but there will be no verbal comments or public testimony taken at either of the Public Scoping Meetings. Interested parties wishing to provide comments or public testimony should provide them in writing, as described under "Submittal of Written Comments," below. No decisions about the Proposed Project will be made at the Public Scoping Meetings. A separate public hearing for the update to the Southwest Valley Community Plans will be scheduled after the completion of the Draft EIR. The date, time, and virtual location and in-person location of the Public Scoping Meetings are as follows:

SCOPING MEETING DATES
Note: content presented will be the same at both meetings

In-Person Scoping Meeting
Date: Tuesday, October 22, 2024
Time: 5:30 pm to 7:30 pm
Place: ONEGeneration
18255 Victory Blvd.,
Reseda, CA 91335

Virtual Scoping Meeting
Date: Thursday, October 24, 2024
Time: 6:00 pm
Location: Visit https://planning-lacity-org.zoom.us/j/87082651874 or by phone dial US: +1 213 338 8477 or +1 669 900 9128 and enter Webinar ID: 870 8265 1874 followed by #. If asked for Participant ID, enter #.

ACCOMMODATIONS: As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate. The meeting facility and its parking are wheelchair accessible. Sign language interpreters, assistive listening devices, or other auxiliary aides and/or services may be provided upon request. Other services, such as translation between English and other languages, may also be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by contacting Betty Barberena at Betty.barberena@lacity.org or (213) 978-1194.

ALL INTERESTED PARTIES ARE INVITED TO ATTEND THE PUBLIC SCOPING MEETINGS TO ASSIST IN IDENTIFYING ENVIRONMENTAL-RELATED ISSUES TO BE ADDRESSED IN THE EIR. ATTENDEES WILL HAVE AN OPPORTUNITY TO PROVIDE INPUT TO THE CONSULTANTS PREPARING THE EIR.

RESPONSIBLE AND TRUSTEE AGENCIES

The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the Proposed Project, in accordance with the CEQA Guidelines, Section 15082(b). Your agency will need to use the EIR prepared by the City when considering any permits or other project approvals that your agency must issue. As such, your responses

to this Notice of Preparation (NOP) at a minimum should identify: (1) The significant environmental issues and reasonable alternatives and mitigation measures that your agency will need to have explored in the EIR; and (2) Whether your agency will be a responsible or trustee agency for this project.

REVIEW AND RESPONSE PERIOD: THURSDAY, OCTOBER 10, 2024, TO TUESDAY, NOVEMBER 12, 2024, by 5:00 p.m.

Pursuant to CEQA Guidelines, Section 15082(b), this Notice of Preparation is being circulated for a 30-day comment period. Responses to this NOP must be provided during this response period.

PROJECT LOCATION

The Southwest Valley Community Plans Update is comprised of three Community Plan Areas (CPAs): (1) the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, (2) the Encino-Tarzana CPA, and (3) the Reseda-West Van Nuys CPA; and the areas being added by the boundary changes discussed below. These three CPAs are geographically contiguous, and comprise the southwest portion of the San Fernando Valley. The Southwest Valley CPAs are outlined in Figure 1 – Southwest Valley Community Plans Area. The Southwest Valley CPAs are shown within a regional context in Figure 2 – Regional Context.

The Canoga Park-Winnetka-Woodland Hills-West Hills CPA is approximately 17,906 acres and is generally bound by Roscoe Boulevard to the north, Corbin Avenue to the east, Mulholland Drive to the south, and the City limits to the west. The Canoga Park-Winnetka-Woodland Hills-West Hills CPA shares a common boundary with the Reseda-West Van Nuys CPA along Corbin Avenue and the Encino-Tarzana CPA to the east.

The Encino-Tarzana CPA is approximately 13,007 acres and is generally bound by Oxnard Street to the north, Interstate 405 to the east, Mulholland Drive to the south, and Corbin Avenue to the west. The Encino-Tarzana CPA shares a common boundary with the Reseda-West Van Nuys CPA along Oxnard Street to the north, and with the Canoga-Park-Woodland Hills-West Hills CPA along Corbin Avenue to the west.
The Reseda-West Van Nuys CPA is approximately 7,765 acres and is generally bound by Roscoe Boulevard to the north, Sepulveda Boulevard to the east, Oxnard Street and Victory Boulevard to the south, and Corbin Avenue to the west. The Reseda-West Van Nuys CPA shares a common boundary with the Encino-Tarzana CPA along Oxnard Street to the south, and with the Canoga-Park-Woodland Hills-West Hills CPA along Corbin Avenue to the west.

Collectively, the Southwest Valley CPAs are bordered by Roscoe Boulevard to the north, Sepulveda Boulevard to the northeast, Interstate-405 to the east, the Santa Monica Mountains to the south, and Topanga Canyon Boulevard to the west. The southwestern border of the Southwest Valley Community Plans aligns with the limits of the City of Los Angeles, with the City of Calabasas and the City of Hidden Hills to the southwest, and Simi Hills, Ventura County, and unincorporated Los Angeles County to the west. The City of Los Angeles Community Plan areas of Chatsworth-Porter Ranch, Northridge, and Mission Hills-Panorama City-North Hills are located to the north, Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the east, and Brentwood-Pacific Palisades Community Plan to the south. The combined area of the Southwest Valley Community Plans is approximately 61 square miles.

PROJECT BACKGROUND

The Southwest Valley Community Plans include three of the City's 35 Community Plans, which comprise the Land Use Element of the General Plan. The Land Use Element is one of eight State-mandated elements of the General Plan that also include noise, housing, open space, circulation (mobility), safety, conservation, and environmental justice. The Southwest Valley Community Plans are being updated consistent with the California Government Code Section 65302.

The Southwest Valley Community Plans were last updated in the late 1990s. The Canoga Park-Winnetka-Woodland Hills-West Hills and Reseda-West Van Nuys Community Plans were last updated in 1999 and the Encino-Tarzana Community Plan was last updated in 1998. Since then, significant changes have

occurred within the Southwest Valley Community Plans area, including the opening of the Metro G (Orange) Line Busway in 2005, which traverses the entire Southwest Valley, and the update to the Warner Center Specific Plan in 2013, that necessitate the development of an update to the Southwest Valley Community Plans.

The Proposed Project includes the adoption and implementation of portions of the New Zoning Code (Chapter 1A of the LAMC). The New Zoning Code is a Citywide program to comprehensively update the City's zoning regulations through amendments to the Los Angeles Municipal Code. The Proposed Project would apply the new zoning and land use regulations to land within the Southwest Valley CPAs. New zones would also be developed using the New Zoning Code's modular system for the purpose of rezoning property in the Southwest Valley CPAs and would be added to the City's Zoning Code. For more information about the New Zoning Code, visit: https://planning.lacity.gov/zoning/new-code/.

The Southwest Valley Community Plans are being updated consistent with state law (Government Code Section 65300) in order to plan for future growth and accommodate projected increases in population and employment. The Proposed Project would also be consistent with the growth strategies of the City's Framework Element, the State and Regional policies of the Sustainable Communities and Climate Protection Act (Senate Bill 375), and the Southern California Association of Governments Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Proposed Project will also assess transportation impact utilizing CEQA Guidelines Section 15064.3 (Senate Bill 743). Additionally, the Proposed Project would meet the environmental justice requirements of Government Code Section 65302 (Senate Bill 1000), and would be consistent with the state's Affirmatively Furthering Fair Housing (AFFH) requirements in Government Code Section 8899.50.

On March 28, 2019, a previous EIR Notice of Preparation was published, and Scoping Meetings were held in April 2019. An EIR intends to disclose potential environmental impacts based on the most reasonable and reliable data. Emerging factors have occurred since the original NOP was published in 2019, including State legislation, the release of updated socioeconomic and demographic data from the Southern California Association of Governments (a regional planning body) and changes to living and commuting patterns due to the COVID-19 Pandemic. Therefore, the Los Angeles Department of City Planning (DCP), as the Lead Agency, is recirculating the Notice of Preparation and will hold new Scoping Meetings for the recirculated NOP. It is important to note that comments received during the 2019 Notice of Preparation Scoping period will continue to be considered; however, agencies, organizations, and interested parties can resubmit their comments or provide new comments.

PROJECT DESCRIPTION

The Proposed Project is an update of the Southwest Valley Community Plans, which includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys Community Plan (collectively, the Proposed Plans). The Proposed Project includes the adoption of updated and amended plan policy text, land use designations, and zoning, as well as other ordinances needed to implement those updates. The Proposed Project also includes proposed changes to the Southwest Valley CPAs boundaries as described below. The Proposed Project directs future growth to already urbanized and transit-oriented areas of each Southwest Valley CPAs. The proposed changes largely follow the current pattern of land use development reflecting City policies to direct growth where it can be supported by existing transportation infrastructure. The Proposed Project promotes housing units and jobs near transit to reduce the length and number of vehicle trips and to support walkable communities.

The Proposed Project would include changes to land use designations, as well as zone changes to accomplish a variety of goals, such as:

- Increase the variety of housing options and affordability, while supporting the creation of walkable and complete neighborhoods;
- Encourage the availability of a variety of community-serving goods and services, as well as a range of economic opportunities in the Southwest Valley;

- Apply new zoning regulations with objective design standards for appropriate neighborhood massing in areas with existing single- and multi-unit residential uses;
- Apply new building design and facade regulations to improve the interface between buildings and the public right-of-way;
- Retain Industrial-designated areas to prioritize jobs-producing uses and add new zoning regulations for improved transitions between existing residential and industrial uses;
- Promote the creation of passive and recreational open space in the Southwest Valley; and
- Encourage minimal and environmentally sensitive development in hillside areas.

The proposed policies complement the proposed zoning and land use designations as they would encourage achievement of the Proposed Project goals. The underlying purpose of the Proposed Project, and all of the City's Community Plan updates, is to accommodate the City's anticipated growth consistent with the policies of the Framework Element of the General Plan, the 2021-2029 Housing Element, and the policies and goals of SB 375 and SCAG's Sustainable Communities Strategy.

Boundary Change Considerations

The Proposed Project proposes amending the existing physical boundaries of the Southwest Valley CPAs, as described below. These proposed amendments would extend the existing Southwest Valley CPAs' boundaries beyond those existing as described below. The intent of the proposed boundary changes is to align the Southwest Valley CPAs boundaries with significant and distinguishable land use patterns. It is important to note these boundary changes may be adjusted during the approval process for the Proposed Project. The EIR intends to analyze the boundary changes as described:

1) The Reseda-West Van Nuys Community Plan and the Van Nuys–North Sherman Oaks Community Plan share a north to south boundary that follows Gloria Avenue south from the Southern Pacific Railroad right-of-way to Saticoy Street and Valjean Avenue south from Saticoy Street to Victory Boulevard, which represents the eastern border of the existing Reseda-West Van Nuys Community Plan and the western border of the existing Van Nuys-North Sherman Oaks Community Plan. The Proposed Project would study the impacts of a proposed boundary change that would extend the Reseda-West Van Nuys Community Plan boundary east to Interstate-405 (I-405). This area is generally bounded by the Southern Pacific Railroad right-of-way to the north, the I-405 to the east, Victory Boulevard to the south, and Gloria and Valjean Avenues to the west. An amendment to both Community Plan Maps would be proposed to reallocate land from the Van Nuys-North Sherman Oaks Community Plan to the Reseda-West Van Nuys Community Plan. This proposed boundary change would align the shared boundary with the I-405 Freeway right-of-way, as it is the most linear and physically dividing feature demarcating the two Community Plans.

2) The Van Nuys Airport is located primarily within the Reseda-West Van Nuys Community Plan. However, there is land located within the Van Nuys Airport Plan boundary that extends outside the boundaries of the Reseda-West Van Nuys Community Plan, and into the Mission Hills-Panorama City-North Hills Community Plan. An amendment to the Mission Hills-Panorama City-North Hills Community Plan Map and the Reseda-West Van Nuys Community Plan Map would be proposed to reallocate land from the Mission Hills-Panorama City-North Hills Community Plan to the Reseda-West Van Nuys Community Plan. This area is generally bounded by Napa Street to the north, Gothic Avenue to the east, Roscoe Boulevard to the south, and Hayvenhurst Place to the west. This boundary adjustment is proposed as it would allow the entire portion of the Van Nuys Airport Plan Boundary to be located within the Reseda-West Van Nuys Community Plan.

3) As discussed above, the Van Nuys Airport is located primarily within the Reseda-West Van Nuys Community Plan. There is land located within the Van Nuys Airport Plan boundary that extends outside the boundaries of the Reseda-West Van Nuys Community Plan, and into the Northridge Community Plan. An amendment to the Northridge Community Plan and the Reseda-West Van Nuys Community Plan would be proposed to reallocate land from the Northridge

Community Plan to the Reseda-West Van Nuys Community Plan. This area is generally bounded by the Southern Pacific Railroad right-of-way to the north, Roscoe Boulevard to the east and south, and Balboa Place to the west. This boundary adjustment is proposed as it would allow the entire portion of the Van Nuys Airport Plan Boundary to be located within the Reseda-West Van Nuys Community Plan.

ISSUES TO BE ADDRESSED IN THE EIR

Based on the project description and the Lead Agency's understanding of the environmental issues associated with the Proposed Plans, it is anticipated that implementation of the Proposed Plans has the potential to result in significant environmental effects associated with some or all of the following topics, which will be analyzed in detail in the EIR:

- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Tribal Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation/Circulation
- Wildfire
- Utilities and Service Systems

The EIR will analyze the reasonably foreseeable indirect physical changes to the environment in the above topic areas caused by the Proposed Project. The EIR does not propose analyzing the impacts to the following topics in the Appendix G of the CEQA Guidelines: Mineral Resources and Forestry Resources because the Department of Conservation's Division of Mine Reclamation indicates that there are no mines located within the Community Plan Areas, and the proposed project does not include proposals for the conversion of forest land to non-forest uses. Pursuant to CEQA Guidelines Section 15060(d), no initial study was prepared.

To the extent that the Proposed Project adds new zone districts or standards to the New Zoning Code those zoning districts or citywide standards and regulations may in the future be used in other parts of the City, the EIR will analyze the indirect impacts to the environment from those provisions. However, such impacts are expected to be speculative. This is due to both the modularity of the system (zone module types can be combined to make many different zones) and the fact that none of the components of the new zoning will be available for use on a property until a future community plan update or other planning process, such as a site-specific General Plan Amendment and zone change, has introduced the new zones to an area. Additional zoning classifications (i.e., districts) may be created in the future to meet the needs of other parts of the City. Any application of any part of the New Zoning Code Update outside of the Southwest Valley CPAs would require legislative action, including a Community Plan amendment and rezoning, and new environmental analysis.

The Hazards and Hazardous Materials section of the Draft EIR will discuss the potential impacts associated with development on sites identified as hazardous materials sites, known as the Cortese List, pursuant to Government Code Section 65962.5. The Project area contains numerous sites included on the Cortese

List. Interested parties can research individual sites using the various resources found at the following links: https://calepa.ca.gov/sitecleanup/corteselist/ or https://www.epa.gov/enviro/sems-search.

Alternatives to be analyzed in the EIR are to be defined and analyzed consistent with the requirements of CEQA Guidelines, Section 15126.6. The specific alternatives to be evaluated in the EIR may include, but are not limited to, the "No Project" Alternative, as required by CEQA and alternative land use configurations.

FILE REVIEW

A copy of this notice may be viewed with the environmental file or online at https://planning.lacity.gov/project-review/environmental-review/published-documents.

The environmental file is also available for public review, by appointment only, at the City of Los Angeles, Department of City Planning, 6262 Van Nuys Blvd., Room 351, Van Nuys, CA 91401, Monday - Wednesdays, 9:00 a.m. to 4:00 p.m. To request an appointment to view a hard copy of the documents, please contact Betty Barberena: Betty.barberena@lacity.org or (213) 978-1194.

For more information about the Southwest Valley Community Plans Update, please visit https://planning.lacity.gov/plans-policies/community-plan-update/southwest-valley-community-plans-update#about.

SUBMITTAL OF WRITTEN COMMENT

The Lead Agency solicits comments regarding the scope, content, and specificity of the EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. The City of Los Angeles requests that written comments be provided at the earliest possible date, but **no later than 5:00 p.m. on TUESDAY, NOVEMBER 12, 2024.** Please send written/typed comments (including a name, telephone number, and contact information) to the following:

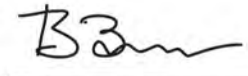
City of Los Angeles, Department of City Planning
Attn: Betty Barberena
Case Numbers: CPC-2019-1741-CPU; CPC-2019-1742-CPU; CPC-2019-1745-CPU; ENV-2019-1743-EIR
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Phone:(213) 978-1194

Email: planning.swvalley@lacity.org

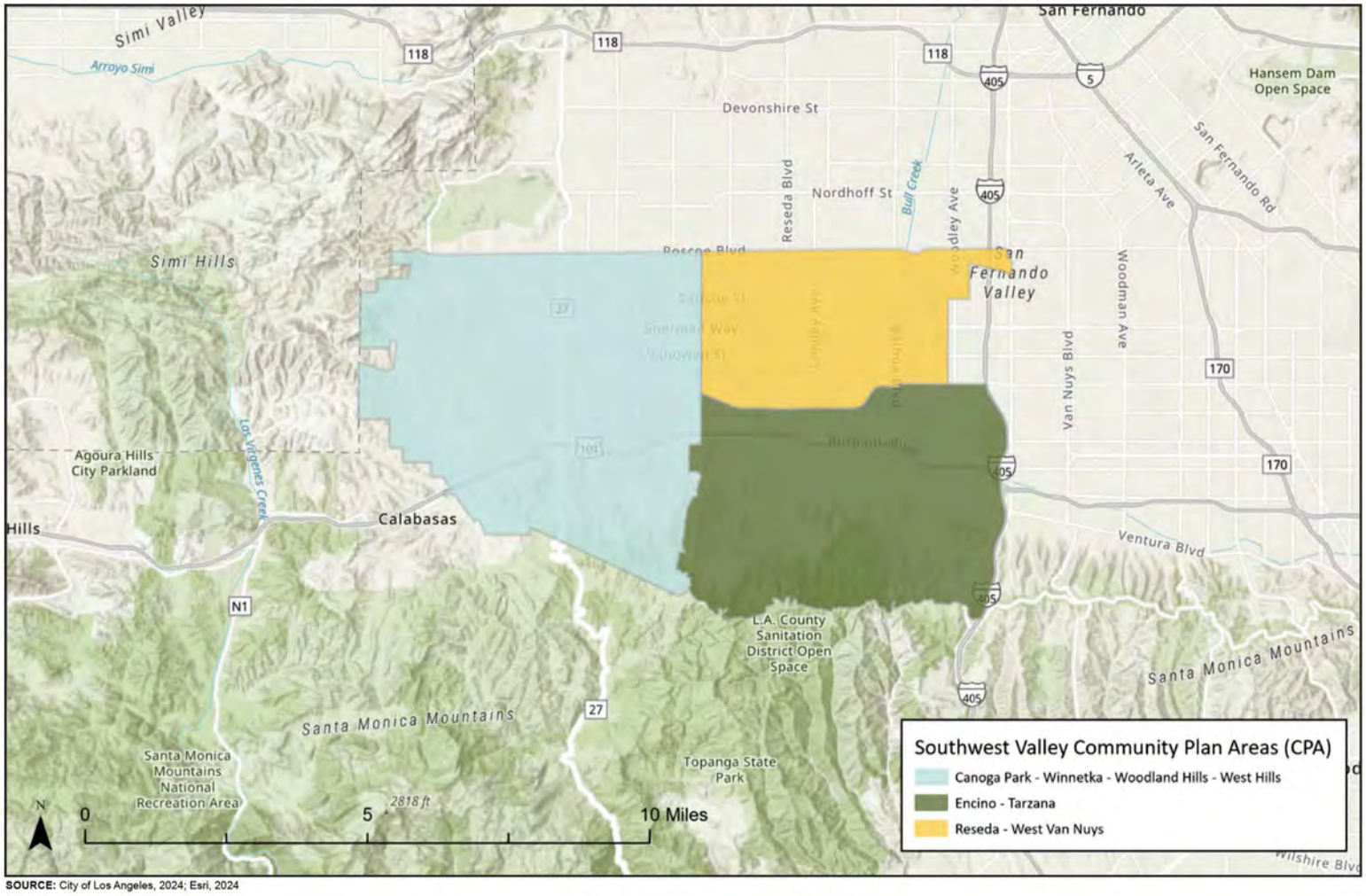
Comments received during the previous March 28, 2019, through May 3, 2019, scoping public review period will be considered in the environmental analysis, as appropriate. In accordance with CEQA Section 15082, this Notice of Preparation is being circulated for a 30-day comment period. The City of Los Angeles requests that written comments be provided at the earliest possible date, but no later than 5:00 p.m. on Tuesday, November 12, 2024.

ALL INTERESTED PARTIES ARE INVITED TO ATTEND THE PUBLIC SCOPING MEETINGS TO ASSIST IN IDENTIFYING ISSUES TO BE ADDRESSED IN THE EIR. ATTENDEES WILL HAVE AN OPPORTUNITY TO PROVIDE INPUT TO THE CONSULTANTS PREPARING THE EIR.



Betty Barberena, City Planner
City of Los Angeles Department of City Planning

Attachments:
Figure 1: Southwest Valley Community Plans Area
Figure 2: Regional Context



SOURCE: City of Los Angeles, 2024; Esri, 2024

FIGURE **1**

IMPACT SCIENCES

Southwest Valley Community Plans Areas

1264.015•7/24



SOURCE: City of Los Angeles, 2024; Esri, 2024

FIGURE **2**

IMPACT SCIENCES

Regional Context

1264.015•7/24

Betty Barberena <betty.barberena@lacity.org>

Southwest Valley Community Plans Update Project

3 messages

Sarah Brunzell <Sarah.Brunzell@tataviam-nsn.us> Thu, Nov 7, 2024 at 4:03 PM
To: "betty.barberena@lacity.org" <betty.barberena@lacity.org>
Cc: THCP <thcp@tataviam-nsn.us>

Dear Ms. Barberena,

On behalf of the Cultural Resources Management (CRM) Division of the Fernandeño Tataviam Band of Mission Indians (FTBMI), thank you for the formal notification and opportunity to provide comment on the Southwest Valley Community Plans Update. I do have a few questions:

1. I understand the City is preparing an EIR. Will the FTBMI be receiving a formal AB 52 notification for this undertaking?
2. I see that CEQA will be utilized to update some portions of the plans, which were all created prior to the inception of AB 52 and the definition of Tribal Cultural Resources. Will the City be including general guidelines regarding inadvertent discoveries, consultation processes and Tribal Cultural Resources within the Southwest Valley Community Plans Update?

I look forward to your response and have a good afternoon,

Sarah Brunzell
Cultural Resources Management Division Manager

Tribal Historic and Cultural Preservation Department
Fernandeño Tataviam Band of Mission Indians
818-837-0794
1019 2nd Street, San Fernando, CA 91340
Native Sovereign Nation of Northern Los Angeles County

IMPORTANT: The contents of this email and any attachments are confidential. They are intended for the named recipient(s) only. If you have received this email by mistake, please notify the sender immediately and do not disclose the contents to anyone or make copies thereof.

Fernandeño Tataviam Band of Mission Indians
Proactively establishing entities to overcome systemic barriers:

Betty Barberena <betty.barberena@lacity.org> Tue, Nov 12, 2024 at 10:54 AM
To: Priya Mehendale <priya.mehendale@lacity.org>, Tal Steinberg <tal.steinberg@lacity.org>

Hello Ms. Brunzell,

Thank you for your questions and for reaching out.

LOS ANGELES CITY PLANNING
Betty Barberena
Pronouns: She, Hers, Her
City Planner / Community Planning
Los Angeles City Planning
6262 Van Nuys Boulevard, 3rd Floor
Van Nuys, CA 91401
Planning4LA.org / T: (213) 978-1194
E-NEWS

[Quoted text hidden]

Betty Barberena <betty.barberena@lacity.org> Tue, Nov 12, 2024 at 5:46 PM
To: Sarah Brunzell <Sarah.Brunzell@tataviam-nsn.us>
Cc: THCP <thcp@tataviam-nsn.us>

Hello Ms. Brunzell,

Thank you for taking the time to reach out in regards to the proposed Updates to the Southwest Valley Community Plans and the recirculated Notice of Preparation. Please see the responses to your questions below:

1. *I understand the City is preparing an EIR. Will the FTBMI be receiving a formal AB 52 notification for this undertaking?*

Yes, our department mailed an AB 52 notification letter on October 8th, and our mailing record shows the letter was delivered on the 11th. Please see the attached PDF copy of the letter and proof of delivery. The recirculated Notice of Preparation can also be accessed here.

2. *I see that CEQA will be utilized to update some portions of the plans, which were all created prior to the inception of AB 52 and the definition of Tribal Cultural Resources. Will the City be including general guidelines regarding inadvertent discoveries, consultation processes and Tribal Cultural Resources within the Southwest Valley Community Plans Update?*

Yes, throughout the preparation of the proposed project's EIR, the department intends to fully comply with AB 52 requirements, such as: accommodating consultation requests made by tribes affiliated with the geographic area of the proposed project; having the EIR's "tribal cultural resources" section consider tribal cultural values in addition to the

scientific and archaeological values when determining impacts and mitigation measures; and, making available any additional pertinent information about the proposed project that a tribe may request.

If you would like to set up a meeting for consultation or have any questions about the proposed project or its environmental review process, please do not hesitate to contact me. Thank you,

Betty B.

LOS ANGELES CITY PLANNING

Betty Barberena
Pronouns: She, Hers, Her
City Planner / Community Planning
Los Angeles City Planning
6262 Van Nuys Boulevard, 3rd Floor
Van Nuys, CA 91401
Planning4LA.org / T: (213) 978-1194
E-NEWS

On Thu, Nov 7, 2024 at 4:03 PM Sarah Brunzell <Sarah.Brunzell@tataviam-nsn.us> wrote:
[Quoted text hidden]

AB 52 Letter - FTBMI 10.10.24 Noticing Letter.pdf
1309K

Docusign Envelope ID: 2E5298DB-B691-4E22-B87C-C7D176EBCE0A

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
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November 5, 2024

Betty Barberena
City of Los Angeles
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Van Nuys, California 91401
Planning.swvalley@lacity.org

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SOUTHWEST VALLEY COMMUNITY PLANS UPDATE, SCH NO. 2019039154, LOS ANGELES COUNTY, CA

Dear Betty Barberena:

The California Department of Fish and Wildlife (CDFW) reviewed the Notice of Preparation of a Draft Environmental Impact Report (DEIR) from the City of Los Angeles (City) for the Southwest Valley Community Plans Update (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines[1].

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Fish & G. Code, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW may also act as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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regulatory authority as provided by the Fish and Game Code. For example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law[2] of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.) or the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: City of Los Angeles

Objective: The proposed Project is an update to the Southwest Valley Community Plans, comprised of Community Plan Areas (CPAs): (1) the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, (2) the Encino-Tarzana CPA, and (3) Reseda-West Van Nuys CPA, as well as the areas being added by proposed boundary changes. The Project includes the adoption of updated and amended plan policy text, land use designations, zoning, and boundary line adjustments to the CPAs. Ordinances needed to implement the updates are also included in the Project analysis.

Location:

The Canoga Park-Winnetka-Woodland Hills-West Hills CPA is approximately 17,906 acres and is generally bound by Roscoe Boulevard to the north, Corbin Avenue to the east, Mulholland Drive to the south, and the City limits to the west.

The Encino-Tarzana CPA is approximately 13,007 acres and is generally bound by Oxnard Street to the north, Interstate 405 to the east, Mulholland Drive to the south, and Corbin Avenue to the west.

The Reseda-West Van Nuys CPA is approximately 7,765 acres and is generally bound by Roscoe Boulevard to the north, Sepulveda Boulevard to the east, Oxnard Street and Victory Boulevard to the south, and Corbin Avenue to the west.

Biological Setting: The Southwest Valley CPAs are located in the San Fernando Valley. The valley is bounded by the San Gabriel Mountains to the north and northeast, Santa Susana Mountains to the north, Santa Monica Mountains to the south, and Simi Hills to the west. The CPAs are largely developed, but the Canoga Park-Winnetka-Woodland Hills-West Hills CPA includes undeveloped open space to the west and south, and the Encino-Tarzana CPA includes undeveloped open space to the south.

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[2] "Take" is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill."

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The CPAs also include parks and other open space areas that could support disturbance tolerant plant and wildlife species.

A 9-Quad Query of the California Natural Diversity Database[3] for the CPAs and surrounding areas returned records for 93 special status plant and wildlife species, including:

- Braunton's milk-vetch (*Astragalus brauntonii*; Endangered Species Act (ESA)-listed endangered, California Rare Plant Rank (CRPR) 1B.1)
- Nevin's barberry (*Berberis nevinii*; ESA-listed endangered, CESA-listed endangered)
- San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*; CESA-listed endangered)
- beach spectaclepod (*Dithyrea maritima*; CESA-listed threatened)
- marcescent dudleya (*Dudleya cymosa* ssp. *marcescens*; ESA-listed threatened, NPPA rare)
- Santa Monica dudleya (*Dudleya cymosa* ssp. *ovatifolia*; ESA-listed threatened, CRPR 1B.1)
- Lyon's pentachaeta (Pentachaeta lyonii; ESA-listed endangered, CESA-listed endangered)
- California orcutt grass (Orcuttia californica; ESA-listed endangered, CESA-listed endangered)
- Crotch's bumble bee (*Bombus crotchii*; CESA candidate)
- monarch (*Danaus plexippus plexippus* pop.1; ESA candidate)
- Santa Ana sucker (*Catostomus santaanae*; ESA-listed threatened, CDFW Species of Special Concern (SSC))
- tidewater goby (*Eucyclogobius newberryi*; ESA-listed endangered, SSC)
- Santa Ana speckled dace (Rhinichthys gabrielino; ESA-proposed threatened, SSC)
- Steelhead (Oncorhynchus mykiss irideus pop. 10; ESA-listed endangered, CESA candidate)
- California red-legged frog (Rana draytonii; ESA-listed threatened, SSC)
- Western spadefoot (Spea hammondii; ESA-proposed threatened, SSC)
- southwestern pond turtle (*Actinemys pallida*; Endangered Species Act (ESA) proposed threatened, SSC)
- golden eagle (*Aquila chrysaetos*; CDFW Fully Protected)
- burrowing owl (*Athene cunicularia*; CESA candidate)

[3] California Natural Diversity Database, https://wildlife.ca.gov/Data/CNDDB, accessed 10/31/2024

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- coastal California gnatcatcher (Polioptila californica californica; ESA-listed threatened, SSC)
- least Bell's vireo (Vireo bellii pusillus; ESA-listed endangered, CESA-listed endangered)

The CPAs lie just east of U.S. Fish and Wildlife Service-designated Critical Habitat for Braunton's milk-vetch and California red-legged frog.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

Specific Comments

1) Crotch's Bumble Bee. The California Fish and Game Commission accepted a petition to list the Crotch's bumble bee as endangered under CESA, determining on September 30, 2022, the listing "may be warranted" and advancing the species to the candidacy stage of the CESA listing process. As such, it is afforded all the legal protections of a CESA-listed species. CDFW considers adverse impacts to a species protected by CESA, for the purposes of CEQA.

   There is potential for Crotch's bumble bee to occur within the Project area. Crotch's bumble bee inhabits open grassland and scrub habitats. They are generalist foragers and can be found throughout most of southwestern California in areas that have suitable nesting habitat and floral resources. Crotch's bumble bee primarily nest in late February through late September underground in abandoned small mammal burrows but may also nest under perennial bunch grasses or thatched annual grasses, beneath brush piles, in old bird nests, and in dead trees or hollow logs (Williams et al., 2014; Hatfield et al., 2018). Overwintering sites utilized by Crotch's bumble bee queens include soft, disturbed soil (Goulson, 2010), or under leaf litter or other debris (Williams et al., 2014).

   The DEIR should analyze the Project's impact on floral resources, nesting habitat, and overwintering habitat for Crotch's bumble bee. The DEIR should also provide full disclosure of the presence of Crotch's bumble bee within the Project site. Additionally, CDFW recommends that a qualified biologist familiar with the species' behavior and life history conduct surveys within one year prior to vegetation removal and/or ground disturbance to determine the presence/absence of Crotch's bumble bee. Surveys for Crotch's bumble bee should adhere to the *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species* (California Department of Fish and Wildlife 2023).

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If Crotch's bumble bees are present or likely, we recommend coordinating early with CDFW's CESA Program to develop avoidance and mitigation measures and determine if take authorization is necessary.

2) Burrowing Owl. On October 10, 2024, the Fish and Game Commission voted unanimously to advance the western burrowing owl to candidacy under the CESA. As such, it is afforded all the legal protections of a CESA-listed species. CDFW considers adverse impacts to a species protected by CESA, for the purposes of CEQA, to be significant without mitigation.

   There is potential for burrowing owl to occur within the Project area. Burrowing owls use burrows dug by other species, such as the California ground squirrel (*Spermophilus beecheyi*), as well as natural rock cavities, debris piles, culverts, and pipes for nesting during the breeding season and for roosting and cover, year round. They inhabit areas with short, sparse vegetation, including agricultural areas, ruderal grassy fields, vacant lots, and parks.

   The DEIR should require evaluation of impacts to burrowing owl, including habitat assessments, surveys, and evaluations of the extent to which burrowing owl, and their habitat could be impacted, directly or indirectly, on and within a reasonable distance of proposed Project sites. Guidance for evaluating Project impacts can be found in the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Game 2012).

   If burrowing owls are present or likely, we recommend coordinating early with CDFW's CESA Program to develop avoidance and mitigation measures and determine if take authorization is necessary.

General Comments

1) Disclosure. The DEIR should provide an adequate, complete, and detailed disclosure about the effects which a proposed project is likely to have on the environment (Pub. Resources Code, § 20161; CEQA Guidelines, § 15151). Such disclosure is necessary so CDFW may provide comments on the adequacy of proposed avoidance, minimization, or mitigation measures, as well as assess the significance of the specific impact relative to plant and wildlife species impacted (e.g., current range, distribution, population trends, and connectivity).

2) Project Description and Alternatives. To enable adequate review and comment on the proposed Project from the standpoint of the protection of fish, wildlife, and plants, CDFW recommends the following information be included in the DEIR.

   a. A complete discussion of the purpose and need for, and description of the proposed Project.

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b. A range of feasible alternatives to the Project location to avoid or otherwise minimize direct and indirect impacts on sensitive biological resources and wildlife movement areas. CDFW recommends the City select Project designs and alternatives that would avoid or otherwise minimize direct and indirect impacts on biological resources. CDFW also recommends the City consider establishing appropriate setbacks from sensitive and special status biological resources. Setbacks should not be impacted by ground disturbance or hydrological changes from any future Project-related construction, activities, maintenance, and development. As a general rule, CDFW recommends reducing or clustering a development footprint to retain unobstructed spaces for vegetation and wildlife and provide connections for wildlife between properties and minimize obstacles to open space.

c. Project alternatives should be thoroughly evaluated, even if an alternative would impede, to some degree, the attainment of the Project objectives or would be more costly (CEQA Guidelines, § 15126.6). The DEIR shall include sufficient information about each alternative to allow meaningful evaluation, public participation, analysis, and comparison with the proposed Project (CEQA Guidelines, § 15126.6).

d. Where the Project may impact aquatic and riparian resources, CDFW recommends the City select Project designs and alternatives that would fully avoid impacts to such resources. CDFW also recommends an alternative that would not impede, alter, or otherwise modify existing surface flow, watercourse and meander, and water-dependent ecosystems and natural communities. Project designs should consider elevated crossings to avoid channelizing or narrowing of watercourses. Any modifications to a river, creek, or stream may cause or magnify upstream bank erosion, channel incision, and drop in water level, which may cause the watercourse to alter its course of flow.

3) Biological Baseline Assessment. An adequate biological resources assessment should provide a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project site and where the Project may result in ground disturbance. The assessment and analysis should place emphasis on identifying endangered, threatened, rare, and sensitive species; regionally and locally unique species; and sensitive habitats. An impact analysis will aid in determining the Project's potential direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts. CDFW also considers impacts to Species of Special Concern (SSC) a significant direct and cumulative adverse effect without implementing appropriate avoidance and/or mitigation measures. The DEIR should include the following information.

a. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines, § 15125(c)). The DEIR should include

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measures to fully avoid and otherwise protect Sensitive Natural Communities. CDFW considers Sensitive Natural Communities as threatened habitats having both regional and local significance. Natural communities, alliances, and associations with a State-wide rarity ranking of S1, S2, and S3 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by visiting the Vegetation Classification and Mapping Program - Natural Communities webpage[4].

b. A thorough, recent, floristic-based assessment of special status plants and natural communities following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities*[5]. Botanical field surveys should be comprehensive over the entire Project site, including areas that will be directly or indirectly impacted by the Project. Adjoining properties should also be surveyed where direct or indirect Project effects could occur, such as those from fuel modification, herbicide application, invasive species, and altered hydrology. Botanical field surveys should be conducted in the field at the times of year when plants will be both evident and identifiable. Usually, this is during flowering or fruiting. Botanical field survey visits should be spaced throughout the growing season to accurately determine what plants exist in the Project site. This usually involves multiple visits to the Project site (e.g., in early, mid, and late season) to capture the floristic diversity at a level necessary to determine if special status plants are present.

c. Floristic alliance- and/or association-based mapping and vegetation impact assessments conducted in the Project site and within adjacent areas. The Manual of California Vegetation[6], second edition, (Sawyer, Keeler-Wolf and Evens 2009) should also be used to inform this mapping and assessment. Adjoining habitat areas should be included in this assessment where the Project's construction and activities could lead to direct or indirect impacts offsite.

d. A complete and recent assessment of the biological resources associated with each habitat type in the Project site and within adjacent areas. A full literature review includes but is not limited to CDFW's California Natural Diversity Database[7] (CNDDB). The CNDDB should be accessed to obtain current information on any previously reported sensitive species and habitat. An assessment should include a minimum nine-quadrangle search of the CNDDB to determine a list of species potentially present in the Project site. A nine-quadrangle search should be provided in the Project's CEQA document for adequate disclosure of the Project's potential impact on biological resources.

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[4] https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities
[5] https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline
[6] https://vegetation.cnps.org/
[7] https://wildlife.ca.gov/Data/CNDDB

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e. A complete, recent, assessment of endangered, rare, or threatened species and other sensitive species within the Project site and adjacent areas, including SSC and California Fully Protected Species (Fish & G. Code, §§ 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of the Project site should also be addressed such as wintering, roosting, nesting, and foraging habitat. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, may be required if suitable habitat is present. See CDFW's Survey and Monitoring Protocols and Guidelines[8] for established survey protocol. Acceptable species-specific survey procedures may be developed in consultation with CDFW and U.S. Fish and Wildlife Service.

f. A recent wildlife and rare plant survey. A lack of records in the CNDDB does not mean that rare, threatened, or endangered plants and wildlife do not occur. Field verification for the presence or absence of sensitive species is necessary to provide a complete biological assessment for adequate CEQA review (CEQA Guidelines, § 15003(i)). CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if Project implementation build out could occur over a protracted time frame or in phases.

4) Direct and Indirect Impacts on Biological Resources. The DEIR should provide a thorough discussion of direct and indirect impacts expected to affect biological resources with specific measures to offset such impacts. The DEIR should address the following.

a. A discussion of potential impacts from lighting, noise, temporary and permanent human activity, and exotic species, and identification of any mitigation measures. A discussion regarding Project-related indirect impacts on biological resources. These include resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan (Fish & G. Code, § 2800 et. seq.)).

b. A discussion of both the short-term and long-term effects of the Project on species population distribution and concentration, as well as alterations of the ecosystem supporting those species impacted (CEQA Guidelines, § 15126.2(a)).

[8] https://wildlife.ca.gov/conservation/survey-protocols

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c. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in areas adjacent to the Project, should be fully analyzed and discussed in the DEIR.

d. A discussion of post-Project fate of drainage patterns, surface flows, and soil erosion and/or sedimentation in streams and water bodies. The discussion should also address the potential water extraction activities and the potential resulting impacts on habitat supported by the groundwater. Measures to mitigate such impacts should be included.

e. An analysis of impacts from proposed changes to land use designations and zoning, and existing land use designation and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR.

5) Cumulative Impact. Cumulative impacts on biological resources can result from collectively significant projects which are individually insignificant. The Project, when considered collectively with prior, concurrent, and probable future projects, may have a significant cumulative effect on biological resources. The Project may have the potential to substantially reduce the number or restrict the range of endangered, rare, or threatened species. Species that may be impacted by the Project include, but are not limited to, the biological resources described in this letter.

   Accordingly, CDFW recommends the DEIR evaluate the Project's potential cumulative impacts on biological resources. The Project may have a "significant effect on the environment" if the possible effects of the Project are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (Pub. Resources Code, § 21083(b)). The City's conclusions regarding the significance of the Project's cumulative impact should be justified and supported by evidence to make those conclusions. Specifically, if the City concludes that the Project would not result in cumulative impacts on biological resources, the City, "shall identify facts and analysis supporting the Lead Agency's conclusion that the cumulative impact is less than significant" (CEQA Guidelines section § 15130(a)(2)).

6) Nesting Birds. To avoid impacts to nesting birds, CDFW recommends that clearing of vegetation occur outside of the peak avian breeding season, which general runs from February 1 through September 15 (as early as January 1 for some raptors). If Project construction is necessary during the bird breeding season, a qualified biologist with experience in conducting breeding bird surveys should conduct a nesting bird survey within three days prior to work in the area. If an active nest is

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identified, a buffer should be established between the construction activities and the nest so that nesting activities are not interrupted. CDFW generally recommends a 100-foot buffer from common avian species, and buffers ranging up to 2 miles for listed or highly sensitive species. The buffer should be delineated by temporary fencing and remain in effect as long as construction is occurring. No Project construction should occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the Project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

7) Mitigation Measures. Public agencies have a duty under CEQA to prevent significant, avoidable damage to the environment by requiring changes in a project through the use of feasible alternatives or mitigation measures (CEQA Guidelines, §§ 15002(a)(3), 15021). Pursuant to CEQA Guidelines section 15126.4, an environmental document shall describe feasible measures which could mitigate impacts below a significant level under CEQA. Mitigation measures must be feasible, effective, implementable, and fully enforceable/imposed by the lead agency through permit conditions, agreements, or other legally binding instruments (Pub. Resources Code, § 21081.6(b); CEQA Guidelines, § 15126.4).

   a. The DEIR should provide mitigation measures that are specific and detailed (i.e., responsible party, timing, specific actions, location) in order for a mitigation measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

   b. If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the proposed Project, the DEIR should include a discussion of the effects of proposed mitigation measures (CEQA Guidelines, § 15126.4(a)(1)). In that regard, the DEIR should provide an adequate, complete, and detailed disclosure about the Project's proposed mitigation measure(s). Adequate disclosure is necessary so CDFW may assess the potential impacts of proposed mitigation measures.

8) Compensatory Mitigation. The DEIR should include compensatory mitigation measures for the Project's significant impacts (direct and/or through habitat modification) to sensitive and special status plants, animals, and habitats. Mitigation measures should emphasize avoidance and minimization of Project-related impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore inadequate to mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement and financial

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assurance and dedicated to a qualified entity for long-term management and monitoring.

9) Long-term Management of Mitigation Lands. For proposed mitigation lands, the DEIR should include measures to protect the targeted habitat values in perpetuity. The mitigation should offset Project-induced qualitative and quantitative losses of biological resources. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate endowment should be set aside to provide for long-term management of mitigation lands.

10) CESA. CDFW considers adverse impacts to a species protected by CESA to be significant. Take of any endangered, threatened, candidate species, or NPPA-listed plant species that results from the Project is prohibited, except as authorized by state law (Fish & G. Code §§ 2080, 2085; Cal. Code Regs., tit. 14, §786.9). Consequently, if the Project or any Project-related activity will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from CDFW may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options (Fish & G. Code, §§ 2080.1, 2081, subds. (b) and (c)). Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required to obtain a CESA Permit.

    To ensure CDFW will be able to use the City's CEQA document for the issuance of an ITP, the DEIR should address all Project impacts to CESA-listed species and specify a mitigation, monitoring, and reporting program that will meet the requirements of an ITP.

11) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of removing plants and wildlife from one location and permanently moving it to a new location. CDFW generally does not support the use of translocation or transplantation as the primary mitigation strategy for unavoidable impacts to endangered, rare, or threatened plants and animals. These efforts are experimental, and the outcome is unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving plants and animals and their habitats.

12) Scientific Collecting Permit. A Scientific Collecting Permit would be necessary if there is a plan to capture and relocate wildlife. Pursuant to the California Code of Regulations, title 14, section 650, qualified biologist(s) must obtain appropriate handling permits to capture, temporarily possess, and relocated wildlife to avoid

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harm or mortality in connection with Project-related activities. CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003). A Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with otherwise lawful activities (Cal. Code Regs., tit. 14, § 650). For more information, please see CDFW's Scientific Collecting Permit webpage[9].

13) Lake and Streambed Alteration. CDFW has regulatory authority over activities in streams that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of any river, stream, or lake or use material from a river, stream, or lake. For any such activities, the Project applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSAA) with the applicant is required prior to conducting the proposed activities. CDFW's issuance of a LSAA for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. CDFW recommends that the City assess whether notification is appropriate. A Notification package for a LSAA may be obtained by accessing CDFW's Lake and Streambed Alteration Program website[10].

14) Wetland Resources. CDFW, as described in Fish and Game Code section 703(a), is guided by the Fish and Game Commission's (Commission) policies[11]. Through its Wetlands Resources policy, the Commission "…seek[s] to provide for the protection, preservation, restoration, enhancement, and expansion of wetland habitat in California". It is the policy of the Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion that would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values."

    a. The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. CDFW encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. CDFW encourages activities that would avoid the reduction of wetland acreage, function, or habitat

[9] https://wildlife.ca.gov/Licensing/Scientific-Collecting
[10] http://www.wildlife.ca.gov/Conservation/LSA
[11] https://fgc.ca.gov/About/Policies/Miscellaneous

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values. Once avoidance and minimization measures have been exhausted, a project should include mitigation measures to assure a "no net loss" of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions benefiting local and transient wildlife populations. CDFW recommends mitigation measures to compensate for unavoidable impacts be included in the DEIR and these measures should compensate for the loss of function and value.

b. The Fish and Game Commission's Water policy guides CDFW on the quantity and quality of the waters of this State that should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this State; prevent the degradation thereof caused by pollution and contamination; and, endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife. CDFW recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible (Fish & G. Code, § 5650).

15) Use of Native Plants and Trees. CDFW recommends the City require the Project Applicant to provide a native plant palette for the Project. The Project's landscaping plan should be disclosed and evaluated in the DEIR for potential impacts on biological resources such as natural communities adjacent to the Project site (e.g., introducing non-native, invasive species). CDFW supports the use of native plants for the Project especially considering the Project's location adjacent to protected open space and natural areas. CDFW strongly recommends avoiding non-native, invasive species for landscaping and restoration, particularly any species listed as 'Moderate' or 'High' by the California Invasive Plant Council[12] CDFW supports the use of native species found in naturally occurring plant communities within or adjacent to the Project site. In addition, CDFW supports planting species of trees, such as oaks (*Quercus* genus), and understory vegetation (e.g., ground cover, subshrubs, and shrubs) that create habitat and provide a food source for birds. CDFW recommends retaining any standing, dead, or dying tree (snags) where possible because snags provide perching and nesting habitat for birds and raptors. Finally, CDFW supports planting species of vegetation with high insect and pollinator value.

[12] https://www.cal-ipc.org/plants/inventory/

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ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNDDB website[13] provides direction regarding the types of information that should be reported and allows on-line submittal of field survey forms.

In addition, information on special status native plant populations and sensitive natural communities, should be submitted to CDFW's Vegetation Classification and Mapping Program using the Combined Rapid Assessment and Relevé Form[14].

The City should ensure data collected for the preparation of the DEIR is properly submitted.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist the City in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Kelly Fisher[15], Environmental Scientist.

Sincerely,

DocuSigned by:
5991E19EF8094C3...
Victoria Tang
Environmental Program Manager
South Coast Region

[13] https://wildlife.ca.gov/Data/CNDDB
[14] https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/Submit
[15] Phone: 858-354-5083; Email: kelly.fisher@wildlife.ca.gov

Docusign Envelope ID: 2E5298DB-B691-4E22-B87C-C7D176EBCE0A

ec: California Department of Fish and Wildlife
Victoria Tang
Jennifer Turner
Steve Gibson

Office of Planning and Research
State.Clearinghouse@opr.ca.gov

REFERENCES

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California Department of Fish and Wildlife. 2021. *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities.* https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline.

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SANTA YNEZ CHUMASH
TRIBAL ELDER'S COUNCIL
TO PROTECT AND PRESERVE TRIBAL ANCESTRY, TRADITIONS AND CULTURE

Santa Ynez Band of Chumash Indians
Tribal Elders' Council
P.O. Box 517 ◆ Santa Ynez ◆ CA ◆ 93460
Phone: (805)688-7997 ◆ Fax: (805)688-9578

November 15th, 2024

Department of City Planning
6262 Van Nuys Boulevard, 3rd Floor, Room 351
Van Nuys, CA 91401

Att.: Betty Barberena, City Planner

Re: Southwest Valley Community Plans Update Project

Dear Ms. Barberena:

Thank you for contacting the Tribal Elders' Council for the Santa Ynez Band of Chumash Indians.

At this time, the Elders' Council requests no further consultation on this project; however, if supplementary literature reveals additional information, or if the scope of the work changes, we kindly ask to be notified.

If you decide to have the presence of a Native American monitor in place during ground disturbance to assure that any cultural items unearthed be identified as quickly as possible, please contact our office or Chumash of the project area.

Thank you for remembering that at one time our ancestors walked this sacred land.

Sincerely Yours,

Crystal Mendoza

Crystal Mendoza
Administrative Assistant | Cultural Resources
Santa Ynez Band of Chumash Indians | Tribal Hall
(805) 325-5537
cmendoza@chumash.gov

Betty Barberena <betty.barberena@lacity.org>

Re: Submit Comments for the Southwest Valley Community Plan Update's EIR / Envíe Comentarios Escritos para el EIR de los Planes Comunitarios del Suroeste del Valle de San Fernando

ellen ellencolley.com <ellen@ellencolley.com> Thu, Nov 7, 2024 at 9:21 AM
To: "planning.swvalley@lacity.org" <planning.swvalley@lacity.org>

Hello,
My key concern for our city is the rising heat, traffic and the dwindling water supply.
We can help the most efficiently by several simple methods:
1: having porous, light colored surfaces on all paved areas to capture rainfall into the aquifer instead of letting it run off, and the light color will reflect the sun's heat instead of absorbing it.
2: The city must forbid black buildings, which are far too numerous these days, and are absorbing high amounts of sunlight and heat, and require excessive use of electricity to cool. Light colored buildings stay cooler and require less energy to cool them.
3. Woodland Hills Warner Center has far too many new high-rises being built with way too few parking spaces for each dwelling unit to make traffic flow and traffic tolerable. No new streets have been laid to serve all these new residents and workers. This is not good planning and we need to stop building more high-rises in Woodland hills in Warner Center. More buildings require more air conditioning and more electricity and more water, and with the dwindling supply of these precious resources and infrastructure, we must plant trees instead of building more structures.
4. As many houses and buildings as possible need to have solar panels on the roof to provide as much electricity as possible to reduce the load on the power grid and prevent blackouts.
5. As many trees as possible need to be planted throughout the city to keep the city cool, trap rainfall and prevent rain runoff, prevent mudslides, convert carbon dioxide and carbon monoxide into oxygen, and additionally reduce crime, as studies have shown that streets in poor neighborhoods noticed significantly reduced crime when the streets had many trees planted along them.
Please enact these measures as soon as possible, to keep our communities safe and life-sustaining.
Thank you.
Sincerely
Ellen Colley

Get Outlook for iOS

From: Los Angeles City Planning <planning.swvalley-lacity.org@shared1.ccsend.com>
Sent: Thursday, November 7, 2024 9:00:29 AM
To: ellen ellencolley.com <ellen@ellencolley.com>
Subject: Submit Comments for the Southwest Valley Community Plan Update's EIR / Envíe Comentarios Escritos para el EIR de los Planes Comunitarios del Suroeste del Valle de San Fernando



Para español siga hacia abajo.

The Southwest Valley Community Plans update team hosted two Environmental Impact Report (EIR) Scoping Meetings in late October to gather public comments on existing conditions and environmental topics that should be analyzed in the EIR. If you were not able to attend these events or have not submitted a written comment regarding what should be analyzed in the EIR, there is still time!

Written comments must be emailed or mailed no later than 5:00 p.m. on Tuesday, November 12, 2024.

You may send your written comments via email at planning.swvalley@lacity.org or by regular mail at:

Attn: Betty Barberena, City of Los Angeles, Department of City Planning,
6262 Van Nuys Blvd., Room 351,
Van Nuys, CA 91401.

The Notice of Preparation (NOP), which includes a description of the Southwest Valley Community Plan Updates ("Proposed Project") being analyzed in the EIR, was released on October 10, 2024 and is available here. The recorded presentation and materials for the two Scoping Meetings held in late October can be found on our website here.

We look forward to receiving your written comments.

La última semana de octubre, el equipo encargado de actualizar los Planes Comunitarios del Suroeste del Valle de San Fernando llevó a cabo dos reuniones para el Informe de Impacto Ambiental (EIR por sus siglas en inglés) para recopilar comentarios del público sobre las condiciones existentes y temas ambientales que deben ser analizados en el EIR. Si no pudo asistir a una de estas reuniones o no ha enviado su comentario escrito, todavía hay tiempo para comentar!

Todos los comentarios deben ser comentarios escritos y deben recibirse antes de las 5 p. m. del 12 de noviembre de 2024.

Puede enviar sus comentarios escritos por correo electrónico planning.swvalley@lacity.org o por correo regular a:

Attn: Betty Barberena, City of Los Angeles, Department of City Planning,
6262 Van Nuys Blvd., Room 351,
Van Nuys, CA 91401.

El 10 de octubre de 2024 se publicó el Aviso de Preparación (NOP por sus siglas en inglés y (disponible aquí), el cual describe el proyecto propuesto (las actualizaciones propuestas para los Planes Comunitarios del Suroeste del Valle) que el EIR analizará. La grabación de la presentación (en inglés) y los materiales (en inglés) de las dos reuniones de octubre están disponibles aquí.

¡Esperamos recibir sus comentarios escritos!

LOS ANGELES CITY PLANNING

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Betty Barberena <betty.barberena@lacity.org>

Public Comments on Southwest Valley EIR

'Haroutun Nazarian' via Planning SWValley <Planning.SWvalley@lacity.org> Thu, Nov 7, 2024 at 9:12 AM
Reply-To: Haroutun Nazarian <hnazarian@berkeley.edu>
To: planning.swvalley@lacity.org

Hello,

My name is Harout Nazarian and I'd like to comment on the proposed updates.

I want to see more housing throughout this area, especially in close proximity to good transit. We need more density in Los Angeles and especially in the valley. Is there any consideration being given to the Sepulveda Transit Corridor Project and it's future impacts? I want to see alternatives 4 and 5 for the project and I'd want to see dense housing along the proposed line and anywhere that would have good transit access to the line. I want to see more dense mixed use development along Ventura in specific along with more efficient bus only lanes. We need to reduce our dependence on parking and reduce the amount of land being dedicated to single family homes. We need better public transit and pedestrian access throughout the area but especially for getting to and from recreation areas.

Thanks,
Harout

LOS ANGELES COUNTY
AIRPORT LAND USE
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Commissioner

MICHAEL R. HASTINGS
Commissioner

November 12, 2024

City of Los Angeles, Department of City Planning
Attention: Betty Barberena
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 90802

SUBJECT: SOUTHWEST VALLEY COMMUNITY PLANS UPDATE
Notice of Preparation of Draft Environmental Impact Report

Dear Ms. Barberena:

Thank you for the opportunity to comment on the above referenced project. Staff of the Los Angeles County Airport Land Use Commission (ALUC) reviewed the submitted document and has the following comments.

In December 1991 in its capacity as the ALUC, the Los Angeles County Regional Planning Commission adopted the Airport Land Use Plan (ALUP) for the county's fifteen public use airports in accordance with the California Public Utilities Code (PUC) Section 21675. The ALUC adopted planning boundaries for each airport, also known as the Airport Influence Area (AIA), in which certain proposed local actions must be submitted to the ALUC for review. The project location is within the AIA for Van Nuys Airport.

Pursuant to Sections 1.5.1(a) and 1.5.1(b) of the ALUC Review Procedures, the adoption or approval of any amendment to a general or specific plan and the adoption or approval of a zoning ordinance or building regulation that affects property within the AIA and involves airport impact concerns of exposure to aircraft noise, land use safety, airspace protection, overflight annoyance must be submitted for ALUC review. Pursuant to Section 1.5.2(a) of the ALUC Review Procedures, the project shall be subject to ALUC review as the City's General Plan has not been reviewed by ALUC for consistency with the County's ALUP. Any changes in land use designations or density within the AIA of Van Nuys Airport in the Southwest Valley Community Plans Update require a review of these potential impacts to and surrounding Van Nuys Airport. The relevant sections of the Draft EIR which the ALUC will review for this project are Land Use & Planning, Noise and Hazards & Hazardous Materials.

The timing of submission of materials for review by the ALUC should be after the City Planning Commission takes preliminary action, but before the City Council considers the project for final approval. All project materials should be filed with the Department of Regional Planning. A pre-consultation with ALUC staff is recommended before the formal submission of project materials, which can be arranged by emailing aluc@planning.lacounty.gov. For additional information on project submittal materials, please visit our webpage at: https://planning.lacounty.gov/airport-land-use-planning/.

If you have any questions regarding this matter, please contact Lauren De La Cruz at (213) 974-6432 or via email at aluc@planning.lacounty.gov, between 7:30 am and 5:30 PM, Monday through Thursday. Our office is closed on Fridays.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Amy J. Bodek, AICP
Director

for BD

Bruce Durbin, Supervising Regional Planner
Ordinance Studies Section/ALUC Staff



Los Angeles Regional Water Quality Control Board
Attn: Ana Townsend
320 West 4th Street, Suite #200
Los Angeles, CA 90013

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City Of Los Angeles Planning Department
Elva Nuno-oÆdonnell
6262 Van Nuys Blvd Ste 351
Van Nuys CA 91401-2763

Is my drinking water safe to drink?
The shallow water under the Site are not currently used for any drinking water or agricultural purposes, and no municipal extraction wells are in the area. Drinking water for the area is provided by the Los Angeles Department of Water and Power (LADWP) and must meet all federal and state water quality standards. Water quality reports may be found on LADWP website at: Water Quality | Los Angeles Department of Water and Power (ladwp.com) The only wells on site are groundwater monitoring wells.

How can I find out more?
The Los Angeles Water Board invites you to learn more about developments at this Site. The administrative file for the project is available at the Los Angeles Water Board's office located at 320 West 4th Street, Suite #200 Los Angeles, CA 90013.

By appointment, please call (213) 576-6636 or email at RB4-PublicRecords@waterboards.ca.gov.

Documents prepared as part of the investigation and remediation can also be viewed and retrieved at the Los Angeles Water Board's GeoTracker website here (click on the tab labeled "Site Maps / Documents"): http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SL204281528

To speak with Los Angeles Water Board staff, please contact:

Ana Townsend, Project Manager
ana.townsend@waterboards.ca.gov / (213) 576-6738

Susana Lagudis, Public Participation Specialist (hispanohablante)
susana.lagudis@waterboards.ca.gov / (213) 576-6694

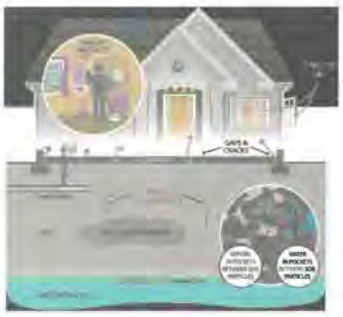

Figure 1: Toxic vapors in indoor air can come from multiple sources – underground contamination, consumer products, or outdoor air. Vapors can travel between soil particles and reach ground surface.

CalEPA
California Environmental Protection Agency

NORMA CAMACHO – CHAIR
SUSANA ARREDONDO – EXECUTIVE OFFICER
320 West 4th St., Suite 200
Los Angeles, CA 90013
www.waterboards.ca.gov/losangeles

Water Boards

October 2024

PROJECT UPDATE: Ongoing Environmental Off-Site Investigations
United Technologies Corporation Former Canoga Avenue Site
(Formerly Pratt & Whitney-Rocketdyne Site)
6633 Canoga Avenue
Canoga Park, California

Purpose of this Project Update

The Los Angeles Regional Water Quality Control Board (Los Angeles Water Board) is sending this Project Update to provide a status update and answer frequently asked questions regarding environmental activities related to the former United Technologies Corporation (UTC) Canoga Avenue Facility located at 6633 Canoga Avenue (the "Site").

Site Background



From the 1950s to 2014, the former UTC Site, currently owned by RTX Corporation, was used as an industrial and manufacturing site, building things such as rocket engines for the United States spaceflight program Apollo. Site activities included metals molding, machining, cleaning/de-greasing, plating and engine assembly. No testing of rocket engines or related systems were conducted at the location. In 2014, all manufacturing activities were terminated, the Site was vacated, and the remaining buildings were demolished.

Soil, soil vapor and groundwater investigations and remediation have been conducted on and near the Site since 1984. Investigations found chlorinated volatile organic compounds (CVOCs), primarily tetrachloroethene (PCE) and trichloroethene (TCE), at various former operational areas of the Site. These compounds are solvents commonly used to de-grease and clean parts. Site investigations identified on-site areas where soil was impacted and required remediation. Between 2016-2017, close to 9,000 tons of contaminated soil were excavated and taken to a licensed facility for disposal. The Los Angeles Water Board issued a Completion of Soil Remediation letter for impacted soil in 2021. Groundwater investigation, remediation and monitoring activities continue at and in the vicinity of the Site.

Recent Off-Site Investigations and Planned Activities

To determine the extent of soil vapor contamination, the first phase of off-site assessment was conducted between August and October 2022 and was discussed in the May 2023 Project Update. Data collected during the first phases of off-site assessment indicated that some volatile chemicals are present above applicable screening levels in soil vapor and groundwater. Based on those results, additional off-site assessment to delineate the soil vapor plume was completed between October 2023 and May 2024. This recent off-site assessment included the collection of an additional 66 soil vapor samples and 16 grab groundwater samples from public right of ways and private properties. Data collected during the off-site assessment indicated that some volatile chemicals are present above applicable screening levels in soil vapor and groundwater. However, the presence of a chemical at concentrations exceeding a screening level does not necessarily indicate adverse effects on human health or the environment, but rather that additional evaluation is warranted.

The results from the this additional off-site investigation report (Report) dated June 28, 2024 can be viewed and retrieved at the State Water Resources Control Board's GeoTracker website https://documents.geotracker.waterboards.ca.gov/esi/uploads/geo_report/9592483401/SL204281528.PDF

Based on the findings, additional soil vapor assessment is warranted to delineate the soil vapor plume and indoor air sampling is needed at select locations near the Site to assess potential vapor intrusion risk. This requires obtaining access from property owners. The Los Angeles Water Board has reviewed the Report in consultation with the Office of Environmental Health Hazard Assessment and issued a letter to RTX dated October 10, 2024, for submittal of work plans for next steps.

FREQUENTLY ASKED QUESTIONS

What is soil vapor sampling?
Soil vapor sampling is used to detect contaminants in the spaces between soil particles in areas beneath the ground surface. A probe is installed into the ground and samples of vapors in the soil are drawn to the surface for lab analysis. This work is needed to assess conditions beneath and adjacent to occupied properties and to determine if soil vapor concentrations pose a vapor intrusion risk.

What is vapor intrusion?
Chemicals in groundwater and soil can form vapors and travel through the air spaces between soil particles which may enter a building through cracks in foundations, utility pipes or sewer lines. This process, called "vapor intrusion", can affect indoor air quality. (see Figure 1). Exposure to these chemicals in indoor air at certain concentrations may impact human health. Ongoing environmental investigations are evaluating and addressing the potential for health risks.

What is indoor air sampling?
Indoor air can be sampled and analyzed to evaluate the air quality inside buildings and the occupants' potential exposure to volatile organic compounds (VOCs) and other chemicals. VOCs are commonly detected in indoor air and outdoor air due to many different sources (such as paints, moth balls, aerosol sprays, new furniture and carpeting, fuels, adhesives, spot removers, and metal cleaners) in our environments. Indoor air sampling near the Site may be necessary to evaluate if soil vapor is affecting indoor air quality.

Why is soil vapor and indoor air sampling at my property needed?
Soil vapor and indoor air sampling may be needed at your property if VOCs are present above screening levels near your property. This additional sampling is needed to evaluate conditions in and near surrounding buildings. The required assessment and proposed sampling will be used to evaluate if there is a potential vapor intrusion concern and determine if soil vapor mitigation is needed. If your property requires sampling the Los Angeles Water Board is currently working with representatives from RTX Corporation (formerly known as United Technologies Corporation) who will be contacting property owners and/or their representatives.

What are screening levels?
Screening levels for chemicals present in the environment are set by oversight agencies like the Los Angeles Water Board, Department of Toxic Substances Control, and the United States Environmental Protection Agency (U.S. EPA) to guide environmental investigations and cleanup. These levels are very conservative and are intended to protect human health including sensitive populations like children and the elderly. If there are chemicals present on your property that exceed a screening level, it is not an indication of adverse impacts on your health or the environment — it simply means that we need to conduct additional evaluation.

What does indoor air sampling look like?
Indoor air sampling will take place in a manner that minimizes any inconvenience to occupants. Indoor air samples are collected over a period of time in a small container that is then sent to a laboratory for analysis to identify and quantify specific compounds. Activities inside buildings will include taking inventory of household and business products that may contribute to indoor air quality (for example: cleaning products, solvents, paints, paint thinners, etc.). The time spent inside a building will typically be a few hours across at least two days.

Who is conducting this work?
Under the oversight of the Los Angeles Water Board, RTX will pay for and conduct the work. If the results of the soil vapor and/or indoor air sampling at your property indicate that there are VOCs that exceed a level that requires mitigation, RTX will pay for and conduct the work. There is no cost to occupants.

Do sampling results indicate a health risk for area residents?
The currently available soil vapor data does not indicate that there are any immediate health risks to area residents, but more information and sampling data is needed to fully evaluate long-term risks. The presence of a chemical at concentrations exceeding a screening level does not necessarily mean that there will be adverse effects on human health or the environment, but rather that additional evaluation is warranted.

What are VOCs, PCE and TCE?
VOCs are industrial chemicals used to clean and remove grease from parts during the manufacturing process. VOCs are present in common household items, including paints, moth balls, aerosol sprays, new furniture and carpeting, fuels, and are used for dry cleaning.

PCE is a colorless liquid used primarily in industrial settings. This chemical is also used for dry cleaning, as a solvent for cleaning and de-greasing, and in lubricants, adhesives, and sealants. PCE is also found in consumer products like adhesives for arts and crafts or furniture, paints, wood cleaners, and stainless-steel polish.

TCE is a chemical that is commonly used as a solvent. The vast majority of TCE use is sold through industrial supply chains for use in commercial or manufacturing facilities and as refrigerant chemicals and de-greasers. TCE is also found in consumer products like adhesives for arts and crafts, spot removers, and metal cleaners.

VOCs detected at the Site are a class of chemicals that tend to volatilize easily and form vapor which may migrate up from contaminated groundwater into overlying soil and potentially into buildings.

More information about VOCs, PCE and TCE can also be found at the links below:

https://www.epa.gov/indoor-air-quality-iaq/technical-overview-volatile-organic-compounds
https://www.epa.gov/assessing-and-managing-chemicals-under-tsca/risk-management-perchloroethylene-pce
https://www.epa.gov/assessing-and-managing-chemicals-under-tsca/risk-management-trichloroethylene-tce

What if you identify a problem in my home? How do you "mitigate" soil vapor impacts to indoor air?
Following investigation, if elevated levels of compounds from soil vapor are found in indoor air samples, the Los Angeles Water Board will direct RTX to work with property owners to coordinate mitigation measures. There are options and technologies that have been used successfully to mitigate soil vapor impacts. Some of the possible permanent mitigation methods include:

- Sealing openings to fill in cracks in the floor slab and gaps around pipes and utility lines.
- Sub-slab depressurization, which involves connecting an electric fan to a small suction pit installed into the slab to capture and vent vapors outdoors.

More temporary solutions include air filtration and purifiers as a mitigation measure:

- Air filtration and purifiers for removing contaminants from indoor air use many different technologies and come in designs intended for standalone operation (as portable, wall-mounted, or ceiling-mounted units) or for installation in heating, ventilation, and air conditioning (HVAC) ducts.

If mitigation measures are warranted for your property, RTX will pay for the purchase and installation of the system.

- Los purificadores y filtros de aire para eliminar contaminantes del aire interior utilizan muchas tecnologías diferentes y se presentan en diseños destinados para un funcionamiento autónomo (como unidades portátiles, montadas en la pared o en el techo) o para su instalación en conductos de calefacción, ventilación y aire acondicionado (HVAC).

Si se justifica implementar medidas de mitigación para su propiedad, RTX pagará por la compra y la instalación del sistema.

¿Es segura mi agua potable?
Actualmente, las aguas poco profundas del sitio no se utilizan para obtener agua potable o con fines agrícolas, y en la zona no hay pozos de extracción municipales. El agua potable para el área es proporcionada por el Departamento de Agua y Energía de Los Ángeles (LADWP) y debe cumplir todos los estándares federales y estatales de calidad del agua. Encontrará los informes de calidad del agua en el sitio web del LADWP, Calidad del agua | Departamento de Agua y Energía de Los Ángeles (ladwp.com/es/). Los únicos pozos en el lugar son para monitoreo de aguas subterráneas.

¿Cómo puedo obtener más información?
La Junta de Agua de Los Ángeles le invita a informarse más sobre los desarrollos en este sitio. El archivo administrativo del proyecto está disponible en la oficina de la Junta del Agua de Los Ángeles ubicada en 320 West 4th Street, Suite #200, Los Ángeles, CA 90013.

Para una cita previa, llame al (213) 576-6636 o envíe un correo electrónico a RB4-PublicRecords@waterboards.ca.gov

Los documentos preparados como parte de las tareas de investigación y la remediación también pueden consultarse y recuperarse en el sitio web GeoTracker de la Junta del Agua de Los Ángeles (haga clic en la pestaña "Mapas del sitio/Documentos"):
http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SL204281528

Para hablar con el personal de la Junta de Agua de Los Ángeles, comuníquese con:

Ana Townsend, Project Manager
ana.townsend@waterboards.ca.gov / (213) 576-6738

Susana Lagudis, Participación Pública (hispanohablante)
susana.lagudis@waterboards.ca.gov / (213) 576-6694

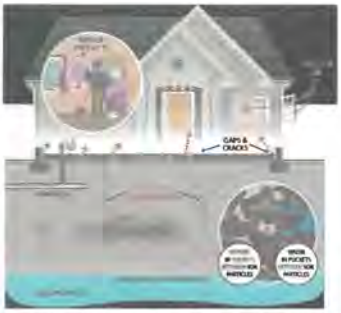

Figura 1: Los vapores tóxicos en el aire interior pueden provenir de múltiples fuentes: contaminación subterránea, productos de consumo o aire exterior. Los vapores pueden desplazarse entre las partículas del suelo y llegar a la superficie.

CalEPA
California Environmental Protection Agency

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Water Boards

Octubre de 2024

ACTUALIZACIÓN DE PROYECTO: Continuación de las investigaciones ambientales fuera del sitio
Antiguo sitio de United Technologies Corporation en Canoga Avenue
(anteriormente sitio de Pratt & Whitney-Rocketdyne)
6633 Canoga Avenue
Canoga Park, California

Propósito de esta actualización de proyecto
La Junta Regional de Los Angeles del Control de la Calidad del Agua (en adelante, Junta de Agua de Los Ángeles) envía esta Actualización de Proyecto para detallar las novedades y responder a preguntas frecuentes sobre las actividades ambientales relacionadas con las antiguas instalaciones de United Technologies Corporation (UTC) de Canoga Avenue, ubicadas en el 6633 de Canoga Avenue (en adelante, el "sitio").

Antecedentes del sitio
Desde la década de 1950 hasta 2014, el antiguo sitio de UTC, actualmente propiedad de RTX Corporation, se utilizó como centro industrial y de fabricación, en el que se construyeron, por ejemplo, motores de cohetes para el Apollo, como parte del programa del vuelos aeroespaciales de los Estados Unidos. Las actividades del sitio incluían moldeado de metales, mecanizado, limpieza y desengrasado, enchapado y montaje de motores. En el lugar no se realizaban pruebas de motores de cohetes ni de sistemas relacionados. En 2014 se dieron por finalizadas todas las actividades de fabricación, se desalojó el sitio y se demolieron los edificios existentes.



Desde 1984 se han llevado a cabo actividades de investigación y remediación de suelos, vapores del suelo y aguas subterráneas en el sitio y en sus alrededores. Las investigaciones hallaron compuestos orgánicos volátiles clorados (CVOC), principalmente tetracloroeteno (PCE) y tricloroeteno (TCE) en varias de las antiguas áreas operativas del sitio. Estos compuestos son solventes comúnmente utilizados para desengrasar y limpiar piezas. Las investigaciones del sitio identificaron ahí áreas donde el suelo se vio afectado y requirió remediación. Entre 2016 y 2017 se excavaron cerca de 9000 toneladas de suelo contaminado y se llevaron a un establecimiento autorizado para su eliminación. En 2021, la Junta de Agua de Los Ángeles publicó una carta para notificar la finalización de las actividades de remediación del suelo afectado. Las actividades de investigación, remediación y monitoreo de las aguas subterráneas continúan en el sitio y en sus inmediaciones.

Investigaciones recientes fuera del sitio y actividades planificadas
Para determinar el alcance de la contaminación por vapor del suelo, la primera fase de evaluación fuera del sitio se llevó a cabo entre agosto y octubre de 2022 y se discutió en la Actualización de Proyecto de mayo de 2023. Los datos recopilados durante las primeras fases de la evaluación fuera del sitio indicaron que algunos productos químicos volátiles están presentes en el vapor del suelo y las aguas subterráneas por arriba de los niveles de detección aplicables. Entre octubre de 2023 y mayo de 2024, sobre la base de esos resultados, se completó una evaluación adicional fuera del sitio para determinar el alcance de vapor del suelo. Esta evaluación reciente fuera del sitio incluyó la recolección de 66 muestras adicionales de vapor del suelo y 16 muestras de agua subterránea sin pozo tomadas en servidumbres de paso públicas y propiedades privadas. Los datos recopilados durante la evaluación fuera del sitio indican que algunos productos químicos volátiles están presentes en el vapor del suelo y en las aguas subterráneas por arriba de los niveles de detección aplicables. Sin embargo, la presencia de un

producto químico en concentraciones superiores a un nivel de detección no indica necesariamente efectos adversos para la salud humana o el medio ambiente, sino que justifica una evaluación adicional.

Los resultados de este informe adicional de investigación fuera del sitio (en adelante, el "informe") con fecha del 28 de junio de 2024 pueden consultarse y descargarse del sitio web GeoTracker de la Junta Estatal de Control de Recursos Hídricos, https://documents.geotracker.waterboards.ca.gov/esi/uploads/geo_report/9592483401/SL204281528.PDF.

Sobre estos hallazgos, se justifica realizar una evaluación adicional del vapor del suelo para determinar su alcance y también se necesita un muestreo del aire interior en lugares seleccionados cerca del sitio para evaluar el riesgo potencial de intrusión de vapor. Para ello es necesario obtener un permiso de acceso de los propietarios. La Junta de Agua de Los Ángeles ha revisado el informe en consulta con la Oficina de Evaluación de Riesgos para la Salud Ambiental (OEHHA, por sus siglas en español) y ha enviado una carta a RTX con fecha 10 de octubre de 2024 a fin de presentar los planes de trabajo para los próximos pasos.

PREGUNTAS FRECUENTES

¿Qué es el muestreo de vapor de suelo?
El muestreo de vapor de suelo se utiliza para detectar contaminantes presentes en los espacios entre partículas del suelo en áreas bajo la superficie del suelo. Se instala una sonda en la tierra y las muestras de vapores del suelo se extraen hasta la superficie para su análisis en laboratorio. Este trabajo es necesario para evaluar las condiciones adyacentes a las propiedades ocupadas y debajo de estas, y para determinar si las concentraciones de vapor del suelo representan un riesgo de intrusión de vapor.

¿Qué es la intrusión de vapor?
Los productos químicos en el agua subterránea y el suelo pueden formar vapores que se desplazan a través de los espacios de aire entre las partículas del suelo, que pueden ingresar a un edificio a través de grietas en los cimientos, tuberías de servicios públicos y líneas de alcantarillado. Este proceso, llamado "intrusión de vapor", puede afectar la calidad del aire en interiores (vea la Figura 1). La exposición a estas sustancias químicas en el aire interior puede, en ciertas concentraciones, afectar la salud de los seres humanos. Las investigaciones medioambientales en curso están evaluando y abordando los posibles riesgos para la salud.

¿Qué es el muestreo del aire interior?
El aire interior puede muestrearse y analizarse para evaluar su calidad dentro de los edificios y la posible exposición de los ocupantes a compuestos orgánicos volátiles (VOC) y otras sustancias químicas. Por lo general, los VOC se detectan en el aire interior y exterior provenientes de numerosas fuentes diferentes en nuestros entornos (pinturas, naftalina, aerosoles, muebles y alfombras nuevos, combustibles, adhesivos, quitamanchas y limpiametales). Puede ser necesario tomar muestras del aire interior cerca del sitio para evaluar si el vapor del suelo está afectando la calidad del aire interior.

¿Por qué es necesario tomar muestras de vapor del suelo y del aire interior en mi propiedad?
Si hay VOC presentes por arriba de los niveles de detección cerca de su propiedad, posiblemente sea necesario tomar muestras de vapor del suelo y del aire interior en su propiedad. Este muestreo adicional es necesario para evaluar las condiciones en el interior y las proximidades de los edificios circundantes. La evaluación requerida y el muestreo propuesto se utilizarán para evaluar si existe un posible problema de intrusión de vapor y determinar si es necesaria la mitigación del vapor del suelo. Si su propiedad requiere muestreo, la Junta del Agua de Los Ángeles está trabajando actualmente con representantes de RTX Corporation (anteriormente denominada United Technologies Corporation), quienes se comunicarán con los propietarios y/o con sus representantes.

¿Qué son los niveles de detección?
Las agencias de supervisión —como la Junta del Agua de Los Ángeles, el Departamento de Control de Sustancias Tóxicas y la Agencia de Protección Ambiental de los Estados Unidos (EPA)— establecen los niveles de detección de productos químicos presentes en el medio ambiente para guiar las investigaciones y la limpieza ambiental. Estos niveles son muy conservadores y están destinados a proteger la salud humana, incluidas las poblaciones sensibles como los niños y los ancianos. Si en su propiedad hay productos químicos que exceden el nivel de detección, no es una indicación de efectos adversos sobre su salud o el medio ambiente, sino simplemente significa que necesitamos realizar una evaluación adicional.

¿Cómo es el muestreo del aire interior?
El muestreo del aire interior se lleva a cabo de manera de minimizar las molestias para los ocupantes. Las muestras de aire interior se toman durante un tiempo determinado, utilizando un pequeño recipiente que luego se envía a un laboratorio para su análisis con el fin de identificar y cuantificar compuestos específicos. Las actividades dentro de los edificios incluyen realizar un inventario de los productos domésticos y comerciales que puedan contribuir a la calidad del aire interior (por ejemplo, productos de limpieza, solventes, pinturas, diluyentes de pintura, etc.). El tiempo invertido dentro del edificio suele ser de unas pocas horas, a lo largo de al menos dos días.

¿Quién lleva a cabo este trabajo?
Bajo la supervisión de la Junta del Agua de Los Ángeles, RTX realizará el trabajo y pagará sus costos. Si los resultados del muestreo de vapor del suelo y/o del aire interior de su propiedad indican la presencia de VOC en niveles que superan el nivel que requiere mitigación, RTX realizará el trabajo y pagará los costos. No hay ningún costo para los ocupantes.

¿Los resultados del muestreo indican un riesgo para la salud de los residentes del área?
Los datos de vapor del suelo actualmente disponibles no indican que existan riesgos inmediatos para la salud de los residentes del área, pero es necesario recabar más información y datos de muestreo para evaluar completamente los riesgos a largo plazo. La presencia de un producto químico en concentraciones que exceden un nivel de detección no necesariamente significa que habrá efectos adversos en la salud humana o el medio ambiente, sino que se justifica una evaluación adicional.

¿Qué son los VOC, el PCE y el TCE?
Los VOC son productos químicos industriales que se utilizan para limpiar y eliminar la grasa de las piezas durante el proceso de fabricación. Los VOC están presentes en artículos domésticos comunes, como pinturas, naftalina, aerosoles, muebles y alfombras nuevos y combustibles, y se utilizan en la limpieza en seco.

El PCE es un líquido incoloro que se utiliza principalmente en entornos industriales. Este producto químico también se utiliza para limpieza en seco, como disolvente para limpiar y desengrasar, y en lubricantes, adhesivos y selladores. También se encuentra en productos para el consumidor, como adhesivos para manualidades y muebles, pinturas, limpiadores de madera y abrillantadores de acero inoxidable.

El TCE es un producto químico que se utiliza habitualmente como disolvente. La gran mayoría de productos con TCE se vende a través de cadenas de suministro industriales para su uso en instalaciones comerciales o de fabricación y como refrigerantes y desengrasantes. El TCE también se encuentra en productos de consumo como adhesivos para manualidades, quitamanchas y limpiametales.

Los VOC detectados en el sitio son una clase de sustancias químicas que tienden a volatilizarse fácilmente y formar vapor que puede migrar desde las aguas subterráneas contaminadas al suelo suprayacente y, potencialmente, a los edificios.

Encontrará más información sobre los VOC, PCE y TCE en los siguientes enlaces:

https://www.epa.gov/indoor-air-quality-iaq/technical-overview-volatile-organic-compounds
https://www.epa.gov/assessing-and-managing-chemicals-under-tsca/risk-management-perchloroethylene-pce
https://www.epa.gov/assessing-and-managing-chemicals-under-tsca/risk-management-trichloroethylene-tce

¿Qué ocurrirá si identifican un problema en mi casa? ¿Cómo se "mitigan" los impactos del vapor del suelo en el aire interior?
Después de la investigación, si se encuentran niveles elevados de compuestos de vapor del suelo en muestras de aire interior, la Junta de Agua de Los Ángeles ordenará a RTX trabajar con los propietarios para coordinar las medidas de mitigación. Existen opciones y tecnologías que se han utilizado con éxito para mitigar los impactos del vapor del suelo. Algunos de los posibles métodos de mitigación permanente son los siguientes:

- Sellado de aberturas para rellenar grietas en la losa del piso y espacios alrededor de tuberías y de líneas de servicios públicos.
- Despresurización de la sublosa, que consiste en conectar un ventilador eléctrico a un pequeño pozo de succión instalado en la losa para capturar y ventilar los vapores al aire libre.

Otras soluciones temporales incluyen filtración de aire y purificadores como medidas de mitigación:

LAWA
LOS ANGELES WORLD AIRPORTS

November 12, 2024

City of Los Angeles

Department of City Planning

Attn: Betty Barberena

6262 Van Nuys Boulevard, Room 351

Van Nuys, CA 91401

LAX

Van Nuys

City of Los Angeles

Karen Bass
Mayor

Board of Airport Commissioners

Karim Webb
President

Matthew M. Johnson
Vice President

Vanessa Aramayo
Courtney La Bau
Victor Narro
Nicholas P. Roxborough
Valeria C. Velasco

John Ackerman
Chief Executive Officer

Case Numbers: CPC-2019-1741-CPU; CPC-2019-1742-CPU;CPC-2019-1745-CPU; ENV-2019-1743-EIR

RE: RESPONSIBLE AGENCY COMMENTS ON THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE SOUTHWEST VALLEY COMMUNITY PLANS (STATE CLEARINGHOUSE # 2019039154)

The Los Angeles World Airports (LAWA) reviewed the Notice of Preparation (NOP) of an EIR for the Southwest Valley Community Plans Update project and attended the Virtual Scoping Meeting on October 24, 2024. LAWA owns and operates Van Nuys Airport (VNY) and submits the following comments, in response to the subject NOP, as a Responsible Agency. LAWA will need to use the EIR prepared by the City when considering any permits or other project approvals that our agency must issue.

LAWA is a proprietary department of the City of Los Angeles and owns and operates the airport as Airport Sponsor, on behalf of the City. In addition to the local plans and zoning that were adopted by the City Council to regulate land use, as an Airport Sponsor, LAWA is also bound by the Grant Assurances tied to federal funds that have been utilized for land acquisition and improvements, as well as Title 14 regulations promulgated by the Federal Aviation Administration pertaining to compliance with airport planning and design.

Additionally, the Los Angeles County Airport Land Use Commission establishes planning boundaries, published in the County Airport Land Use Plan (ALUP), to delineate areas subject to noise impacts and safety hazards (height restriction areas and approach surface and runway protection zones). The policies and procedures in the ALUP are related to compatibility of airports with surrounding communities and land use considerations that protect airports such as VNY. LAWA is subject to these regulations, policies and issues that affect land uses on- and off-airport.

LAWA supports the proposal, as described in the Project Description of the NOP, to adjust the community plan boundaries to confine VNY entirely within the Reseda-West Van Nuys Community Plan area.

As detailed in the NOP, the Plans Update will, among other things, add new zoning regulations for improved transitions between existing residential and industrial uses. The following comments are provided to support improved transitions:

ON-AIRPORT LAND USES

VNY occupies 730 acres, most of which is designated for "Light Manufacturing" land use in the Community Plan. The North Approach and South Approach areas have a land use designation of "Open Space." The Plans Update proposes to re-designate the "Light Manufacturing" land use areas to "Production" land use and the areas designated for "Open Space" would not be re-designated. The proposed new "Production" land use designation reflects VNY as a job-producing facility.

The underlying zoning for VNY, which is established through two overlay ordinances, the 2006 Airport Plan and Ordinance 177327, would be maintained for the purposes of the Plans Update project. Therefore, no zoning changes are currently proposed for VNY. Future zoning changes will be addressed in updates to or replacements of the VNY overlay ordinances.

OFF-AIRPORT LAND USES

County ALUP

The County ALUP identifies the Airport Influence Area (AIA) for VNY and includes the 65 CNEL contour maps. Figure 1 identifies the AIA and 65 CNEL map for VNY. The map identifies the level of noise impact for areas on and around the airport and compatibility associated with potential noise-sensitive land uses (housing, schools) in proximity to the airport boundaries. At VNY, a specific potential area of concern lies in the southeast portion of the airport, adjoining the South Approach area, around the intersection of Vanowen and Valjean streets.

Reseda-West Van Nuys Community Plan – Industrial Policies, Goals, Objectives

The goals, objectives and policies in the current Reseda-West Van Nuys Community Plan address issues of community compatibility between VNY and the properties that surround the airport. LAWA recommends that these types of goals, objectives and policies be continued and strengthened.

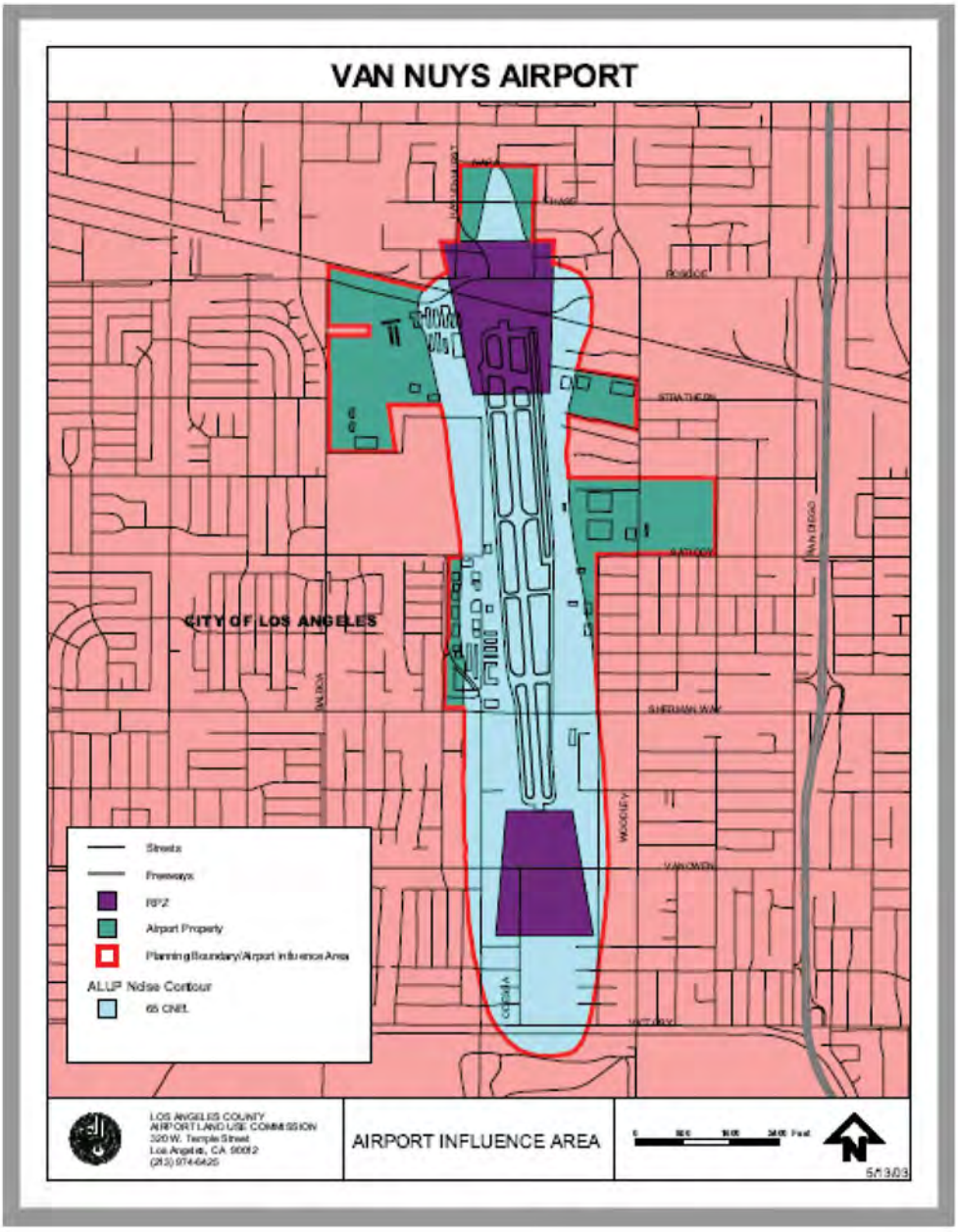
In particular, the Industrial policies (Reseda-West Van Nuys, page III-8) and guidance that consider the proximity of VNY to residential areas have continued relevance today:

> *Future industrial development, which would be more compatible with the existing airport-oriented land uses and less noise sensitive to airport activity, should be considered adjacent to the Van Nuys Airport. A potential future site location for this industrial expansion would be the southwest corner of Valjean Avenue and Kittridge Street, where the current multiple residential designation could be changed to an industrial designation that would accommodate industrial office related development and create as effective a buffer as the multiple residential, but be less noise sensitive.*

Areas surrounding VNY which present compatibility issues due to proximity to residential uses should be addressed with continued emphasis on some of the measures already identified in the Reseda-West Van Nuys Community Plan's Industrial Goals and Objectives, including:

> *Adequate compatibility should be achieved through design treatments and the establishment of transitional buffers between residential and industrial uses.*

Figure 1. Los Angeles County Airport Land Use Plan, Van Nuys Airport



Off-Airport Land Use Compatibility Planning

Incorporating land use compatibility principles into the regulations of the underlying zoning can be an effective tool to promote compatibility of new development in areas surrounding VNY. Airport land

SCAG
INNOVATING FOR A BETTER TOMORROW

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November 8, 2024

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E-mail: planning.swvalley@lacity.org

Subject: SCAG Comments on the Recirculation of Notice of Preparation of a Combined Draft Environmental Impact Report and Notice of Scoping Meeting for the Southwest Valley Community Plans Update [SCAG NO. IGR11137]

Dear Betty:

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Southwest Valley Community Plans Update ("proposed project") to the Southern California Association of Governments (SCAG) for review. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.[1]

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP), including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of and alignment with adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and policies. Finally, SCAG is the authorized regional agency for Intergovernmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for Southwest Valley Community Plans Update in Los Angeles County. The project consists of development of an amendment to the General Plan to update three community plans, amend the General Plan land use maps, adopt new zoning regulations, and amend related land use and zoning ordinances on 61 square miles.

When available, please email environmental documentation to IGR@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the IGR Program, attn.: Ryan Bañuelos, Associate Regional Planner, at (213) 630-1532 or IGR@scag.ca.gov. Thank you.

Sincerely,

Sarah Dominguez
Manager, Planning Strategy Department

[1] Local jurisdictions and other lead agencies shall have the sole discretion to determine a local project's or plan's consistency and/or alignment with Connect SoCal 2024 for the purpose of determining consistency for CEQA purposes.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SOUTHWEST VALLEY COMMUNITY PLANS UPDATE [SCAG NO. IGR11137]

CONNECT SOCAL 2024

Connect SoCal 2024 (Plan) is a long-range visioning plan for the six-county SCAG region, reflecting a continuation of the shift towards more efficient resource management including transportation infrastructure resources, land resources and environmental resources. The Plan highlights the existing land use and transportation conditions throughout the SCAG region and forecasts the region's evolving transportation needs between 2024 and 2050. The Plan identifies and prioritizes expenditures of the anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle, and pedestrian, as well as aviation ground access.

The Plan was developed to achieve greenhouse gas (GHG) per capita emission reduction targets, consistent with Senate Bill (SB) 375 and other regional goals. In accordance with federal fiscal constraint requirements, Connect SoCal 2024 is a financially constrained Plan in terms of transportation revenues and expenditures. Connect SoCal 2024 would reduce traffic congestion, improve air quality, and improve the region's long-term economic viability through more than $751 billion in transportation investments and a more sustainable regional development pattern. To view Connect SoCal 2024 and the accompanying technical reports, please visit the Connect SoCal 2024 webpage.

Connect SoCal 2024 Vision and Goals

The SCAG Regional Council fully adopted the Plan on April 4, 2024. Connect SoCal 2024 represents the vision for the region and reflects the planned transportation investments, policies, and strategies that integrate with the Forecasted Regional Development Pattern to achieve the Plan's goals. The Vision and Goals for Connect SoCal 2024 are rooted in the direction set forth by Connect SoCal 2020, reflecting both SCAG's statutory requirements, the emerging trends, and persistent challenges facing the region. Reflecting input from engagement with stakeholders and members of the public, SCAG's vision for Southern California in the year 2050 is *"A healthy, prosperous, accessible and connected region for a more resilient and equitable future."* The following goals and subgoals helps the SCAG region to achieve this vision.

Mobility: ***Build and maintain an integrated multimodal transportation network***

- Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions
- Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities
- Support planning for people of all ages, abilities and backgrounds

Communities: ***Develop, connect and sustain communities that are livable and thriving***

- Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households

Environment: ***Create a healthy region for the people of today and tomorrow***

- Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water
- Conserve the region's resources

Economy: ***Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents***

- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities

For ease of review, SCAG staff encourages the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG CONNECT SOCAL 2024 GOALS AND SUBGOALS		
Goal/Subgoal		Analysis
Mobility Goal:	*Build and maintain an integrated multimodal transportation network*	*Consistent: Statement as to why; Not-Consistent: Statement as to why; or Not Applicable: Statement as to why; DEIR page number reference*
Mobility Subgoal:	*Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions*	*Consistent: Statement as to why; Not-Consistent: Statement as to why; or Not Applicable: Statement as to why; DEIR page number reference*
etc.		etc.

Connect SoCal 2024 Key Elements

Unique to this plan cycle, SCAG developed a set of Regional Planning Policies and Implementation Strategies to guide decision-making in the region toward integrated land use and transportation planning and other goals in Connect SoCal 2024. Eighty-eight Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal 2024. The Implementation Strategies help the region to achieve this vision for the future and are priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies. The Regional Planning Policies and Implementation Strategies were developed to achieve California's greenhouse gas emission reduction goals as set forth in SB 375 and federal Clean Air Act Section 176(c) requirements for transportation conformity while meeting the broader regional objectives, such as improved equity and resilience in addition to preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources. The Plan also includes a detailed project list; strategic investments to bridge local plans with overarching regional performance targets and goals; a growth forecast and regional development pattern based on population, household and employment growth projections by 2050; and a transportation network including a list of transportation projects and investments.

Connect SoCal 2024 presents a summary of that work in five chapters of the Main Plan with additional details on Plan elements and analysis in the Plan's accompanying 15 Technical Report. Connect SoCal 2024 builds upon the progress from previous RTP/SCS cycles, reflecting both SCAG's statutory requirements, the emerging trends, and persistent challenges facing the region. These policies offer a resource by which County Transportation Commissions (CTCs) or local jurisdictions within the SCAG region, when seeking resources from state or federal programs, can refer to specific policies to demonstrate alignment with the RTP/SCS.

Regional Growth Forecast and Forecasted Regional Development Pattern

As part of developing a Sustainable Communities Strategy per SB 375, SCAG must include a "forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies …" enables SCAG to reach its per capita GHG emission reduction target of 19 percent below 2005 levels by 2035. SCAG staff prepared a Forecasted Regional Development Pattern for Connect SoCal 2024 through 2050, the horizon year of the Plan. The regional growth forecast determines the projected increase in population, households, and jobs based on local general plans and known development entitlement agreements, including available data from 6th cycle housing element updates. The Connect SoCal 2024 Demographic and Growth Forecast Technical Report includes detailed discussions on socioeconomic data, including additional detail on the growth forecast, growth vision, and Sustainable Communities Strategy (SCS) consistency in Section of the Technical Report. The Connect SoCal 2024 Land Use and Communities Technical Report includes the most recent planning assumptions and estimates of population and housing.

SCAG's work helps facilitate implementation, but SCAG does not directly implement or construct projects or have land use authority. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2035 and 2050, please refer to the Final Connect SoCal 2024 growth forecast data. The growth forecasts for the region and the applicable jurisdiction is below.

	Adopted SCAG Region Growth Forecasts				Adopted City of Los Angeles Growth Forecasts		
	Year 2019	**Year 2030**	**Year 2035**	**Year 2050**	**Year 2019**	**Year 2035**	**Year 2050**
Population	18,827,000	19,476,000	19,946,000	20,909,000	3,907,200	4,106,400	4,315,900
Households	6,193,000	7,006,000	7,311,000	7,814,000	1,398,600	1,699,400	1,828,200
Employment	8,976,000	9,609,000	9,885,000	10,276,000	1,954,000	2,119,800	2,137,700

Consistency with Connect SoCal 2024

SCAG provides informational resources to facilitate the lead agency's consistency determination of the proposed project with Connect SoCal 2024. For the purpose of determining consistency with CEQA, local jurisdictions shall have the sole discretion to determine a local project's or plan's consistency and/or alignment with Connect SoCal 2024[2].

CEQA MITIGATION MEASURES

The SCAG Regional Council certified the Final Program Environmental Impact Report for Connect SoCal 2024 (2024 PEIR) and adopted the Mitigation Monitoring and Reporting Program (MMRP), Findings of Fact, and a Statement of Overriding Considerations on April 4, 2024. The mitigation approach used in the 2024 PEIR recognizes the limits of SCAG's authority; distinguishes between SCAG commitments and project-level responsibilities and authorities; optimizes flexibility for project implementation; and facilitates CEQA streamlining (e.g., SB 375) and tiering where appropriate on a project-by project basis determined by each lead agency. Consistent with the approach, the 2024 PEIR identifies regional-level mitigation measures to be implemented by SCAG over the lifetime of the Plan as well as project-level mitigation measures that lead agencies can and should consider, as applicable and feasible, in subsequent project-specific design, CEQA review, and decision-making processes. Given that SCAG is not an implementing agency and has no decision-making authority over projects or any land use authority, it is ultimately up to each lead agency's own discretion to determine the appropriateness of mitigation measures, including exploring opportunities of voluntary regional advance mitigation programs, based on project-specific circumstances such as individual site conditions, project specific details, and community values. Therefore, SCAG staff recommends that the proposed project's CEQA lead agency review the 2024 PEIR for guidance, as appropriate.

[2] SCAG. April 2024. Connect SoCal 2024 Demographic and Growth Forecast Technical Report. Accessible at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf

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NOTICE OF PREPARATION OF A COMBINED DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF SCOPING MEETING FOR THE SOUTHWEST VALLEY COMMUNITY PLANS UPDATE

TO: Agencies, Organizations, and Interested Parties **Date:** March 28, 2019

The City of Los Angeles Department of City Planning (DCP), as the Lead Agency under the California Environmental Quality Act (CEQA), will prepare an Environmental Impact Report (EIR) for the proposed Southwest Valley Community Plans Update Project or "Proposed Project". The City is requesting identification of environmental issues and information that you or your organization believes should be considered in the EIR. The Proposed Project would:

1) Amend the text of the following three Community Plans: (1) Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan; (2) Encino-Tarzana Community Plan; and (3) Reseda-West Van Nuys Community Plan to revise the stated plan policies and objectives to reflect the Proposed Project;

2) Amend the General Plan Land Use Maps inclusive of changes in the community plan area boundaries for the following seven Community Plan Areas (CPA): (1) Reseda-West Van Nuys CPA; (2) Van Nuys-North Sherman Oaks CPA, (3) Mission Hills-Panorama City-North Hills CPA, (4) Northridge CPA, (5) Chatsworth-Porter Ranch CPA, (6) Canoga Park-Winnetka-Woodland Hills-West Hills CPA, and (7) Encino-Tarzana CPA;

3) Amend the City of Los Angeles Municipal Code (LAMC) to adopt new zoning regulations as part of the re:code LA program (New Zoning Code);

4) Amend the land use regulations of the Van Nuys Airport, as necessary;

5) Amend the Zoning Map to rezone select parcels in the Proposed Project area with new zoning classifications; and

6) Amend the General Plan Framework, Mobility Plan, and other Citywide General Plan Amendments, and other land use and zoning ordinances as necessary.

The Project description, location, and goals and objectives are set forth below, and the Project Study Area and Regional Setting are shown in **Figures 1** and **2**, respectively.

NOTICE OF PUBLIC SCOPING MEETING

Pursuant to California Public Resources Code Sections 21083.9, 21092.2, and California Code of Regulations, Title 14 ("CEQA Guidelines") Section 15082, the City, as the Lead Agency, will conduct three Scoping Meetings for the purpose of soliciting oral and written comments from interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, including transportation agencies, as to the appropriate scope and content of the EIR. You are welcome to attend one or more of the scoping meetings and present environmental information that you believe should be considered in the EIR. The scoping meetings are scheduled as follows:

Date: Monday, April 8, 2019
Time: 6:00 PM to 8:00 PM
Place: de Toledo High School
22622 Vanowen Street
West Hills, CA 91307

Date: Thursday, April 11, 2019
Time: 6:00 PM to 8:00 PM
Place: Crespi Carmelite High School
5031 Alonzo Avenue
Encino, CA 91316

Date: Tuesday, April 16, 2019
Time: 6:00 PM to 8:00 PM
Place: One Generation Senior Enrichment Center
18255 Victory Boulevard
Reseda, CA 91335

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate. The meeting facility and its parking are wheelchair accessible. Sign language interpreters, assistive listening devices, or other auxiliary aides and/or services may be provided upon request. Other services, such as translation between English and other languages, may also be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting calling Erika Lam at 818.374.5046.

RESPONSIBLE AND TRUSTEE AGENCIES

The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the Proposed Project, in accordance with the CEQA Guidelines, Section 15082(b). Your agency will need to use the EIR prepared by the City when considering any permits or other project approvals that your agency must issue. As such, your responses to this Notice of Preparation (NOP) at a minimum should identify: (1) The significant environmental issues and reasonable alternatives and mitigation measures that your agency will need to have explored in the EIR; and (2) Whether your agency will be a responsible or trustee agency for this project.

REVIEW AND RESPONSE PERIOD

Thursday, March 28, 2019 to Friday, May 3, 2019 by 5:00 p.m.

Pursuant to CEQA Guidelines, Section 15082(b), responses to this NOP must be provided during this response period.

PROJECT LOCATION

The Southwest Valley Community Plans Update is comprised of three community plan areas, plus the areas being added by the boundary changes discussed below: (1) the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area (CPA), (2) the Encino-Tarzana CPA, and (3) the Reseda-West Van Nuys CPA. These three community plan areas are geographically continuous, and comprise the southwest portion of the San Fernando Valley. The Project Location is outlined in **Figure 1 – Project Location**. The Project Location area is shown within a regional context in **Figure 2 – Regional Context.**

The current Canoga Park-Winnetka-Woodland Hills-West Hills CPA is approximately 17,906 acres and shares a common boundary along Corbin Avenue with the Reseda-West Van Nuys CPA and the Encino-Tarzana CPA. The current Encino-Tarzana CPA is approximately 13,007 acres and shares a common boundary along Oxnard Street with the Reseda-West Van Nuys CPA, which is approximately 7,765 acres. The current Southwest Valley Community Plans are bordered by Roscoe Boulevard to the north, Sepulveda Boulevard to the northeast, Interstate-405 to the east, the Santa Monica Mountains to the south, and Topanga Canyon Boulevard to the west. The southwestern border of the Southwest Valley Community Plans aligns with the city limits of Los Angeles, with the City of Calabasas and City of Hidden Hills to the southwest, and Simi Hills, Ventura County, and unincorporated Los Angeles County to the west. The Los Angeles communities of Chatsworth-Porter Ranch, Northridge, and Mission Hills-Panorama City-North Hills are located to the north, Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the east, and Brentwood-Pacific Palisades Community Plan to the south. The Southwest Valley Community Plans area is approximately 61 square miles.

<u>Proposed Boundary Changes</u>

The Southwest Valley Community Plans Update proposes amending the existing physical boundaries of the Community Plans, as described below. These proposed amendments would extend the existing Southwest Valley Community Plans boundaries beyond those existing as described below. It is important to note these boundary changes are proposed and may have some adjustments during the plan approval process. The EIR intends to analyze the boundary changes substantially the same as described below that meet the intent of the boundary changes to potentially align Community Plan boundaries with significant and distinguishable land use patterns.

1. Proposed Boundary Change 1: The Encino-Tarzana Community Plan and the Reseda-West Van Nuys Community Plan share an east to west boundary that follows Oxnard Street and the Metro Orange Line Busway, which serves as the northern boundary for the existing Encino-Tarzana Community Plan and the southern boundary for the existing Reseda-West Van Nuys Community Plan. The Proposed Project would study the impacts of a proposed boundary adjustment which would extend the northern boundary of the Encino-Tarzana Community Plan north to Victory Boulevard. This area is generally bounded by Victory Boulevard to the north, Balboa Boulevard to the east, Oxnard Street and the Metro Orange Line Busway to

the south, and Corbin Avenue to the west. The proposed amendment to the Encino-Tarzana Community Plan and the Reseda-West Van Nuys Community Plan would reallocate land from the Reseda-West Van Nuys Community Plan to the Encino-Tarzana Community Plan.

2. Proposed Boundary Change 2: The Reseda-West Van Nuys Community Plan and the Van Nuys–North Sherman Oaks Community Plan share a north to south boundary that follows Gloria Avenue and Valjean Avenue, which represents the eastern border of the existing Reseda-West Van Nuys Community Plan and the western border of the existing Van Nuys-North Sherman Oaks Community Plan. The Proposed Project would study the impacts of a proposed boundary change which would extend the Reseda-West Van Nuys Community Plan boundary east to Interstate-405 (I-405). This area is generally bounded by the Southern Pacific Railroad right-of-way to the north, I-405 to the east, Victory Boulevard to the south, and Gloria and Valjean Avenues to the west. An amendment to both Community Plan Maps would be proposed to reallocate land from the Van Nuys-North Sherman Oaks Community Plan to the Reseda-West Van Nuys Community Plan. This proposed boundary change would align the shared boundary with the Freeway right-of-way, as it is the most linear and physically dividing feature demarcating the two Community Plans.

3. Proposed Boundary Change 3: The Reseda-West Van Nuys Community Plan includes land, located east of the I-405. This area is generally bounded by Roscoe Boulevard the north, Sepulveda Boulevard to the east, the Southern Pacific Railroad right-of-way to the south, and the I-405 to the west. An amendment to the Reseda-West Van Nuys and Mission Hills-Panorama City-North Hills Community Plan Maps would be proposed to reallocate land from the Reseda-West Van Nuys Community Plan to the Mission Hills-Panorama City-North Hills Community Plan. The proposed boundary change would align the shared boundary with the Freeway right-of-way, since it is the most linear and physically dividing feature demarcating the two Community Plans.

4. Proposed Boundary Change 4: The Van Nuys Airport is located primarily within the Reseda-West Van Nuys Community Plan. However, there is land located within the Van Nuys Airport Master Plan boundary that extends outside the boundaries of the Reseda-West Van Nuys Community Plan, and into the Mission Hills-Panorama City-North Hills Community Plan. An amendment to the Mission Hills-Panorama City-North Hills Community Plan Map and the Reseda-West Van Nuys Community Plan Map would be proposed to reallocate land from the Mission Hills-Panorama City-North Hills Community Plan to the Reseda-West Van Nuys Community Plan. This area is generally bounded by Napa Street to the north, Gothic Avenue to the east, Roscoe Boulevard to the south, and Hayvenhurst Place to the west. This boundary adjustment is proposed as it would allow the entire portion of the Van Nuys Airport Master Plan Boundary to be located within the Reseda-West Van Nuys Community Plan.

5. Proposed Boundary Change 5: As discussed above, the Van Nuys Airport is located primarily within the Reseda-West Van Nuys Community Plan. There is land located within the Van Nuys Airport Master Plan boundary that extends outside the boundaries of the Reseda-West Van Nuys Community Plan, and into the Northridge Community Plan. An amendment to the Northridge Community Plan and the Reseda-West Van Nuys Community Plan would be proposed to reallocate land from the Northridge Community Plan to the Reseda-West Van Nuys Community Plan. This area is generally bounded by the Southern Pacific Railroad right-of-way to the north, Roscoe Boulevard to the east and south, and Balboa Place to the west. This boundary adjustment is proposed as it would allow the entire portion of the Van Nuys Airport Master Plan Boundary to be located within the Reseda West Van Nuys Community Plan.

6. Proposed Boundary Change 6: The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan shares an east to west boundary with the Chatsworth-Porter Ranch Community Plan, along Roscoe Boulevard. An amendment to both Community Plans would be proposed to reallocate land from the Chatsworth-Porter Ranch Community Plan to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. This proposed boundary adjustment would allow the Canoga Park-Winnetka-Woodland Hills-West Hills northern boundary to be generally extended north to the Chatsworth Reservoir (Nature Preserve). This boundary adjustment would be generally bounded by the southern boundary of the Chatsworth Reservoir (Nature Preserve) to the north, Topanga Canyon Boulevard to the east, Roscoe Boulevard to the south, and the Simi Hills to the west. This boundary change is proposed as it would align the shared boundary with the natural topography of the Chatsworth Reservoir (Nature Preserve).

PROJECT BACKGROUND

The Southwest Valley Community Plans comprise three of the city's 35 Community Plans, which comprise the Land Use Element of the General Plan. The Land Use Element is one of seven State-mandated elements of the General

Plan that also include noise, housing, open space, circulation (mobility), safety, and conservation. The Southwest Valley Community Plans are being updated consistent with the California Government Code Section 65302 which identifies the seven required elements of a General Plan.

The Southwest Valley Community Plans were last updated in the late 1990s. The Canoga Park-Winnetka-Woodland Hills-West Hills and Reseda-West Van Nuys Community Plans were last updated in 1999 and the Encino-Tarzana Community Plan was last updated in 1998. Since then, significant changes have occurred within the Southwest Valley Community Plans, including the opening of the Metro Orange Line Busway in 2005, which traverses the entire Southwest Valley, and the update to the Warner Center Specific Plan in 2013.

The planned New Zoning Code Update is a portion of the re:code LA program, a program to comprehensively rewrite the City of Los Angeles Zoning Code for the first time since the 1940s. In summary, the re:code LA program will overhaul the text of the Los Angeles Municipal Code (LAMC) to replace the City's existing Zoning Ordinance (Chapter 1 of the LAMC) with a new City zoning ordinance (New Zoning Ordinance). The Southwest Valley Community Plans would apply the new zoning regulations to land within the Project Area. The New Zoning Ordinance would include, among other provisions, new zone classifications. The New Zoning Ordinance and zone classifications are further described below.

It is expected that parts of the Zoning Code necessary to utilize the New Zoning Ordinance will have already been adopted by the time the Proposed Project is considered for adoption. These elements of the New Zoning Code include definitions, administrative rules, and development standards that are expected to be adopted before or simultaneously with the first ordinance to implement the New Zoning Ordinance zoning classifications. On the other hand, new zones (or zone module types, as further described below) are expected to be adopted at different times.

As such, the City expects to implement the necessary portions of the re:code LA program in the Project Area with a Zoning Code Update, which would involve the creation of new commercial, industrial, and single- and multi-family residential zones as necessary to implement the Project objectives. The Zoning Code Update would include: (1) new zone classifications (or zone module types for zone classifications) for the Project Area; and (2) if not previously adopted at the time of Project approval, those elements of the New Zoning Ordinance that are required to utilize the new zones, such as definitions and development standards, including standards that may be utilized citywide.

PROJECT DESCRIPTION

The Proposed Project is an update of the Southwest Valley Community Plans, which includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys Community Plan (collectively, the Proposed Plans). The Proposed Project also includes the proposed community plan boundary changes described above, and the adoption of necessary updates to land use designation, zoning, plan text, and other ordinances to implement those updates. The Proposed Plans direct future growth to already urbanized and transit-oriented areas of each Plan Area. The proposed changes largely follow the current pattern of land use development reflecting City policies to direct growth where it can be supported by existing transportation infrastructure. The Proposed Plans promote a balance of housing units and jobs near transit where different types of land uses (e.g., commercial and residential) can be provided to reduce the length and number of vehicle trips.

The Proposed Plans would include changes to land use designations, as well as zone changes to accomplish the following goals, in addition to those identified above:

- Maintain existing stable single- and multi-family residential uses and add new zoning regulations to add design standards for appropriate neighborhood massing;
- Retain existing neighborhood serving commercial uses and create zoning regulations for improved street frontage and pedestrian oriented design standards;
- Retain light industrial districts to prioritize jobs-producing uses and add new zoning regulations for improved transitions between residential and industrial uses;
- Add new zoning regulations for improved river access and standards for building form and orientation.

The Proposed Plans' policies complement the proposed zoning and land use designations as they would encourage the preservation of existing stable single-family neighborhoods, strengthen existing neighborhood serving commercial areas, and retain job-producing land uses. The underlying purpose of the Proposed Plan, and all of the City's community

plan updates, is to accommodate the City's anticipated growth consistent with the policies of the Framework Element of the General Plan and the policies and goals of SB 375 and SCAG's Sustainable Communities Strategy.

Zoning Code Update

As discussed above, the Proposed Project would include a Zoning Code Update, which refers to amendments to the LAMC required to implement the Project objectives and re:code LA in the Project Area.

The new re:code LA zoning system will be a modular one, in which use and form are regulated separately. Zoning classifications require the bundling of several designations to make a zone. These designations are intended to regulate the following elements and may include the following modules: Form District, Frontage, Development Standards, Use District, and Density. Proposed modules are described as follows:

- The *Form District* module governs the shape and size of buildings by regulating lot size and site coverage, building placement, bulk, and mass;

- The *Frontage* module governs how a site or building interacts with and relates to the street or right of way by regulating ground floor story height, and the amount of transparency (such as windows) required, pedestrian entry requirements and spacing, and allowable building elements (such as canopies);

- The *Development Standards* module is comprised of regulations meant to enhance the existing or establish new development patterns of an area where applied. Such Development Standards regulations could include grading quantities, landscaping, and potentially new minimum parking requirements;

- The *Use District* module establishes which uses and activities are allowed. Each use will have a corresponding definition and any relevant standards, either maintained from the current Zoning Code or newly established standards; and

- The *Density* module, which is an optional module, specifies the maximum allowable density of residential units, based on the square footage of lot area required for each individual unit. If this module is not included within a site's zone, the maximum number of units is not limited by the size of the lot.

To implement the Proposed Project, and similar projects throughout the city, certain Form District, Frontage, Development Standards, Use District, and Density module types are proposed to be added to the LAMC. New zones using the above described modules would be developed for the purpose of rezoning property in the Project Area and incorporated into the LAMC. As the system is modular, it is anticipated that some of the Form District, Frontage, Development Standards, Use District, and Density module types developed for the Zoning Code Update for the Proposed Project, which will be added to the City's Zoning Code, may be used in other parts of the City in various combinations in the future as community plans are updated and properties rezoned.

ISSUES TO BE ADDRESSED IN THE EIR

Based on the project description and the Lead Agency's understanding of the environmental issues associated with the Proposed Plans, it is anticipated that implementation of the Proposed Plans have the potential to result in significant environmental effects associated with some or all of the following topics, which will be analyzed in detail in the EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Tribal Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation/Circulation
- Wildfire
- Utilities, and Service Systems

The EIR will analyze the reasonably foreseeable indirect physical changes to the environment in the above topic areas caused by the Proposed Project. Pursuant to CEQA Guidelines Section 15060(d), no initial study was prepared.

To the extent that the New Zoning Code Update includes zoning module types or citywide standards and regulations that may in the future be used in other parts of the City, indirect impacts to the environment from those provisions will be analyzed. However, such impacts are expected to be speculative. This is due to both the modularity of the system (zone module types can be combined to make many different zones) and the fact that none of the components of the new zoning will be available for use on a property until a future community plan update or other planning process, such as a site-specific General Plan Amendment and zone change, has introduced the new zones to an area. Additionally, as stated above, additional zoning classifications (i.e. module types) may be created in the future through the re:code LA program to meet the needs of other parts of the City. Any application of any part of the Zoning Code Update outside of the Project Area would require legislative action, including, a Community Plan amendment and rezoning, and new environmental analysis.

Alternatives to be analyzed in the EIR are to be defined and analyzed consistent with the requirements of CEQA Guidelines, Section 15126.6. The specific alternatives to be evaluated in the EIR may include, but are not limited to, the "No Project" Alternative, as required by CEQA and alternative land use configurations.

DOCUMENT AVAILABILITY

The Notice of Preparation can be viewed on the Southwest Valley Community Plans program website at www.swvalleyplans.org. It can also be viewed on the City of Los Angeles Department of City Planning website at www.planning.lacity.org. To locate a copy of the Notice of Preparation online, click on Environmental Review on the left site of the Department of City Planning website and then click on the Notice of Preparation & Public Scoping Meetings link. The Notice of Preparation will also be available at the Marvin Braude Building Development Services Center at 6262 Van Nuys Blvd., Room 351, Van Nuys, CA 91401.

SUBMITTAL OF WRITTEN COMMENT

The Lead Agency solicits comments regarding the scope, content and specificity of the EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. Please send written/typed comments (including a name, telephone number, and contact information) to the following:

City of Los Angeles, Department of City Planning
Attn: Erika Lam, City Planning Associate
Case Number: CPC-2019-1741-CPU; CPC-2019-1742-CPU; CPC-2019-1745-CPU; ENV-2019-1743-EIR
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Phone: (818) 374-5046
Fax: (818) 374-5070
Email: erika.lam@lacity.org

In accordance with CEQA Section 15082, this Notice of Preparation is being circulated for a 30-day comment period. The City of Los Angeles requests that written comments be provided at the earliest possible date, but no later than 5:00 p.m. on Friday, May 3, 2019.

For more information about the Southwest Valley Community Plans Update, please visit www.swvalleyplans.org/ and for more details about re:code LA, please visit https://recode.la/.

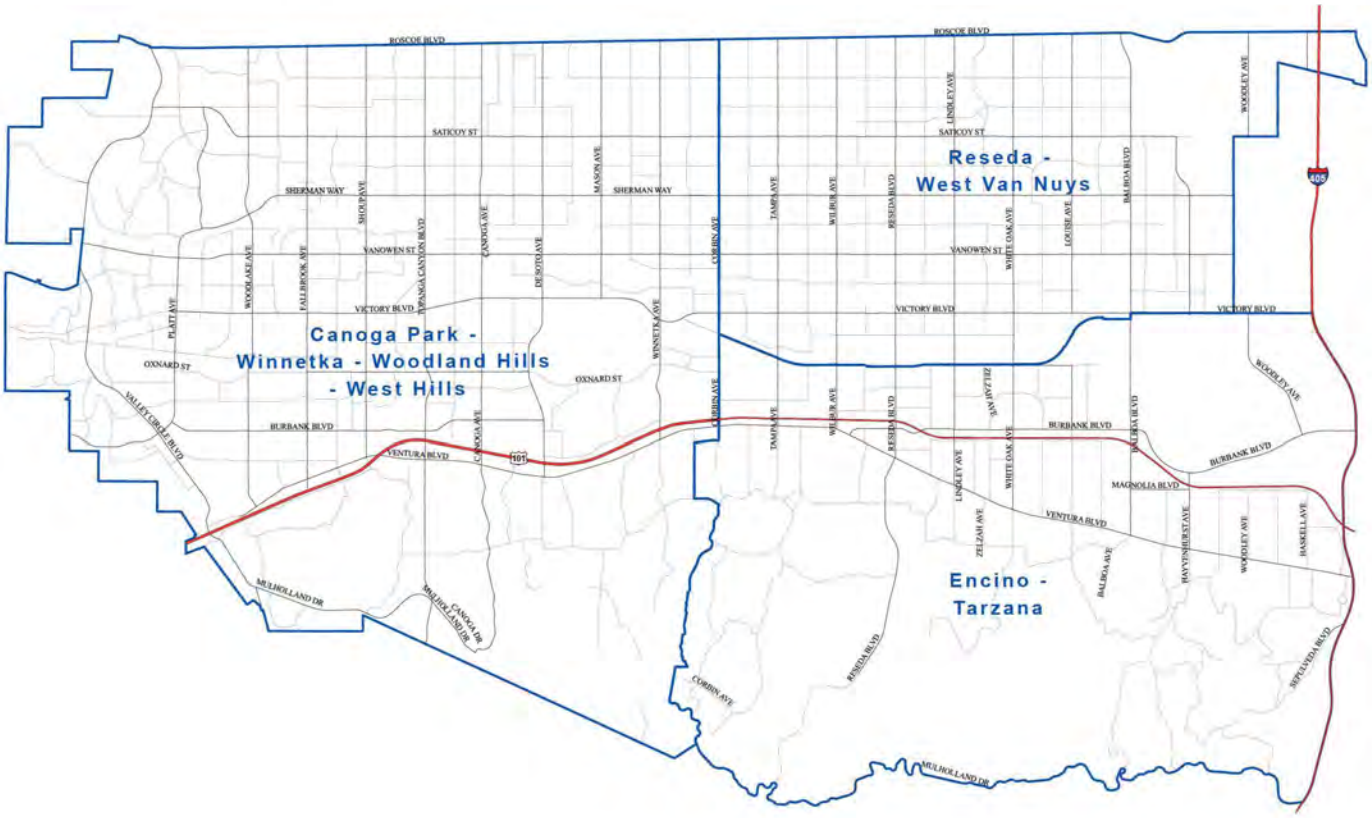
ALL INTERESTED PARTIES ARE INVITED TO ATTEND THE PUBLIC SCOPING MEETING TO ASSIST IN IDENTIFYING ISSUES TO BE ADDRESSED IN THE EIR. ATTENDEES WILL HAVE AN OPPORTUNITY TO PROVIDE INPUT TO THE CONSULTANTS PREPARING THE EIR.

Claudia Rodriguez, City Planner
City of Los Angeles Department of City Planning

Attachments:
Figure 1: Los Angeles Community Plans Map
Figure 2: Regional Context

SOUTHWEST VALLEY COMMUNITY PLANS UPDATE

FIGURE 1: PROJECT LOCATION



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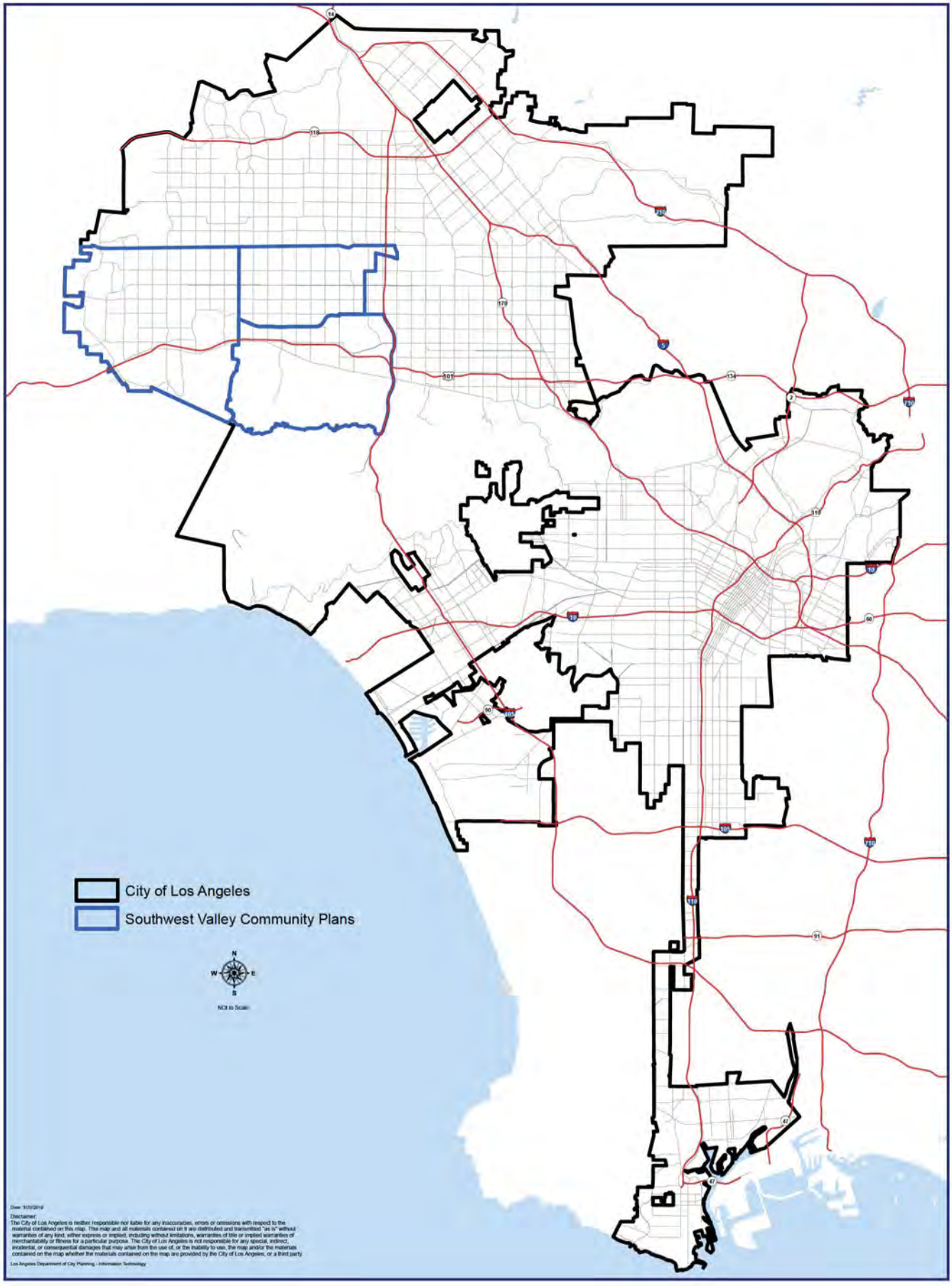
Note: *The proposed project also includes proposed boundary changes. Please refer to the NOP for the descriptions of the proposed boundary changes.*

Department of City Planning - Information Technology © 2019
Date: 3/20/2019
Vincent P.Bertoni, AICP - Director

SOUTHWEST VALLEY COMMUNITY PLANS UPDATE

FIGURE 2: REGIONAL CONTEXT



STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Gavin Newsom
Governor

Kate Gordon
Director

Notice of Preparation

March 28, 2019

To: Reviewing Agencies

Re: Southwest Valley Community Plans Update
SCH# 2019039154

Attached for your review and comment is the Notice of Preparation (NOP) for the Southwest Valley Community Plans Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Erika Lam
Los Angeles, City of
6262 Van Nuys Blvd. Rm 351
Van Nuys, CA 91404

with a copy to the State Clearinghouse in the Office of Planning and Research at state.clearinghouse@opr.ca.gov . Please refer to the SCH number noted above in all correspondence concerning this project on our website: https://ceqanet.opr.ca.gov/2019039154/2 .

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

cc: Lead Agency

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2019039154

Project Title: Southwest Valley Community Plans Update

Lead Agency: City of Los Angeles | Contact Person: Erika Lam
Mailing Address: 6262 Van Nuys Blvd. Rm 351 | Phone: 818-734-5046
City: Van Nuys | Zip: 91404 | County: Los Angeles

Project Location: County: Los Angeles | City/Nearest Community: Los Angeles
Cross Streets: | Zip Code:
Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W Total Acres:
Assessor's Parcel No.: | Section: | Twp.: | Range: | Base:
Within 2 Miles: State Hwy #: I-405, US-101 | Waterways: LA River
Airports: Van Nuys Airport | Railways: Metrolink ROW | Schools:

Document Type:

CEQA: ☒ NOP ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec Other:
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

☒ General Plan Update ☒ General Plan Amendment ☒ General Plan Element ☒ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☒ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☐ Other:

Governor's Office of Planning & Research
MAR 28 2019
STATE CLEARINGHOUSE

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type ____ MGD ____
☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☒ Agricultural Land ☒ Air Quality ☒ Archeological/Historical ☒ Biological Resources ☐ Coastal Zone ☒ Drainage/Absorption ☒ Economic/Jobs
☐ Fiscal ☒ Flood Plain/Flooding ☒ Forest Land/Fire Hazard ☒ Geologic/Seismic ☒ Minerals ☒ Noise ☒ Population/Housing Balance ☒ Public Services/Facilities
☒ Recreation/Parks ☒ Schools/Universities ☐ Septic Systems ☒ Sewer Capacity ☐ Soil Erosion/Compaction/Grading ☒ Solid Waste ☒ Toxic/Hazardous ☒ Traffic/Circulation
☒ Vegetation ☒ Water Quality ☒ Water Supply/Groundwater ☒ Wetland/Riparian ☒ Growth Inducement ☒ Land Use ☒ Cumulative Effects ☒ Other: Greenhouse Gas Er

Present Land Use/Zoning/General Plan Designation:

Various

Project Description: *(please use a separate page if necessary)*

The Southwest Valley Community Plans Update is comprised of three of the City's 35 Community Plans, which make up the Land Use Element of the General Plan. The proposed project is an update of the Southwest Valley Community Plans, and the adoption of necessary updates to land use designations, zoning, plan text, and other ordinances to implement those updates. The Proposed Plans direct future growth to already urbanized and transit-oriented areas of each Plan area.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

X	Air Resources Board	X	Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
X	California Emergency Management Agency	X	Parks & Recreation, Department of
X	California Highway Patrol		Pesticide Regulation, Department of
X	Caltrans District #7	X	Public Utilities Commission
	Caltrans Division of Aeronautics	X	Regional WQCB #4
X	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of	X	Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region #		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of	X	Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
X	Housing & Community Development		Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date March 28, 2019 Ending Date May 3, 2019

Lead Agency (Complete if applicable):

Consulting Firm: Placeworks
Address: 3 MacArthur Place, Ste. 1100
City/State/Zip: Santa Ana, CA 92707
Contact: Nicole Morse
Phone: (714) 966-7220

Applicant: City of Los Angeles
Address: 6262 Van Nuys Blvd. Ste 351
City/State/Zip: Van Nuys, CA 91404
Phone: (818) 734-5046

Signature of Lead Agency Representative: **Date:** 3/28/2019

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

NOP Distribution List

County: Los Angeles cr

SCH# 2019039154

esources Agency

- Resources Agency
  Nadell Gayou
- Dept. of Boating & Waterways
  Denise Peterson
- California Coastal Commission
  Allyson Hitt
- Colorado River Board
  Elsa Contreras
- Dept. of Conservation
  Crina Chan
- Cal Fire
  Dan Foster
- Central Valley Flood Protection Board
  James Herota
- Office of Historic Preservation
  Ron Parsons

Dept of Parks & Recreation
Environmental Stewardship Section

- S.F. Bay Conservation & Dev't. Comm.
  Steve Goldbeck
- Dept. of Water Resources
  Resources Agency
  Nadell Gayou

Fish and Game

- Depart. of Fish & Wildlife
  Scott Flint
  Environmental Services Division
- Fish & Wildlife Region 1
  Curt Babcock
- Fish & Wildlife Region 1E
  Laurie Harnsberger
- Fish & Wildlife Region 2
  Jeff Drongesen
- Fish & Wildlife Region 3
  Craig Weightman
- Fish & Wildlife Region 4
  Julie Vance
- Fish & Wildlife Region 5
  Leslie Newton-Reed
  Habitat Conservation Program
- Fish & Wildlife Region 6
  Tiffany Ellis
  Habitat Conservation Program
- Fish & Wildlife Region 6 I/M
  Heidi Calvert
  Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Wildlife M
  William Paznokas
  Marine Region

Other Departments

- California Department of Education
  Lesley Taylor
- OES (Office of Emergency Services)
  Monique Wilber
- Food & Agriculture
  Sandra Schubert
  Dept. of Food and Agriculture
- Dept. of General Services
  Cathy Buck
  Environmental Services Section
- Housing & Comm. Dev.
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- Delta Protection Commission
  Erik Vink
- Delta Stewardship Council
  Anthony Navasero
- California Energy Commission
  Eric Knight
- Native American Heritage Comm.
  Debbie Treadway
- Public Utilities Commission
  Supervisor
- Santa Monica Bay Restoration
  Guangyu Wang
- State Lands Commission
  Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Cal State Transportation Agency CalSTA

- Caltrans - Division of Aeronautics
  Philip Crimmins
- Caltrans – Planning
  HQ LD-IGR
  Christian Bushong
- California Highway Patrol
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

- Caltrans, District 1
  Rex Jackman
- Caltrans, District 2
  Marcelino Gonzalez
- Caltrans, District 3
  Susan Zanchi
- Caltrans, District 4
  Patricia Maurice
- Caltrans, District 5
  Larry Newland
- Caltrans, District 6
  Michael Navarro
- Caltrans, District 7
  Dianna Watson
- Caltrans, District 8
  Mark Roberts
- Caltrans, District 9
  Gayle Rosander
- Caltrans, District 10
  Tom Dumas
- Caltrans, District 11
  Jacob Armstrong
- Caltrans, District 12
  Maureen El Harake

Cal EPA

Air Resources Board

- Airport & Freight
  Jack Wursten
  - Transportation Projects
    Nesamani Kalandiyur
  - Industrial/Energy Projects
    Mike Tollstrup
- California Department of Resources, Recycling & Recovery
  Kevin Taylor/Jeff Esquivel
- State Water Resources Control Board
  Regional Programs Unit
  Division of Financial Assistance
- State Water Resources Control Board
  Cindy Forbes – Asst Deputy
  Division of Drinking Water
- State Water Resources Control Board
  Div. Drinking Water #_____
- State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- State Water Resouces Control Board
  Phil Crader
  Division of Water Rights
- Dept. of Toxic Substances Control Reg. #_____
  CEQA Tracking Center
- Department of Pesticide Regulation
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- RWQCB 3
  Central Coast Region (3)
- RWQCB 4
  Teresa Rodgers
  Los Angeles Region (4)
- RWQCB 5S
  Central Valley Region (5)
  - RWQCB 5F
    Central Valley Region (5)
    Fresno Branch Office
  - RWQCB 5R
    Central Valley Region (5)
    Redding Branch Office
- RWQCB 6
  Lahontan Region (6)
  - RWQCB 6V
    Lahontan Region (6)
    Victorville Branch Office
- RWQCB 7
  Colorado River Basin Region (7)
- RWQCB 8
  Santa Ana Region (8)
- RWQCB 9
  San Diego Region (9)

- Other _____
  _____
  _____
- _____
  Conservancy

Last Updated 5/22/18

City of Los Angeles, Department of City Planning
Attn: Erika Lam, City Planning Associate
Case Number: CPC-2019-1741-CPU; CPC-2019-1742-CPU; CPC-2019-1745-CPU; ENV-2019-1743-EIR
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Via Email: erika.lam@lacity.org

I would like to comment on the changes to the update of the Southwest Valley Community Plans.

1. Whereas there is no official L.A. City Community of West Van Nuys,
   And whereas the proposed boundary changes conform more with the new Neighborhood Council boundaries,
   And whereas the area east of Reseda in the Reseda-West Van Nuys plan is now officially named Lake Balboa,
   And whereas there is already a Van Nuys-Sherman Oaks Community Plan (thus two Van Nuys plans),
   I would like to suggest that the Reseda-West Van Nuys Community Plan's name be changed to the Reseda-Lake Balboa Community Plan.

   This in no way suggests a change to the name airport (Federally named Van Nuys Airport, "VNY").

2. In the Proposed Boundary Change 1 the northern boundary of the Encino-Tarzana plan should not be moved north to Victory Blvd. between Balboa Blvd. and White Oak Ave. In this area, the Orange Line totally separates the section (following the old railroad right of way) to the north and is more of an integral part of the Lake Balboa community. There are no residential areas in the land bounded by Victory Blvd. on the north, Balboa Blvd. on the east, the Orange Line on the south and White Oak Ave. on the west. Moving the boundary northward to the Orange Line between Balboa and White Oak would be preferred.

Thank you for considering my suggestions.

Steven Leffert

Steven Leffert
818-782-6987 home, 818-903-1943 cell
16740 Valerio St.
Lake Balboa, CA 91406
Steve.leffert@gmail.com

Lake Balboa Neighborhood Council

P.O. Box 7720

Lake Balboa, CA 91409-7720

Voice-mail/FAX 818-779-9026

www.LakeBalboaNC.org

LAKE BALBOA
Neighborhood Council

Date: April 4, 2019

Department of City Planning
200 North Spring Street
Los Angeles, CA 90012-2601
Attn: Mr. Vincent P. Bertoni, Director

Dear Mr. Bertoni:

At the February 6, 2019 regularly scheduled Brown Act meeting of the Lake Balboa Neighborhood Council (LBNC) the following requests were discussed and voted upon. Both motions passed by a vote of 17-0-0-0-0.

On behalf of the stakeholders of Lake Balboa Neighborhood Council (LBNC), the board is officially requesting that the entire boundaries of LBNC be incorporated into the current Reseda/West Van Nuys Community Plan. Many of our stakeholders and board members have individually asked for this change, we are now officially requesting this on behalf of the community. Those stakeholders on our board attend the Reseda/West Van Nuys planning meetings so they can vote on various topics that serve our community. They and our stakeholders must then also attend the Van Nuys-North Sherman Oaks Community plan to discuss their requests since they live east of Woodley. It makes no sense to have the community split in two. Please see the attached for the boundaries of the LBNC. We are asking that the Reseda/West Van Nuys Community Plan encompass all of the Lake Balboa Neighborhood Council boundaries.

In the same motion the LBNC Board Members are requesting that the name of community plan be known as Reseda/Lake Balboa Community Plan since the official name of the community is now Lake Balboa.

At the same meeting on February 6, 2019, the LBNC voted (17-0-0-0-0) to ensure that the community plan have space laid out for a community center. LBNC has 13 schools within its boundaries; as the community grows a community center will be needed to house the various activities growing in the community. Again, we have asked for a community center as individuals, we are now officially asking as a representative of our stakeholders.

We thank you in advance for the incorporation of our requests into our Community Plan.

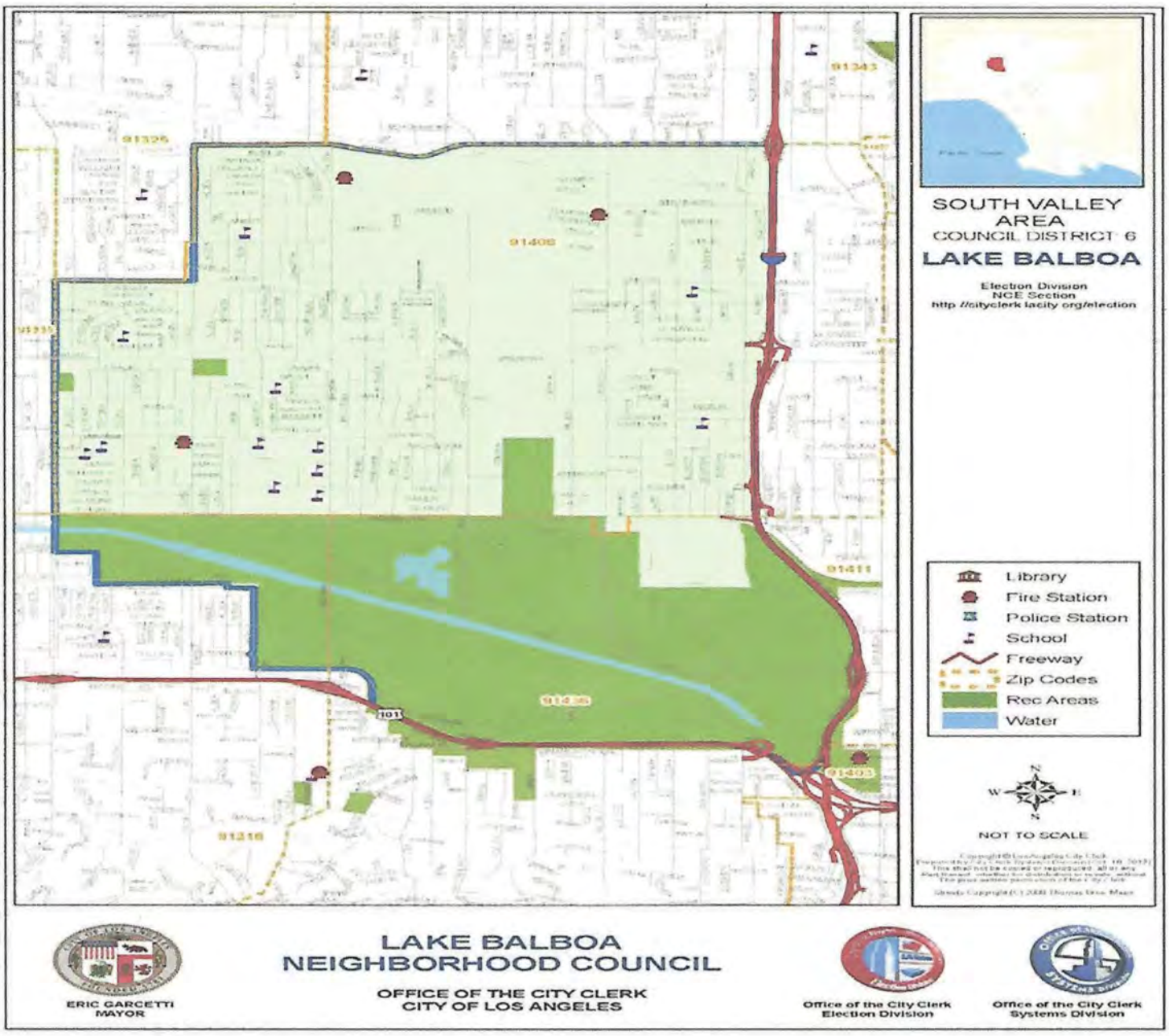
Sincerely,

Linda Gravani

Linda Gravani, President

.cc: Councilmember Martinez, Councilmember Ryu

Certified by the Department of Neighborhood Empowerment, City of Los Angeles



1. North – Saticoy Street from White Oak Avenue to Louise Avenue; Roscoe Boulevard from Louise to US Freeway 405;

2. East – San Diego Freeway also known as US Freeway 405;

3. South – Victory Boulevard; and

4. West – White Oak Avenue from Victory Boulevard to Saticoy Street; Louise Avenue from Saticoy Street to Roscoe Boulevard.

The area known as the Sepulveda Dam Basin shall be a shared area. This area borders several other Neighborhood Council Districts and includes significant areas designated for public use. Some of these areas of public use include the Sepulveda Basin Wildlife Reserve, Sepulveda Dam SCCA Velodrome, Sepulveda Basin Recreational Area, Sepulveda Dam Model Airdrome Fields, Lake Balboa, Anthony C. Beilenson Park, Hjelte Sports Center, Pedlow Skateboard Park, as well as the Encino Golf Course.

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
- ☐ Agricultural and Biological Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology/Water Quality
- ☑ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population, Housing and Employment
- ☐ Public Services
- ☐ Recreation
- ☑ Transportation and Circulation
- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

•Expand Creative Hybrid Industrial along Roscoe Blvd from Topanga Canyon to Winnetka

•Increase allowable density in the Sherman Way Transit Neighborhood Plan. More people living in the area increase the chances of them using transit & improving walkability

•Expand the Neighborhood Corridor Zone on Sherman Way in both east and west directions - the area is in dire need of mixed-use multi-family buildings and can support a higher density than the "Low Medium II" that is proposed

•Traffic concerns are often mitigated by proposing street widening, please find another mitigation measure that doesn't increase the cost of construction that gets passed onto renters.

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Email : _____

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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- ☐ Utilities/Service Systems
- ☐ Wildfire

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

I HEREBY OPPOSE THE CHANGE TO THE BOUNDARY TO MATCH NEIGHBORHOOD COUNCIL BOUNDARY BECAUSE I HAVE BEEN TARGETED, RETALIATED AGAINST AS A WHISTLEBLOWER, SMEARED, SLANDERED, LIBELED BY ELECTED MEMBERS OF THE WEST HILLS NEIGHBORHOOD COUNCIL EVERY TIME I EXERCISE MY RIGHT TO PARTICIPATE IN PUBLIC MEETINGS AND DO NOT WANT TO BE FURTHER ASSOCIATED OR UNDER INFLUENCE FROM STEVE RANDALL, ALEC LIEGNECK, DAN BRIN, AND THE WHNC BOARD WHO HAS LOOKED THE OTHER WAY ON ABUSE AND THREATS AND BULLYING FOR YEARS. I LIVE NORTH OF ROSCOE ON 8463 MELBA AVENUE AND DO NOT WANT TO BE PART OF THE RACIST BULLY MISOGYNIST WHNC DISTRICT.

CONTACT INFORMATION (Optional, please print clearly)

Name: CHRISTINA WALSH Email : CHRISTINA@PEOPLEPOLICY.ORG

Address: 8463 MELBA AVE City/State/Zip: CANOGA PARK CA 91304

WEST HILLS IS A HATE TOWN. NOT WEST HILLS

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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- ☑ Utilities/Service Systems
- ☑ Wildfire

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

NO STADIUM PLEASE IN WARNER CENTER
NO MORE HOTELS " " "
NO HIGHRISES ABOVE 5 STORIES IN WARNER CENTER
NO REMOVAL OF ANY TREES - WE NEED EVERY ONE PLUS MORE TO CONVERT AIR POLLUTION TO OXYGEN
GRIDLOCK IS UNMANAGED ALREADY ON TOPANGA, VICTORY IN WARNER CENTER
NO LUXURY AND UNAFFORDABLE HOUSING, WHICH IS THE ONLY TYPE OF HOUSING PROPOSED SO FAR FOR THE WARNER CENTER.
WE NEED LIGHT RAIL FROM CALABASAS TO PASADENA AND GRANADA HILLS THROUGH LAKE TO LONG BEACH ASAP. OVER THE 101 FREEWAY AND 134 AND OVER THE 405 FREEWAY
WE WANT TO KEEP WOODLAND HILLS A HEALTHY, TREE-FILLED, PARK-FILLED, PEACEFUL, SAFE COMMUNITY OF SINGLE Family homes and LOW DENSITY LOW-RISE BUILDINGS, WITH 2 OR MORE PARKING SPACES PER UNIT.

CONTACT INFORMATION (Optional, please print clearly)

Name: Ellen Colley, ~~Esq~~ Email: ellen@ellencolley.com

Address: 21330 Celes St. City/State/Zip: Woodland Hills 91364

WE NEED SAFE BIKE LANES THROUGHOUT WARNER CENTER, SEPARATED BY PARKED CARS FROM TRAFFIC LANES. Thank you

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

Thank you for proposing a boundary adjustment for the Plan for West Hills. We're a little concerned about the language, however. Paragraph #6 states the northern boundary would be "extended north to the Chatsworth Reservoir (Nature Preserve)." This is NOT what we have been requesting. We are requesting that the northern boundary be extended to Nordhoff Street, which is the northern boundary of West Hills. The boundary extends due west along the median of Nordhoff from Topanga Canyon Boulevard and through the Nature Preserve all the way to the city's western edge.

Thank you for your consideration of this important point.

Daniel J Brin
Jayne M Ponek Hale
Steve Randall
Ronald Foleel
Charlene Rothstein
Lyn M Roy
Marilyn Thurwood

CONTACT INFORMATION (Optional, please print clearly)

Name: Daniel J. Brin Email : danlbrin@aol.com

Address: 7841 Sale Ave. City/State/Zip: West Hills, CA 91304

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
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- ☐ Utilities/Service Systems
- ☐ Wildfire

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

I would like to preserve existing trees and the current zoning. Encino is already very crowded and losing trees continuously. Please don't change either.

CONTACT INFORMATION (Optional, please print clearly)

Name: Kayla MacDonald Email : _____

Address: 17834 Burbank City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
- ☒ Agricultural and Biological Resources
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- ☐ Wildfire

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

- want to preserve low density neighborhood.

- changing laws / stipulations to remove building loopholes.

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Email : _____

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
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- ☐ Tribal Cultural Resources
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Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

No more density —
Save the trees!
Help the traffic problem its disastrous!

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Email : _____

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- [x] Aesthetics
- [ ] Agricultural and Biological Resources
- [x] Air Quality
- [x] Biological Resources
- [ ] Cultural Resources
- [ ] Energy
- [x] Geology and Soils
- [x] Greenhouse Gas Emissions
- [ ] Hazards and Hazardous Materials
- [x] Hydrology/Water Quality
- [x] Land Use and Planning
- [ ] Mineral Resources
- [x] Noise
- [x] Population, Housing and Employment
- [x] Public Services
- [ ] Recreation
- [x] Transportation and Circulation
- [ ] Tribal Cultural Resources
- [ ] Utilities/Service Systems
- [ ] Wildfire

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

* TREE LOSS AS A RESULT OF RE→RA ZONING
* AIRPORT RESULTE OF PLANE TRAVEL PATH OVER ENCINO
* TRAFFIC IN A.M. BYPASSING VENTURA CUTTING THROUGH HILLSIDE Collective effect of MASS TRAFFIC THROUGH DENSITY
* LOSS OF TREES THROUGH DEVELOPMENT PLEASE SEE PROFESSOR TRAVIS LONGCORE, PHD STUDY IN TREE LOSS IN CA.
* STOPPED CARS IN TRAFFIC; WE RELY ON TREES TO CLEAN IDLE CARS' IDLE CAR TIMES NEED FACTORING
* PREVAILING SETBACKS FROM EXISTING FRONTS & SIDE YARDS !!!
* PRESERVE SINGLE FAMILY TRACK ZONING FACADES
* Build AREA INCREASE IN LOT REDUCES WATER GOING INTO GROUND
* MASSIVE FLOODING ALREADY FROM HILLSIDE ONTO VENTURA; MORE WATER INVASION INTO STREETS FROM ROOFS
* VERY LITTLE COMMUNITIES LEFT WITH HUGE URBAN FOREST

CONTACT INFORMATION (Optional, please print clearly)

Name: Lee Blumenfeld Email : ENCLEEB@GMAIL.COM

Address: [redacted] City/State/Zip: ENCINO CA 91316

Comment Card - Southwest Valley Community Plans Update

Please use this online form to comment on the scope of the environmental analysis for the Draft Environmental Impact Report (DEIR) for the Southwest Valley Community Plans Update.

The project and associated amendments to the Los Angeles Municipal Code are filed under case numbers: CPC-2019-1741-CPU, CPC-2019-1742-CPU, CPC-2019-1745-CPU, and ENV-2019-1743-EIR.

For more information on the Southwest Valley Community Plans Update, please visit www.swvalleyplans.org. For information on the new zoning code, please visit www.recode.la.

The project Notice of Preparation publication date is Thursday, March 28, 2019. The deadline for submitting comments on the NOP is 5:00 p.m. PDT on Friday, May 3, 2019.

You may submit your comments through this form or mail them to:

City of Los Angeles, Department of City Planning
ATTN: Erika Lam
Case Numbers: CPC-2019-1741-CPU, CPC-2019-1742-CPU, CPC-2019-1745-CPU, and ENV-2019-1743-EIR
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Phone: (818) 374-5046
Fax: (818) 374-5070
E-mail: erika.lam@lacity.org

Name

Patrick Yaghoobi

Email

pyaghoobi@amplifydevco.com

Phone Number

8184303517

Address

19730 ventura boulevard #5, woodland hills, ca 91364

Affiliation

- [ ] Resident
- [ ] Employer/Business Owner
- [ ] Organization
- [x] Other: Property Owner, Resident, Business Owner

Environmental Issues and Impacts

- [x] Aesthetics
- [ ] Agriculture and Forestry Resources
- [ ] Air Quality
- [ ] Biological Resources
- [ ] Cultural Resources
- [ ] Energy
- [ ] Geology and Soils
- [x] Greenhouse Gas Emissions
- [x] Hazards and Hazardous Materials
- [ ] Hydrology and Water Quality
- [ ] Land Use and Planning
- [ ] Mineral Resources
- [ ] Noise
- [ ] Population and Housing
- [ ] Public Services
- [ ] Recreation
- [ ] Transportation
- [ ] Tribal Cultural Resources
- [ ] Utilities and Service Systems
- [ ] Wildfire

Comments

This form was created inside of City of Los Angeles.

Google Forms

Comment Card - Southwest Valley Community Plans Update

Please use this online form to comment on the scope of the environmental analysis for the Draft Environmental Impact Report (DEIR) for the Southwest Valley Community Plans Update.

The project and associated amendments to the Los Angeles Municipal Code are filed under case numbers: CPC-2019-1741-CPU, CPC-2019-1742-CPU, CPC-2019-1745-CPU, and ENV-2019-1743-EIR.

For more information on the Southwest Valley Community Plans Update, please visit www.swvalleyplans.org. For information on the new zoning code, please visit www.recode.la.

The project Notice of Preparation publication date is Thursday, March 28, 2019. The deadline for submitting comments on the NOP is 5:00 p.m. PDT on Friday, May 3, 2019.

You may submit your comments through this form or mail them to:

City of Los Angeles, Department of City Planning
ATTN: Erika Lam
Case Numbers: CPC-2019-1741-CPU, CPC-2019-1742-CPU, CPC-2019-1745-CPU, and ENV-2019-1743-EIR
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Phone: (818) 374-5046
Fax: (818) 374-5070
E-mail: erika.lam@lacity.org

Name

Patrick Yaghoobi

Email

pyaghoobi@amplifydevco.com

Phone Number

8184303517

Address

19730 ventura boulevard #5, woodland hills, ca 91364

Affiliation

- [ ] Resident
- [ ] Employer/Business Owner
- [ ] Organization
- [ ] Other:

Environmental Issues and Impacts

- [ ] Aesthetics
- [ ] Agriculture and Forestry Resources
- [ ] Air Quality
- [ ] Biological Resources
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- [ ] Energy
- [ ] Geology and Soils
- [ ] Greenhouse Gas Emissions
- [ ] Hazards and Hazardous Materials
- [ ] Hydrology and Water Quality
- [ ] Land Use and Planning
- [ ] Mineral Resources
- [ ] Noise
- [ ] Population and Housing
- [ ] Public Services
- [ ] Recreation
- [ ] Transportation
- [ ] Tribal Cultural Resources
- [ ] Utilities and Service Systems
- [ ] Wildfire

Comments

I would like to see higher density allowed on the stretch of Topanga Canyon that runs south of Ventura Boulevard. Currently, those properties fronting Topanga Cyn are zoned R2 allowing for a 2 unit building. Maybe those can be changed to a RD1.5 or RD2 to allow for opportunities in providing more density. This can allow for more for-sale housing to be provided south of Ventura Boulevard where it is predominately occupied by single family homes.

Also, Sherman Way from Shoup Ave to De Soto needs to be changed from all zones to a variation of a C-zone. Whether that be C1 or C2.

This form was created inside of City of Los Angeles.

Google Forms

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
- ☐ Agricultural and Biological Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population, Housing and Employment
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation and Circulation
- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

How long would it take to change the Zoning of 17500 Burbank. It is R1, today and the surrounding properties are R3

CONTACT INFORMATION (Optional, please print clearly)

Name: Tom Kilby Email: missionrealty@yahoo.com

Address: 6623 Amboy Ave City/State/Zip: 91406 - Lake Balboa

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
- ☐ Agricultural and Biological Resources
- ☐ Air Quality
- ☐ Biological Resources
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- ☐ Transportation and Circulation
- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

Please reach out to L.A. County Airport Land Use Commission (ALUC) so we can review land use & zoning changes to area surrounding Van Nuys Airport & the proposed Innovation District. We are particularly concerned about preserving the public safety and aviation viability of the airport. Meeting early w/ our staff can ensure a smoother adoption process as the SW Valley Plan will need to be reviewed as well.

CONTACT INFORMATION (Optional, please print clearly)

Name: Bruce Durbin Email : bdurbin@planning.lacounty.gov

Address: _____ City/State/Zip: (213) 974-6432

Comment Card - Southwest Valley Community Plans Update

Please use this online form to comment on the scope of the environmental analysis for the Draft Environmental Impact Report (DEIR) for the Southwest Valley Community Plans Update.

The project and associated amendments to the Los Angeles Municipal Code are filed under case numbers: CPC-2019-1741-CPU, CPC-2019-1742-CPU, CPC-2019-1745-CPU, and ENV-2019-1743-EIR.

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6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Phone: (818) 374-5046
Fax: (818) 374-5070
E-mail: erika.lam@lacity.org

Name

Gwendolyn Flynn

Email

gwenflynn@att.net

Phone Number

818-776-9285

Address

17522 Sherman Way, Unit 105, Lake Balboa 91406

Affiliation

- [x] Resident
- [ ] Employer/Business Owner
- [ ] Organization
- [ ] Other: _____

Environmental Issues and Impacts

- [x] Aesthetics
- [ ] Agriculture and Forestry Resources
- [x] Air Quality
- [x] Biological Resources
- [x] Cultural Resources
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- [x] Land Use and Planning
- [ ] Mineral Resources
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- [x] Population and Housing
- [ ] Public Services
- [x] Recreation
- [x] Transportation
- [ ] Tribal Cultural Resources
- [ ] Utilities and Service Systems
- [ ] Wildfire

Comments

Would like to see Lake Balboa used instead of West Van Nuys to designate our area; would also like to see consistency in boundaries between CPAs, Council Districts, Neighborhood Councils to reduce confusion.

This form was created inside of City of Los Angeles.

Google Forms

Connect Create Collaborate

Erika Lam <erika.lam@lacity.org>

Reseda-West Van Nuys-Lake Balboa

1 message

Gwendolyn Flynn <gwenflynn@att.net> Tue, Apr 16, 2019 at 9:30 PM
Reply-To: Gwendolyn Flynn <gwenflynn@att.net>
To: planning.swvalley@lacity.org

To whom it may concern:

I attended the Scoping Meeting at One Generation Senior Enrichment Center tonight. In comments I submitted there, I failed to mention how much I love the plans you presented for starting the EIR process. In the proposed plans, our community looks more like the walking community I wish for. The Village district has the potential to become a "destination place". I'm also glad to see a district that encourages, builds upon "clean" industry to fuel our local economy. Thank you for listening. Well done!

Gwendolyn Flynn
17522 Sherman Way, Unit 105
Lake Balboa, CA 91406
818.776.9285

FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: April 8, 2019

TO: Vincent Bertoni, Director of Planning
Department of City Planning

Attn: Erika Lam, City Planning Associate
Department of City Planning

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

SUBJECT: **SOUTHWEST VALLEY COMMUNITY PLAN UPDATE**

This is in response to your March 28, 2019 letter requesting a review of the hydraulic conditions for the Southwest Valley Community Plan Area. LA Sanitation has conducted a preliminary evaluation of the most up to date hydraulic conditions for the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD), is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

The evaluation is performed through the collaborative efforts of four (4) groups within WESD. Each group performs tasks to aid in determining current hydraulic conditions as well as the available capacity for current and future developments. These groups consist of the Primary Planning Group, Secondary Planning Group, Geographical Information Systems (GIS) Group, and Capacity Assurance Group. A brief description of each group's responsibilities is stated below.

PRIMARY PLANNING GROUP

Primary Planning regards the review of current and future hydraulic conditions in wastewater conveyance lines of 18-inches in diameter or greater. Current hydraulic conditions are monitored through the use of wastewater gauging. Future hydraulic conditions are estimated through the use of modeling software in conjunction with the current gauging information. This information is used to determine the need for future sewer infrastructure development to meet the needs of the community currently and for the foreseeable future. Within the Southwest Valley Community Plans Area, 162.3 miles of primary sewer are currently in operation. Recent gauging information from 402 sites shows average gauge readings at 30%.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI, Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (LID Ordinance) and as it may be subsequently amended or modified. Prior to issuance of grading or building permits, the Applicant shall submit a LID Plan to the City of Los Angeles, Bureau of Sanitation, Watershed Protection Division (WPD), for review and approval. The LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the early phases of the project from WPD's plan-checking staff.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-away to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: www.eng2.lacity.org/techdocs/stdplans/

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Additionally, construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18.

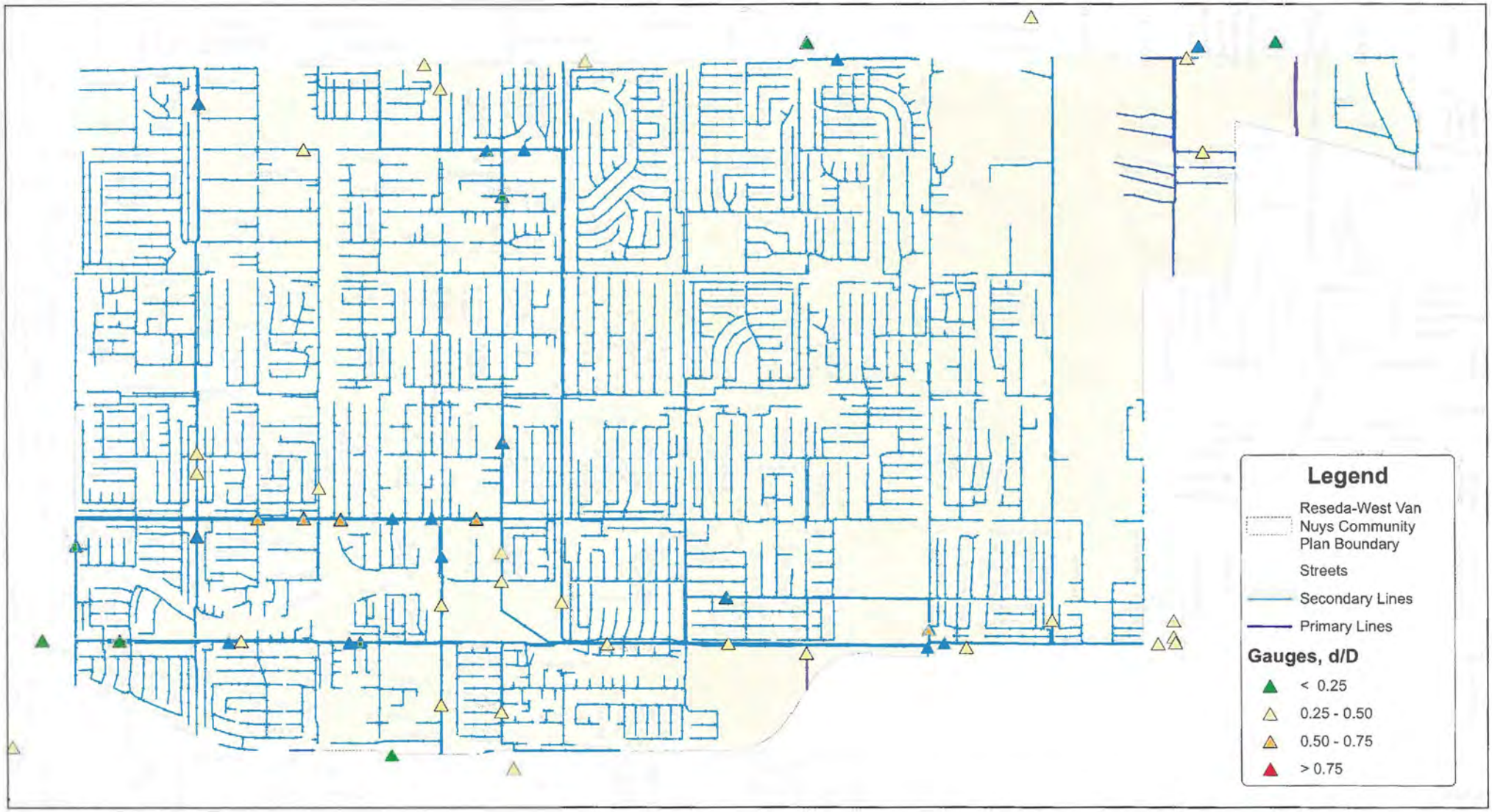
SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

CD/AP: al

Attachments: Figure 1 - Reseda-West Van Nuys CPA Sewer Map
Figure 2 - Van Nuys-North Sherman Oaks Sewer Map
Figure 3 - Mission Hills-Panorama City-North Hills Sewer Map
Figure 4 - Northridge Sewer Map
Figure 5 - Chatsworth-Porter Ranch Sewer Map
Figure 6 - Canoga Park-Winnetka-Woodland Hills-West Hills Sewer Map
Figure 7 - Encino-Tarzana Sewer Map

c: Kosta Kaporis, LASAN
Cyrous Gilani, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 1
Southwest Valley Community Plans Update
Reseda-West Van Nuys CPA Sewer Map

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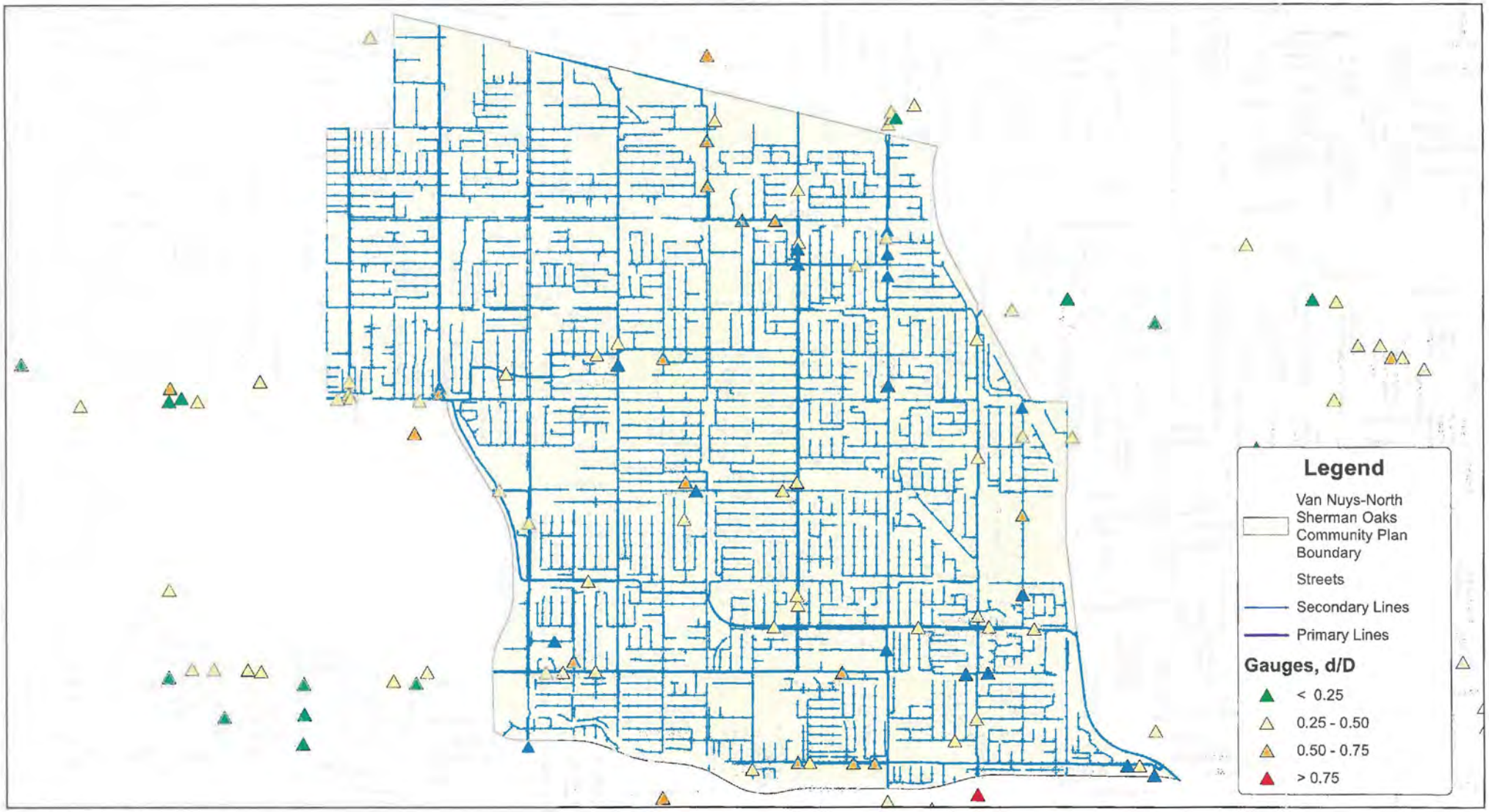
Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

environment LASANITATION CITY OF LOS ANGELES

Figure 2
Southwest Valley Community Plans Update
Van Nuys-North Sherman Oaks CPA Sewer Map

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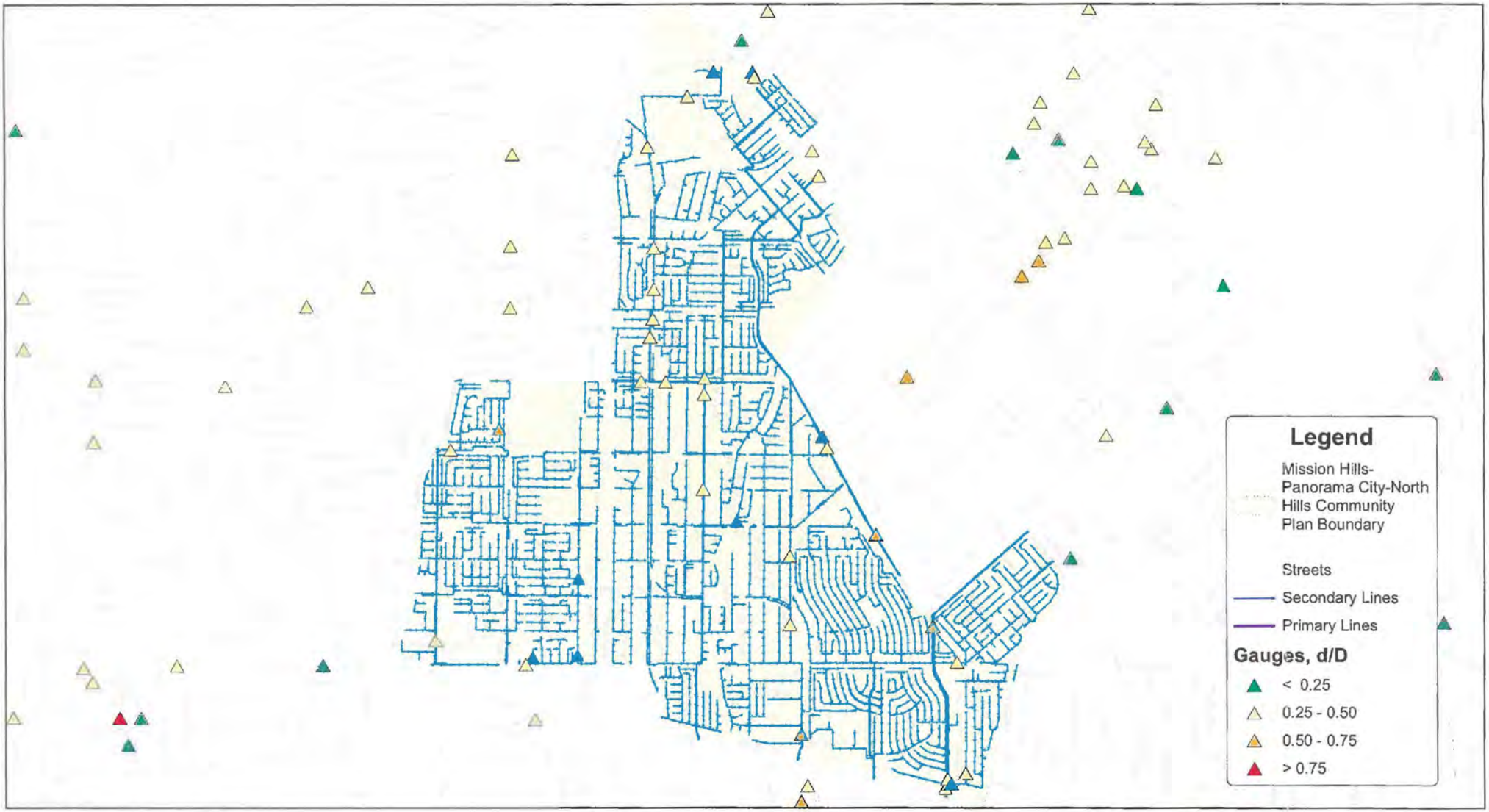

Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 3
Southwest Valley Community Plans Update
Mission Hills-Panorama City-North Hills CPA Sewer Map

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Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 4
Southwest Valley Community Plans Update
Northridge CPA Sewer Map

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Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 5
Southwest Valley Community Plans Update
Chatsworth-Porter Ranch CPA Sewer Map

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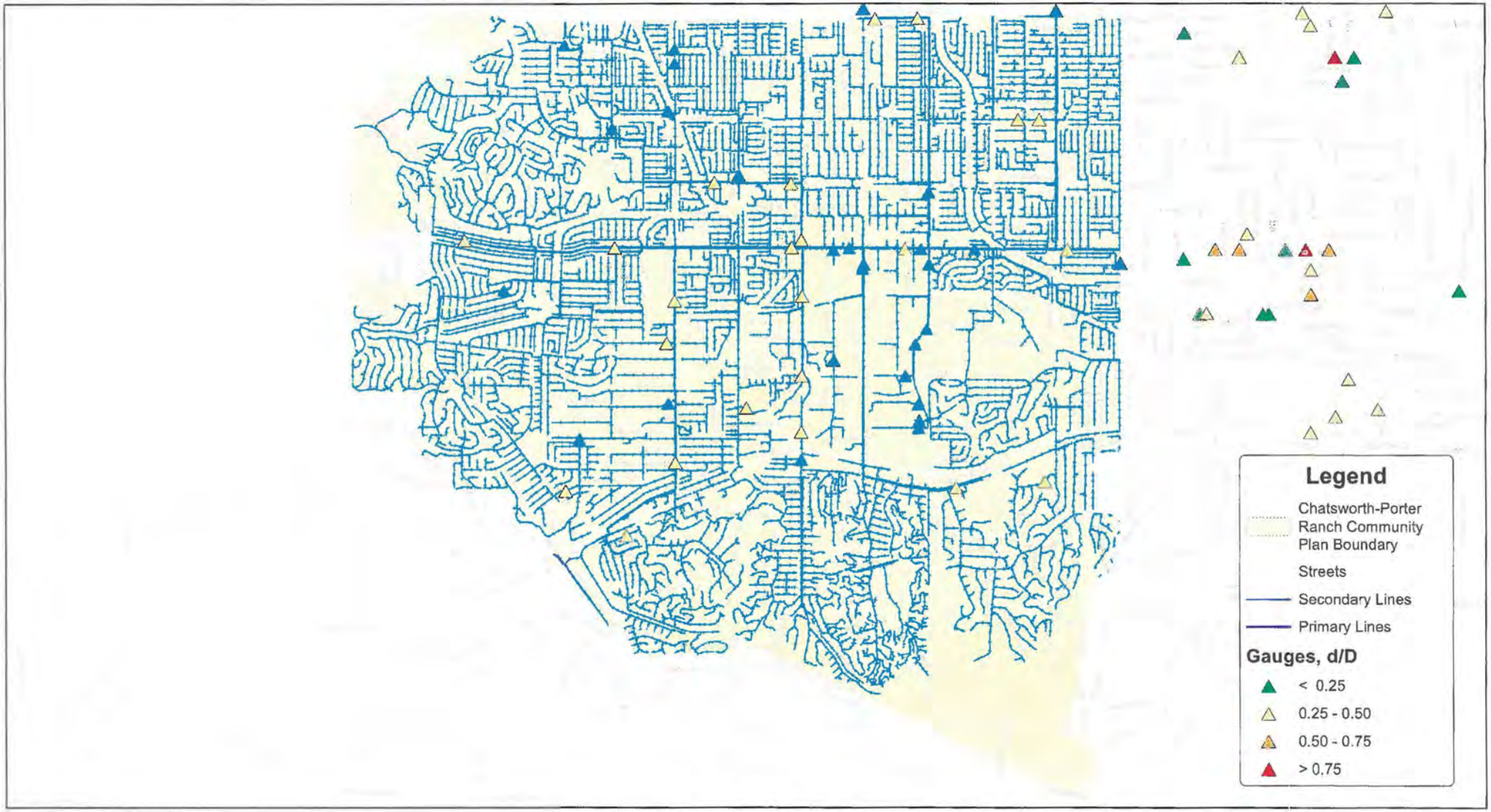

Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 6
Southwest Valley Community Plans Update
Canoga Park-Winnetka-Woodland Hills-West Hills CPA Sewer Map

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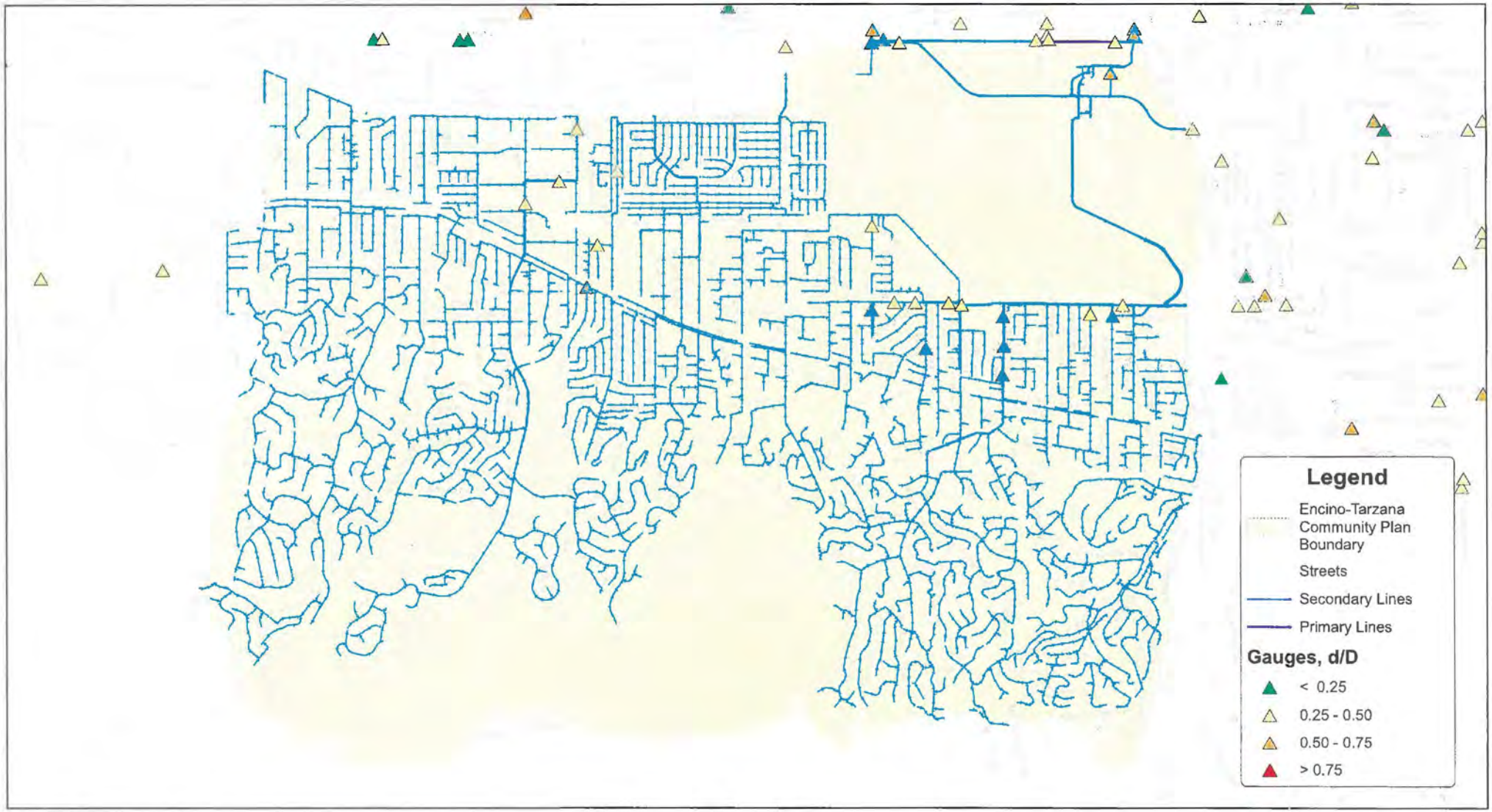


Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

environment LA SANITATION
CITY OF LOS ANGELES

Figure 7
Southwest Valley Community Plans Update
Encino-Tarzana CPA Sewer Map

N
W E
S

0 1,200 2,400 4,800 7,200 9,600
Feet

Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

Connect Create Collaborate

Erika Lam <erika.lam@lacity.org>

Fwd: What Everyone Should Know Before Making a Planning Decision

Blake Lamb <blake.lamb@lacity.org> Fri, Apr 19, 2019 at 12:44 PM
To: "Rodriguez, Nelson" <nelson.rodriguez@lacity.org>, Erika Lam <erika.lam@lacity.org>, Michelle Montenegro <michelle.montenegro@lacity.org>, Christine Saponara <christine.saponara@lacity.org>

Hello, can you put this with the EIR Scoping comments and make sure our consultant gets it, along with the link to her article (there are numerous points in the article)

-------- Forwarded message --------
From: **Christine Rowe** <crwhnc@gmail.com>
Date: Wed, Apr 17, 2019 at 5:01 PM
Subject: What Everyone Should Know Before Making a Planning Decision
To: <vince.bertoni@lacity.org>
Cc: Blake Lamb <BLAKE.LAMB@lacity.org>, Tim Fargo <tim.fargo@lacity.org>, Nelson Rodriguez <nelson.rodriguez@lacity.org>, Adam Villani <adam.villani@lacity.org>, Alycia Witzling <alycia.witzling@lacity.org>, Elva Nuno-O'Donnell <elva.nuno-odonnell@lacity.org>, <delia.arriaga@lacity.org>

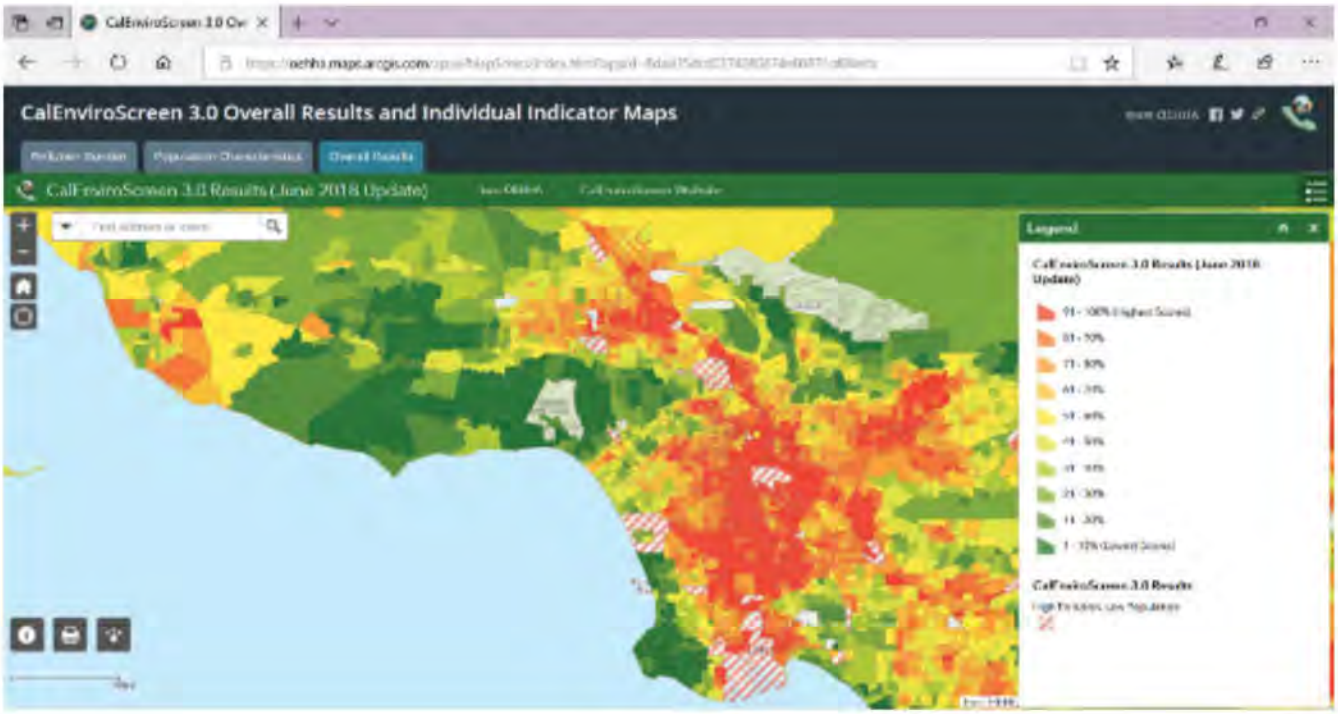
https://citywatchla.com/index.php/2016-01-01-13-17-00/los-angeles/17484-what-everyone-should-know-before-making-a-planning-decision
Dear Mr. Bertoni,
I am writing to you as a 41 year resident of West Hills. I live about 1/2 mile from the boundary with Canoga Park and Woodland Hills. I live in the Warner Center Protection Program area. And I live within about a mile of Canoga High School and the former Rocketdyne facility on Canoga Avenue.
I have attended numerous meetings - both on the Warner Center 2035 Plan as well as on the Southwest Community Plan. I have also been to meetings on the Boething Treeland project, and other projects with your staff in the community of West Hills.
The CalEnviroScreen tools should be used to determine if there needs to be changes made to the Warner Center 2035 Plan as well as what zoning should occur in all of the community plan areas.
Please see my story which is on the link above.
Respectfully,
Chris Rowe

--

Blake E. Lamb
Principal City Planner
Department of City Planning
T: (818) 374-9914
6262 Van Nuys Blvd., Suite 430
Los Angeles, CA 91401

What Everyone Should Know Before Making a Planning Decision

CHRIS ROWE / 15 APRIL 2019

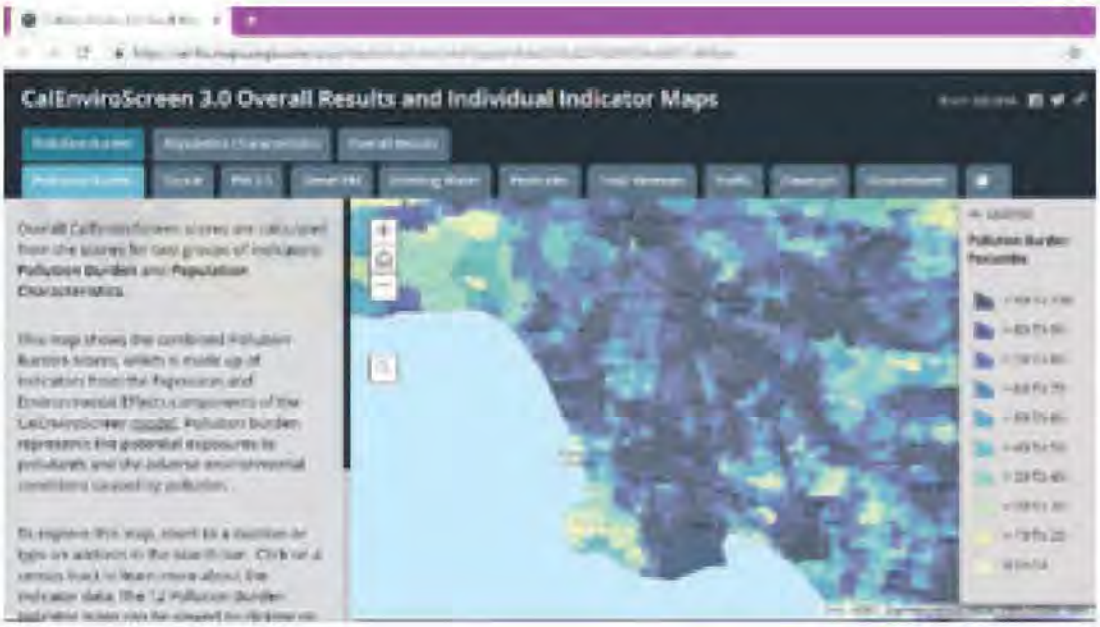


ENVIRONMENTAL POLITICS-When I think of Los Angeles County, and this is not a complete map of Los Angeles, I think of everything in our environment that potentially impacts public health.

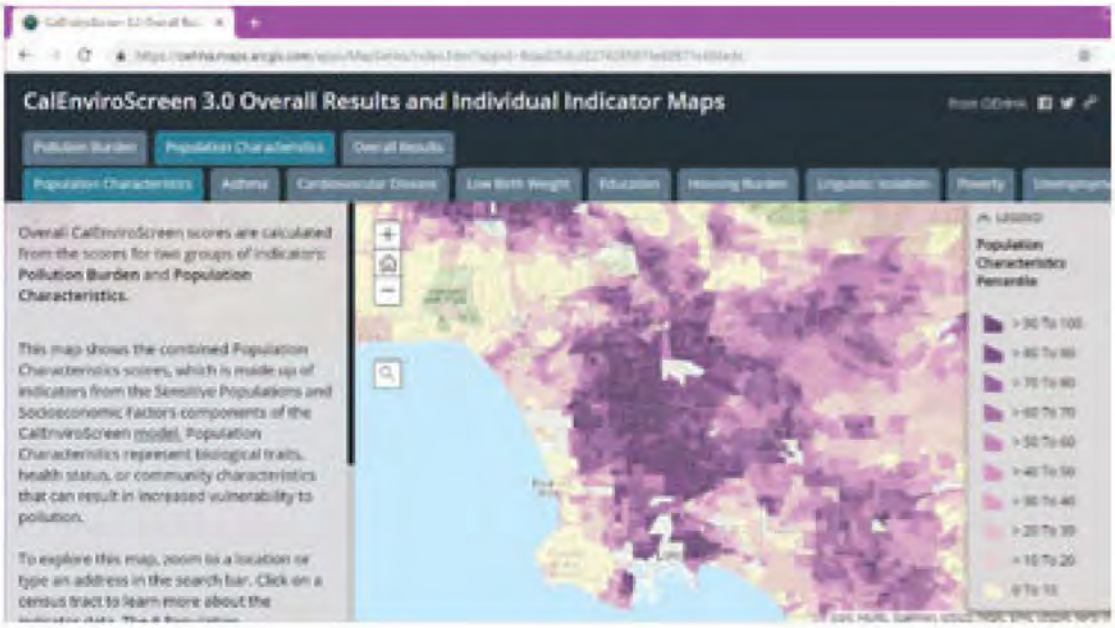
This tool – CalEnviroscreen 3.0 Maps (screen shot above) – enables everyone to look at two characteristics – Pollution Burden and Population Burden and their combined factors to show how our health can be impacted. This is the link to the CalEnviroScreen Mapping Tool.

So, I must start by thanking the State of California's Office of Environmental Health and Hazard Assessment (OEHHA) for this very valuable tool. The goal of this article is to bring to the attention of everyone some of the environmental and social factors that impact public health, and what other criteria the OEHHA employees consider have an impact on public health.

This tool can be used to consider the impacts of building residences near freeways – Diesel Emissions and Particulate Material are two of the Pollution Burden Criteria.

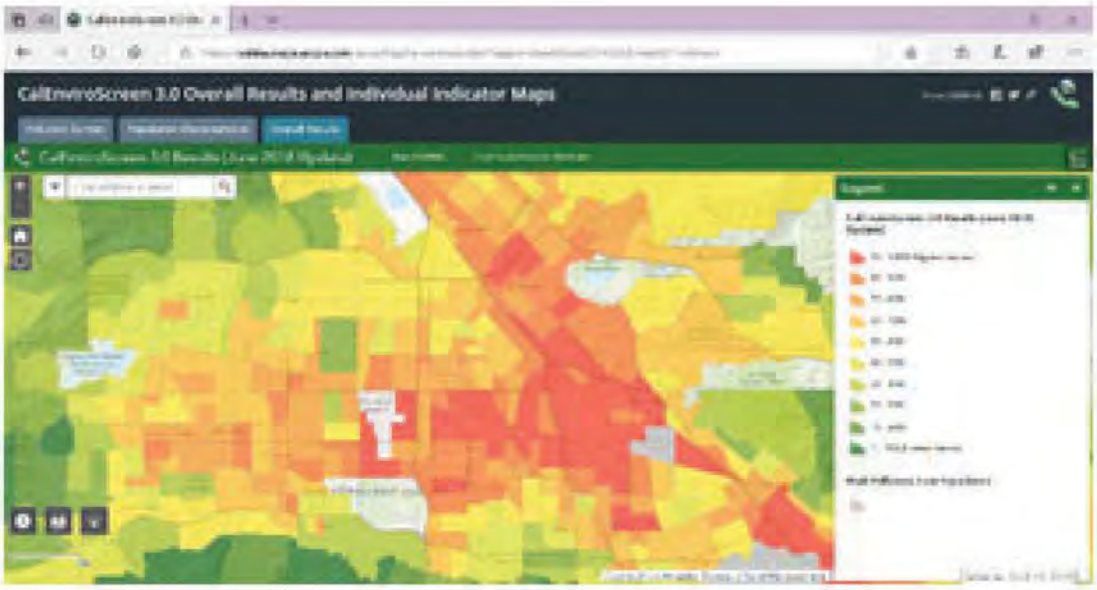


Pollution Burden map of Los Angeles County – The Pollution Burden tabs are headed by: Ozone, Particulate Matter 2.5 (PM – 2.5), Diesel Particulate Matter (Diesel PM), Drinking Water, Pesticides, Toxic Releases, Traffic, Cleanups, and Groundwater.

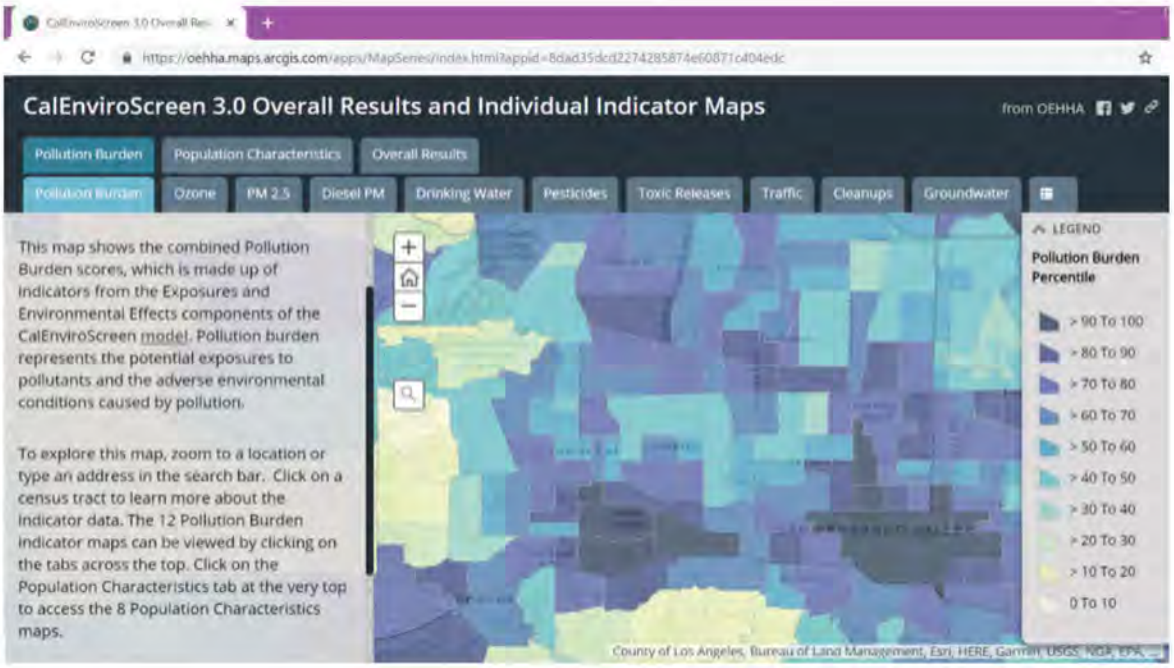


This map shows the Population Characteristics in the Los Angeles area – they include Asthma, Cardiovascular Disease, Low Birth Weight, Education, Housing Burden, Linguistic Isolation, Poverty, and Unemployment.

As a resident of the San Fernando Valley, my focus is on future planning in this area, as well as future cleanups of contaminated sites.

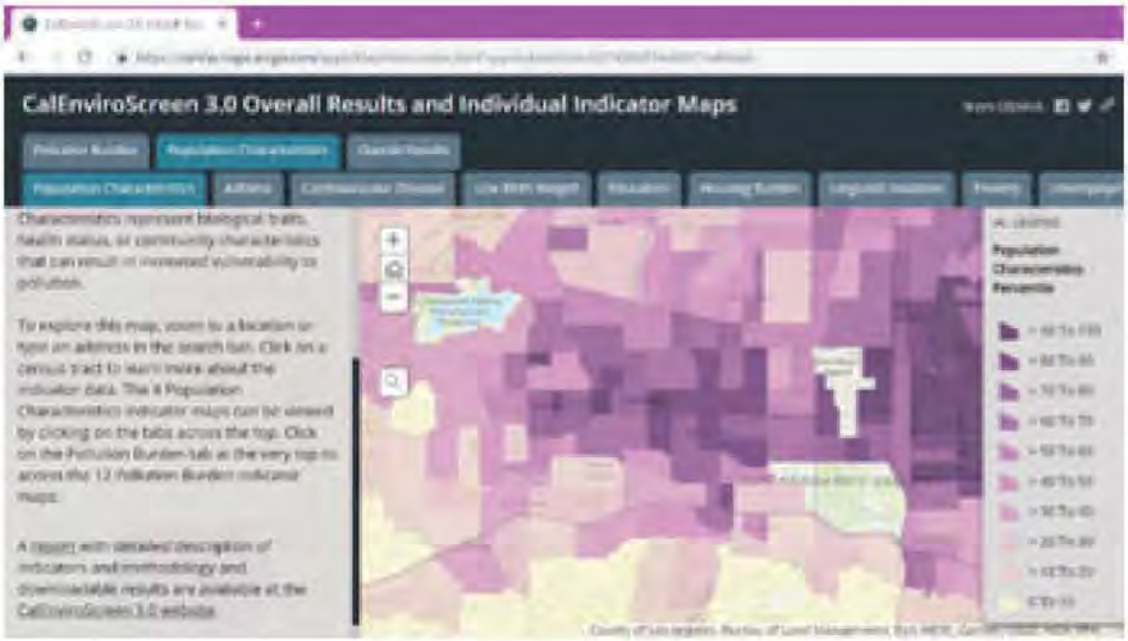


This is the Overall Results map for most of the San Fernando Valley. You will notice in the legend that the red is the highest score and the green is the lowest score.



This map shows the Pollution Burden in the Southwest San Fernando Valley.

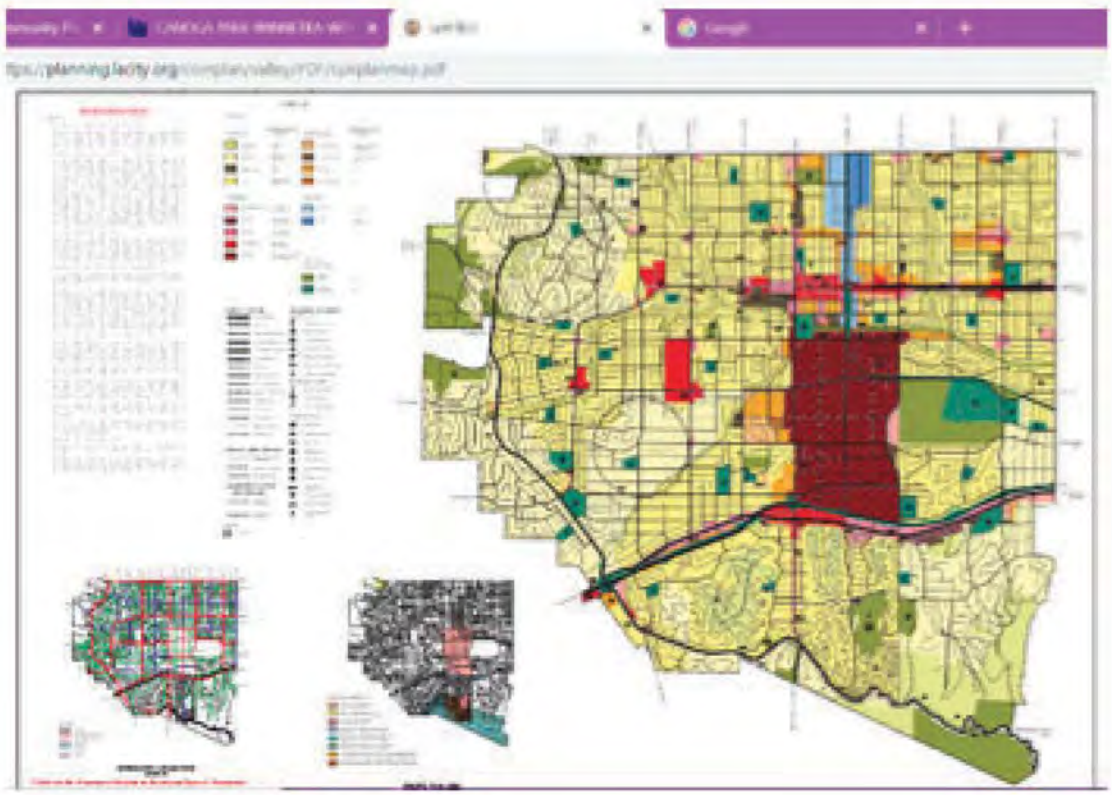
Why is this map so important? The City of Los Angeles Planning Department is in its Environmental Review phase for the Southwest Valley Community Plan. So as the staff of City Planning considers rezoning any area, they should consider all of the factors of the Pollution Burden maps as they exist today, as well as the Population Characteristic factors in their planning.



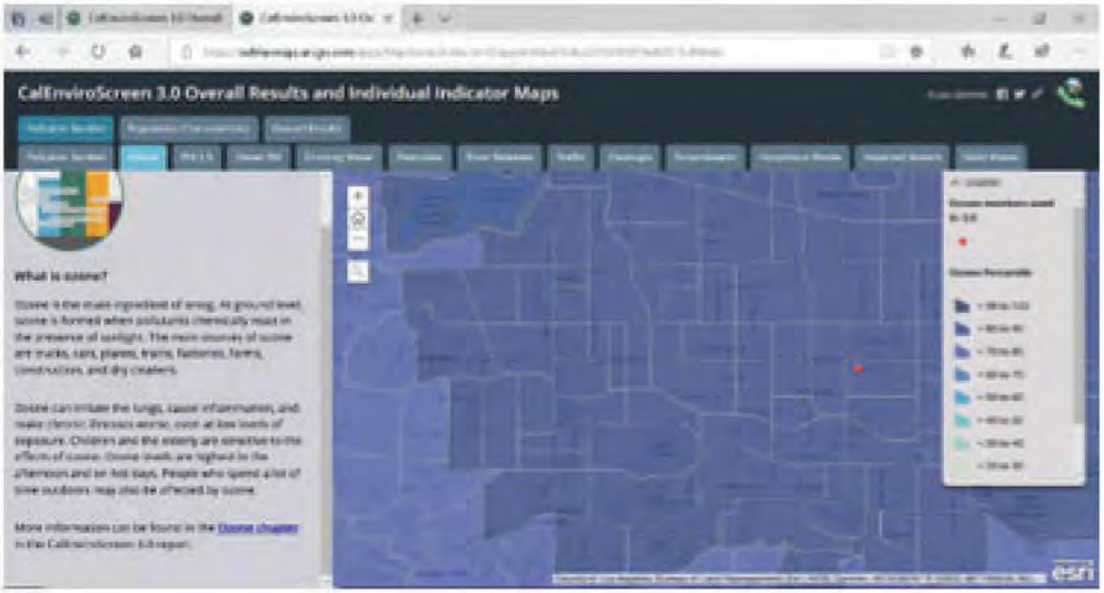
This is a rough map of the Southwest Valley Planning area. The Planning area at this time would include the existing boundaries of the current community plans. This is the link to the Southwest Community Plan website.

The Southwest Community Plan includes the existing Community Plans of the Canoga Park, Winnetka, Woodland Hills, and West Hills Community Plan; the Encino – Tarzana Community Plan, and the Reseda – West Van Nuys Community Plan.

Currently the northern boundary for the Canoga Park, Winnetka, Woodland Hills, and West Hills Community Plan is Roscoe Boulevard.

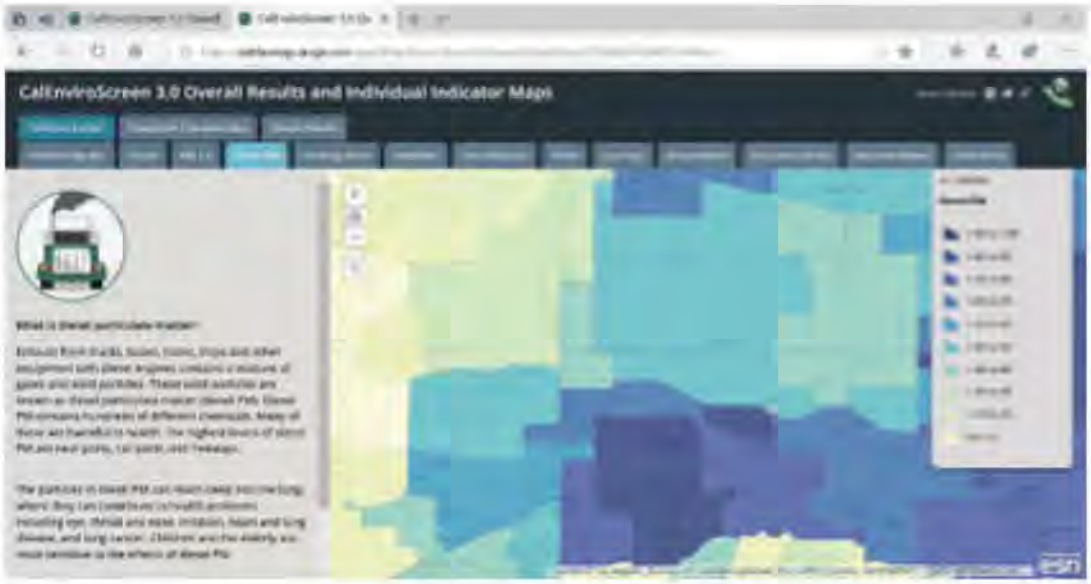


This is the image of the current Canoga Park, Winnetka, Woodland Hills, and West Hills Community Plan.



This is the Ozone map for the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area. You will notice that most the area is in the range of 80 – 90 % with 100 percent being the worst air for ozone. The legend on the side states that: "Ozone can irritate the lungs, cause inflammation, and make chronic illnesses worse, even at low levels of exposure. Children and the elderly are sensitive to the effects of ozone."

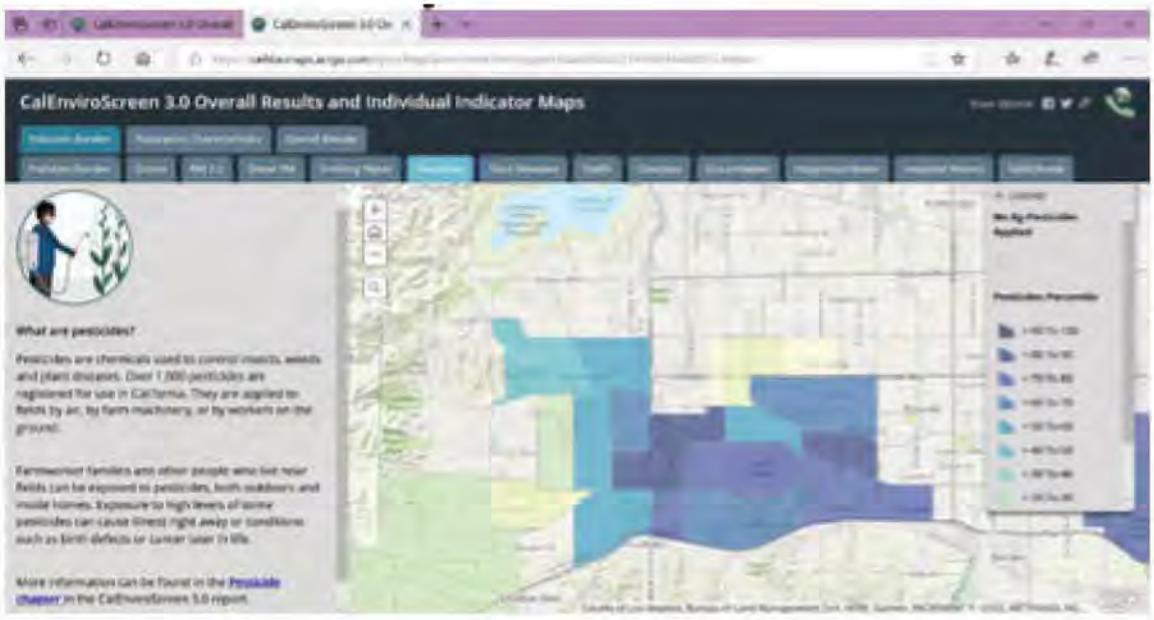
Click on the Ozone tab at the top of the screen.



This image is the area of West Hills, Woodland Hills, Canoga Park, and Winnetka. It includes parts of Tarzana, Encino, Reseda, and Northridge. On this map link. Click on the Diesel PM tab at the top.

In the legend on the side regarding diesel particulate matter it states: "The particles in diesel PM can reach deep into the lung, where they can contribute to health problems including eye, throat and nose irritation, heart and lung disease, and lung cancer. Children and the elderly are most sensitive to the effects of diesel PM."

Again, why is our air quality so important in these areas? There is a proposed project for a senior living community right next to the 101 freeway in Warner Center.



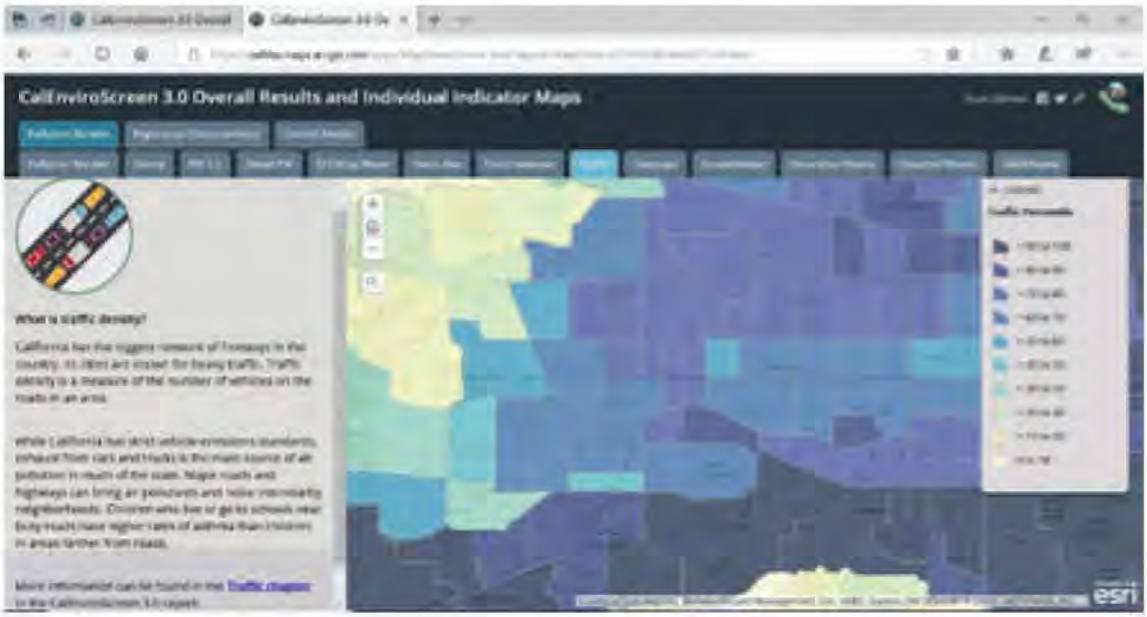
This is the Pesticide map for West Hills, Woodland Hills, Canoga Park, Winnetka, Tarzana and some other communities. The link for this map is here:

Again, click on the tab at the top of the page.

This is what the legend states to the left of the map: "**What are pesticides?**

Pesticides are chemicals used to control insects, weeds and plant diseases. Over 1,000 pesticides are registered for use in California. They are applied to fields by air, by farm machinery, or by workers on the ground.

Farmworker families and other people who live near fields can be exposed to pesticides, both outdoors and inside homes. Exposure to high levels of some pesticides can cause illness right away or conditions such as birth defects or cancer later in life."

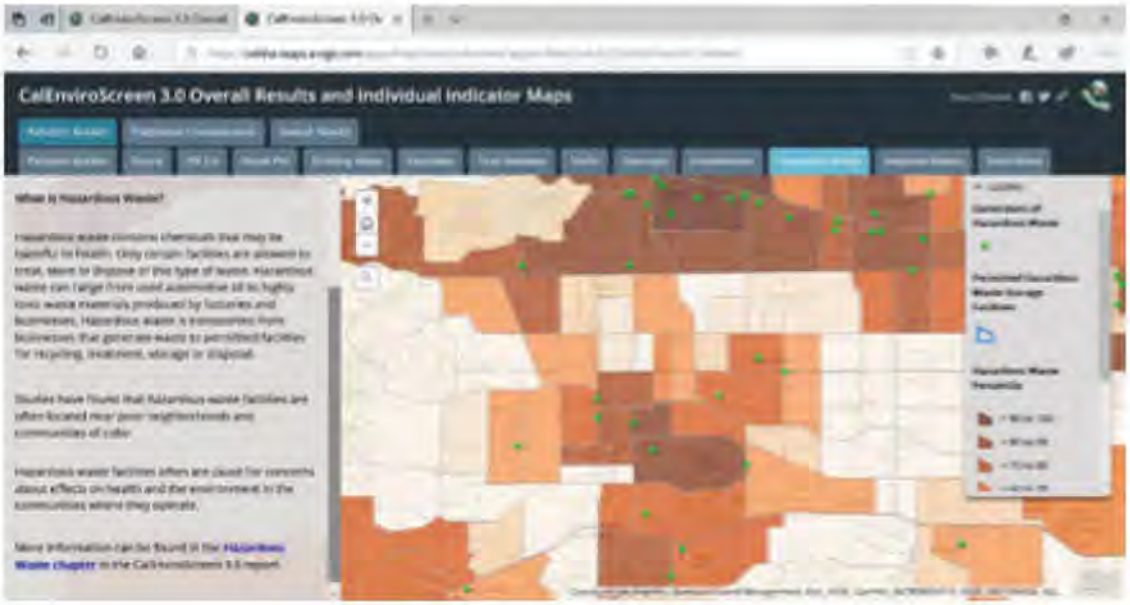


This is the Traffic Density map for West Hills, Woodland Hills, Canoga Park, Winnetka, Tarzana, parts of Encino, and parts of other communities. The link for this map can be found here.

The legend on the left of this map states: "**What is traffic density?**

California has the biggest network of freeways in the country. Its cities are known for heavy traffic. Traffic density is a measure of the number of vehicles on the roads in an area.

While California has strict vehicle-emissions standards, exhaust from cars and trucks is the main source of air pollution in much of the state. Major roads and highways can bring air pollutants and noise into nearby neighborhoods. Children who live or go to schools near busy roads have higher rates of asthma than children in areas farther from roads."



This is the Hazardous Waste layer for the West Hills, Woodland Hills, Canoga Park, Winnetka, Tarzana, and Northridge areas.

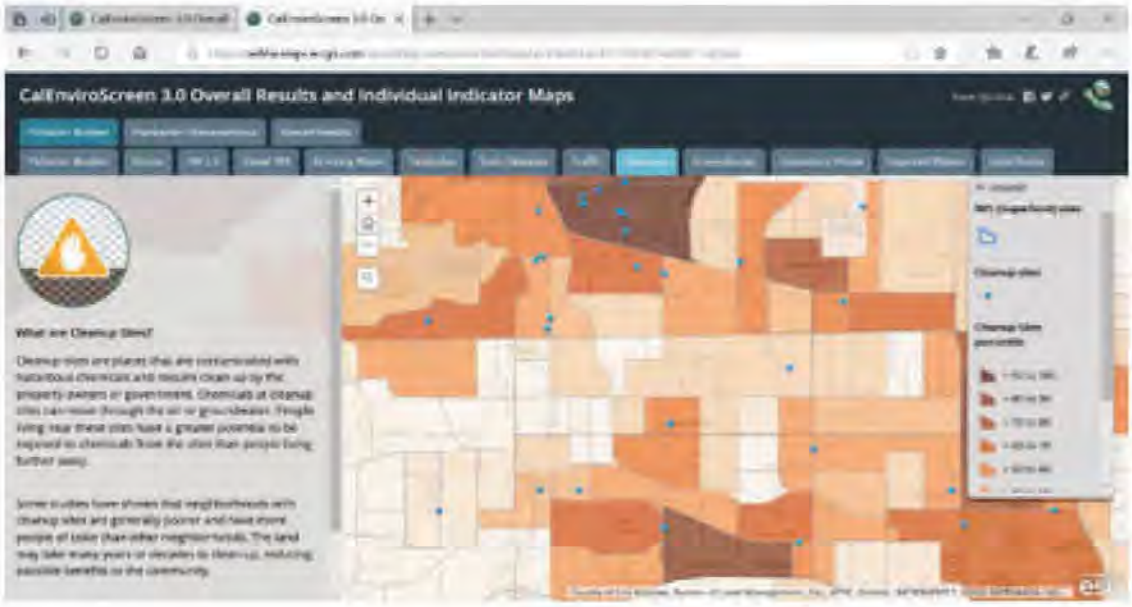
Click the Hazardous waste tab.

The legend to the left of the map states: "**What is Hazardous Waste?**

Hazardous waste contains chemicals that may be harmful to health. Only certain facilities are allowed to treat, store or dispose of this type of waste. Hazardous waste can range from used automotive oil to highly toxic waste materials produced by factories and businesses. Hazardous waste is transported from businesses that generate waste to permitted facilities for recycling, treatment, storage or disposal.

Studies have found that hazardous waste facilities are often located near poor neighborhoods and communities of color.

Hazardous waste facilities often are cause for concerns about effects on health and the environment in the communities where they operate."

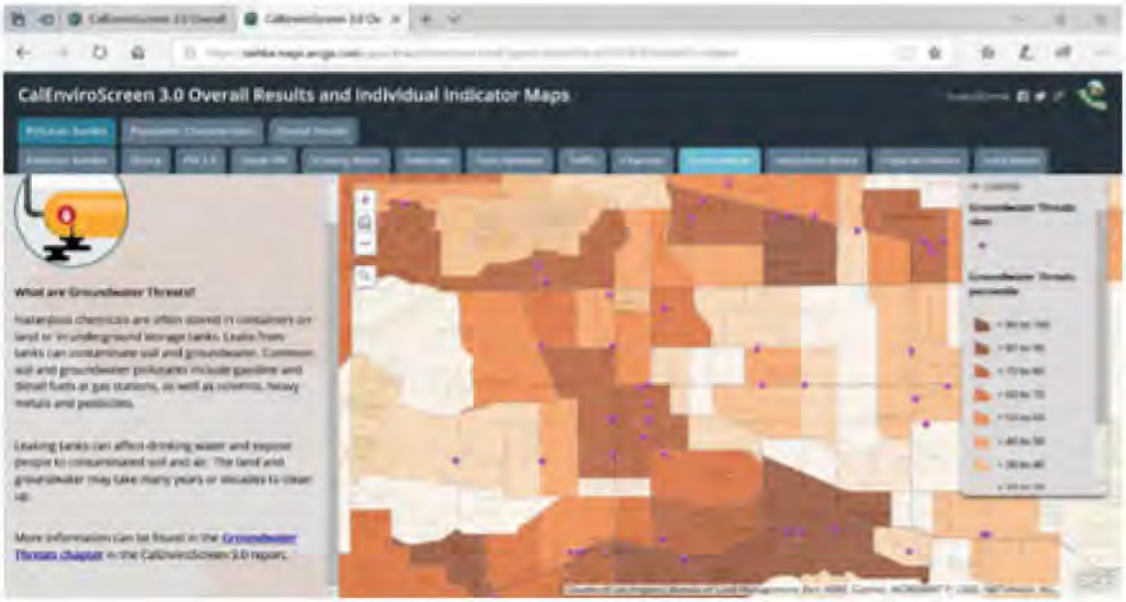


This map represents Cleanup sites within the areas (or parts of areas) of West Hills, Woodland Hills, Canoga Park, Winnetka, Tarzana, Reseda, Northridge, and Chatsworth.

To the left of the map the legend states: "**What are Cleanup Sites?**

Cleanup sites are places that are contaminated with hazardous chemicals and require clean up by the property owners or government. Chemicals at cleanup sites can move through the air or groundwater. People living near these sites have a greater potential to be exposed to chemicals from the sites than people living further away.

Some studies have shown that neighborhoods with cleanup sites are generally poorer and have more people of color than other neighborhoods. The land may take many years or decades to clean up, reducing possible benefits to the community."



Groundwater Threats map for West Hills, Woodland Hills, Canoga Park, Winnetka, Tarzana, and Northridge.

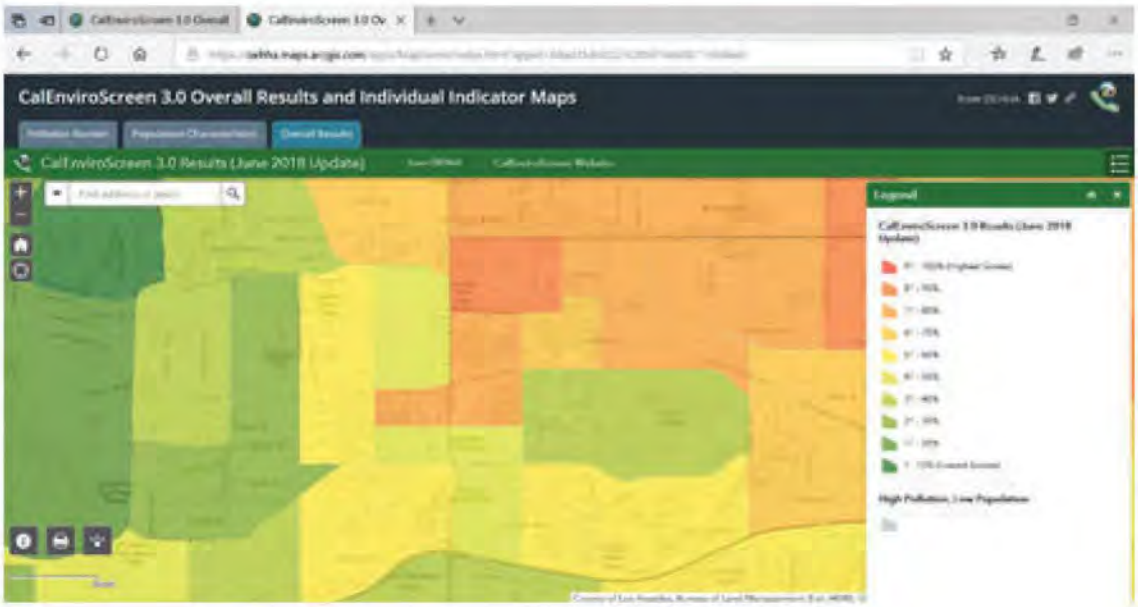
The legend to the left states: "**What are Groundwater Threats?**

Hazardous chemicals are often stored in containers on land or in underground storage tanks. Leaks from tanks can contaminate soil and groundwater. Common soil and groundwater pollutants include gasoline and diesel fuels at gas stations, as well as solvents, heavy metals and pesticides.

Leaking tanks can affect drinking water and expose people to contaminated soil and air. The land and groundwater may take many years or decades to clean up."

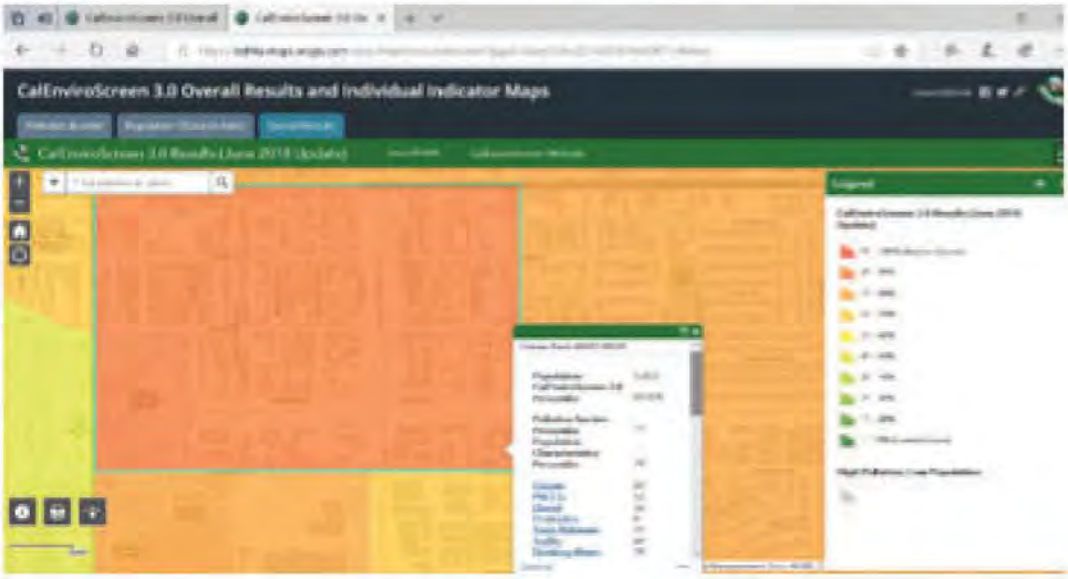
This article does not allow me the time to demonstrate every tab of the CalEnviroScreen 3.0 Map tool.

So I want to conclude with showing you a more close-up map of an area in Warner Center:

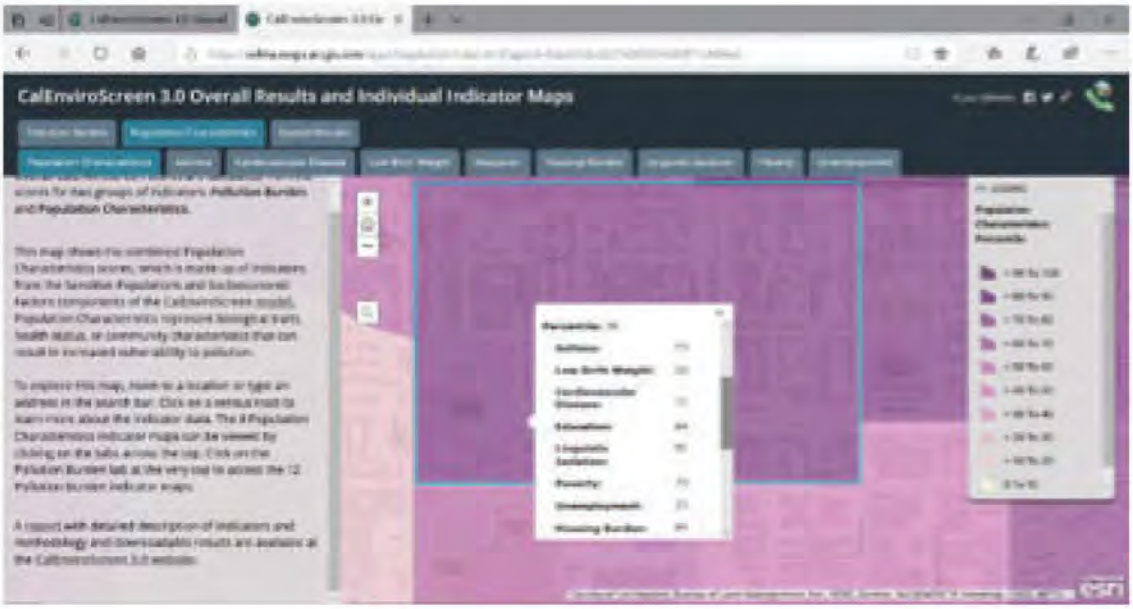


The rectangle that is in the 91 – 100 percent area (worst overall score) is bounded by Sherman Way on the north, Vanowen on the south, Topanga Canyon on the west, and Variel on the east. This area has a planned residential unit on the north side of Vanowen between Canoga Avenue and Variel.

Finally, what the CalEnviroScreen 3.0 tool enables you to do is to click on a census tract for data as seen below:



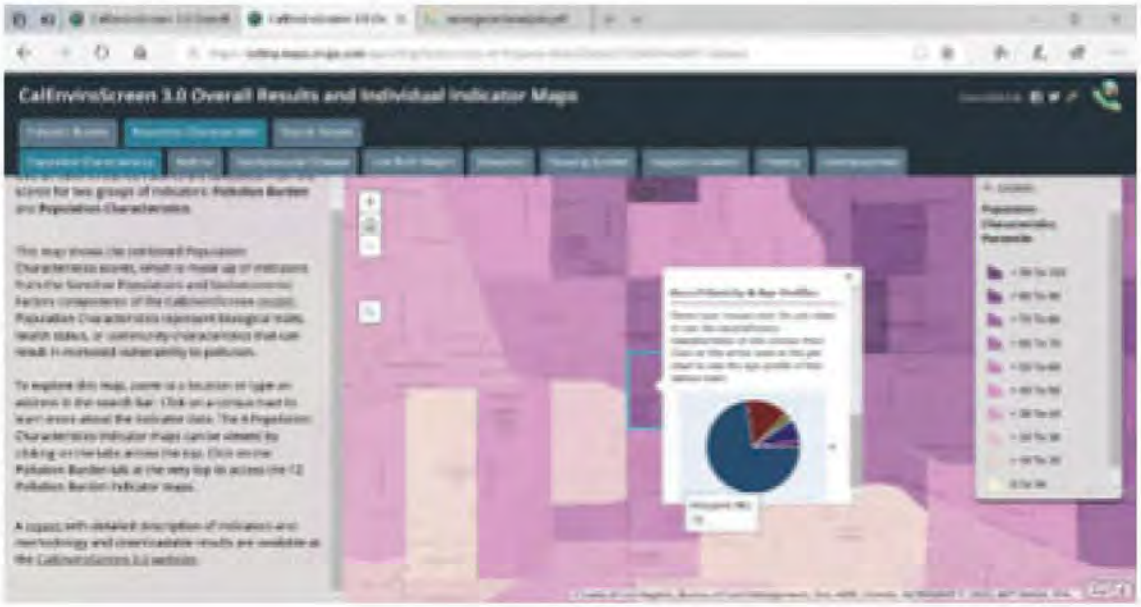
Census Tract: 6037134520



Census Tract: 6037134520

This is the same census tract as above with the Population Characteristic map turned on. It has an Asthma score of 72, Low Birth Weight of 50%; Cardiovascular Disease at 72%; Education of 84%; Linguistic Isolation is 95%; Poverty is 79%; Unemployment is 23%; and Housing Burden is 84%.

Another tool at the bottom of that scroll down tab leads you to an interactive tab on the racial makeup of the census tract:



This census tract is just to the north of the proposed development at the former Canoga Avenue Rocketdyne facility. All of the factors that make up the CalEnviroScreen tool should be utilized in planning any future developments, and what type of developments should go in these locations.

For more information, please see the OEHHA CalEnviroScreen website.

(Chris Rowe has been a 41-year resident of West Hills, was a former West Hills Neighborhood Council Board Member, and has a B.S. in health education. She can be reached at rowecl@yahoo.com. Prepped for CityWatch by Linda Abrams.

Connect Create Collaborate

Erika Lam <erika.lam@lacity.org>

Southwest Valley Plan Request for EIR On Proposed Changes

1 message

Eliot Cohen <ececho@hotmail.com> Sun, Apr 21, 2019 at 1:55 PM
To: Claudia Rodriguez <claudia.rodriguez@lacity.org>
Cc: "Erika.Lam@lacity.org" <Erika.Lam@lacity.org>

HOMEOWNERS OF ENCINO

ELIOT COHEN, PRESIDENT

P. O. BOX 260064

ENCINO, CA 91426-0064

EMAIL: ececho@hotmail.com

CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING

HOMEOWNERS OF ENCINO RESPONSE TO

NOTICE OF PREPARATION OF A COMBINED

DRAFT ENVIRONMENTAL IMPACT REPORT

AND NOTICE OF SCOPING MEETING

SOUTHWEST VALLEY COMMUNITY PLANS UPDATE

Case Number: CPC-2019-1741-CPU; CPC-2019-1742-CPU;

CPC-2019-1745-CPU; ENV-2019-1743-EIR

Ref. Number: 2019039154

APRIL 18, 2019

COMMENTS ON COMBINED

DRAFT ENVIRONMENTAL IMPACT REPORT

NOTICE OF SCOPING MEETING

AND NOTICE OF PREPARATION (NOP)

(CEQA, SEC. 21080.4 and GUIDELINES SEC. 15082)

Attn: Claudia Rodriguez, City Planner

Attn: Erika Lam, City Planning Associate

The project is located at:

The Southwest Valley Community Plan Update is comprised of three different community plan areas. Areas are being added by the boundary changes discussed below: (1) the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area (CPA), (2) the Encino-Tarzana CPA, and (3) the Reseda-West Van Nuys CPA. These three community plan areas are geographically contiguous and comprise the southwest portion of the San Fernando Valley.

The project applicant is:

City of Los Angeles Department of City Planning

The proposed project affects transportation, earth, air, water, plant life, population, energy, utilities, land use, and other environmental elements in Encino, (and surrounding area). This document contains our views on the scope and content of the environmental information which is germane to your environmental evaluation of this project. It is imperative that consideration is giving to new existing environmental regulation and pending ecological regulations as these laws can radically in Homeowners of Encino's opinion drastically impact the quality of life for all in Los Angeles.

Additionally, the Southwest Valley Plan should be evidence driven. It is not about the Planers ideal vision for what the area should look like in the next 20 years. It is about what can be reasonably supported, and sustained by our aging infrastructure, our limited energy and water supply the capacity of our roads to handle increased density, which regulators are squeezing mercilessly. These laws and the rationing that will probably result from them will most likely create an exodus from the State of California and Los Angeles in particular.

As an example: you might be aware, the City of Los Angeles will no longer be updating its three coastal power plants the, Scattergood, Haynes and Harbor gas plants. "Natural gas accounted for 31% of the city's power supply in 2017, with much of that generation coming from Scattergood, Haynes, and Harbor. **DWP managers had argued in recent months that those three facilities, in particular, are critical to keeping the lights on for the city's 4 million residents, especially on hot summer days with the highest electricity demand and during outages elsewhere on the power grid.** Los Angeles is under state orders to shutter all ten gas-fired generators at the three plants in the coming years because they use ocean water for cooling, which can harm marine life. *This means that Rock Cod and other fish are more important to the State*

than the possible survival of its taxpayers. **DWP officials had said they weren't sure clean technologies like batteries would be cheap or effective enough to replace the gas plants before the state's deadlines, 2024 for Scattergood and 2029 for Harbor and Haynes.** "The question that staff has somehow heard for a number of years is, 'Can we?' And I don't think 'can we?' is the right word. It's 'How can we?'" DWP General Manager David Wright said. "Some of the best managers and the best engineers, planners and operators will take this challenge and will make it work. *(This is far from a guarantee.)* "Businesses are concerned about these impacts to our bottom line, and we're concerned that there was no ratepayer advocate report or analysis done on this," Asuncion said at Tuesday's board meeting. Note that the State has ordered all gas fired power plants to be closed by 2029. Ten Short years.[1] *There is no certainty that clean energy sources will be ready or adequate to fill loss of these megawatts to power our city.*

The reality is that it takes a lot of old-fashioned fossil fuels to make sustainable energy devices. All the cobalt, lithium, and silver that is necessary for electric cars and energy storage are energy intensive. There is no proof that for instance that there is enough lithium for all the batteries that would be needed in California let alone in China for the transportation and storage needs of its citizens in electric cars and the supporting electric grid. Planners much base their forward thinking plans on realities of scarce resources and manufacturing constraints of the self-imposed kind it will takes to keep L.A. a functioning City.

I.

HOMEOWNERS OF ENCINO, INC.

This Response is filed by the Homeowners of Encino, a California non-profit corporation duly organized and existing under the laws of the State of California. Homeowners of Encino is a mutual benefit association organized for the purpose of promoting social welfare. This corporation seeks to protect the residential character of its neighborhoods and to enhance the quality of life for its members and the community. Its members reside within the neighborhood of the proposed project and will be heavily impacted by it.

II.

DESCRIPTION OF PROJECT

"The Proposed Project is an update of the Southwest Valley Community Plans, which includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West

Van Nuys Community Plan (collectively, the Proposed Plans). The Proposed Project also includes proposed community plan boundary changes and the adoption of necessary updates to land use designation, zoning, plan text, and other ordinances to implement those updates. The Proposed Plans direct future growth to already urbanized and transit-oriented areas of each Plan Area. The proposed changes largely follow the current pattern of land use development reflecting City policies to direct growth where it can be supported by existing transportation infrastructure. The Proposed Plans promote a balance of housing units, and jobs near transit where different types of land use (e.g., commercial and residential) can be provided to reduce the length and number of vehicle trips. The Proposed Project would include a Zoning Code Update, which refers to amendments to the LAMC required to implement the Project objectives and re:code LA in the Project Area."

III.

IMPACTS THAT MUST BE FULLY ASSESSED

We believe that the proposed project will have significant impacts on the environment that must be fully addressed in the draft EIR. It will have a significant effect on air quality, water, natural resources, population, noise, geology, energy, and population growth. The Lead Agency must take into consideration the effects of this and other projects which, while individually limited, but cumulatively considerable impact on the environment, and quality of life. With the effects of past, current and probably future projects mandatory findings of significance will undoubtedly be found.

In preparing your draft EIR, it is crucial to recognize that any mitigations that you propose must go beyond those mandated by law or existing policy and practice. "Mitigations" that are otherwise required by law or other official regulations are many times unacceptable due to the fact that they do reduce the problems certain project cause. Such measures cannot serve as mitigations to satisfy the requirements of the California Environmental Quality Act (CEQA). Nor can mitigations be acceptable that are considered to be standard operating practices by developers whose adherence could be found negligent. Compliance with the law and standard operating procedures establishes the baseline. CEQA mitigations are discretionary must be taken beyond the baseline. You must be sure to include verifiable mitigations in the draft EIR, not merely a recital of legal requirements or standard operating practices that actually limit the harmful effects of said project.

We ask that you thoroughly investigate the following environmental concerns in preparing the Community Plan Update draft EIR:

IV.

IMPACTS ON EARTH

This Community Plan Update will result in disruptions, displacements, compaction and over-covering of soil. A draft EIR should specify what grading will be done, and provide a timeline indicating the starting and ending dates of all grading and construction activities. Haul routes should be described, and mitigation proposed for dealing with the traffic congestion created by the hauling of large amounts of soil on city streets to dumpsites.

The information presented in the draft EIR should be sufficient to allow for a clear understanding of the geologic hazards and their impacts. The draft EIR should present a comprehensive summary of known geologic and seismic hazards near the site. These should be clearly identified to ensure that the proposed building plans will fully evaluate and mitigate the problems. The draft EIR should include maps that show areas of unsuitable fill soils, potentially unstable slopes, areas of differential settlement, areas of expansive soils, and the potential zone of inundation from flooding, due to a 100-year flood.

The draft EIR should also present a summary of seismic information on ground acceleration and the duration of strong shaking that could be expected from large earthquakes on nearby faults. Impacts of seismic shaking on existing buildings in the area, and on the stability of slopes and fills, should be addressed.

V.

AIR QUALITY IMPACTS

The draft EIR should fully consider the air impacts. A project of this size will have a deteriorating effect on air quality in the region, which is located in a locality which does not meet Federal and State air quality standards. The construction of the project will generate Carbon Monoxide, Nitrous Oxide, Ozone, and particulate matter, making it more difficult to attain the required air standards in the basin.

Please identify in the draft EIR the specific increases of air pollutants generated by this project, and the cumulative impacts on the air quality in the region. Your assessment should show how this project, when taken together with all other proposed projects in the area will impact air quality. It should show threshold levels of significance for each type of air emission. Your draft EIR should show that all impacts have been reduced to insignificance.

Also address the air impacts at both the local level, and within the region. Explain how these impacts will be fully mitigated. Specifically, quantify all related vehicular air emissions, and include the factors, formulas, and computations used to arrive at these impacts, and their mitigations. Provide an appendix with all necessary and supporting documentation, including the paper trail that will allow concerned citizens or decision makers to trace your steps, and your conclusions with regard to air impacts. Please explain in a draft EIR what effects diesel fumes, gasoline-powered equipment fumes and construction odors will have upon those with respiratory problems or the aged living nearby. Also discuss the impact on local flora and fauna, giving specific effects upon plant and animal life, as a result of the additional air degradation that may be caused by the project.

The EPA has stressed the importance of secondary air impact analysis. The Community Plan Update draft EIR should assess the secondary air impacts that will result from this project and please provide adequate mitigations for these air impacts. Your draft EIR must also conform to the State of California Air Resources Board guidelines. Please see that the short-term, long-term, local scale analysis, corridor analysis, hazardous pollutant analysis, and cumulative impact analysis aspect of this project is addressed fully.

VI.

WATER QUALITY IMPACTS

The Los Angeles basin is located in a permanent drought area. Please address the direct water impacts from this Community Plan Update. Identify the source of water, how it will be used in the project, and how the removal of water from the aquifer will be replaced. Fully explain the quantitative impacts on the local and regional water supply, as a result of this project. Provide a detailed list of mitigations to reduce the consumption of water to insignificance.

The City of Los Angeles has enacted ordinances which mandate many water saving and conservation measures. These items must be considered baseline, and do not qualify as mitigation measures since they are already the law. Your draft EIR should impose extensive measures to deal with the water consumption issue. Please also provide mitigations for dealing with secondary water impacts. The growth sustained by a project of this size could consume large amounts of fresh water, which are in short supply in the region.

Also, please detail the amount of water necessary for control of dust as well as the cumulative amount of water needed by this project during the construction phase. If reclaimed sewage water is to be used for dust control, the effects of misting and airborne transfer of viruses should be analyzed and reported.

VII.

IMPACT UPON ANIMAL AND PLANT LIFE

A project of this size may have a detrimental effect upon the flora and fauna in the Community Plan Update area. The area is a natural habitat for birds and other animals.

It may not be possible to construct the project, without a serious impact on the local biota. Provide a detailed assessment of impacts on both plant and animal life as a result of the project. Also provide detailed mitigations to reduce these potential impacts to insignificance.

VIII.

NOISE IMPACTS

Substantial amount of noise may be generated by the proposed Community Plan Update. The movement of heavy vehicles, trucks, compressors and construction equipment could create noise problems. Show how it will be possible to construct this project, including the removal of many cubic yards of soil without creating severe noise impacts.

The Community Plan Update draft EIR should explore the effects of noise levels on local residents and construction workers, during construction, and the impact on the emotional and physiological well-being of people living nearby. Please explain in detail the effects of specific pieces of construction equipment, the noise levels, dB, frequency and duration of sound that people will be exposed to. Also, explain the impact of sustained noise upon the aged or those who are ill and may reside near the construction sites. The draft EIR should provide mitigation measures that will reduce the noise created by the Community Plan Update to insignificance.

IX.

INCREASES IN POPULATION

Changes in population will occur if this Community Plan Update is approved. It could alter the distribution, density and growth rate in the region. Providing more buildings, jobs, and employment in this region will make it more difficult to achieve a balance between the environment and the population. It may cause greater population density in a region already without adequate infrastructure. In your draft EIR, please show how the project adheres to the job/housing balance. Provide a detailed list of mitigation measures to deal with any job/housing imbalance created by the project.

X.

HOUSING IMPACTS

The Community Plan Update may raise land prices, and drive out affordable housing or small business in the area. The draft EIR should mitigate the number of low- to moderate housing units that might be lost due to the Community Plan Update. The draft EIR should explain how the loss of affordable housing stock will be replenished. It should also show the impact on nearby small retail and consumer serving shops and businesses.

XI.

[i]

TRAFFIC AND CIRCULATION

Transportation and traffic circulation may be negatively impacted by the Community Plan Update. There are a number of E and F level intersections in the vicinity of the project. The construction of this project and potential removal of large amount of soil over city streets may impede traffic and circulation and make gridlock worse. The draft EIR should explain how the E and F level, gridlocked intersections in the area will be mitigated to insignificance.

Because of the Community Plan Update 's magnitude and the substantial construction required, the proposed project may generate significant traffic congestion problems. Traffic congestion resulting from the expansion of freeways and access roads, lane closures, detours, slow moving construction vehicles and equipment, project personnel commutes, etc. significantly increase traffic and mobile-source air emissions.

Please provide detailed maps in the draft EIR which will show how the Community Plan Update will mitigate traffic in the area, including the number of lanes of traffic that will be lost due to the movement of heavy equipment to and from the sites during construction. The Community Plan Update has long term corridor level transportation impacts. What is the number of trips generated, and provide documentation on the assumptions? How will the project affect public transportation in the region, and locally? What will the impact be on nearby freeways and will it encourage the need to expand freeways?

This Community Plan Update could have a mutual impact on other projects in the area. Explain in the draft EIR the interactive impacts on the existing circulation system, on ATSAC, and the secondary highways. Explain thoroughly how you arrive at trip generation rates, trip distributions, time of day analysis, effects on A.M. and P.M. traffic conditions, etc.

The draft EIR should deal with the phasing issue comprehensively. What will be the incremental impacts on traffic, and how will the infrastructure be phased in so that all mitigations are in place to prevent increases in traffic or degradation of circulation?

XII.

PUBLIC SERVICE IMPACTS

The draft EIR should fully address the impacts on public services. Police and fire services are inadequate to meet the present community needs. The Community Plan Update could generate additional demands that the City systems cannot handle. The draft EIR should show how the applicant intends to mitigate the drain on local public services. It should present a detailed explanation of the degraded response times to police, fire and paramedic services. It should present specific mitigations and funding mechanism that show how the applicant will offset the deteriorated public service response capability.

Your draft EIR should thoroughly cover the adequacy of fire-low requirements for the necessary level of protection, response distance from existing fire stations, etc. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Show what improvements will be needed to provide adequate Gallons per Minute (GPM) for fire-flow. The draft EIR should contain a thorough analysis of this topic, in consultation with the Water Services Section of the Department of Water and Power. It should also show how the GPM requirements for the first-due Engine Company will be met, and the distance of the first-due Truck company.

The draft EIR should also analyze police services and crime rates in the area, and the impact of the Community Plan Update on these rates. Include average response times, and show the number of officers deployed in the area, and the impact on current levels of staffing

XIII.

IMPACT ON ENERGY AND UTILITIES

Utilities could be impacted by the proposed Community Plan Update. The Lead Agency should be, aware of the limits on solid waste disposal. A large amount of soil may have to be trucked to a dumpsite as the project proceeds, making landfill disposal problems worse. The draft EIR should quantify the impact that this project will have on

the capacity and exhaustion of local landfills, both during and after construction. Specifically, how many cubic yards of soil will be trucked to landfills, and how much solid waste will be exported, and to which sites? Show haul routes and the time of day when city streets will be used for this purpose.

How much electrical energy will be needed? What will be the impact on the sewage system? Show the volume of sewage produced by the Community Plan Update, and how it will impact the Hyperion, Los Angeles Glendale and Tillman plants. Will sewage lines will need to be upsized, which streets will be affected, and for how long a period? The draft EIR should analyze the availability of hydraulic capacity for the anticipated flow in the local and interceptor sewers serving the proposed project area. The quantity and quality of wastewater to be discharged to the sewer system should be thoroughly analyzed.

The City of Los Angeles has enacted ordinances which are designed to reduce the volume of water introduced into the sewage system. These measures must be considered baseline, and do not qualify as mitigation measures since they are already the law. Your draft EIR should impose extensive measures to deal with the sewage flow issue.

XIV.

GROWTH INDUCING IMPACTS

The draft EIR should discuss properly the growth inducing impacts of the Community Plan Update and the environmental effects and must be adequate under CEQA, Pub. Res. Code, Sec. 21000 et seq. Please include a detailed forecast of growth for each phase of the project. What will be the cumulative impacts of growth in the region? How is this related to the Growth Management Plan forecast, at the expected date of project or phase completion?

The California Supreme Courts laid down clear guidelines and requirements for the preparation of an environmental document. Specifically, the Supreme Court stated that "a draft EIR must include an analysis of the environmental effects of future expansion or other actions if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects."

Please be sure the Community Plan Update draft EIR properly addresses and mitigates growth inducing impacts which could have individually limited, but cumulatively considerable impact. A draft EIR must be prepared which gives thoughtful discussion to short-term versus long-term effects. These requirements must be interpreted broadly, consistent with the principle that "CEQA must be interpreted in

such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language."

XV.

FAILURE TO PROVIDE ADEQUATE PUBLIC NOTICE AND INPUT

This Community Plan Update will have significant effects on the environment. CEQA encourages a Lead Agency to provide early public consultation. Prior to completing a draft EIR, the Lead Agency should consult directly with any person or organization it believes will be concerned with the environmental effects of the project. Clearly, a Lead Agency is bound to an open, public process. Extensive public consultation prior to completing the draft EIR is essential to avoid controversy and litigation.

We ask that you make every possible effort to involve the public, community groups and interested citizens early on in the CEQA process, and in evaluating the draft EIR you are about to prepare. We specifically request that you provide community groups, homeowners and resident associations, interested citizens, and local community associations a lot specific list of zone changes that are proposed for the Encino-Tarzana Community Plan Update.

XVI.

ENVIRONMENTAL ISSUES RELATED TO RECODE LA

The proposed Community Plan Update involves boundary changes and the adoption of necessary updates to land use designations, zoning, plan text, and other ordinances. This aspect of the Update is being addressed in conjunction with the massive RecodeLA project. RecodeLA is the new zoning structure for the City of Los Angeles and has significant environmental consequences. The revamped Zoning Code includes language that offers a variety of zoning options to implement the goals and objectives of the General Plan and accommodate the City's future development. The five-year work program includes a Dynamic Web-Based Zoning Code and a predictable Zoning Code that will allow for a customized and interactive online experience, all of which have environmental consequences.

Redrafting the language of the Zoning Code into clear simple English should be confined to a ministerial task. The preparation of a series of easy-to-read guides in the Zoning Code that will help people navigate the code and placing an interactive form of the Zoning Code on the web should be ministerial and not substantive. It must not affect the zoning in the city and not become a veiled form of city-wide up-zoning. The Community Plan Update will make substantive changes in the Zoning Code and will impact current zoning levels, land density, building rules, etc. Therefore, this aspect of the Update requires significant environmental treatment in the draft EIR.

XVII.

PROVIDE A COMPLETE AND SPECIFIC LIST OF ZONE CHANGES

Numerous formal requests for a detailed, lot-specific list of zone changes that are proposed for the Encino-Tarzana Community Update have been made to the Planning Dept. Lot-specific proposed zone changes are not provided on the *SWValleyPlans* web site that enables a review of the work progress on the Update. To date, there is only a minimal amount of information and detail for public inspection. There are no details on expected population growth, dwelling unit capacity and no lot-specific zone changes that are being proposed. There is little detail provided on outreach efforts and public participation. This is a lack of essential data so the community can comment and review the changes in the Update. A comprehensive set of data is required in the draft EIR.

XVII.

We appreciate your allowing us the opportunity to comment on the NOP. We look forward to receiving a detailed and comprehensive draft EIR, fully in compliance with CEQA, State and Local Guidelines.

Executed at Encino, California on April 21, 2019

by Eliot Cohen,

President, Homeowners of Encino.



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[1] https://www.latimes.com/business/la-fi-garcetti-dwp-gas-plants-20190212-story.html

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BUSINESS

How will L.A. replace three gas plants that Mayor Eric Garcetti plans to shut down?

By SAMMY ROTH FEB 12, 2019 | 3:40 PM

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Los Angeles is abandoning a plan to spend billions of dollars rebuilding three gas-fired power plants along the coast to get the city closer to its goal of 100% renewable energy and improve air quality. Seen here is the Scattergood plant in El Segundo on Feb. 11. (Marcus Yam / Los Angeles Times)

Los Angeles Mayor Eric Garcetti thrilled environmentalists and public health advocates with his announcement that the Department of Water and Power won't spend billions of dollars rebuilding three gas-fired power plants along the coast.

But now the hard work starts: figuring out how to replace the three facilities without raising energy prices or increasing the risk of power outages. And another battle looms on the horizon, as Los Angeles moves forward with plans for a new gas facility in Utah to replace a coal-fired power plant that still generates much of the city's electricity.

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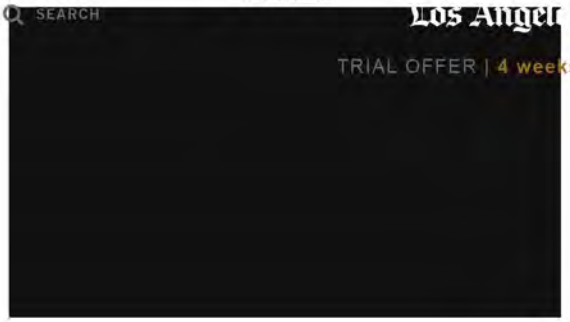

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City officials and activists who have pushed Los Angeles to take more aggressive steps to tackle climate change hailed Garcetti's decision to stop DWP from making life-extending investments at the Scattergood, Haynes and Harbor gas plants. At a news conference Tuesday, the mayor cast his move as part of a global struggle to rein in the carbon emissions that are heating the planet, and as a major step toward removing fossil fuels from the power mix of the nation's second-largest city.

"We often wonder, what does history look like, what does it feel like? It feels like this, today," Garcetti said. "A moment in which all of us as human beings are challenged to step up and to lead in a moment that will define our lives, and the lives of our children, and our children's children."

Los Angeles Mayor Eric Garcetti, left, with Aura Vasquez, right, a commissioner on the Los Angeles Board of Water and Power during a news conference outside Department of Water and Power headquarters Tuesday, Feb. 12. (Al Seib / Los Angeles Times)

Natural gas accounted for 31% of the city's power supply in 2017, with much of that generation coming from Scattergood, Haynes and Harbor. DWP managers had argued in recent months that those three facilities in particular are critical to keeping the lights on for the city's 4 million residents, especially on hot summer days with the highest electricity demand and during outages elsewhere on the power grid.

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Los Angeles is under state orders to shutter all 10 gas-fired generators at the three plants in the coming years because they use ocean water for cooling, which can harm marine life. DWP officials had said they weren't sure clean technologies like batteries would be cheap or effective enough to replace the gas plants before the state's deadlines, 2024 for Scattergood and 2029 for Harbor and Haynes.

On Tuesday, they sang a different tune.

"The question that staff has somehow heard for a number of years is, 'Can we?' And I don't think 'can we?' is the right word. It's 'How can we?'" DWP General Manager David Wright said. "Some of the best managers and the best engineers, planners and operators will take this challenge and will make it work."

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DWP General Manager David Wright, the nation's largest municipally owned utility, during a news conference outside the utility's headquarters Tuesday, Feb. 12. (Al Seib / Los Angeles Times)

The department may try to buy itself some extra time on one of the gas plants. Nancy Sutley, the utility's chief sustainability officer, said at a board meeting Tuesday that DWP staff could ask the State Water Resources Control Board to extend the deadline to shut down Scattergood to 2029, if the DWP board approves.

Los Angeles isn't alone in trying to eliminate fossil fuels: California lawmakers passed a bill last year requiring the state to get 100% of its electricity from climate-friendly sources by 2045. The main challenge is that the two cheapest and most popular sources of

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renewable energy, solar and wind power, are intermittent, generating electricity only when the sun shines or the wind blows.

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That's starting to change as lithium-ion batteries and other forms of energy storage get cheaper, making it possible to bank electricity from solar panels and wind turbines in increasingly large quantities. But some critics still question whether it's possible to run an affordable, reliable power grid without fossil fuels anytime soon.

Kendal Asuncion, a public policy manager for the Los Angeles Area Chamber of Commerce, pointed to the recommendations of a team of DWP consultants who had advised the utility to rebuild seven of the 10 ocean-cooled gas units. Asuncion said the city's environmental goals must be "balanced with resiliency, responsibility and financial responsibility" to keep power flowing smoothly and electricity rates low.

"Businesses are concerned about these impacts to our bottom line, and we're concerned that there was no ratepayer advocate report or analysis done on this," Asuncion said at Tuesday's board meeting.

It's hard to predict whether battery costs will keep falling, or what other clean energy technologies and strategies will evolve over the next decade. But there's a growing body of scientific literature suggesting that eliminating fossil fuels is doable. Just last month, researchers from Finland and Brazil released a study finding that powering the Americas with 100% renewable energy may actually reduce electricity costs.

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The coal-fired Intermountain Power Plant outside Delta, Utah, shown in March 2016, generates then 1,8 megawatt hours of coal-fired energy each year for Utah and Southern California. (George Frey / Getty Images)

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As Los Angeles officials celebrated the transition away from natural gas on Tuesday, they mostly glossed over the fact that the city still gets much of its power from an even dirtier fossil fuel: coal. In 2017, 18% of L.A.'s electricity was generated at the Intermountain Power Plant, a coal-burning facility outside Delta, Utah.

That plant supplies energy to dozens of cities and power agencies in California and Utah, and is scheduled to be decommissioned by 2025. But the DWP, which buys nearly half the electricity generated at Intermountain, supports a plan backed by other Intermountain buyers to replace the facility with an 840-megawatt gas plant — the same type of power plant Garcetti wants to retire here in the Los Angeles Basin.

Asked about DWP's support for a new gas plant in Utah, Garcetti described it as "part of a plan to get off of coal." But he acknowledged that any new investment in fossil fuels "doesn't sit easy, I think, with any of us."

"We have to make sure that there is sustainable power, and it's way too early to be able to say there's something where we can snap our fingers and have battery storage at that level," Garcetti said. "It's something that I continue to push this department to look at in any way that we can. Because that to me is not a long-term solution. I don't want to see in 30 years from now that we have a natural gas plant, even if it's in Utah."

DWP officials have said they agreed to a gas plant at the Intermountain site in part to maintain access to the Southern Transmission System, a 500-mile power line corridor that brings electricity from Utah to Southern California. They see the transmission lines as a valuable pathway for importing low-cost clean energy from Utah alongside the gas-fired electricity. They've also said they plan to pay down the gas plant's costs on an accelerated schedule, to make possible its early retirement.

But S. David Freeman, a former DWP general manager who now works with environmental groups to advocate for renewable energy, has criticized Garcetti for going along with the Utah gas plant — even though the mayor helped downsize the project to 840 megawatts from the 1,200 megawatts previously supported by DWP.

"It's global warming, for God's sake. It doesn't matter if it's in Utah or if it's in downtown L.A. as far as the climate's concerned," Freeman said. "I think a little sunlight needs to be shone on that matter."

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Sammy Roth CONTACT

Sammy Roth covers energy for the Los Angeles Times. He previously reported for the Desert Sun and USA Today, where he focused on renewable energy, climate change, electric utilities and public lands. He grew up in Westwood and would very much like to see the Dodgers win the World Series.

COMMENTS (31)

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April 22, 2019

Attn: Ms. Erika Lam
Department of City Planning
City of Los Angeles
6262 Van Nuys Boulevard, Room 351
Van Nuys, California 91401

ENV-2019-1743-EIR, CPC-2019-1741-CPU, CPC-2019-1742-CPU, CPC-2019-1745-CPU
Notice of Preparation: Southwest Valley Community Plans Update EIR

Dear Ms. Lam:

The Santa Monica Mountains Conservancy (Conservancy) offers comments on the Notice of Preparation of a combined Draft Environmental Impact Report (EIR) for the proposed Southwest Valley Community Plans Update. The Conservancy, together with our joint powers authority, the Mountains Recreation and Conservation Authority (MRCA), is responsible for the maintenance and patrol of thousands of acres of public parkland and open space both within and adjacent to the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana Community Plan Areas. The updated Community Plans have the potential to impact biological, scenic, and recreational resources on that public land.

The updated Community Plans for both the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana Community Plan Areas must address the existing and future recreational use of the unimproved portion of Mulholland Drive (Dirt Mulholland) that exists within those plans areas. The portion of Dirt Mulholland that currently exists east of the intersection with Saltillo Street in Woodland Hills should remain unpaved, in perpetuity, to maintain significant recreation, scenic, historical, and ecological resources. The Draft EIR must include an alternative that provides for permanent retention of unpaved Mulholland Drive east of Saltillo Street. Such an alternative should include minor drainage improvements and annual surface maintenance.

The Draft EIR should include an alternative that provides for both comprehensive green way habitat, and watershed improvements of the vast Mulholland Drive right of way located west of the Ensenada Drive intersection coursing towards Topanga Canyon Boulevard.

All three updated Community Plans (including the Reseda-West Van Nuys Community Plan) must also address issues of pedestrian access to the upper Los Angeles River and Los Angeles River tributaries within the subject Community Plan areas. The EIR should include a minimum of two Alternative Projects which analyze current and future pedestrian access

to the Los Angeles River and tributaries on all parcels where such future pedestrian access is feasible.

Please contact Paul Edelman of our staff regarding any questions at 310-589-3200, ext. 128 or by e-mail at edelman@smmc.ca.gov.

Sincerely,

IRMA MUÑOZ
Chairperson

#

cc: Ms. Claudia Rodriguez, Department of City Planning
Ms. Adrineh Melkonian, Department of City Planning

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April 30, 2019

Ms. Erika Lam, Full Name, City Planning Associate
City of Los Angeles, Department of City Planning
6262 Van Nuys Boulevard, Room 351
Van Nuys, California 91401
Phone: (818) 374-5046
E-mail: erika.lam@lacity.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Southwest Valley Community Plans Update [SCAG NO. IGR9874]

Dear Ms. Lam,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Southwest Valley Community Plans Update ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Southwest Valley Community Plans Update in Los Angeles County. The proposed project includes an update of the Southwest Valley Community Plans that includes boundary changes, land use designation updates, and plans for future growth.

When available, please send environmental documentation to *SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SOUTHWEST VALLEY COMMUNITY PLANS UPDATE [SCAG NO. IGR9874]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	**SCAG does not yet have an agreed-upon security performance measure.*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted County of Los Angeles Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	4,017,000	4,442,500	4,609,400
Households	6,458,000	7,325,000	7,412,300	1,441,400	1,618,900	1,690,300
Employment	8,414,000	9,441,000	9,871,500	1,899,500	2,104,100	2,169,100

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

Erika Lam <erika.lam@lacity.org>

FTBMI AB52 Southwest Valley Community Plans Update Project

Jairo Avila <jairo.avila@tataviam-nsn.us> Tue, Apr 30, 2019 at 2:15 PM
To: erika.lam@lacity.org

Tribal Historic & Cultural Preservation Department

Project: ***Southwest Valley Community Plans Update Project***
Case No: ***CPC-2019-1741-CPU; CPC-2019-1742-CPU; CPC-2019-1745-CPU, ENV-2019-1743-EIR***

Hello Erika,

On behalf of the Fernandeño Tataviam Band of Mission Indians (FTBMI), thank you for the formal notification regarding the proposed project (Project) referenced above. The FTBMI appreciates the opportunity to review Project information which was received by our Tribal Historic and Cultural Preservation (THCP) Department on April 4, 2019, under the provisions of the California Environmental Quality Act (CEQA) (as amended, 2015) and CA Public Resources Code section 21080.3.1. The Project is located within the traditional Tataviam ancestral territory and, therefore, the Project is of interest to the FTBMI.

Based on the information provided and the nature of the proposed Project, the THCP Department is interesting in knowing how the proposed Southwest Valley Community Plans Update addresses the concerns of Native American Tribes in regards to Native American consultation and potential impacts to tribal cultural resources. Ground disturbing activities within the Project area have the potential for impacting significant resources related to the FTBMI, therefore understanding the way the Plan Updates address Native American concerns is very important to the FTBMI.

In order to provide informed feedback on this proposed Project, the THCP Department would greatly appreciate if you could provide the language in the proposed plans that address Native American consultation and tribal cultural resources.

Please feel free to give me a call should you have any questions.

Respectfully,
Jairo Avila
--
Jairo F. Avila, M.A., RPA.
Tribal Historic and Cultural Preservation Officer

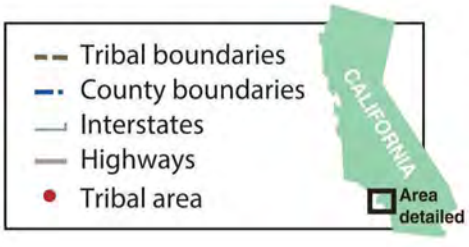
Fernandeño Tataviam Band of Mission Indians
1019 Second Street, Suite 1
San Fernando, California 91340
Office: (818) 837-0794
Website: http://www.tataviam-nsn.us

TataviamArea Map.pdf
1411K



Fernandeño Tataviam Band of Mission Indians Historical Tribal Territory





Tribal boundary depicted is based on registered tribal citizens' ancestral villages. Due to kinship networks and social exchange, this hard boundary does not include all of the abundant locations associated with Tataviam cultural resources and ancestry. Therefore, the overlap yellow boundary accommodates the natural mobility of ancestral and contemporary Tataviam people, which are also known to be well associated with the tribe and sensitive cultural resources.

All projects breaking soil within the tribal boundary are subject to Tataviam jurisdiction, whereas any projects occurring within the yellow boundary may be subject to further analysis by other surrounding Tribal Governments.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:
erika.lam@lacity.org
Erika Lam, City Planning Associate
City of Los Angeles, City Planning Department
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

May 1, 2019

Notice of Preparation of an Environmental Impact Report for the Proposed Southwest Valley Community Plans Update

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. South Coast AQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report (EIR). Please send South Coast AQMD a copy of the EIR upon its completion. Note that copies of the EIR that are submitted to the State Clearinghouse are not forwarded to South Coast AQMD. Please forward a copy of the EIR directly to South Coast AQMD at the address shown in the letterhead. **In addition, please send with the EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[1]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

South Coast AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. South Coast AQMD staff recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analyses. Copies of the Handbook are available from the South Coast AQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on South Coast AQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). South Coast AQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

On March 3, 2017, the South Coast AQMD's Governing Board adopted the 2016 Air Quality Management Plan (2016 AQMP), which was later approved by the California Air Resources Board on March 23, 2017. Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

provides a regional perspective on air quality and the challenges facing the South Coast Air Basin. The most significant air quality challenge in the Basin is to achieve an additional 45 percent reduction in nitrogen oxide (NOx) emissions in 2023 and an additional 55 percent NOx reduction beyond 2031 levels for ozone attainment. The 2016 AQMP is available on South Coast AQMD's website at: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan.

South Coast AQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and South Coast AQMD to reduce community exposure to source-specific and cumulative air pollution impacts, South Coast AQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. South Coast AQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on South Coast AQMD's website at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. Guidance[2] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

South Coast AQMD has also developed both regional and localized air quality significance thresholds. South Coast AQMD staff requests that the Lead Agency compare the emissions to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, South Coast AQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by South Coast AQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the Proposed Project, the Lead Agency should identify any potential adverse air quality impacts and sources of air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure in the EIR. The degree of specificity will correspond to the degree of specificity involved in the underlying activity which is described in the EIR (CEQA Guidelines Section 15146). When quantifying air quality emissions, emissions from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area

[2] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, for phased projects where there will be an overlap between construction and operation, the emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine the level of significance.

If the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

If the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the Proposed Project, including:

- Chapter 11 "Mitigating the Impact of a Project" of South Coast AQMD's *CEQA Air Quality Handbook*
- South Coast AQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- South Coast AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- California Air Pollution Control Officers Association's (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Alternatives

If the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits
If implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the EIR. For more information on permits, please visit South Coast AQMD's webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources
South Coast AQMD rules and relevant air quality reports and data are available by calling the South Coast AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the South Coast AQMD's webpage (http://www.aqmd.gov).

South Coast AQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and mitigated where feasible. Please contact me at lsun@aqmd.gov, should you have any questions.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC190404-03
Control Number

Erika Lam <erika.lam@lacity.org>

Comment Letter from ALUC for the NOP of the SW Valley Community Plan Updates

2 messages

Alyson Stewart <astewart@planning.lacounty.gov> Wed, May 1, 2019 at 10:23 AM
To: "erika.lam@lacity.org" <erika.lam@lacity.org>

Hi Erika Lam,

Attached is a referral letter from Los Angeles County Airport Land Use Commission regarding the NOP for the Southwest Valley Community Plans Update. We would like to keep informed about progress with the Reseda-West Van Nuys Community Plan, as it pertains to Van Nuys Airport.

Thank you,

Alyson Stewart

Senior Regional Planner

Los Angeles County

Department of Regional Planning

(213) 458-5513

astewart@planning.lacounty.gov

ALUC referral letter on NOP for Southwest Valley CP Updates 05012019.pdf
670K

Erika Lam <erika.lam@lacity.org> Thu, May 2, 2019 at 7:31 AM
To: Alyson Stewart <astewart@planning.lacounty.gov>

Dear Ms. Stewart,

Thank you for your comment. Your comment has been noted for the record.
[Quoted text hidden]
--

Erika Lam, City Planning Associate
Department of City Planning
T: (818)374-5046 | **E:** erika.lam@lacity.org
6262 Van Nuys Blvd, Room 351
Van Nuys, CA 91401

COUNTY OF LOS ANGELES
AIRPORT LAND USE COMMISSION

May 1, 2019

Erika Lam, City Planning Associate
City of Los Angeles, Department of City Planning
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE SOUTHWEST VALLEY COMMUNITY PLANS UPDATE

Thank you for the opportunity to comment on the Notice of Preparation of an EIR for the Southwest Valley Community Plan Updates. Staff of the Los Angeles County Airport Land Use Commission (ALUC) has reviewed the Notice of Preparation document and has the following comments.

In accordance with the California Public Utilities Code (PUC), Section 21676(b), prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the Airport Land Use Commission pursuant to Section 21675, the local agency shall first refer the proposed action to the ALUC for a consistency determination with the adopted Los Angeles County Airport Land Use Plan.

The types of potential airport impacts which the ALUC considers are: 1) Exposure to aircraft noise; 2) Land use safety – the risks, both to people on the ground and the occupants of aircraft, associated with aircraft accidents near airports; 3) Protection of airport airspace from hazards to flight; and 4) General concerns, especially annoyance, related to aircraft overflights. **Any changes in land use designations or density within the planning boundaries (Airport Influence Area) of Van Nuys Airport in the update to Reseda-West Van Nuys Community Plan require a review of these potential impacts to and surrounding Van Nuys Airport.** The relevant sections of the Draft EIR which the ALUC will review for this project are the Land Use & Planning, Noise and Hazards/Hazardous Materials.

The timing of submission of materials for review by the ALUC should be after the City Planning Commission takes preliminary action, but before the City Council considers the project for final approval. All project information should be filed with the Department of Regional Planning.

A pre-consultation with ALUC staff is recommended before the formal submission of project materials, which can be arranged by calling (213) 974-6432 or sending an email to aluc@planning.lacounty.gov. For additional information on project submittal materials, please visit our webpage at: http://planning.lacounty.gov/aluc.

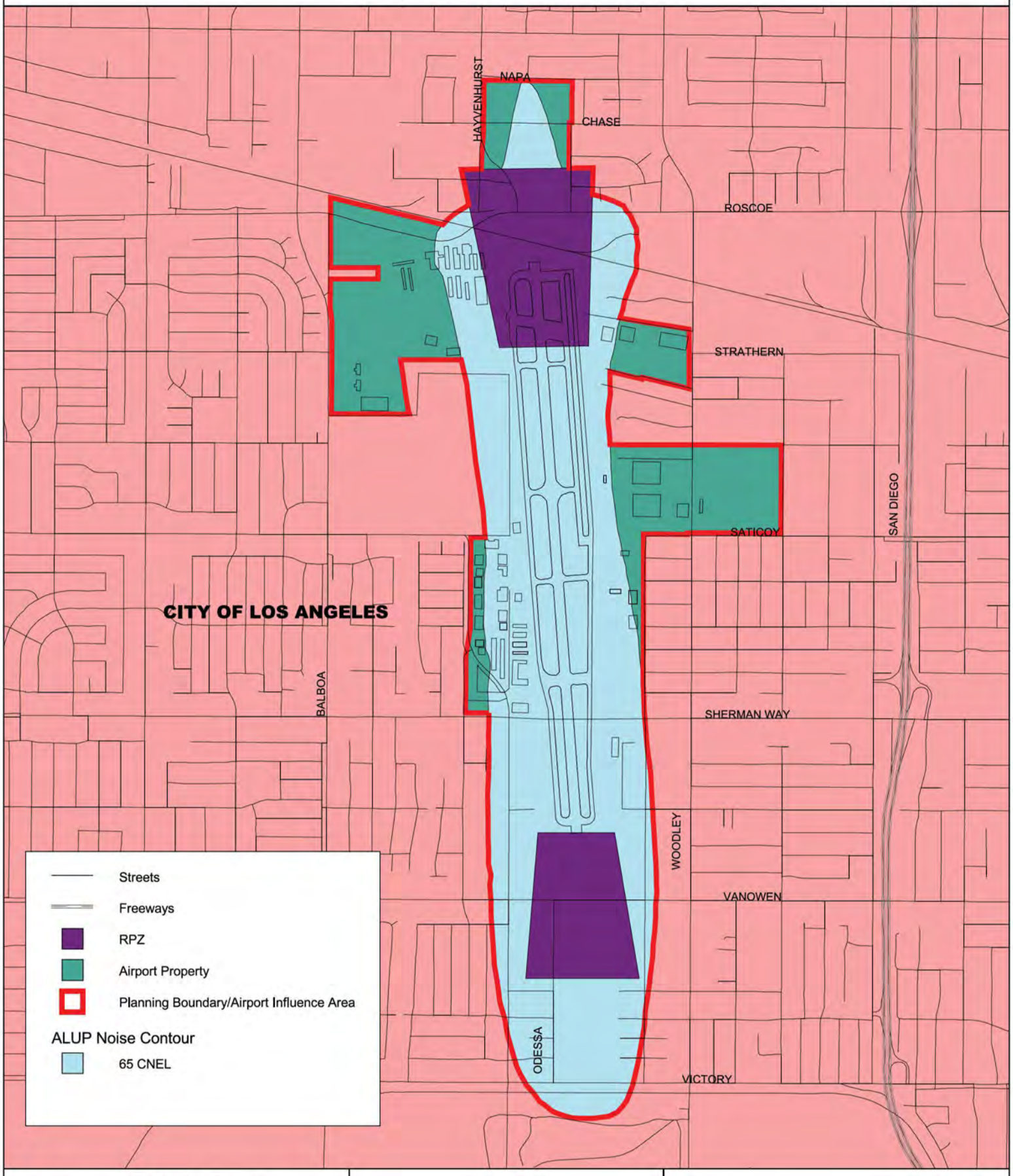
If you have any questions, please call Alyson Stewart of my staff at (213) 458-5513 Monday through Thursday between 7:30 a.m. and 5:30 p.m, or email her at aluc@planning.lacounty.gov.

Sincerely,

Bruce Durbin, Supervising Regional Planner
Ordinance Studies/ALUC Staff

BD:as

VAN NUYS AIRPORT



LOS ANGELES COUNTY
AIRPORT LAND USE COMMISSION
320 W. Temple Street
Los Angeles, CA 90012
(213) 974-6425

AIRPORT INFLUENCE AREA

0 800 1600 2400 Feet

N

5/13/03

Erika Lam <erika.lam@lacity.org>

Development Review: Southwest Valley Community Plans Update

1 message

Truong, Cassie <TruongC@metro.net> Thu, May 2, 2019 at 8:50 AM
To: "erika.lam@lacity.org" <erika.lam@lacity.org>
Cc: "Ling, Shine" <LingS@metro.net>

Hello,

Thank you for the opportunity to comment on the Southwest Valley Community Plans Update in the City of Los Angeles. Attached are Metro's comments. Please contact Shine Ling at 213.922.2671 if you have any questions.

Thank you,

Cassie Truong
LA Metro

Transportation Associate I
Transit Oriented Communities
213.418.3489
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro provides excellence in service and support.

2 attachments

190501_Southwest Valley CP.pdf
128K

180509_devrev_handbook.pdf
7769K

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

May 2, 2019

Erika Lam
Department of City Planning
City of Los Angeles
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Sent by Email: erika.lam@lacity.org

RE: Southwest Valley Community Plans Update – Notice of Preparation of a Draft Environmental Impact Report (EIR) – CPC-2019-1741-CPU; CPC-2019-1742-CPU; CPC-2019-1745-CPU; ENV-2019-1743-EIR

Dear Ms. Lam:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Southwest Valley Community Plans Update (Plans), located in the City of Los Angeles (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive planning and developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

The purpose of this letter is to briefly describe the proposed Plans, based on the Notice of Preparation of a Draft Environmental Impact Report, outline recommendations from Metro concerning issues that are germane to our agency's statutory responsibility in relation to our rail and bus facilities and services that may be affected by the proposed Plans, and help identify opportunities in the Plans to support transit ridership. There are multiple Metro transit projects in or proximate to the Southwest Valley area funded by Measure M, including: the Orange Line Bus Rapid Transit (BRT) Improvement, the Sepulveda Transit Corridor Project, and the North San Fernando Valley BRT Project. Collectively, these projects will significantly enhance mobility to, from, and within the Southwest Valley Community Plan area. Metro hopes to work closely with the City in the coming months and years to coordinate planning efforts to leverage the value of these transit investments.

Plan Description

The proposed Plans include amending three Community Plans: (1) Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan; (2) Encino-Tarzana Community Plan; and (3) Reseda-West Van Nuys Community Plan, the General Plan Land Use Maps, and the City of Los Angeles Municipal Code to adopt new zoning regulations as part of the re-code LA program. As mentioned above, Metro operates bus services, as well as anticipates future rail service within the following Plans' areas.

Transit Service Considerations

1. Bus Operations: Several Metro Bus Lines operate within the Plans' areas. To provide safe and convenient bus service, Metro recommends that the Plans include language that requires future development to inform Metro of projects near bus stops or other bus facilities that could impact operations. The Adjacent Development Handbook (attached) provides recommendations for bus stop design and coordination needs. For streets where Metro provides bus service, Metro recommends that the City design outside right lanes to be 12 feet wide (or at minimum 11 feet wide) for bus travel.

2. NextGen Bus Study: Metro has undertaken a redesign of its bus network throughout the City of Los Angeles and the County called the NextGen Bus Study. This Study may suggest the development of additional BRT lines within the Southwest Valley area, which could include exclusive or semi-exclusive bus lanes to increase the speed and capacity of Metro buses with the San Fernando Valley. It is imperative that Metro staff and City staff work together to determine the best approach for bus system improvements and the location of passenger amenities to serve the area. For more information concerning the NextGen study please contact Stephen Tu at Tus@metro.net.

3. Orange Line BRT Improvements: Metro is implementing several improvements along the Orange Line to enhance safety, performance, and ridership. The improvements include building up to 35 railroad-style gates at intersections along the Orange Line and constructing grade separated structures that would elevate the busway, bike path, and associated stations at Van Nuys and Sepulveda Boulevards.

4. Sepulveda Transit Corridor: The goal of the Sepulveda Transit Corridor Feasibility Study is to identify and evaluate rail transit concepts that will provide high-quality service to the large and growing travel market between the San Fernando Valley, the Westside and the LAX area. For transit to be a competitive travel option that attracts new riders, it must be fast, frequent, high capacity, reliable, and it must provide convenient connections to existing and planned transit corridors. At the conclusion of the study in Fall 2019, a reduced number of alternatives will be recommended to the Metro Board of Directors for further study during the environmental review process. More information may be found online at: https://www.metro.net/projects/sepulvedacorridor/.

5. North San Fernando Valley BRT: The North San Fernando Valley BRT project will meet the growing demand for transit in the northern portion of the San Fernando Valley and make transit service more accessible, inclusive and responsive to the needs of the diverse communities it serves. The new service seeks to provide a convenient, more attractive service that includes more frequent and reliable bus service and improved travel times. More information may be found online at: https://www.metro.net/projects/north-sfv-brt/.

6. Adjacent Development Coordination: To improve coordination between the City, adjacent development and Metro, Metro would like to provide the City with a user-friendly resource, the Metro Adjacent Development Handbook (referenced above), which provides an overview of common concerns for development adjacent to Metro ROW. This document and additional resources are available at www.metro.net/projects/devreview/. Metro encourages the City to provide this document as a resource to all development projects adjacent to Metro ROW.

Transit Orientation Considerations

Considering the area of each Plan and its proximity to the Orange Line and major bus corridors, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Land Use: Metro supports Plans that incorporate the development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the City to be mindful of the Orange Line Stations within the Plans' areas and include strategies to orient pedestrian pathways towards the Stations.

2. Transit Connections: The Plans should include policies and design standards to accommodate transfer activity between bus and rail customers that will occur along the sidewalks and public spaces. Metro recently completed the Metro Transfers Design Guide, a best practice document on transit improvements. This can be accessed online at https://www.metro.net/projects/systemwidedesign.

3. Walkability: Metro strongly encourages the installation of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access the nearby bus stops and rail stations. The City should consider requiring the installation of such amenities as part of the conditions of approval of projects within the area of each Plan.

4. Access: The Plans should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting transportation with housing and employment centers. For reference, please view the First Last Mile Strategic Plan, authored by Metro and the

Southern California Association of Governments (SCAG), available on-line at: http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

5. Active Transportation: Metro encourages the City to promote bicycle use through adequate short-term bicycle parking, such as ground-level bicycle racks, as well as secure and enclosed long-term bicycle parking, such as bike lockers or a secured bike room, for guests, employees, and residents. Bicycle parking facilities should be designed with best practices in mind, including: highly visible siting, effective surveillance, easy to locate, and equipment installed with preferred spacing dimensions, so they can be conveniently accessed. Additionally, the Plans should help facilitate safe and convenient connections for pedestrians, people riding bikes, and transit users to/from the destinations within each Plan area.

6. Parking: Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements for specific areas and the exploration of shared parking opportunities. These strategies could be pursued to reduce automobile-orientation in design and travel demand.

Metro supports the City's work efforts on the Transit Neighborhood Plans for areas surrounding Reseda Station and Sherman Way Station on the Orange Line and encourages the City to incorporate the concepts above into the Plans.

Metro looks forward to continuing to collaborate with the City to effectuate policies and implementation activities that promote transit-oriented communities. If you have any questions regarding this response, please contact me by phone at 213-922-2671, by email at LingS@metro.net, or by mail at the following address:

Metro Development Review
One Gateway Plaza MS 99-22-1
Los Angeles, CA 90012-2952

Sincerely,

Shine Ling, AICP
Manager, Transit Oriented Communities

Attachment and link:

- Adjacent Development Handbook: https://www.metro.net/projects/devreview/

Los Angeles County
Metropolitan Transportation Authority

METRO ADJACENT DEVELOPMENT HANDBOOK

A GUIDE FOR CITIES AND DEVELOPERS

MAY 2018



Metro

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Introduction

The Metro Adjacent Development Handbook provides guidance to local jurisdictions and developers constructing on, adjacent, over, or under Metro right of way, non-revenue property, or transit facilities to support transit-oriented communities, reduce potential conflicts, and facilitate clearance for building permits. The Handbook should be used for guidance purposes only. The Metro Adjacent Construction Design Manual and Metro Rail Design Criteria are documents that shall be strictly adhered to for obtaining approval for any construction adjacent to Metro facilities.

Who is Metro?

The Los Angeles County Metropolitan Transportation Authority (Metro) plans, funds, builds, and operates rail and bus service throughout Los Angeles County. Metro moves close to 1.3 million riders on buses and trains daily, traversing many jurisdictions in Los Angeles County. With funding from the passage of *Measure R* (2008) and *Measure M* (2016), the Metro system will expand significantly, adding over 100 miles of new transit corridors and up to 60 new stations. New and expanded transit lines will improve mobility across Los Angeles County, connecting riders to more destinations and expanding opportunities for adjacent construction and *Transit Oriented Communities (TOCs).* Metro's bus and rail service spans over 1,433 square miles and includes the following transit service:



Metro Rail connects close to 100 stations along 98.5 miles of track and operates underground in tunnels, at grade within roadways and dedicated *rights-of-way (ROW),* and above grade on aerial guideways. The Metro Rail fleet includes *heavy rail* and *light rail* vehicles. Heavy rail vehicles are powered by a third rail through a conductor along the tracks and light rail vehicles are powered by an *overhead catenary system (OCS).* To operate rail service, Metro owns traction power substations, maintenance yards and shops, and supporting infrastructure.



Metro Bus-Rapid-Transit (BRT) operates accelerated bus transit, which serves as a hybrid between rail and traditional bus service. *BRT* operates along a dedicated ROW, separated from vehicular traffic to provide rapid service. Metro BRT may run within the center of a freeway or may be separated from traffic in its own corridor. BRT station footprints vary from integrated, more spacious stations to compact boarding areas along streets.



Metro Bus serves 15,967 bus stops, operates 170 routes and covers 1,433 square miles with a fleet of 2,228 buses. Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes. Metro bus stops are typically located on sidewalks within the public right-of-way, which is owned and maintained by local jurisdictions.



Metrolink/Regional Rail: Metro owns much of the ROW within Los Angeles County on which the *Southern California Regional Rail Authority (SCRRA)* operates *Metrolink* service. Metrolink is a commuter rail system with seven lines that span 388 miles throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties. As a SCRRA member agency and property owner, Metro reviews development activity adjacent to Metrolink ROW.

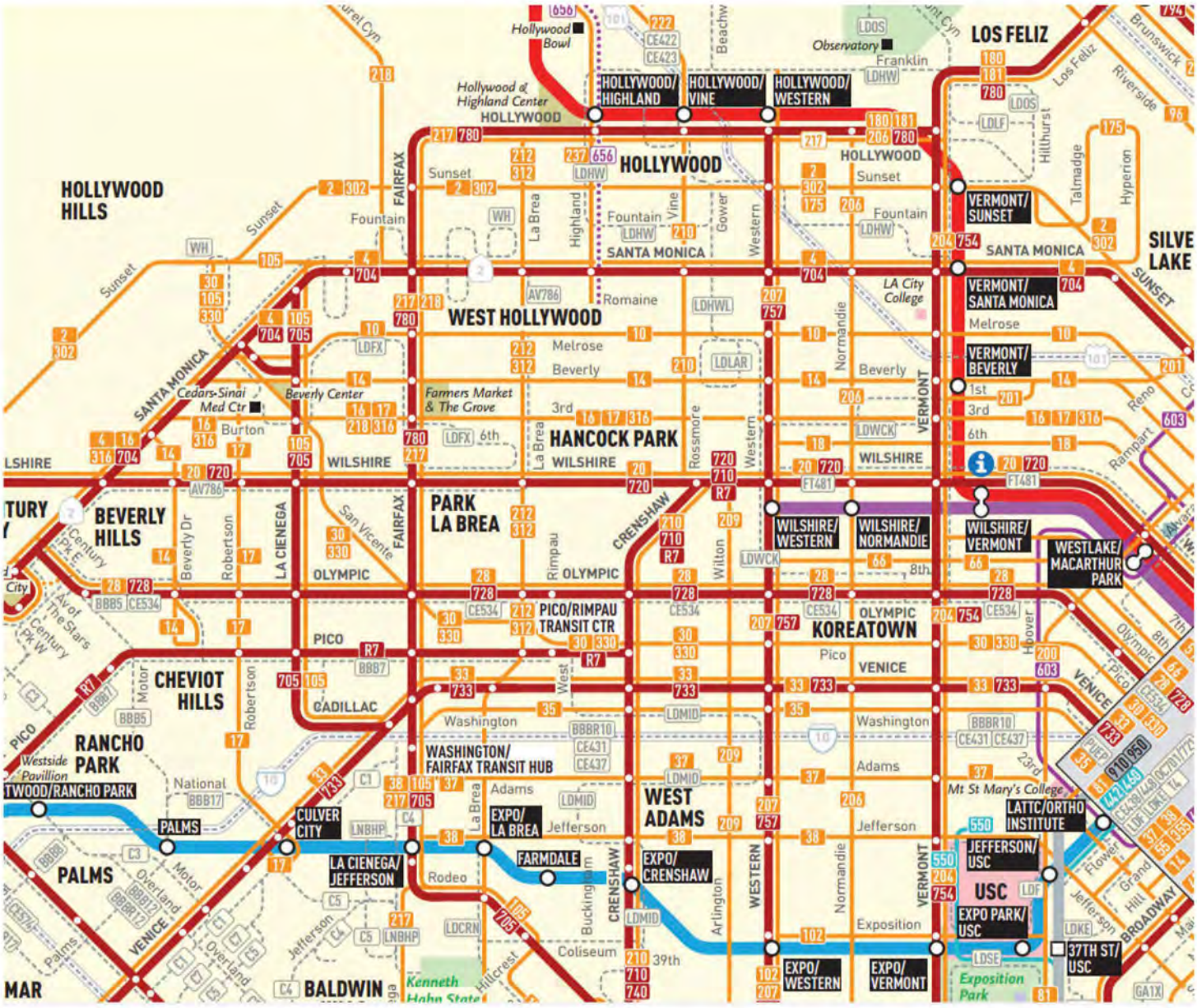
Introduction

Metro and Regional Rail Map



Metro is currently undertaking the largest rail infrastructure expansion effort in the United States. A growing fixed guideway system presents new adjacency challenges, but also new opportunities to catalyze land use investment and shape livable communities along routes and around stations.

Metro Bus and Rail System Map (Excerpt)



As a street-running transit service, Metro's "Rapid" and "Local" buses share the public ROW with other vehicles, cyclists, and pedestrians, and travel through the diverse landscapes of Los Angeles County's 88 cities and unincorporated areas.

Introduction

Why is Metro Interested in Adjacent Development?

Metro Supports Transit Oriented Communities

Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout Los Angeles County. Leading in this effort is Metro's vision to create TOCs, a mobility and development approach that is community-focused and context-responsive at its core. The TOC approach goes beyond the traditional transit oriented development (TOD) model to focus on shaping vibrant places that are compact, walkable, and bikeable community spaces, and acknowledge mobility as an integral part of the urban fabric.

Adjacent Development Leads to Transit Oriented Communities

Metro supports private development adjacent to transit as this presents a mutually beneficial opportunity to enrich the built environment and expand mobility options for users of developments. By connecting communities, destinations, and amenities through improved access to public transit, adjacent developments have the potential to reduce car dependency and greenhouse gas emissions; promote walkable and bikeable communities that accommodate more healthy and active lifestyles; improve access to jobs and economic opportunities; and create more opportunities for mobility – highly desirable features in an increasingly urbanized environment.

Metro is committed to working with stakeholders across the County to support the development of a sustainable, welcoming, and well-designed environment around its transit services and facilities. Acknowledging an unprecedented opportunity to influence how the built environment throughout Los Angeles County develops along and around transit and its facilities, Metro has created this Handbook – a resource for municipalities, developers, architects, and engineers to use in their land use planning, design, and development efforts. This Handbook presents a crucial first step in active collaboration with local stakeholders; finding partnerships that leverage Metro initiatives and support TOCs across Los Angeles County; and ensuring compatibility with transit infrastructure to minimize operational, safety, and maintenance issues.



What are the Goals of the Handbook?

Metro is committed to partnering with local jurisdictions and providing information to developers early in project planning to identify potential synergies associated with building next to transit and reduce potential conflicts with transit infrastructure and services. Specifically, the Handbook is intended to guide the design, engineering, construction, and maintenance of structures within 100 feet of Metro ROW, including underground easements, on which Metro operates or plans to operate service, as well as in close proximity to or on Metro-owned non-revenue property and transit facilities.

Metro is interested in reviewing projects within 100 feet of its ROW – measured from the edge of the ROW outward – both to maximize integration opportunities with adjacent development and to ensure the structural safety of existing or planned transit infrastructure. As such, the Handbook seeks to:

- Improve communication, coordination, and understanding between developers, municipalities, and Metro.
- Streamline the development review process by coordinating a seamless, comprehensive agency review of all proposed developments near Metro facilities and properties.
- Highlight Metro operational needs and requirements to ensure safe, continuous service.
- Identify common concerns associated with developments adjacent to Metro ROW.
- Prevent potential impacts to Metro transit service or infrastructure.
- Maintain access to Metro facilities for patrons and operational staff.
- Avoid preventable conflicts resulting in increased development costs, construction delays, and safety impacts.
- Make project review transparent, clear, and more efficient.
- Assist in the creation of overall marketable and desirable developments.

Who Should Use the Handbook?

The Handbook is intended to be used by:

- Local jurisdictions who review, entitle, and permit development projects and/or develop policies related to land use, development standards, and mobility
- Developers, Project sponsors, architects, and engineers
- Entitlement consultants
- Property owners
- Builders/contractors
- Real estate agents
- Utility owners
- Environmental consultants

Metro Adjacent Development Handbook

How Should the Handbook be Used?

The Handbook complements requirements housed in the *Metro Adjacent Construction Design Manual*, which accompanies the *Metro Rail Design Criteria (MRDC)* and other governing documents that make up the *Metro Design Criteria and Standards*. This Handbook provides an overview and guide related to opportunities, common concerns, and issues for adjacent development and is organized into three categories to respond to different stages of the development process:

1 Site Planning & Design

2 Engineering

3 Construction Safety & Monitoring

Each page of the Handbook focuses on a specific issue and provides best practices to avoid potential conflicts and/or create compatibility with the Metro transit system. Links to additional resources listed at the bottom of each page may be found under Resources at the end of the Handbook. Definitions for words listed in *italics* may also be found at the end of this Handbook in the Glossary.

Metro will continue to revise the Handbook, as needed, to capture input from all parties and reflect evolving Best Practices in safety, operations, and transit-supportive development.



Types of Metro ROW & Transit Assets

Conditions	Description	Common Concerns for Metro with Adjacent Development
 UNDERGROUND ROW	Transit operates below ground in tunnels.	• Excavation support/tiebacks • Underground utilities • Shoring and structures • Ventilation shafts and street/sidewalk surface penetrations • Appendages (emergency exits, vents, etc.) • Surcharge loading of adjacent construction • Explosions • Noise and vibration/ground movement
 ELEVATED ROW	Transit operates on elevated structures, typically supported by columns.	• Upper level setbacks • Excavation support/tiebacks • Clearance from the OCS • Crane swings & overhead protection • Column foundations
 OFF-STREET ROW	Transit operates in dedicated ROW at street level, typically separated from private property or roadway by a fence or wall.	• Building setbacks from ROW • Travel sight distance/cone of visibility • Clearance from OCS • Crane swings & overhead protection • Storm water drainage for low impact development • Noise/vibration • Trackbed stability
 ON-STREET ROW	Transit operates within roadway at street level and is separated by fencing or a mountable curb.	• Setbacks from ROW • Travel sight distance/cone of visibility impeded by structures near ROW • Clearance from OCS • Crane swings & overhead protection • Driveways near ROW crossings • Noise/vibration • Trackbed stability
 ON-STREET BUSES	Metro buses operate on city streets. Bus stops are located on public sidewalks.	• Lane closures and re-routing • Bus stop access and temporary relocation
 NON-REVENUE/ OPERATIONAL ASSETS	Metro owns and maintains non-operational ROW and property used to support the existing and planned transit system (e.g. bus and rail maintenance facilities, transit plazas, traction power substations, park-and-ride lots).	• Adjacent structure setbacks • Adjacent excavation support/tiebacks • Ground movement • Underground utilities • Drainage • Metro access

Metro Review Phases

To facilitate early and continuous coordination with development teams and municipalities, and to maximize opportunities for project-transit synergy, Metro employs a four-phase development review process for projects within 100 feet of its ROW and properties:



PRELIMINARY CONSULTATION

2 Weeks

Project sponsor submits Metro In-Take Form and conceptual plans. Metro reviews and responds with preliminary considerations.

1. Project information is routed to impacted Metro departments for review and comment.
2. Metro coordinates a meeting at the request of the project sponsor or if Metro determines it necessary following preliminary review.
3. Metro submits comment letter with preliminary considerations for municipality and/or project sponsor. Metro recorded drawings and standards are provided as necessary.



ENTITLEMENT

2-4 Weeks

Metro receives CEQA notice from local municipality and responds with comments and considerations.

1. If project has not previously been reviewed, Metro routes project information to stakeholder departments for review and comment. If Project has been reviewed, Metro transmits the correspondence to departments to determine if additional comments are warranted. Municipality and project sponsor are contacted if additional information is required.
2. Metro coordinates design review meetings at the request of the project sponsor or if Metro determines them necessary following drawings review.
3. Metro prepares comment letter in response to CEQA notice and submits to municipality. Metro Engineering coordinates with project sponsor as necessary to approve project drawings.



ENGINEERING & REFINEMENT

2-4 Weeks

Dependent on the nature of the adjacent development, project sponsor submits architectural plans and engineering calculations for Metro review and approval.

1. Metro Engineering reviews project plans, calculations, and other materials. Review fees are paid as required.
2. Metro Engineering provides additional comments for further consideration or approves project drawings.
3. If required, Metro and project sponsor host additional meetings and maintain on-going coordination to ensure project design does not adversely impact Metro operations and facilities.



CONSTRUCTION SAFETY & MONITORING

Varies

Dependent on the nature of the adjacent development, Metro coordinates with project sponsor to facilitate and monitor construction near transit services and structures.

1. As requested by Metro, project sponsor submits a Construction Work Plan for review and approval.
2. Project sponsor coordinates with Metro to temporarily relocate bus stops, reroute bus service, allocate track, and/or complete safety procedures in preparation for construction.
3. Metro representative monitors construction and maintains communication with project sponsor to administer the highest degree of construction safety provisions near Metro facilities.

Metro Coordination

Best Practices for Municipality Coordination

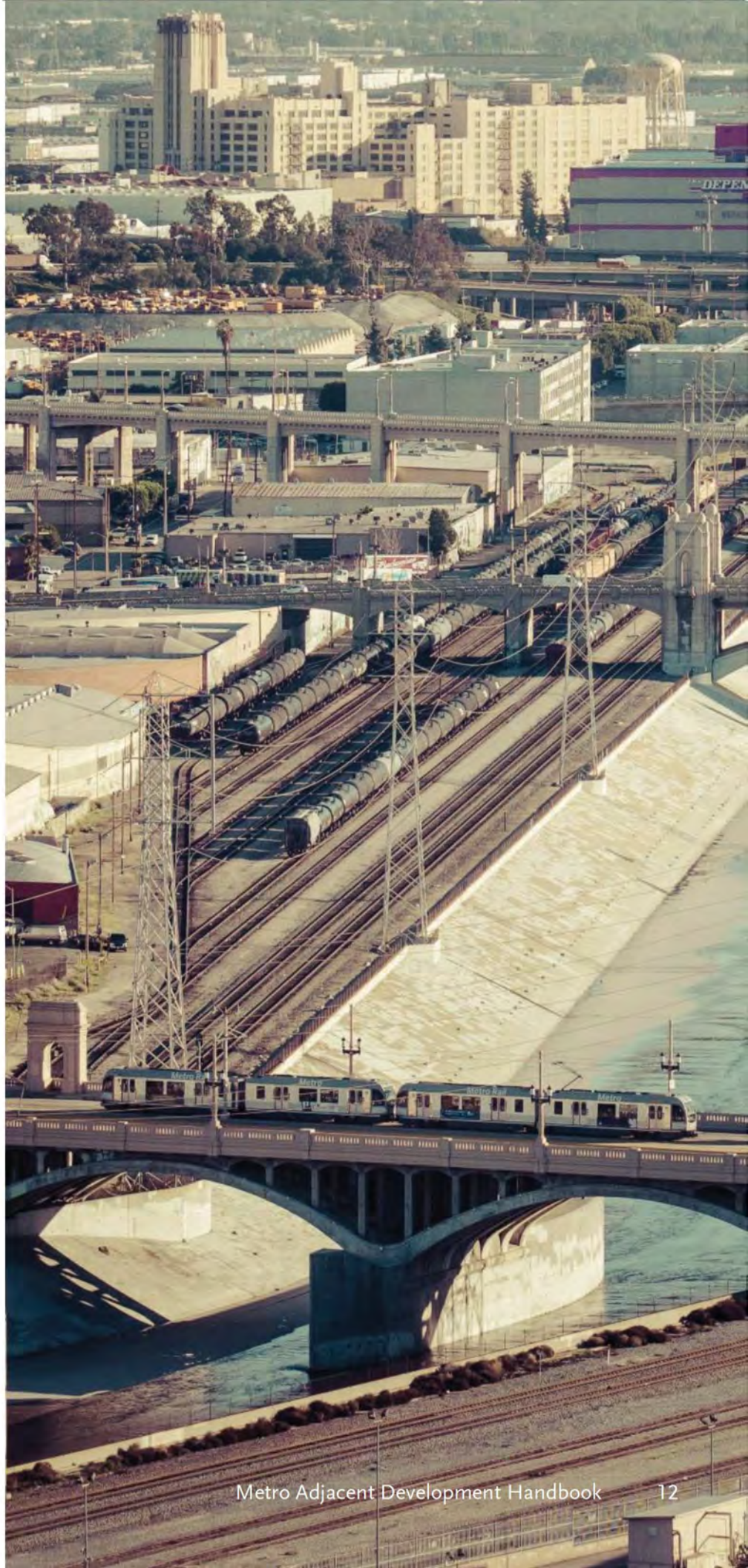
Metro suggests that local jurisdictions take the following steps to streamline the coordination process:

1. **Update GIS instruments with Metro ROW**: Integrate Metro ROW files into City GIS and/or Google Earth Files for all planning and development review staff.
2. **Flag Parcels**: Create an overlay zone through Specific Plans and/or Zoning Ordinance that "tags" parcels within 100' from Metro ROW to require coordination with Metro early during the development process [e.g. City of Los Angeles Zone Information and Map Access System (ZIMAS)].
3. **Provide Resources**: Direct all property owners and developers interested in parcels within 100' from Metro ROW to Metro resources (e.g. website, Handbook, In-Take Form, etc.).

Best Practices for Developer Coordination

Metro suggests that developers of projects adjacent to Metro ROW take the following steps to facilitate Metro project review and approval:

1. **Review Metro resources and policies**: The Metro Adjacent Development Review webpage and Handbook provide important resources for those interested in constructing on, adjacent, over, or under Metro right of way, non-revenue property, or transit facilities. Developers should familiarize themselves with these resources and keep in mind common adjacency concerns when planning a project.
2. **Contact Metro early during design process**: Metro welcomes the opportunity to provide feedback early in project design, allowing for detection and resolution of important adjacency issues, identification of urban design and system integration opportunities, and facilitation of permit approval.
3. **Maintain communication**: Frequent communication with stakeholder Metro departments during project design and construction will reinforce relationships and allow for timely project completion.







1 Site Planning & Design

1 Site Planning & Design

1.1 Supporting Transit Oriented Communities

Adjacent development plays a crucial role in shaping TOCs along and around Metro transit services and facilities. TOCs require an intentional orchestration of physical, aesthetic, and operational elements, and close coordination by all stakeholders, including Metro, developers, and municipalities.

Recommendation: Conceive projects as an integrated system that acknowledges context, builds on user needs and desires, and implements elements of placemaking. Metro is interested in collaborating with projects and teams that, in part or wholly:

- Integrate a mix of uses to create lively, vibrant places that are active day and night.
- Include a combination of buildings and public spaces to define unique and memorable places.
- Explore a range of densities and massing to optimize building functionality while acknowledging context-sensitive scale and architectural form.
- Activate ground floor with retail and outdoor seating/activities to bring life to the public environment.
- Prioritize pedestrian scaled elements to create spaces that are comfortable, safe, and enjoyable.
- Provide seamless transitions between uses to encourage non-motorized mobility, improve public fitness and health, and reduce road congestion.
- Reduce and hide parking to focus on pedestrian activity.
- Prevent crime through environmental design.
- Leverage regulatory TOD incentives to design a more compelling project that capitalizes on transit adjacency and economy of scales.
- Utilize Metro policies and programs supporting a healthy, sustainable, and welcoming environment around transit service and facilities.

Links to Metro policies and programs may be found in the Resources Section of this Handbook.



The Wilshire/Vermont Metro Joint Development project leveraged existing transit infrastructure to catalyze a dynamic and accessible urban environment. The project accommodates portal access into the Metro Rail system and on-street bus facilities.

1 Site Planning & Design

1.2 Enhancing Access to Transit

Metro seeks to create a comprehensive, integrated transportation network and supports infrastructure and design that allows safe and convenient access to its multimodal services. Projects in close proximity to Metro's services and facilities present an opportunity to enhance the public realm and connections to/from these services for transit patrons as well as users of the developments.

Recommendation: Design projects with transit access in mind. Project teams should capitalize on the opportunity to improve the built environment and enhance the public realm for pedestrians, bicyclists, persons with disabilities, seniors, children, and users of green modes. Metro recommends that projects:

- Orient major entrances to transit service, making access and travel intuitive and convenient.
- Plan for a continuous canopy of shade trees along all public right-of-way frontages to improve pedestrian comfort to transit facilities.
- Add pedestrian lighting along paths to transit facilities and nearby destinations.
- Integrate wayfinding and signage into project design.
- Enhance nearby crosswalks and ramps.
- Ensure new walkways and sidewalks are clear of any obstructions, including utilities, traffic control devices, trees, and furniture.
- Design for seamless, multi-modal pedestrian connections, making access easy, direct, and comfortable.



The City of Santa Monica leveraged investments in rail transit and reconfigured Colorado Avenue to form a multi-modal first/last mile gateway to the waterfront from the Expo Line Station.

Additional Resources:
Metro Active Transportation Strategic Plan
Metro Complete Streets Policy
Metro First/Last Mile Strategic Plan
Metro Transit Supportive Planning Toolkit

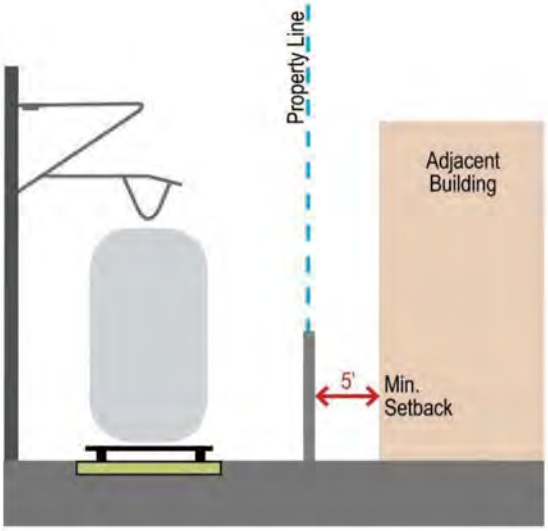
1.3 Building Setback

Buildings and structures with a zero lot setback abutting Metro ROW are of prime concern to Metro. Encroachment onto Metro property to construct or maintain buildings is strongly discouraged as this presents safety hazards and may disrupt transit service and/or damage Metro infrastructure.

Recommendation: Metro strongly encourages development plans include a minimum setback of five (5) feet to buildings from the Metro ROW property line to accommodate the construction and maintenance of structures without the need to encroach upon Metro property. As local jurisdictions also have building setback requirements, new developments should comply with the greater of the two requirements.

Entry into the ROW by parties other than Metro and its affiliated partners requires written approval. Should construction or maintenance of a development necessitate temporary or ongoing access to Metro ROW, a Metro *Right of Entry Permit* must be requested and obtained from Metro Real Estate for every instance access is required. Permission to enter the ROW is granted solely at Metro's discretion.

Refer to Section 3.2 –Track Access and Safety for additional information pertaining to ROW access in preparation for construction activities.



A minimum setback of five (5) feet between an adjacent structure and Metro ROW is strongly encouraged.

Additional Resources:
Metro Adjacent Construction Design Manual

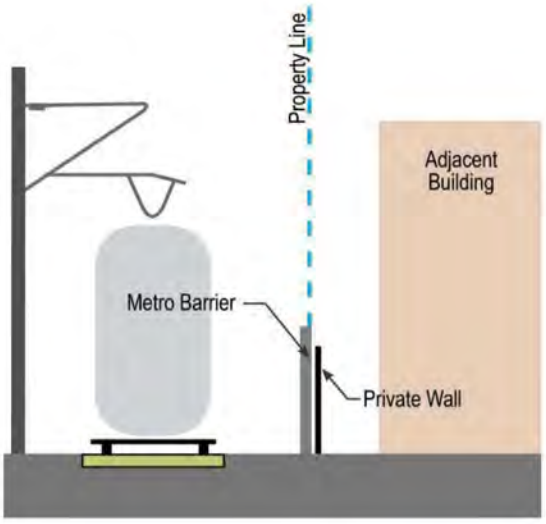
1.4 Shared Barrier Construction & Maintenance

In areas where Metro ROW abuts private property, barrier construction and maintenance responsibilities can rise to be a point of contention with property owners. When double barriers are constructed, the gap created between the Metro-constructed fence and a private property owner's fence can accumulate trash and make regular maintenance challenging without accessing the other party's property.

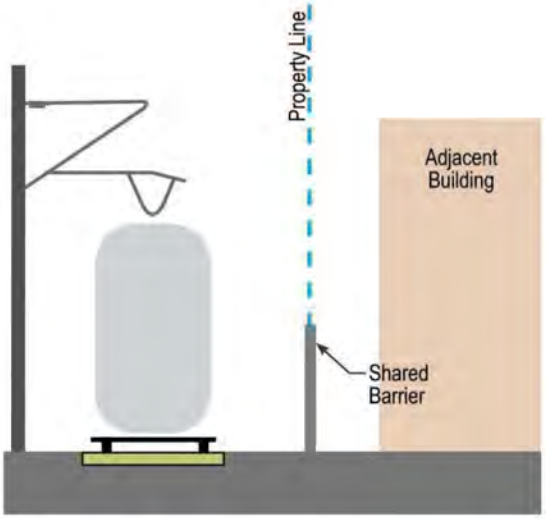
Recommendation: Metro strongly prefers a single barrier condition along its ROW property line. With an understanding that existing conditions along ROW boundaries vary throughout Los Angeles County, Metro recommends the following, in order of preference:

1. Enhance existing Metro barrier: if structural capacity allows, private property owners and developers should consider physically affixing improvements onto and building upon Metro's existing barrier. Metro is amenable to barrier enhancements such as increasing barrier height and allowing private property owners to apply architectural finishes to their side of Metro's barrier.
2. Replace existing barrier(s): if conditions are not desirable, remove and replace any existing barrier(s), including Metro's, with a new single barrier built on the property line.

Metro is amenable to sharing costs for certain improvements that allow for clarity in responsibilities and adequate ongoing maintenance from adjacent property owners without entering Metro's property. Metro Real Estate should be contacted with case-specific questions and will need to approve shared barrier design, shared-financing, and construction.



Double barrier conditions allow trash accumulation and create maintenance challenges for Metro and adjacent property owners.



Metro prefers a single barrier condition along its ROW property line.

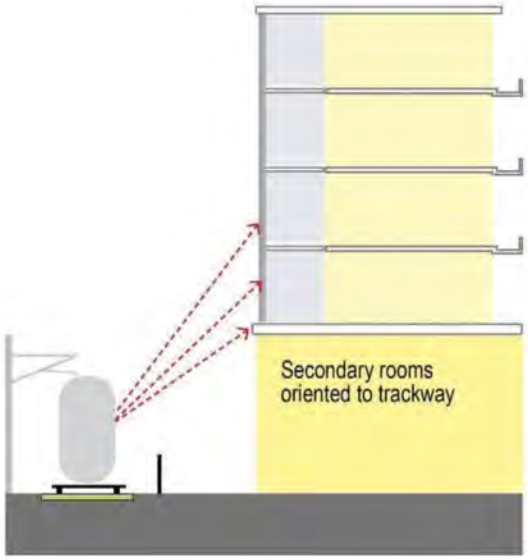
1.5 Project Orientation & Noise Mitigation

Metro may operate in and out of revenue service 24 hours per day, every day of the year, and can create noise and vibration (i.e. horns, power washing). Transit service and maintenance schedules cannot be altered to avoid noise for adjacent developments. However, noise and vibration impacts can be reduced through building design and orientation.

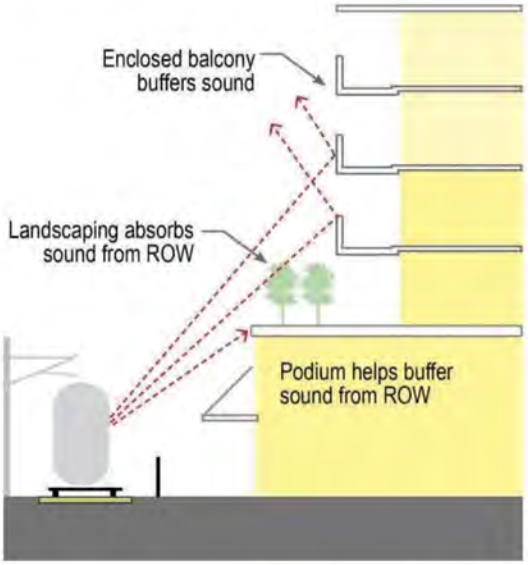
Recommendations: Use building orientation, programming, and design techniques to reduce noise and vibration for buildings along Metro ROW:

- Locate "back of house" rooms (e.g. bathrooms, stairways, laundry rooms) along ROW, rather than noise sensitive rooms (e.g. bedrooms and family rooms)
- Use upper level setbacks and locate living spaces away from ROW.
- Enclose balconies.
- Install double-pane windows.
- Include language disclosing potential for noise, vibration, and other impacts due to transit proximity in terms and conditions for building lease/sale agreements to protect building owners/sellers from tenant/buyer complaints.

Developers are responsible for any noise mitigation required, which may include engineering designs for mitigation recommended by Metro or otherwise required by local municipalities. A recorded *Noise Easement Deed* in favor of Metro may be required for projects within 100' of Metro ROW to ensure notification to tenants and owners of any proximity issues.



Building orientation can be designed to face away from tracks, reducing the noise and vibration impacts.



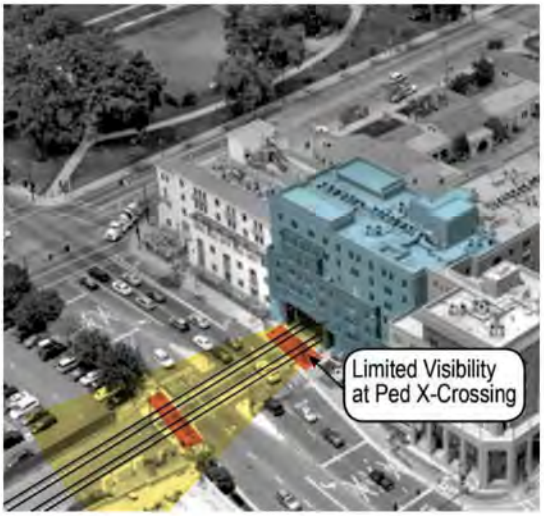
Strategic placement of podiums and upper-level setbacks on developments near Metro ROW can reduce noise and vibration impacts.

Additional Resources:
Noise Easement Deed
MRDC, Section 2 – Environmental Considerations

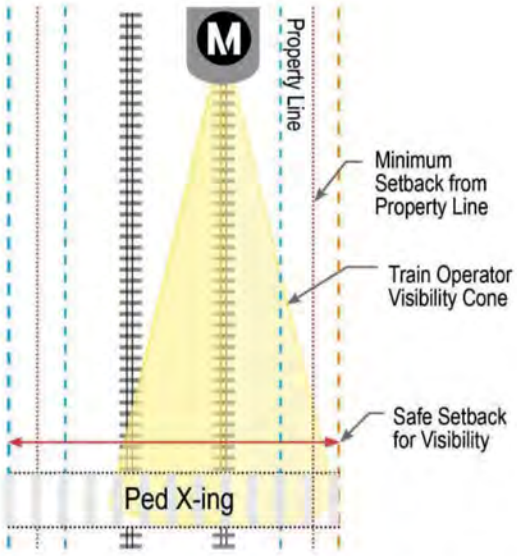
1.6 Sightlines at Crossings

Developments adjacent to Metro ROW can present visual barriers to transit operators approaching vehicular and pedestrian crossings. Buildings and structures in close proximity to transit corridors can reduce sightlines and create blind corners where operators cannot see pedestrians. This requires operations to reduce train speeds, which decreases the efficiency of transit service.

Recommendation: Design buildings to maximize transit service sightlines at crossings, leaving a clear *cone of visibility* to oncoming vehicles and pedestrians. Metro Operations will review, provide guidance, and determine the extent of operator visibility for safe operations. If the building envelope overlaps with the visibility cone near pedestrian and vehicular crossings, a building setback may be needed to ensure safe transit service. The cone of visibility at crossings and required setback will be determined based on vehicle approach speed.



Limited sightlines for trains approaching street crossings create unsafe conditions.



Visibility cones allow train operators to respond to safety hazards.

Additional Resources:

MRDC, Section 4 – Guideway and Trackwork

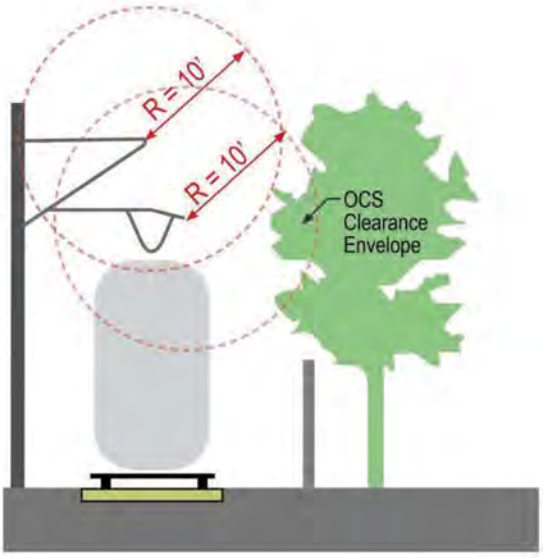
MRDC, Section 12 – Safety, Security, & System Assurance

1.7 Transit Envelope Clearance

Metro encourages density along and around transit service as well as greening of the urban environment through the addition of street trees and landscaping. However, building appurtenances, such as balconies, facing rail ROW may pose threats to Metro service as clothing or other décor could blow into the OCS. Untended landscaping and trees can also grow into the OCS above light rail lines, creating electrical safety hazards as well as visual and physical impediments for trains.

Recommendation: Project elements facing or located adjacent to the ROW should be designed to avoid potential conflicts with Metro transit vehicles and infrastructure. Metro recommends that projects:

- Maintain building appurtenances and landscaping at a minimum distance of ten (10) feet from the OCS and support structures.
- Plan for landscape maintenance from private property and not allow growth into the Metro ROW. Property owners will not be permitted to access Metro property to maintain private development.
- Design buildings such that balconies do not provide direct access to ROW access.



Adjacent structures and landscaping should be sited to avoid conflicts with the rail OCS.

Additional Resources:
MRDC, Section 4 – Guideway and Trackwork
MRDC, Section 6 – Architectural
MRDC, Section 12 – Safety, Security, & System Assurance

1.8 Bus Stops & Zones Design

Metro Bus serves 15,967 bus stops throughout the diverse landscape that is Los Angeles County. Typically located on sidewalks within the public right-of-way owned and maintained by local jurisdictions, existing bus stop conditions vary from well-lit and sheltered spaces to uncomfortable and unwelcoming zones. Metro is interested in working with developers and local jurisdiction to create a vibrant public realm around new developments by strengthening multi-modal access to/from Metro transit stops and enhancing the pedestrian experience.

Recommendation: When designing around existing or proposed bus stops, Metro recommends project teams:

- Review Metro's Transit Service Policy: Appendix D, which provides standards for design and operation of bus stops and zones for near-side, far-side, and mid-block stops. In particular, adjacent projects should:
  - Accommodate 6' x 8' landing pads at bus doors.
  - Install a concrete bus pad within each bus stop zone to avoid asphalt damage.
- Replace stand-alone bus stop signs with bus shelters that include benches and adequate lighting.
- Design wide sidewalks (15' preferred) that accommodate bus landing pads as well as street furniture, landscape, and user travel space.
- Ensure final design of stops and surrounding sidewalk allows passengers with disabilities a clear path of travel.
- Place species of trees in quantities and spacing that will provide a continuous shade canopy in paths of travel to access transit stops. These must be placed far enough away from the curb and adequately maintained to prevent visual and physical impediments for buses when trees reach maturity.
- Locate and design driveways to avoid conflicts with on-street services and pedestrian traffic.



Well-designed and accessible bus stops are beneficial amenities for both transit riders and users of adjacent developments.

Additional Resources:
Metro Transit Service Policy

1.9 Driveways/Access Management

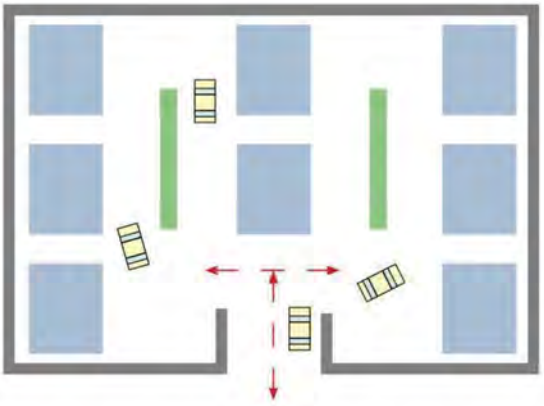
Driveways adjacent to on-street bus stops can create conflict for pedestrians walking to/from or waiting for transit. Additionally, driveways accessing parking and loading at project sites near Metro Rail and BRT crossings can create queuing issues along city streets and put vehicles in close proximity with fast moving trains and buses.

Recommendation: Metro encourages new developments to promote a lively public space mutually beneficial to the project and Metro by providing safe, comfortable, convenient, and direct connections to transit. Metro recommends that projects:

- Place driveways along side streets and alleys, away from on-street bus stops and transit crossings to minimize safety conflicts between active tracks, transit vehicles, and people, as well as queuing on streets.
- Locate vehicular driveways away from transit crossings or areas that are likely to be used as waiting areas for transit services.
- Program loading docks away from sidewalks where transit bus stop activity is/will be present.
- Consolidate vehicular entrances and reduce width of driveways.
- Raise driveway crossings to be flush with the sidewalk, slowing automobiles entering and prioritizing pedestrians.
- Separate pedestrian walkways to minimize conflict with vehicles and encourage safe non-motorized travel.



Driveways in close proximity to each other compromise safety for those walking to/from transit and increase the potential for vehicle-pedestrian conflicts.



A consolidated vehicular entrance greatly reduces the possibility for vehicle-pedestrian conflicts.

Additional Resources:
Metro First/Last Mile Strategic Plan
MRDC, Section 3 – Civil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To Union



2 Engineering

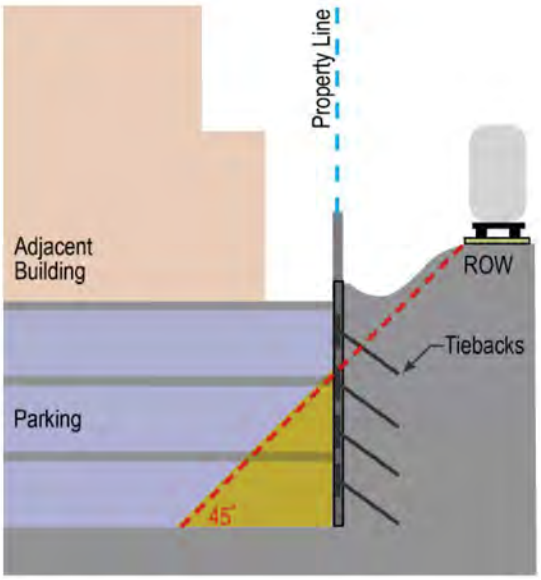
2 Engineering

2.1 Excavation Support System Design

Excavation near Metro ROW has the potential to disturb adjoining soils and jeopardize the support of existing Metro infrastructure. Any excavation which occurs within the geotechnical *foul zone* is subject to Metro review and approval. The geotechnical zone of influence shall be defined as the area below the track-way as measured from a 45-degree angle from the edge of the rail track ballast. Construction within this vulnerable area poses a potential risk to Metro service and safety and triggers additional safety regulations.

Recommendation: Coordinate with Metro Engineering staff for review and approval of structural and support of excavation drawings prior to the start of excavation or construction. Tie backs encroaching into Metro ROW may require a tie back easement or license, at Metro's discretion.

Any excavation/shoring within Metrolink operated and maintained ROW would require compliance with Metrolink Engineering standards and guidelines.



An underground structure located within the ROW foul zone would require additional review by Metro.

Additional Resources:
Metrolink Engineering & Construction Requirements
MRDC, Section 3 – Civil
MRDC, Section 5 – Structural/Geotechnical

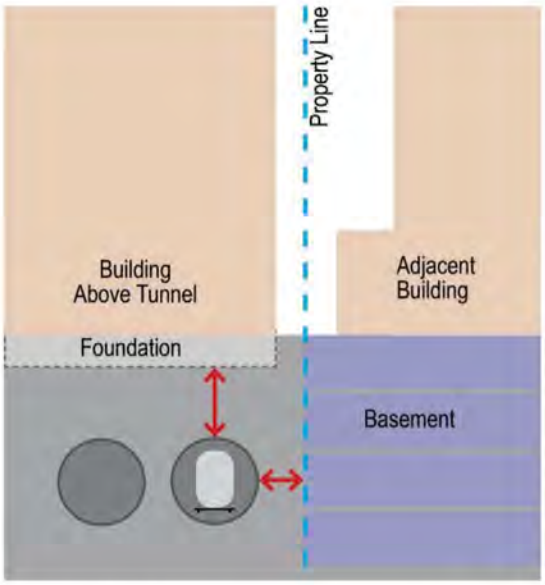
2 Engineering

2.2 Proximity to Stations & Tunnels

Metro supports development of commercial and residential properties near transit services and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of the developments. However, construction adjacent to, over, or under underground Metro facilities (tunnels, stations and appendages) is of great concern and should be coordinated closely with Metro Engineering.

Recommendation: Dependent on the nature of the adjacent construction, Metro will need to review the geotechnical report, structural foundation plans, sections, shoring plan sections and calculations. Metro typically seeks to maintain a minimum eight (8) foot clearance from existing Metro facilities to new construction (shoring or tiebacks). It will be incumbent upon the developer to demonstrate, to Metro's satisfaction, that both the temporary support of construction and the permanent works do not adversely affect the structural integrity, safety or continued efficient operation of Metro facilities.

Metro may require monitoring where such work will either increase or decrease the existing overburden (i.e. weight) to which the tunnels or facilities are subjected. When required, the monitoring will serve as an early indication of excessive structural strain or movement. Additional information regarding monitoring requirements, which will be determined on a case-by-case basis, may be found in Section 3.4, Excavation Drilling/Monitoring.



Underground tunnels in close proximity to adjacent basement structure.

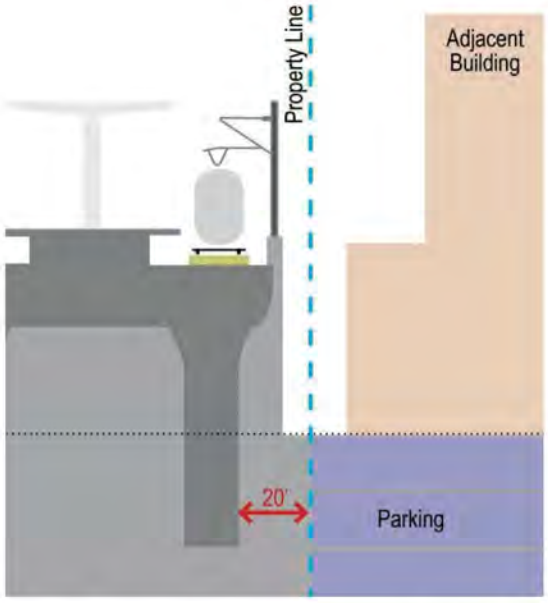
Additional Resources:
MRDC, Section 3 – Civil
MRDC, Section 5 – Structural/Geotechnical

2 Engineering

2.3 Protection from Explosion/Blast

Metro is obligated to ensure the safety of public transit infrastructure from potential explosive sources which could originate from adjacent underground structures or from at grade locations, situated below elevated *guideways* or stations. Blast protection setbacks or mitigation may be required for large projects constructed near critical Metro facilities.

Recommendation: Avoid locating underground parking or basement structures within twenty (20) feet from an existing Metro tunnel or facility (exterior face of wall to exterior face of wall). Adjacent developments which are within this 20-foot envelope may be required to undergo a *Threat Assessment and Blast/Explosion Study* subject to Metro review and approval.



An underground structure proposed within twenty (20) feet of a Metro structure may require a threat assessment and blast/explosion study.

Additional Resources:
Metro Adjacent Construction Design Manual
MRDC, Section 3 – Civil
MRDC, Section 5 – Structural/Geotechnical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3 Construction Safety & Monitoring

3 Construction Safety & Monitoring

3.1 Pre-Construction Coordination

Metro is concerned with impacts on service requiring single tracking, line closures, speed restrictions, and *bus bridging* occurring as a result of adjacent project construction. Projects that will require work over, under, adjacent, or on Metro property or ROW and include operation of machinery, scaffolding, or any other potentially hazardous work are subject to evaluation in preparation for and during construction to maintain safe operations and passenger wellbeing.

Recommendation: Following an initial screening of the project, additional coordination may be determined to be necessary. Dependent on the nature of the adjacent construction, developers may be requested to perform the following as determined on a case-by-case basis:

- Submit a construction work plan and related project drawings and specifications for Metro review.
- Submit a contingency plan, show proof of insurance coverage, and issue current certificates.
- Provide documentation of contractor qualifications.
- Complete pre-construction surveys, perform baseline readings, and install movement instrumentation.
- Complete readiness review and perform practice run of shutdown per contingency plan.
- Confirm a ROW observer or other safety personnel and an inspector from the parties.
- Establish a coordination process for access and work in or adjacent to ROW for the duration of construction.

Project teams will be responsible for the costs of adverse impacts on Metro transit operations caused by work on adjacent developments, including remedial work to repair damage to Metro property, facilities, or systems. Additionally, a review fee may be assed based on an estimate of required level of effort provided by Metro.

All projects adjacent to Metrolink infrastructure will require compliance with SCRRA Engineering Standards and Guidelines.



Metro staff oversees construction for the Purple Line extension.

Additional Resources:

Metrolink Engineering & Construction Requirements

Metro Adjacent Construction Design Manual

3 Construction Safety & Monitoring

3.2 Track Access and Safety

Permission is needed from Metro to enter Metro property for construction and maintenance along, above, or under Metro ROW as these activities can interfere with Metro utilities and service and pose a safety hazard to construction teams and transit riders. Track access is solely at Metro's discretion and is discouraged to prevent electrocution and collisions with construction workers or machines.

Recommendation: To work in or adjacent to Metro ROW, the following must be obtained and/or completed:

- Right-of-Entry Permit/Temporary Construction Easement: All access to and activity on Metro property, including easements necessary for construction of adjacent projects, must be approved through a Right-of-Entry Permit and/or a Temporary Construction Easement obtained from Metro Real Estate and may require a fee.

- Track Allocation: All work on Metro Rail ROW must receive prior approval from Metro Rail Operations Control. Track Allocation identifies, reserves, and requests changes to normal operations for a specific track section, line, station, location, or piece of equipment to allow for safe use by a non-Metro entity.

- Safety Training: All members of the project construction team will be required to attend Metro Safety Training in advance of work activity.

- Construction Work Plan: Dependent on the nature of adjacent construction, Metro may request a construction work plan, which describes means and methods and other construction plan details, to ensure the safety of transit operators and patrons.



Trained flaggers ensure the safe crossing of pedestrians and workers of an adjacent development.

Additional Resources:
Metro Adjacent Construction Design Manual
Safety Training
Track Allocation

3 Construction Safety & Monitoring

3.3 Construction Hours

To maintain public safety and access for Metro riders, construction should be planned, scheduled, and carried out in a way to avoid impacts to Metro service and maintenance. Metro may limit hours of construction which impact Metro ROW to night or off-peak hours so as not to interfere with Metro revenue service.

Recommendations: In addition to receiving necessary construction approvals from the local municipality, all construction work on or in close proximity to Metro ROW must be scheduled through the Track Allocation Process, detailed in Section 3.2.

Metro prefers that adjacent construction that has the potential to impact normal, continuous Metro operations take place during non-revenue hours (approximately 1:00a.m.-4:00a.m.) or during non-peak hours to minimize impacts to service. The project sponsor may be responsible for additional operating costs resulting from disruption to normal Metro service.



Construction during approved hours ensures the steady progress of adjacent development construction as well as performance of Metro's transit service.

Additional Resources:
Metro Adjacent Construction Design Manual
MRDC, Section 10 – Operations
Track Allocation

3 Construction Safety & Monitoring

3.4 Excavation/Drilling Monitoring

Excavation is among the most hazardous construction activities and can pose threats to the structural integrity of Metro's transit infrastructure.

Recommendation: Excavation and shoring plans adjacent to the Metro ROW shall be reviewed and approved by Metro Engineering prior to commencing construction.

Geotechnical instrumentation and monitoring will be required for all excavations occurring within Metro's *geotechnical zone of influence,* where there is potential for adversely affecting the safe and efficient operation of transit vehicles. Monitoring of Metro facilities due to adjacent construction may include the following as determined on a case-by-case basis:

- Pre- and post-construction condition surveys
- Extensometers
- Inclinometers
- Settlement reference points
- Tilt-meters
- Groundwater observation wells
- Movement arrays
- Vibration monitoring



Rakers and tiebacks provide temporary support during construction.



A soldier pile wall supports adjacent land during construction.

Additional Resources:
Metro Adjacent Construction Design Manual
MRDC, Section 3 – Civil
MRDC, Section 5 – Structural/Geotechnical

3 Construction Safety & Monitoring

3.5 Crane Operations

Construction activities adjacent to Metro ROW will often require moving large, heavy loads of building materials and machinery by cranes. Cranes referred to in this section include all power operated equipment that can hoist, lower, and horizontally move a suspended load. There are significant safety issues to be considered for the operators of crane devices as well as Metro patrons and operators.

Recommendations: Per California Occupational Safety and Health Administration (Cal/OSHA) standards, cranes operated near the OCS must maintain a twenty (20) foot clearance from the OCS. In the event that a crane or its load needs to enter the 20-foot envelope, OCS lines must be de-energized.

Construction activities which involve swinging a crane and suspended loads over Metro facilities or bus passenger areas shall not be performed during revenue hours. The placement and swing of this equipment are subject to Metro review and possible work plan.



Construction adjacent to the Pico Rail Station in Downtown Los Angeles.



Construction adjacent to the Chinatown Rail Station.

Additional Resources:
Metro Adjacent Construction Design Manual
Cal/OSHA

3 Construction Safety & Monitoring

3.6 Construction Barriers & Overhead Protection

During construction, falling objects can damage Metro facilities, and pose a safety concern to the patrons accessing them.

Recommendations: Vertical construction barriers and overhead protection compliant with Metro and Cal OSHA requirements shall be constructed to prevent objects from falling into the Metro ROW or areas designed for public access to Metro facilities. A protection barrier shall be constructed to cover the full height of an adjacent project and overhead protection from falling objects shall be provided over Metro ROW as necessary. Erection of the construction barriers and overhead protection for these areas shall be done during Metro non-revenue hours.



A construction barrier is built at the edge of the site to protect tracks from adjacent work.

Additional Resources:
Metro Adjacent Construction Design Manual

3 Construction Safety & Monitoring

3.7 Pedestrian & Emergency Access

Metro's ridership relies on the consistency and reliability of access and *wayfinding* to/from stations, stops, and facilities. Construction on adjacent developments must not obstruct fire department access, emergency egress, or otherwise present a safety hazard to Metro operations, its employees, patrons, and the general public. Fire access and safe escape routes within all Metro stations, stops, and facilities must be maintained.



Sidewalk access is blocked for construction project, forcing pedestrians into street or to use less direct paths to the Metro facility.

Recommendations: The developer shall ensure pedestrian access to Metro stations, stops, and transit facilities is compliant with the Americans with Disabilities Act (ADA) and maintained during construction:

- Temporary fences, barricades, and lighting should be installed and watchmen provided for the protection of public travel, the construction site, adjacent public spaces, and existing Metro facilities.
- Temporary signage should be installed where necessary and in compliance with the latest California Manual on Uniform Traffic Control Devices and in coordination with Metro Art and Design Standards.
- Emergency exists shall be provided and be clear of obstructions at all times.
- Access shall be maintained for utilities such as fire hydrants, stand pipes/connections, and fire alarm boxes as well as Metro-specific infrastructure such as fan and vent shafts.

Additional Resources:
California Manual on Uniform Traffic Control Devices
Metro Adjacent Construction Design Manual
Metro Signage Standards

3 Construction Safety & Monitoring

3.8 Impacts to Bus Routes & Stops

During construction, bus stops and routes may need to be temporarily relocated. Metro needs to be informed of activities that require removal and/or relocation in order to ensure uninterrupted service.

Recommendations: During construction, existing bus stops must be maintained or relocated consistent with the needs of Metro Bus Operations. Design of temporary and permanent bus stops and surrounding sidewalk area must be ADA-compliant and allow passengers with disabilities a clear path of travel to the transit service. Metro Bus Operations Control Special Events and Metro Stops & Zones Department should be contacted at least 30 days in advance of initiating construction activities



Temporary and permanent relocation of bus stops and layover zones will require coordination between developers, Metro, and other municipal bus operators, and local jurisdictions.

Additional Resources:
Metro Transit Service Policy
MRDC, Section 3 – Civil

3 Construction Safety & Monitoring

3.9 Utility Coordination

Construction has the potential to interrupt utilities that Metro relies on for safe operations and maintenance. Utilities of concern to Metro include but are not limited to: condenser water piping, potable/fire water, and storm and sanitary sewer lines, as well as electrical/telecommunication services.

Recommendations: Temporary and permanent utility impacts and relocation near Metro facilities should be addressed during project design and engineering to avoid conflicts during construction.

The contractor shall protect existing aboveground and underground Metro utilities during construction and coordinate with Metro to receive written approval for any utilities pertinent to Metro facilities that may be verified, used, interrupted, or disturbed.

When electrical power outages or support functions are required, the approval must be obtained through Metro Track Allocation.



Coordination of underground utilities is critical.

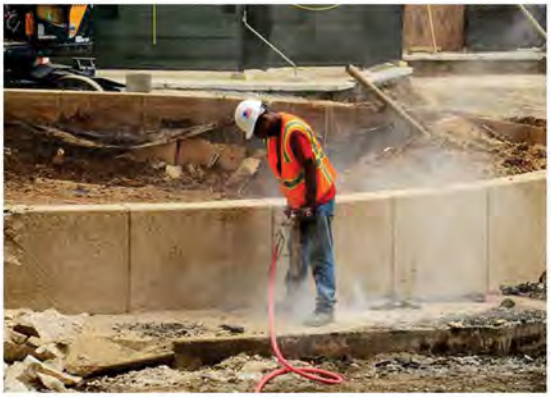
Additional Resources:
Metro Adjacent Construction Design Manual

3 Construction Safety & Monitoring

3.10 Air Quality & Ventilation Protection

Hot or foul air, fumes, smoke, steam, and dust from adjacent construction activities can negatively impact Metro facilities, service, and users.

Recommendation: Hot or foul air, fumes, smoke, and steam from adjacent facilities must not be discharged within 40 feet of existing Metro facilities, including but not limited to: ventilation system intake shafts or station entrances. Should fumes be discharged within 40 feet of Metro intake shafts, a protection panel around each shaft shall be required.



A worker breaks up concrete creating a cloud of silica dust.

Additional Resources:
Metro Adjacent Construction Design Manual
MRDC, Section 8 – Mechanical

Resources

The following provides Metro contact information and a list of programs, policies, and online resources that should be considered when planning projects within 100 feet of Metro ROW – including underground easements – and in close proximity to non-revenue transit facilities and property:



Metro encourages developers and municipalities to leverage digital resources and data sets to maximize opportunities inherent in transit adjacency.

Metro Adjacent Development Contact Information & Resources

Please direct any questions to the Metro Adjacent Development team at:

- 213-418-3484
- DevReview@metro.net

Metro Adjacent Development Review Webpage:
https://www.metro.net/projects/devreview/

Metro Right-of-Way GIS Data

Metro maintains a technical resource website housing downloadable data sets and web services. Developers and municipalities should utilize available Metro right-of-way GIS data to appropriately plan and coordinate with Metro when proposing projects within 100' of Metro right-of-way:
https://developer.metro.net/portfolio-item/metro-right-of-way-gis-data/

Metro Design Criteria & Standards

Metro standard documents are periodically updated and are available upon request:

- Metro Adjacent Construction Design Manual
- Metro Rail Design Criteria (MRDC)
- Metro Rail Directive Drawings
- Metro Rail Standard Drawings
- Metro Signage Standards

Metrolink Standards & Procedures

Engineering & Construction
https://www.metrolinktrains.com/about/agency/engineering--construction/



Major construction at the Metrolink San Bernardino Station.

Metro Policies & Plans

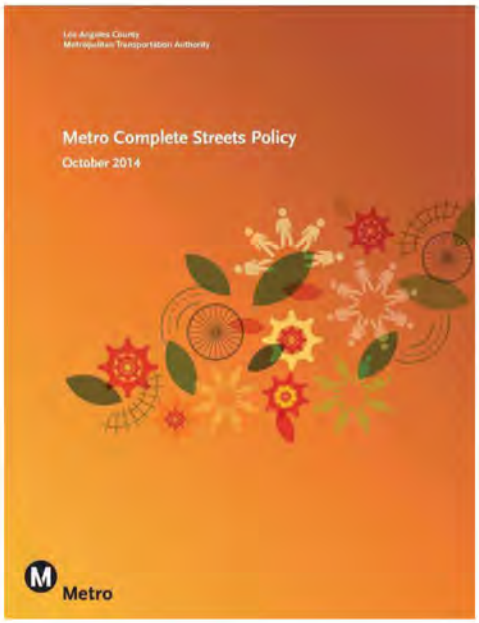
Active Transportation Strategic Plan, 2016
https://www.metro.net/projects/active-transportation-strategic-plan/

Complete Streets Policy, 2014
https://www.metro.net/projects/countywide-planning/metros-complete-streets-policy-requirements/

Countywide Sustainability Planning Policy & Implementation Plan, 2012
https://media.metro.net/projects_studies/sustainability/images/countywide_sustainability_planning_policy.pdf

First/Last Mile Strategic Plan, 2014
https://media.metro.net/docs/First_Last_Mile_Strategic_Plan.pdf

Transit Service Policy, 2015
https://media.metro.net/images/service_changes_transit_service_policy.pdf



Metro Complete Streets Policy

Resources



Metro Bike Hub at Los Angeles Union Station

Metro Programs & Toolkits

Bike Hub
https://bikehub.com/metro/

Bike Share for Business
https://bikeshare.metro.net/for-business/

Green Places Toolkit
https://www.metro.net/interactives/greenplaces/index.html

Transit Oriented Communities
https://www.metro.net/projects/transit-oriented-communities/

Transit Passes
Annual and Business Access Passes
https://www.metro.net/riding/eapp/

College/Vocational Monthly Pass
https://www.metro.net/riding/fares/collegevocational/

Transit Supportive Planning Toolkit
https://www.metro.net/projects/tod-toolkit/

Useful Policies & Resources

ADA Standards for Accessible Design, 2010
U.S. Department of Justice.
https://www.ada.gov/2010ADAstandards_index.htm

California Manual on Uniform Traffic Control Devices.
State of California Department of Transportation
http://www.dot.ca.gov/trafficops/tcd/signcharts.html

California Occupational Safety and Health Administration (Cal/OSHA)
State of California Department of Industrial Relations
http://www.dir.ca.gov/dosh/


Speak Up,
Listen Up!
Metro

Glossary

Cone of Visibility – a conical space at the front of moving transit vehicles allowing for clear visibility of travel way and/or conflicts.

Construction Work Plan (CWP) – project management document outlining the definition of work tasks, choice of technology, estimation of required resources and duration of individual tasks, and identification of interactions among the different work tasks.

Flagger/Flagman – person who controls traffic on and through a construction project. Flaggers must be trained and certified by Metro Rail Operations prior to any work commencing in or adjacent to Metro ROW.

Geotechnical Foul Zone – area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast.

Guideway – a channel, track, or structure along which a transit vehicle moves.

Heavy Rail Transit (HRT) – Metro HRT systems include exclusive ROW (mostly subway) trains up to six (6) cars long (450') and utilize a contact rail for traction power distribution (e.g. Metro Red Line).

Light Rail Transit (LRT) – Metro LRT systems include exclusive, semi-exclusive, or street ROW trains up to three (3) cars long (270') and utilize OCS for traction power distribution (e.g. Metro Blue Line).

Measure R – half-cent sales tax for Los Angeles County approved in November 2008 to finance new transportation projects and programs. The tax expires in 2039.

Measure M – half-cent sales tax for LA County approved in November 2016 to fund transportation improvements, operations and programs, and accelerate projects already in the pipeline. The tax will increase to one percent in 2039 when Measure R expires.

Metrolink – a commuter rail system with seven lines throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties governed by the Southern California Regional Rail Authority.

Metro Adjacent Construction Design Manual – Volume III of the Metro Design Criteria & Standards which outlines the Metro adjacent development review procedure as well as operational requirements when constructing over, under, or adjacent to Metro facilities, structures, and property.

Metro Bus – Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes.

Metro Bus Rapid Transit (BRT) – high quality bus service that provides faster and convenient service through the use of dedicated ROW, branded vehicles and stations, high frequency and intelligent transportation systems, all door boarding, and intersection crossing priority. Metro BRT generally runs within the center of freeways and/or within dedicated corridors.

Metro Design Criteria and Standards – a compilation of documents that govern how Metro transit service and facilities are designed, constructed, operated, and maintained.

Metro Rail – urban rail system serving Los Angeles County consisting of six lines, including two subway lines (Red and Purple Lines) and four light rail lines (Blue, Green, Gold, and Expo Lines).

Metro Rail Design Criteria (MRDC) – Volume IV of the Metro Design Criteria & Standards which establishes design criteria for preliminary engineering and final design of a Metro Project.

Metro Transit Oriented Communities – land use planning and community development program that seeks to

maximize access to transportation as a key organizing principle and promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements and first/last mile facilities that support ridership and reduce auto dependency.

Noise Easement Deed – easement completed by property owners abutting Metro ROW acknowledging use and possible results of transit vehicle operation on the ROW.

Overhead Catenary System (OCS) – one or more electrified wires (or rails, particularly in tunnels) situated over a transit ROW that transmit power to light rail trains via pantograph, a current collector mounted on the roof of an electric vehicle. Metro OCS is supported by hollow poles placed between tracks or on the outer edge of parallel tracks.

Right of Entry Permit – written approval granted by Metro Real Estate to enter Metro ROW and property.

Right of Way (ROW) –the composite total requirement of all interests and uses of real property needed to construct, maintain, protect, and operate the transit system.

Southern California Regional Rail Authority (SCRRA) – a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. SCRRA governs and operates Metrolink service.

Threat Assessment and Blast/Explosion Study – analysis performed when adjacent developments are proposed within twenty (20) feet from an existing Metro tunnel or facility.

Track Allocation/Work Permit – permit granted by Metro Rail Operations Control to allocate a section of track and perform work on Metro Rail ROW. This permit should be submitted for any work that could potentially foul the envelope of a train.

Wayfinding – signs, maps, and other graphic or audible methods used to convey location and directions to travelers.



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Erika Lam <erika.lam@lacity.org>

CPC-2019-1741-CPU;CPC-2019-1742-CPU;CPC-2019-1745-CPU;ENV-1743-EIR

Christine Rowe <crwhnc@gmail.com> Fri, May 3, 2019 at 9:04 PM
To: Erika.Lam@lacity.org
Cc: Blake Lamb <BLAKE.LAMB@lacity.org>, Christine Saponara <christine.saponara@lacity.org>, Nelson Rodriguez <nelson.rodriguez@lacity.org>, Chris Rowe <CRWHNC@gmail.com>

Dear Ms. Lam,
I recognize that this comment is a little late (four hours).
Could you please include my story from City Watch regarding CalEnviroscreen 3.0 Data in my comments in regards to things that need to be considered in the Community Plan's Environmental Impact Report.
I believe I have submitted this story to members of City Planning previously.
Please see:"**What Everyone Should Know Before Making a Planning Decision**":
https://www.citywatchla.com/index.php/2016-01-01-13-17-00/los-angeles/17484-what-everyone-should-know-before-making-a-planning-decision

Respectfully submitted,
Chris Rowe
[Quoted text hidden]

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

May 3, 2019

Erika Lam
Los Angeles, City of
6262 Van Nuys Blvd. Rm 351
Van Nuys, CA 91404

RE: Southwest Valley Community Plans Update
SCH# 2019039154
GTS# 07-LA-2019-02398

Dear Ms. Lam:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is an update of the Southwest Valley Community Plans, and also includes the proposed zoning, plan text, and other ordinances to implement those updates. The Proposed Plans direct future growth to already urbanized and transit-oriented areas of each Plan Area. The Proposed changes largely follow the current pattern of land use development reflecting City policies to direct growth where it can be supported by existing transportation infrastructure. The Proposed Plans promote a balance of housing units and jobs near transit where different types of land uses can be provided to reduce the length and number of vehicle trips.

At the moment this is a Notice of Preparation (NOP). In order to further assess future impacts, Caltrans looks forward to reviewing the proceeding CEQA documents related to this proposed project.

Also, storm water run-off is a sensitive issue for Los Angeles and Ventura counties. The projects need to be designed to discharge clean run-off water. The completed project could incorporate green design elements that can capture storm water. Incorporating measures such as permeable pavement, landscaping, and trees to reduce urban water run-off should be considered.

If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2019-02398.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief
Cc: Scott Morgan, State Clearinghouse

GABRIELINO- TONGVA TRIBE

A California Indian Tribe historically known as San Gabriel Band of Mission Indians

TRIBAL CULTURAL RESOURCES AB52/SECTION 106 CONSULTATION
GABRIELINO TONGVA TRIB

Linda Candelaria
Co-Chairwoman Gabrielino Tongva Tribe

September 23, 2019

Attention:
Claudia Rodriguez
City Planner for the City of Los Angeles

This letter is to inform the City of Los Angeles that the Gabrielino Tongva Tribe will be actively participating in the tribal consultation process. Our cultural resource representative will be Sam Dunlap (Email: TongvaTCR@gmail.com, Mobile: (909) 262-9351). The Gabrielino Tongva Tribe has authorized Sam Dunlap to act on our behalf in the government to government consultation process.

The Gabrielino Tongva Tribe would like to express our ongoing concerns with the AB52/Section 106 consultation process that the Gabrielino Tongva Tribe has encountered over the last few years. The Gabrielino Tongva Tribe has ancestral ties and cultural affiliation to the city's jurisdictional area. We therefore have a vested interest in the AB52 and Section 106 consultation process with the City of Los Angeles.

The City of Los Angeles should be aware that the State of California's Native American Heritage Commission (NAHC) maintains a list of culturally affiliated Gabrielino Tongva Tribes for your area for a reason. It has been our experience as one of the designated Gabrielino Tongva Tribes that several cities within our tribal territory have been misled into believing that one particular Gabrielino tribe has sole jurisdiction over another. This particular issue is being carried out by a recently formed (2008) tribal group that has managed to abuse the AB52 process for their own benefit.

The AB52/Section 106 consultation process enables our Tribe to have an equal opportunity in future mitigation measures that the City of Los Angeles may implement that affect Tribal Cultural Resources (TCR's), the Tribe would prefer to see language that enables our presence on site during ground disturbance/excavation activity so that we may identify and assess the significance of any Tribal Cultural resource that may be encountered.

The Gabrielino Tongva Tribe looks forward to cooperating with the City of Los Angeles as an equal partner in determining a rational approach to environmental compliance and establishing a fair and equal protocol for our tribal participation.

Sincerely,

Linda Candelaria
Co-Chairwoman
Gabrielino Tongva Tribe

Linda Candelaria, Councilwoman
Jerry Maldonado, Councilman

Vincent Holguin, Councilman
Charles Alvarez, Councilman
Jane Hussey, Councilwoman

ENCINO
NEIGHBORHOOD COUNCIL

September 27, 2019

Councilmember Koretz
15760 Ventura Blvd., Suite 600
Encino, CA 91436

Re: Encino Neighborhood Council Motion – Recommendations to Encino-Tarzana Community Plan (the South West Valley Plan Update)- Case Number: CPC-2019-1741-CPU; CPC-2019-1742-CPU; CPC-2019-1745-CPU; ENV-2019-174-EIR Ref Number: 2019039154

Dear Councilmember Koretz,

At the August 28th, 2019 & September 25th, 2019 Encino Neighborhood Council (ENC) General Board Meetings, under quorum, we listened to and discussed the following motions:

PLU Motion Recommendations to Encino-Tarzana Community Plan (the South West Valley Plan Update)- Case Number: CPC-2019-1741-CPU; CPC-2019-1742-CPU; CPC-2019-1745-CPU; ENV-2019-174-EIR Ref Number: 2019039154

Motion; PLU-09-19-0056: The ENC PLU adds the following comments to previously discussed Encino Tarzana Community Plan CEQA comments items IV-V

A. Resubmittal of comments on the following items:

I. **AESTHETICS** (Responses to specific subsections as numbered in the proposal)

a) Committee has concerns about 2006 zoning changes which have changed the closeness of side yards – housing proximity to within 5' of the property line, which has the effect of closing off vistas and open space. Committee expressed concern about allowing anymore height to buildings as they will block vista and line of sight.

b) Include streetscape plan to preserve urban forest. Coordinate with Urban Forestry Division of the City of Los Angeles to preserve as many trees as possible and replace trees that have been cut down in the building process

d) Committee believes we need to study the effects of Digital (LED) Billboards as they will add substantial light glare and make our roads less safe as they compete for driver's attention.

II. AGRICULTURE AND FORESTRY RESOURCES

(Non-categorized response) Committee has concerns about the potential loss of the only urban farm (Tapia Brothers) and the only Vineyard (Wexler Encino Estate Vineyard) due to zoning changes and the desire for more density on the part of planners. The ENC-PLU urges planners to keep favorable zoning (preserve and protect) for all agricultural endeavors in the Encino-Tarzana Community Plan update. As limiting food sources and locally grown produce would have an obvious detrimental environmental effect.

B. Initial submittal of comments on the following item:

III. AIR QUALITY (Responses to specific subsections as numbered in the proposal)

a) Conflict with or obstruct implementation of the applicable air quality plan?

1. We should study the effects of standby through-traffic entering and leaving Encino

2. We should study effects of an increase in building zoning vs lot footprint leading to the removal of trees and open space between homes

3. We should study and implement restrictions on hardscape landscape (i.e., maximum non-pervious construction preventing groundwater entering lots leading to tree deaths).

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

1. We should study the effects of jet emissions due to new flight paths.

d) Expose sensitive receptors to substantial pollutant concentrations?

1. We should study the potential increase of traffic density with longer idle times and increased emissions and brake dust irritants in the air.

e) Create objectionable Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

1. Upsizing zoning from "RA" to "RE" would require increase in utility infrastructure and resulting construction upgrades by non-clean idle heavy equipment. Study on resulting pollution to include but not limited to diesel combustion emissions, dust, and demolition of structures. (See Sunset Blvd utility upgrade project.)

Encino/Tarzana Community Plan CEQA comments, items IV-V (Sep. ENC Motion)

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

* Compare coyote and other native species increased visablity due loss of hunting grounds; a direct result of decrease in building to building greenscape buffers; stemming from decreased rearyard/sideyard setbacks from existing community plan to current Blanket Residential zoning & future effects from rezoning of RA-RE in Encino.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? Association of Environmental Professionals 2016 CEQA Guidelines Appendices 316

* Study effects of densification near LA River/Balboa Parks & the stream between Libbet & Gloria, on Magnolia.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

* Study effects of larger homes, which divert water into storm drains, carrying chemicals, & debris toward the ocean.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

* Maintain Greenspace between buildings, frontages, and non existing sidewalk corridors provide nesting for animals for native wildlife nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

* Study the loss of Tree canopy in Encino utilizing **USC Professor Travis Longcore, PhD** study, & why there was no enforcement mechanism for the 2009 Encino Tarzana Community Plan in protection of Green Spaces

* Study designating of all street trees as "Cultural Monuments" in Encino with an effective enforcement mechanism.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

* study impact of Rezoning R1 side yard setbacks from existing/prevailing per tract/community plans vs new minimum 5' reduced side yard set back & 15' rear yard set back.

* Reinstitute original prevailing setbacks per Encino Tarzana Community Plan to preserve existing trees, planted in buffer areas

V. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

* Study impact of Rezoning R1 with side yard setbacks from existing per tract plan/community plan vs new minimum 5' reduced side yard set back & 15' rear yard set back & the rezone from RA to RE. The ENC requests that the original sideyard setback be restored to existing buildings to maintain neighborhood look; That Mansionization, allowed by the blanket rezoning, shall not be permitted for the community plan.

* **Study the** current community plan's **lack** of enforcement mechanism changing the culture of Encino. Although not currently cited as a historically contributing area; per § 15064.5 A(D)(4), an area such as the housing tract between Balboa Blvd (E boundary, Lindley (W Boundary), Victory (N Boundary) & Burbank (S Boundary), Amestoy Estates, Sherman Oaks Circle , old historic homes on large parcels such as the homes at the end of Noeline, or who had notable figures reside in them, & Los Encinos, contain a unique layout and should be protected. These identified areas hence qualify as an area that "has yielded, or may be likely to yield, information important in prehistory or history" in residential tract housing communities in the Valley, particularly Encino.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

c) Disturb any human remains, including those interred outside of formal cemeteries?

After discussion the Encino Neighborhood Council voted to **support** the request as presented in the above motions by a vote of: 13 (Y), 0 (N), 0 (A) (from the August 28th meeting) & 15 (Y), 0 (N), 0 (A), 1 (I) (from the September 25th meeting).

We look forward to our recommendations being considered.

Thank you,

Alex

Alex Garay
Encino Neighborhood Council
President
cc: LA City Council, LA City PLUM Committee, Aviv Kleinman, Chris Givens, Claudia Rodriguez, Michelle Montenegro, swvalley@lacity.org, Blake Lamb

February 6, 2020

Councilmember Koretz
15760 Ventura Blvd., Suite 600
Encino, CA 91436

Re: Encino Neighborhood Council Motion – Recommendations to Encino-Tarzana Community Plan (the South West Valley Plan Update)- Case Number: CPC-2019-1741-CPU; CPC-2019-1742-CPU; CPC-2019-1745-CPU; ENV-2019-174-EIR Ref Number: 2019039154

Dear Councilmember Koretz,

At the January 29th, 2020 Encino Neighborhood Council (ENC) General Board Meetings, under quorum, we listened to and discussed the following motions:

Motion PLU-09-19-0056: The ENC PLU adds the following comments to previously discussed Encino Tarzana Community Plan CEQA comments – (See attachment IV Energy)

Attachment IV Energy

VI. ENERGY. Would the project:

A. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

*** Study current utility demand/usage vs existing infrastructure (and lifecycle) comparing original Community Plan VS Proposed RA to RE proposed Rezoning to include:**

1) **Prevailing setbacks**
2) **"DEPARTMENT OF CITY PLANNING GENERALIZED SUMMARY OF ZONING REGULATIONS Updated June 2019."**
3) **Changing (Upzoning) RA to RE size homes results in fixed population vs larger homes**
    a. **Metrix Comparison Requested: LADWP Sunset Blvd "Reliability Project."**

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

*** Study:**

1) **Net loss of the Urban Forest due to non-enforcement mechanism of existing Community Plan Standards for open space at Plan Check counter.**
2) **The mansionization plan of RA to RE directly conflicts with both Mayor Viragosa & Garcetti Tree planting initiatives and the City of LA Green New Deal.**
3) **Frequent site construction for additions or remodel expand buildable area of lot and thus result in removal of trees (non protected)**
4) **Conflicts with BSS Cooler Streets initiative – RA to RE Zones results in net loss of trees due to larger footprint of builds and removals of existing mature trees**
    a. **Initiative indicated Trees Reduce Heat Island Effect by 10-25%**
    b. **Trees are the most effective means of reduction of the Heat Island Effect**

After discussion the Encino Neighborhood Council voted to **support** the request as presented in the above motions by a vote of: 14 (Y), 0 (N), 0 (A)

These recommendations will be added to the existing recommendations previously sent and an updated list of recommendations will be provided. The ENC's PLU Committee will continue to review the additional items and we will submit further recommendations as they are voted on.

We look forward to our recommendations being considered.

Thank you,

Alex

Alex Garay
Encino Neighborhood Council
President
cc: LA City Council, LA City PLUM Committee, Aviv Kleinman, Chris Givens, Claudia Rodriguez, Michelle Montenegro, swvalley@lacity.org, Blake Lamb

February 7, 2020

Re: Encino Neighborhood Council Motion – Recommendations to Encino-Tarzana Community Plan (the South West Valley Plan Update)- Case Number: CPC-2019-1741-CPU; CPC-2019-1742-CPU; CPC-2019-1745-CPU; ENV-2019-174-EIR Ref Number: 2019039154

- **All recommendation approved through February 2020**

A. Resubmittal of comments on the following items:

I. AESTHETICS (Responses to specific subsections as numbered in the proposal)

a) Committee has concerns about 2006 zoning changes which have changed the closeness of side yards – housing proximity to within 5' of the property line, which has the effect of closing off vistas and open space. Committee expressed concern about allowing anymore height to buildings as they will block vista and line of sight.

b) Include streetscape plan to preserve urban forest. Coordinate with Urban Forestry Division of the City of Los Angeles to preserve as many trees as possible and replace trees that have been cut down in the building process

d) Committee believes we need to study the effects of Digital (LED) Billboards as they will add substantial light glare and make our roads less safe as they compete for driver's attention.

II. AGRICULTURE AND FORESTRY RESOURCES

(Non-categorized response) Committee has concerns about the potential loss of the only urban farm (Tapia Brothers) and the only Vineyard (Wexler Encino Estate Vineyard) due to zoning changes and the desire for more density on the part of planners. The ENC-PLU urges planners to keep favorable zoning (preserve and protect) for all agricultural endeavors in the Encino-Tarzana Community Plan update. As limiting food sources and locally grown produce would have an obvious detrimental environmental effect.

B. Initial submittal of comments on the following item:

III. AIR QUALITY (Responses to specific subsections as numbered in the proposal)

a) Conflict with or obstruct implementation of the applicable air quality plan?

1. We should study the effects of standby through-traffic entering and leaving Encino

2. We should study effects of an increase in building zoning vs lot footprint leading to the removal of trees and open space between homes

3. We should study and implement restrictions on hardscape landscape (i.e., maximum non-pervious construction preventing groundwater entering lots leading to tree deaths).

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

1. We should study the effects of jet emissions due to new flight paths.

d) Expose sensitive receptors to substantial pollutant concentrations?

1. We should study the potential increase of traffic density with longer idle times and increased emissions and brake dust irritants in the air.

e) Create objectionable Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

1. Upsizing zoning from "RA" to "RE" would require increase in utility infrastructure and resulting construction upgrades by non-clean idle heavy equipment. Study on resulting pollution to include but not limited to diesel combustion emissions, dust, and demolition of structures. (See Sunset Blvd utility upgrade project.)

Encino/Tarzana Community Plan CEQA comments, items IV-V (Sep. ENC Motion)

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

* Compare coyote and other native species increased visablity due loss of hunting grounds; a direct result of decrease in building to building greenscape buffers; stemming from decreased rearyard/sideyard setbacks from existing community plan to current Blanket Residential zoning & future effects from rezoning of RA-RE in Encino.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? Association of Environmental Professionals 2016 CEQA Guidelines Appendices 316

* Study effects of densification near LA River/Balboa Parks & the stream between Libbet & Gloria, on Magnolia.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

* Study effects of larger homes, which divert water into storm drains, carrying chemicals, & debris toward the ocean.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

* Maintain Greenspace between buildings, frontages, and non existing sidewalk corridors provide nesting for animals for native wildlife nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

* Study the loss of Tree canopy in Encino utilizing **USC Professor Travis Longcore, PhD** study, & why there was no enforcement mechanism for the 2009 Encino Tarzana Community Plan in protection of Green Spaces

* Study designating of all street trees as "Cultural Monuments" in Encino with an effective enforcement mechanism.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

* study impact of Rezoning R1 side yard setbacks from existing/prevailing per tract/community plans vs new minimum 5' reduced side yard set back & 15' rear yard set back.

* Reinstitute original prevailing setbacks per Encino Tarzana Community Plan to preserve existing trees, planted in buffer areas

V. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

* Study impact of Rezoning R1 with side yard setbacks from existing per tract plan/community plan vs new minimum 5' reduced side yard set back & 15' rear yard set back & the rezone from RA to RE. The ENC requests that the original sideyard setback be restored to existing buildings to maintain neighborhood look; That Mansionization, allowed by the blanket rezoning, shall not be permitted for the community plan.

* Study the current community plan's lack of enforcement mechanism changing the culture of Encino. Although not currently cited as a historically contributing area; per § 15064.5 A(D)(4), an area such as the housing tract between Balboa Blvd (E boundary, Lindley (W Boundary), Victory (N Boundary) & Burbank (S Boundary), Amestoy Estates, Sherman Oaks Circle , old historic homes on large parcels such as the homes at the end of Noeline, or who had notable figures reside in them, & Los Encinos, contain a unique layout and should be protected. These identified areas hence qualify as an area that "has yielded, or may be likely to yield, information important in prehistory or history" in residential tract housing communities in the Valley, particularly Encino.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

c) Disturb any human remains, including those interred outside of formal cemeteries?

Attachment IV Energy

VI. ENERGY. Would the project:

A. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

*** Study current utility demand/usage vs existing infrastructure (and lifecycle) comparing original Community Plan VS Proposed RA to RE proposed Rezoning to include:**

1) **Prevailing setbacks**
2) **"DEPARTMENT OF CITY PLANNING GENERALIZED SUMMARY OF ZONING REGULATIONS Updated June 2019."**
3) **Changing (Upzoning) RA to RE size homes results in fixed population vs larger homes**
    a. **Metrix Comparison Requested: LADWP Sunset Blvd "Reliability Project."**

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

*** Study:**

1) **Net loss of the Urban Forest due to non-enforcement mechanism of existing Community Plan Standards for open space at Plan Check counter.**
2) **The mansionization plan of RA to RE directly conflicts with both Mayor Viragosa & Garcetti Tree planting initiatives and the City of LA Green New Deal.**
3) **Frequent site construction for additions or remodel expand buildable area of lot and thus result in removal of trees (non protected)**
4) **Conflicts with BSS Cooler Streets initiative – RA to RE Zones results in net loss of trees due to larger footprint of builds and removals of existing mature trees**
    a. **Initiative indicated Trees Reduce Heat Island Effect by 10-25%**
    b. **Trees are the most effective means of reduction of the Heat Island Effect**

As the Encino Neighborhood Council continues to discuss further recommendations to the plan we will provide updates as well as a complete up to date memorandum with all our recommendations..

Thank you,

Alex

Alex Garay
Encino Neighborhood Council
President
cc: LA City Council, LA City PLUM Committee, Aviv Kleinman, Chris Givens, Claudia Rodriguez, Michelle Montenegro, swvalley@lacity.org, Blake Lamb

APPENDIX B

Methodology

APPENDIX B. METHODOLOGY

POPULATION, HOUSING, AND EMPLOYMENT

This section describes the data sources and methodologies employed to identify the Draft Environmental Impact Report (EIR) Existing Conditions and Future Projections, both of which are used to assess the potential environmental impacts of the Proposed Plan. This section also explains how reasonably anticipated population, housing, and employment under the Proposed Plan are derived and how the Proposed Plan addresses anticipated growth in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan, herein referred to as the "Southwest Valley Community Plan Areas (CPAs)".[1]

The Draft EIR evaluates the potential environmental impacts from anticipated changes in population, housing and employment based upon information from a variety of sources including, the United States Census Bureau (U.S. Census), California Department of Finance (DOF), California Employment Development Department (EDD), the Southern California Association of Governments (SCAG), the City of Los Angeles Department of City Planning (DCP) and associated documents. Since each of these sources may use different methods of data collection and analysis, and/or different timeframes, the data do not always yield precisely the same results. Accordingly, the demographic data used in the analysis may vary somewhat, depending upon the source cited. Despite variations, the data used in this Draft EIR represent the best available sources at the time of preparation and provide a reasonable estimate of the population, housing, and employment characteristics of the Southwest Valley CPAs.

EXISTING CONDITIONS

Existing Conditions or Baseline Conditions for the purposes of environmental analysis of a community plan update, can be described in demographic terms (population, housing, and employment) or in terms of development characteristics (square feet of development, height of structures, or number of existing housing units). The City has the expertise to determine the best data source for Existing Conditions. For Existing Conditions, as the City's professional planning agency and the lead agency responsible for reviewing and preparing the Draft EIR, DCP uses published and public data referenced and used by multiple agencies in planning for the City and region. Obtaining accurate development characteristics at the parcel level for each Community Plan Area has, in recent decades, become possible through geographic information systems (GIS), however the technology still presents practical difficulties in verifying precise,

[1] Nothing in this document is intended to contradict or control the particular data or methodology used in the EIR. This methodology was developed by DCP in its review and preparation of Draft EIRs for the Community Plan Update program and is provided in the appendices to supplement and support the Draft EIR

detailed data at the lot and parcel level for CPAs for a city the size of Los Angeles. The size of the City, at over 469 square miles (and an additional 34 square miles of submerged land), results in duplicate, incomplete, and/or unverified data that is time- and cost-prohibitive to verify at present. Reasonable efforts are made to collect and use the most complete and current data at the time of the Draft EIR analysis, recognizing the constraints, limitations, and margins of error associated with data sources.

The leading source of demographic data is the U.S. Census. While Census data is typically the most reliable source of socioeconomic data, such as housing and population, for discrete geographic areas, it is available only on a decennial basis (2000, 2010, and 2020). While it is preferable to use decennial Census data for analysis, it is not always possible to align planning processes with its release. Consequently, other sources are consulted to obtain the most current information and to provide a benchmark for the Existing Condition year. In the interim years, the U.S. Census Bureau gathers more detailed socioeconomic data through other surveys, such as the American Community Survey (ACS), which provides annual data for certain geographies. However, certain challenges still exist with using ACS data for existing conditions. For example, the ACS provides annual estimates for incorporated cities but not for Community Plan Areas, and there is a lag time between when the data is collected and when it is released for both Census products. Both the decennial Census and ACS data are subject to sampling variability.

SCAG, as the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO), publishes demographic estimates and projections through the long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is updated by SCAG every four years. Census and ACS data are used by SCAG to prepare regional demographic estimates and forecasts. In addition to estimating existing demographics, the RTP/SCS provides a vision for future transportation investments throughout the region. Using demographic growth forecasts and economic trends that project over a 20- to 25-year period, or "horizon," the RTP/SCS typically considers the role of transportation in regional planning within the broader context of economic, environmental, and quality-of-life goals for the region. Therefore, SCAG data is often used by planning agencies in the region to align with the goals and demographic data of the RTP/SCS.

■ Baseline Existing Conditions (SCAG)

As the regional MPO, SCAG is the regional demographer for a six-county region that includes Los Angeles County. In that role, it has an established methodology for estimating population, housing, and employment for the region, as well as projecting future population, housing, and employment at a jurisdictional level. SCAG uses various sources to determine the existing or baseline population, housing, and employment. This method is used to derive annual estimates of population, housing, and employment for years that are not Decennial Census years.

SCAG's small area growth forecasting process is applied to develop baseline year estimates and future year socioeconomic data at the Transportation Analysis Zone (TAZ) level. The approach is used by SCAG to distribute jurisdictional-level population, housing, and employment estimates and projections into TAZs. Household and employment figures rely on a

variety of data sources, and can more readily be broken down into smaller geographical areas. However, population figures are estimates derived from households and are generally considered a more accurate representation at the jurisdictional level, where multiple data sources are consulted. It is generally less precise to estimate population numbers for smaller areas, or for areas where boundaries do not precisely match Census reporting divisions, such as at the Community Plan Area level, than at recognized jurisdictional boundary levels.

The following is a list of SCAG data sources[2] used in the development process of the 2024 RTP/SCS:

- California Department of Finance (DOF) population and household estimates
- California Employment Development Department (EDD) jobs report by industry
- Local planning data: existing land use and General Plans from local jurisdictions
- 2020 Decennial Census P.L.-94 171 Redistricting Data
- American Community Survey (2015-2019 5-Year Estimates)
- County assessor parcel databases
- 2019 business establishment data from InfoGroup
- SCAG's Connect SoCal 2020 growth forecast
- Latest available entitlement agreements as articulated by local jurisdictions
- 6th cycle housing element update data, if available (see Section 4.6)
- Adopted Connect SoCal 2020 policies and growth vision
- Jurisdictional review through the Local Data Exchange (LDX) process

■ How DCP Verifies Existing Conditions

DCP regularly tracks growth and development activity in the City. As part of the regional planning process, local planning departments (including DCP) work together with SCAG to develop demographic estimates for the City of Los Angeles and the Southern California region approximately every four years. SCAG publishes the RTP/ SCS every four years. SCAG's Regional Council adopted the most recent 2024 RTP/SCS in April 2024. However, the cycles of RTP preparation do not regularly coincide with the release of Census data. Because of the time required to prepare the RTP/SCS, there is a lag between when the Census data are released, or a demographic estimate is prepared, and when SCAG makes the demographic estimates available through the RTP/SCS. Additional lags can also occur between the time the Planning Department receives SCAG's demographics estimates for the baseline and forecasts for the horizon year, and the time a draft community plan and EIR are completed. Therefore interpolations or refinements of data utilizing a previous point in time and future point may be necessary for certain community plan update projects.

Furthermore, the DCP's planning process for community plan updates is comprehensive, and the updates are long-term projects that take several years to complete. The planning process focuses on addressing land use changes at the parcel level to both resolve inconsistencies in

[2] Connect SoCal 2024: Land Use and Communities Technical Report, April 2024, Accessed May 21, 2026
https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-landuse-communities-final-040424.pdf

land use regulations and fulfill City objectives. For the Southwest Valley Community Plan Update, the Notice of Preparation (NOP) was released in 2024, and the 2024 SCAG RTP/SCS data was used to inform the baseline existing conditions. Because the development of an updated SCAG RTP/SCS is a multi-year process, the 2024 RTP/SCS relied on data originally from 2019. To account for demographic and other changes that occurred between 2019 and 2024–in particular in light of the COVID-19 pandemic–the baseline year socioeconomic data used in this EIR was further refined using Census 2023 American Community Survey (ACS) and Longitudinal Employer-Household Dynamics (LEHD) employment data.

These refinements to the 2024 baseline year data occurred in tandem with the development of the City's updated Travel Demand Forecasting (TDF) Model, completed in 2026 by the Fehr & Peers transportation consultant team. The 2026 update of the citywide Model with a base year of 2024 and a future year of 2050 reflects post-pandemic travel behavior, changes in transit service such as Metro's NextGen Bus Plan, and housing policy changes, in addition to incorporating ACS and LEHD data. Thus, the socioeconomic data used to inform the Draft EIR's Reasonably Anticipated Development (RAD) was the same as that used for the transportation analysis.

Although CEQA does not require a lead agency to change the baseline year for a Draft EIR analysis when new estimates become available subsequent to the Draft EIR baseline year, DCP does review new data or projections released subsequent to the publication of the NOP to verify if it would substantively affect the analysis or conclusions for significant impacts that are correlated or reliant upon population, housing or employment data. For instance, as discussed above, the City of Los Angeles TDF Model used updated ACS and LEHD data to inform and refine the SCAG 2024 RTP/SCS baseline data. The City also used Los Angeles County Assessor data to benchmark and analyze the general distribution patterns and totals for housing estimates in the Community Plan Area (CPA). This system of using SCAG data and comparing or benchmarking it with other available data represents a best-practice approach to obtaining and using the most complete and current data. Multiple sources were also consulted, as stated above, to verify demographic totals for the Community Plan Area.

FUTURE PROJECTIONS

The Southwest Valley Community Plan Update is intended to plan for anticipated growth by 2050 (the planning horizon year), and consequently uses the adopted 2024-2050 SCAG RTP/SCS (2024 RTP/SCS) as a resource for both the baseline (also called Existing Conditions) population, housing, and employment estimates and future projections for the 2050 horizon year.

■ Projections (SCAG)

The 2024 RTP/SCS projection for 2050 factors in recent and past trends, key demographic and economic assumptions, and local, regional, state, or national policies. For example, the COVID-19 pandemic had a significant impact on household, population, and employment

trends. SCAG reported that in 2021, in the wake of the pandemic, the region experienced near-zero foreign immigration, a historically major source of population growth. Though migration trends had rebounded substantially by 2024, growth is still anticipated in SCAG's six-county region, but at a slower pace. Growth is also projected to continue to slow over time. From 2025 to 2030, SCAG projects that the six-county region will experience population growth of 2.1%, household growth of 5.6%, and employment growth of 3.7%. However, by the period 2045 to 2050, regional growth in all three categories is projected to have slowed to 1.1%, 1.5%, and 0.8%, respectively.[3]

SCAG prepares regional and jurisdictional forecasts or projections. Regional employment forecasts are based on a set of national employment forecasts using a shift-share model. The population forecast uses the cohort-component model, which adds to the existing population the projected number of persons living in group quarters, births, and persons moving into the region, and subtracts the projected number of deaths and persons moving out of the region. Households are forecast by multiplying the projected residential population by projected headship rates, or by the share of householders in population cohorts, based on age-sex-racial/ethnic-specific household formation levels. Regional demographic-economic assumptions were also considered in the forecasts and cover issues such as fertility rate, domestic migration, international immigration, and labor force participation rates.

For the jurisdictional forecast, also known as a small-area forecast, SCAG derives household growth rates and household sizes from historical trends and potential development identified in jurisdictions' general plans and land uses. Population projections are based on household growth and size. Future employment numbers for jurisdictions are based on the county's employment by sector. The major data sources used to develop the jurisdictional forecast include: California Department of Finance (DOF) population and household estimates; California Employment Development Department (EDD) jobs reported by industry; 2010 Census and the latest American Community Survey (ACS) data; Regional Housing Needs Assessment (RHNA) growth projections for 2014 through 2021; and 2014 Business Installment data from Infogroup. Local jurisdictions also provided input and comments to SCAG, and adjustments were made.

For the City of Los Angeles, SCAG distributes the total citywide number among all the city's Community Plan Areas by 894 Transportation Analysis Zones (TAZs), based on past trends and compared with TAZ projections from previously adopted Regional Transportation Plans. DCP reviews the proposed SCAG projections based on knowledge of the Community Plan Area and may provide feedback based on local knowledge of development trends and activity observed during the RTP/SCS development process. An example of input could be advising SCAG to reflect growth in areas with existing or planned transit infrastructure, areas with flexible land use regulations that can allow higher levels of growth, and away from hillsides or historic single-family neighborhoods. This local feedback can also include further input based on the effects of local policymaking, such as General Plan or Community Plan updates, and the

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[3] Connect SoCal 2024: Demographics & Growth Forecast Technical Report, April 2024, accessed May 6, 2026 https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf

mandates of federal and state plans, which are also taken into consideration during the local review process.

See the following SCAG publication for the methodology employed to determine estimates of population, housing, and employment data for the region:

- https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf

■ How Community Plans Consider SCAG Projections

The City of Los Angeles uses SCAG's projections to plan for the future. DCP considers SCAG projections for housing, population, and employment as targets in its long-range planning efforts for Community Plan Areas when updating community plans. SCAG provides the demographic expertise in developing regional and citywide projections and works with DCP planners and demographers to refine those projections and their distribution throughout the city, as described previously. At a minimum, community plan updates meet SCAG projections for each CPA, but in some cases may exceed those projections depending on factors such as market demand, development trends, new legislation, and the introduction of transit or other infrastructure. Planning for more growth than the SCAG projections also allows for flexible zoning and land use that accommodates development as development trends change over the life of a Community Plan. This may occur because the data or information SCAG used when it prepared the projections changed, or because new information became available later. In this respect, the most recently adopted SCAG projections are viewed as targets, and DCP ultimately determines the distribution of citywide growth through adherence to the General Plan Framework and Community Plans goals, objectives, and policies while the citywide projections are being accommodated.

Table 1 compares population estimates for 2024 across seven geographic planning areas within the City of Los Angeles with population projections for 2050. Using SCAG's 2024 RTP/SCS as the source, the City of Los Angeles as a whole is projected to grow by 12% in population during this time (an increase of 457,897 people), which, over 23 years, is approximately 0.4% growth per year.

The table indicates that the South Valley Geographic Planning Area–which includes the Southwest Valley Community Plans along with the North Hollywood-Valley Village, Van Nuys-North Sherman Oaks, and Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plans–is currently home to approximately 20% of the citywide population, and it is projected that in 2050 the region will be home to approximately 19% of the citywide population. Despite other parts of the City having a higher proportional share of overall population by 2050,the South Valley region is still anticipated to accommodate 16% of the citywide growth.

Table 1: Projections by CPA Geography

Geographic Planning Area	2024[1] Estimated Population	% of Citywide 2024 Population	2050[2] Projected Population	% of Citywide 2050 Projected Population	Projected Population Growth (2024-2050)	% Citywide Growth Distribution (2024-2050)
Citywide	3,857,468	--	4,315,365	--	457,897	--
South Valley[3]	762,420	20%	837,643	19%	75,223	16%
North Valley	703,140	18%	734,565	17%	31,425	7%
Central	659,764	17%	904,516	21%	244,752	53%
South Los Angeles	731,154	19%	778,942	18%	47,788	10%
Harbor	200,466	5%	196,798	5%	-3,668	-1%
West Los Angeles	421,953	11%	484,748	11%	62,795	14%
East Los Angeles	378,571	10%	378,153	9%	-418	-0.1%

Note:
1. 2024 population estimates come from the SCAG 2024 RTP/SCS.
2. 2050 population projections come from the SCAG 2024 RTP/SCS.
3. The Southwest Valley Community Plans make up a portion of the South Valley Geographic Planning Area, along with the Southeast Valley Community Plans.

HOW GROWTH IS ADDRESSED THROUGH PLANNING AND ZONING

In preparing community plan updates, land use and zoning changes are proposed to accommodate projected growth while meeting the policies of the Framework Element and the Sustainable Community Strategies. During the planning process, a technical land-use analysis, including an examination of development trends and consideration of General Plan policies, is conducted to identify appropriate locations and levels of future development. DCP evaluates the geographic distribution of land use designations and zoning within a Community Plan Area to identify where development potential is warranted. Some areas are expected to remain largely unchanged over time, such as open space areas. In other areas, development could occur as infill development and redevelopment, such as in multi-family residential areas. There are also areas where development is directed through zoning and land use changes, such as near transit stations and major corridors with bus lines, to increase transit access, reduce vehicle miles traveled, and thereby reduce greenhouse gas emissions and advance the city's and region's climate change goals. Land use designation and/or zoning are applied to implement the updated land use policies of the Southwest Valley Community Plans.

Existing regulations as well as components of the Proposed Plan will ensure that growth is adequately addressed while also supporting the needs of existing Plan Area residents and workers. For example, under the Proposed Plan's zoning, new developments would be subject to form and frontage regulations that are designed to achieve compatibility with existing neighborhoods. Specifically, building height limitations and step-back requirements, where appropriate, would help to provide cohesive height and bulk transitions across future structures within the CPA. A new project also must meet the use and objective design regulations established in the New Zoning Code and comply with applicable Environmental Protection Measures (EPMs) to receive approval. However, over the past five years, legislative changes to State Density Bonus Law provide 100 percent affordable housing projects relief through waivers of certain standards (i.e. step-back requirements), which could result in developments with reduced compatibility with existing neighborhoods.

PROPOSED PLAN'S REASONABLY ANTICIPATED DEVELOPMENT

After preparing the draft Community Plan Update, separate from SCAG's demographic projections, DCP determines the Reasonably Anticipated Development (RAD) of the Community Plan Update, or what is reasonably expected to be built out under the Proposed Plan by the planning horizon year. The RAD analysis estimates how many people, housing units, and jobs the plan areas could accommodate under the Proposed Plan, as well as under the No Project and Alternative Project scenarios. On a citywide basis, DCP's goal is to ensure RAD across all Community Plans allow the City to meet or exceed the total SCAG citywide projection, ensuring consistency with other departments and agencies that plan for and provide public services and infrastructure to the City. The RAD analysis is used to verify that a Plan meets state, regional, and local policy objectives; to verify that the City meets the objectives and projections of the SCAG RTP/SCS; and to conduct impact analysis in the environmental review process for a Community Plan Update.

Planners use their educational and professional experience and expertise in land use and zoning standards to make assumptions about where development is likely to occur and at what scale, and create assumptions about the amount of residential, commercial, and industrial development that will occur during the life of the plan to determine the Reasonably Anticipated Development.

These assumptions are established through research and analysis of existing development trends, on-the-ground conditions, project entitlement and building permit data, geographic and historic constraints, the age of existing buildings, and the development potential between the existing built conditions and the uses and development intensities permitted by the new regulations. Factors such as existing and planned infrastructure improvements are also considered.

Although DCP conducts significant research, relying on a multitude of data sets and market trends, assumptions are still made when establishing the RAD. The Proposed Plan, with its policies, zoning, and land use changes, does not grant permits for or construct any developments. Future unforeseen market changes that either incentivize or inhibit development are unknown at this time, leaving uncertainty in the process of developing assumptions. DCP uses its expertise and the data sets available at the time of EIR preparation to inform the assumptions used in this analysis. These data sets include, but are not limited to, the following:

- Real-world conditions through field surveys, ZIMAS, and Google Maps to assess existing uses and the built environment
- Los Angeles County Assessor data and Los Angeles Housing Department (LAHD) data for the entire Plan Area to determine existing unit counts and existing uses
- Uses (residential, commercial, industrial) and development intensities (height, density, FAR) allowed by the existing General Plan land use designations, zoning, and any zoning overlays and Specific Plans
- Planning entitlements and building permits to assess market trends
- Proposed General Plan land use designations, General Plan objectives and policies, and Zoning regulations for the Proposed Plan and Draft EIR Alternatives
- Other applicable regulations or physical conditions that could constrain potential development (such as historic preservation protections, hillside and other topographies, flood plains, sensitive habitats, institutional facilities, and open space)
- Other State or local programs or regulatory schemes active in the Plan Area that are intended to incentivize or facilitate potential development (such as State Density Bonus Law, Senate Bill 9, local Community Benefits Programs and Citywide Housing Incentives Program, reductions in parking near transit infrastructure, or tax incentive areas)

Using these data sets and their collective expertise, DCP makes and applies assumptions to the acreage within the Community Plan area, to determine the amount of Reasonably Anticipated Development of residential units and non-residential square footage (i.e., commercial and industrial) that could be built during the life of the plan under all future project scenarios (Proposed Plan, No Project, and Alternative Projects). For example, residential land area is multiplied by dwelling units per acre to generate an assumed dwelling unit count, and non-residential land area is multiplied by development potential, applying industry-standard employment density to calculate the total number of employees.

Ultimately, market factors determine the level of development. Historical development patterns show that only a percentage of properties within a CPA will be redeveloped within the horizon year, and that the sites that do redevelop are not always utilizing the maximum FAR, density, or height allowed by the by-right zoning and the various incentive systems available. For this reason, a 100 percent build-out is a theoretical scenario and is not analyzed. Additionally, in a 100 percent build-out scenario, nearly every impact category could be considered significant and unavoidable, resulting in inflated impacts that could require oversized mitigation measures sized for demand that would never materialize and would be infeasible to implement. Instead of 100 percent build-out, a more reasonable expected level of development is used to guide proposed land use changes and to analyze the potential environmental impacts of those

changes. DCP conducts a RAD analysis to determine the level of development that would reasonably occur during the life of the plan. While some jurisdictions may conduct a "full build-out" analysis, the Southwest Valley Community Plan Area is highly urbanized, with infill development as the most common form of development. Conducting a full build-out analysis assumes that each parcel is fully redeveloped over the 25-year life of the plan, which is unrealistic given development constraints, including existing historic structures and recently completed developments that are unlikely to be redeveloped. A number of factors constrain development, including:

- Physical site conditions (topography, geology, etc.)
- Existing on-site buildings and structures (could necessitate demolition and incur associated costs)
- Zoning regulations (requirements for open space, yards, setbacks, and height that sometimes limit the maximum development on a site to levels below what the zoning would otherwise permit)
- Public review processes
- Environmental factors and constraints (adjacent uses, sensitive uses, local, state and federal laws)
- Historic preservation goals and regulations
- Historical development patterns
- Land values
- Market factors (economy, financial lending practices, etc.)

Note that a "full build-out" analysis scenario would assume that every parcel that permits residential uses will redevelop to the maximum permitted density by 2050. In the City of Los Angeles, where commercially-zoned properties generally allow both commercial and residential uses, a "full build-out" analysis that accounts for both residential and non-residential uses would still require assumptions for mixed-use areas to determine how much future development would be residential versus non-residential.

DCP considers the factors noted above in using its best judgment, based on the education, experience, and knowledge of its Planning Team, to determine the Reasonably Anticipated Development for the Proposed Plan, as well as all other future year project scenarios analyzed in the EIR.

■ No Project Methodology

CEQA requires that an EIR evaluate a "No Project" scenario, which assumes that the proposed Community Plan is not adopted and that the current land use and zoning regulations continue to remain in place. This scenario requires a RAD analysis that is based on existing regulations. The RAD analysis process for the No Project scenario considers the development potential under the *existing* land use and zoning rules. The process begins by developing a reference table containing build-out assumptions for each existing General Plan Land Use (GPLU).

There are two build-out assumptions that inform the No Project RAD's estimate for the number of dwelling units:

1. **Residential factor**: The percentage of the acreage of each General Plan Land Use (GPLU) that would be anticipated to be developed as residential uses. Planners begin by using residential factors assigned to each GPLU by the No Project's RAD analysis methodology. From there, Planners use data on existing uses from the Los Angeles County Assessor's office to estimate the percentage of each GPLU that is currently residential. If there is a significant difference between these values for residential factors (the value from the No Project's RAD analysis methodology versus the value from the Assessor's office data), the final residential factor is adjusted in order to reflect a balance between the existing profile of uses and the assumed profile of future developments.
2. **Dwelling units per acre**: An estimate of the number of units per acre that would be anticipated in each GPLU. The Department has established a range of anticipated dwelling units per acre for each GPLU based on how many units per acre are permitted in the highest intensity and lowest intensity zoning classifications that correspond to each GPLU, and the value assigned in the RAD methodology is the midpoint of this expected range. Using expertise on the Plan Areas, Planners then adjust some of these midpoint values to larger or smaller values within the assigned range to reflect particularities of the Plan Area (e.g., larger lot sizes, restrictions on FAR due to existing overlays, existing conditions are built to a higher intensity that current zoning would permit, usage of available incentive programs, such as State Density Bonus Law and the local Transit Oriented Communities (TOC) Program, etc.).

Table 2 shows the range of assumptions applied in each Plan Area that inform the RAD for dwelling units.

Table 2: Assumptions Informing Reasonably Anticipated Development of Dwelling Units

Land Use Designation *(Existing General Plan Framework)*	**Residential Factor**	**Non-Residential Factor**	**Corresponding DU/Acre Range**
Residential			
Minimum	90%-100%	0%-10%	0.4 - 3.5
Very Low	90%-100%	0%-10%	2.0 - 4.0
Very Low I	100%	0%	2.0 - 2.5
Very Low II	100%	0%	2.0 - 4.0
Low	90%-100%	0%-10%	3.8 - 12.4
Low Medium I	90%-100%	0%-10%	10.9 - 17.4
Low Medium II	90%-100%	0%-10%	18.9 - 29.0
Medium	90%-100%	0%-10%	42.0 - 54.5

High Medium	80%-100%	0%-20%	82.0 - 108.9
Commercial			
Limited	10%-50%	50%-90%	42.0 - 108.9
Neighborhood & Office	10%-50%	50%-90%	42.0 - 108.9
Community	10%-50%	50%-90%	42.0 - 108.9
General	10%-50%	50%-90%	42.0 - 108.9
Regional	5%-50%	50%-95%	82.0 - 108.9
Industrial			
Commercial Manufacturing	0%	100%	–
Limited Industrial	0%	100%	–
Light Industrial	0%	100%	–
Public Facilities & Open Space			
Public Facilities	0%	100%	–
Open Space	0%	100%	–

In addition to the build-out assumptions for the number of dwelling units, an additional build-out assumption that further informs the estimate for population is the persons per household:

1. **2050 persons per household**: A value for the anticipated number of people per household by the Plan's horizon year. This is derived from SCAG's RTP/SCS projections for Population and Households in the Plan Area in 2050.

There are four assumptions that inform the RAD's estimate for the number of jobs:

1. **Non-residential factor**: The percentage of the acreage of each GPLU that would be expected to be developed as non-residential uses. This value is the inverse of the residential factor discussed above.
2. **Floor Area Ratio (FAR)**: FAR assumptions are determined by what is allowed under the existing zoning code under Chapter 1 of the Zoning Code, combined with a review of any significant Qualifying "Q" conditions or Specific Plans, such as the Ventura-Cahuenga Boulevard Corridor Specific Plan, which limits existing FARs to less than what would otherwise be allowed by the existing zoning.
3. **Employee land use factor**: A factor of the total non-commercial footprint that would be expected to be used for employment purposes (as opposed to storage, display, or other purposes).

4. **Square feet per employee**: An estimate of the average square footage required per employee at a business. Assumptions for square footage per employee and the employee land use factor for each GPLU are derived from market analysis and employment data from sources such as USAJobs.

Table 3 shows the range of employment assumptions applied to each Plan Area.

Table 3: Employment Assumptions

Land Use Designation *(Existing General Plan Framework)*	**Employee Land Use Factor Range**	**Square Feet per Employee Range**
Residential		
Minimum	.1	1000
Very Low	.35	375 - 750
Very Low I	–	–
Very Low II	–	–
Low	.35	375
Low Medium I	.15 - .35	750 - 1000
Low Medium II	.35	750
Medium	.35	375
High Medium	.25 - .35	375
Commercial		
Limited	.5 - .75	250 - 375
Neighborhood & Office	.25 - .5	250 - 750
Community	.35 - .85	250 - 375
General	.25 - .5	375
Regional	.65	250
Industrial		
Commercial Manufacturing	.4 - .5	750
Light Manufacturing	.5	750 - 1300
Limited Industrial	.5	750
Public Facilities & Open Space		

Public Facilities	.1 - .65	250 - 1000
Open Space	.1 - .5	750 - 3000

The build-out assumptions are then applied to each parcel in the Plan Area to estimate the total population, dwelling units, and/or employment that could reasonably be anticipated for each parcel by the horizon year.

To account for the use of the State Density Bonus program and other housing incentive programs, including the local Citywide Housing Incentive Program (CHIP), a density bonus utilization rate is then applied. The "density bonus utilization rate" is a factor applied based on the likelihood that a bonus program will be used in future development projects. A 5% utilization rate is considered appropriate because it is based on analysis of recent trends in housing development projects that used these incentive programs in both the Southwest Valley and neighborhoods across the City through the 2017-2024 timeframe–this time range reflects major Density Bonus Law changes that occurred between 2017 and 2024 and the TOC Program becoming effective in 2017. This utilization rate is then applied to all parcels with a GPLU that allow the City's various density bonus programs to estimate realistic housing and population numbers, including units built through incentive programs.

Summing these parcel-level estimates of population, dwelling units, and employment yields the Reasonably Anticipated Development for the Plan Area as a whole. For a discussion of how the development of Accessory Dwelling Units was considered in the RAD process, see the section below *Incorporating Accessory Dwelling Units and Work From Home Jobs in the RAD Methodology*.

■ Proposed Plan Methodology

Comparing the different intensities of the proposed zoning and land-use changes is necessary to estimate likely population, household, and employment projections within each Transportation Analysis Zone (TAZ) of the Community Plan Area. For context, the TDF Model includes 2,233 TAZs within the City. The Proposed Plan RAD analysis results in a summary table of Population, Households, and Employment estimates aggregated at the TAZ level. This summary, referred to as Socioeconomic Data (SED), is provided to transportation consultants at the TAZ level to support travel demand modeling and related models that inform various components of the EIR's assessment of potential environmental effects.

In addition to the factors mentioned above, DCP understands that not all parts of a neighborhood will redevelop at the same pace or intensity. Areas with more significant changes to what can be built under the proposed plan may redevelop in the nearer term, as new intensities or uses are available to those properties. In areas where there are not significant changes to the zoning regulations, it is not expected that much change would occur. Buildings may be renovated or businesses may change, but the overall scale and intensity is likely to stay the same. To account for this variation in where change might occur, planners assign a level of

change value from a one to five range to each TAZ to represent how much redevelopment can be expected in a given TAZ by the Plan's horizon year (2050) relative to the other TAZs across the Plan Area. The TAZ level of change is based on several factors, including proximity to transit, recent history of major developments in the area, and the extent of current underbuilding. The most significant factor to consider is the extent of increased development potential given the new zoning regulations compared to existing allowances.

For example, a TAZ assigned a level of change value of "1" is generally proposed to be composed exclusively of Open Space, Public Facilities, and Low Residential GPLUs with corresponding zones. These TAZs are likely to see little to no redevelopment over the life of the Plan. Whereas TAZs assigned a level of change value of "5" are generally proposed to be composed of Commercial Mixed and Residential Mixed GPLUs with corresponding zones. These TAZs have the highest concentrations of parcels reassigned from existing lower intensity GPLUs and zones, and are likely to experience the greatest level of redevelopment over the life of the Plan. **Figures 1-3** show the TAZs in each of the SWV CPAs.

Figure 1: LATAZs in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area

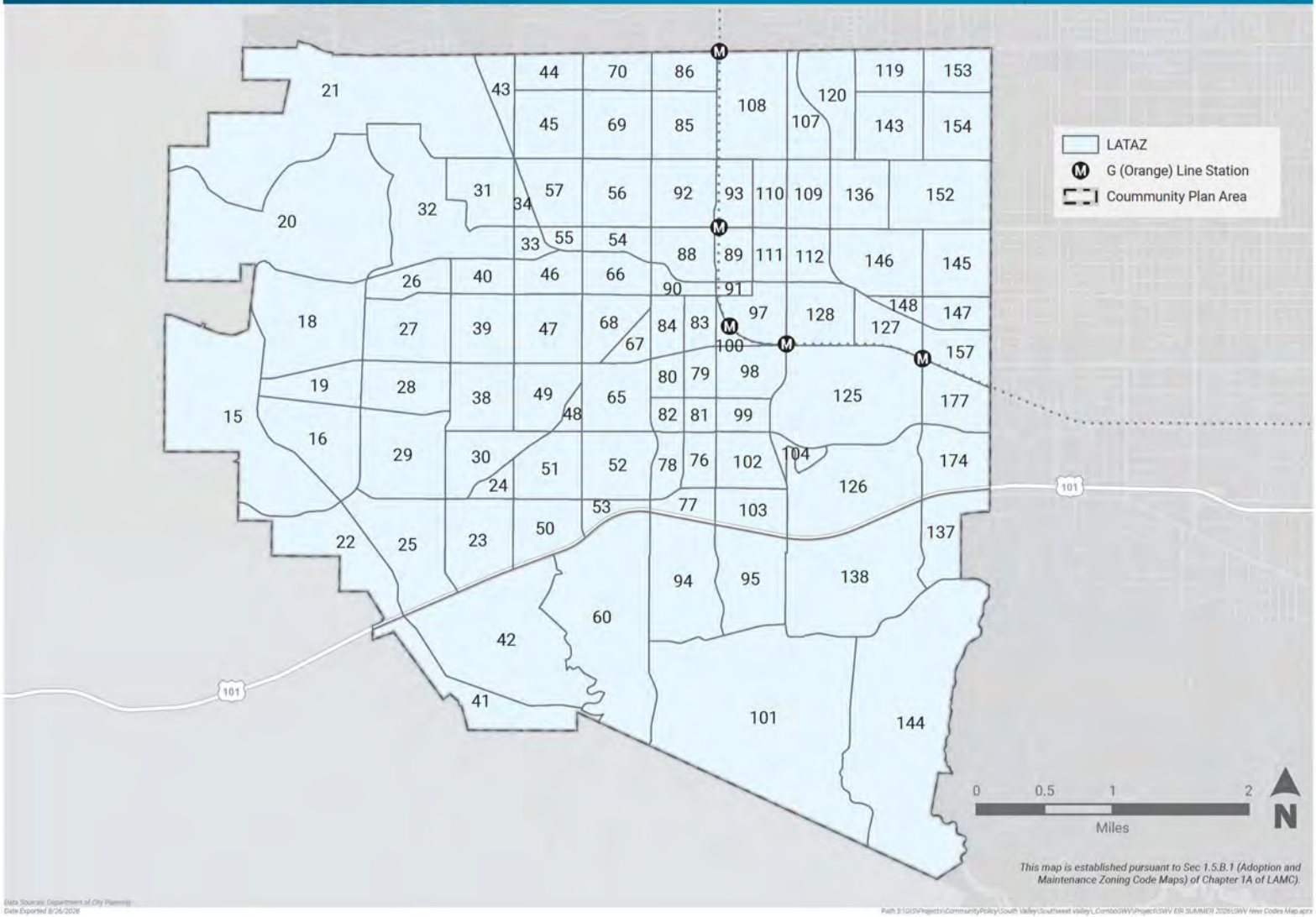


Figure 2: LATAZs in the Encino-Tarzana Community Plan Area

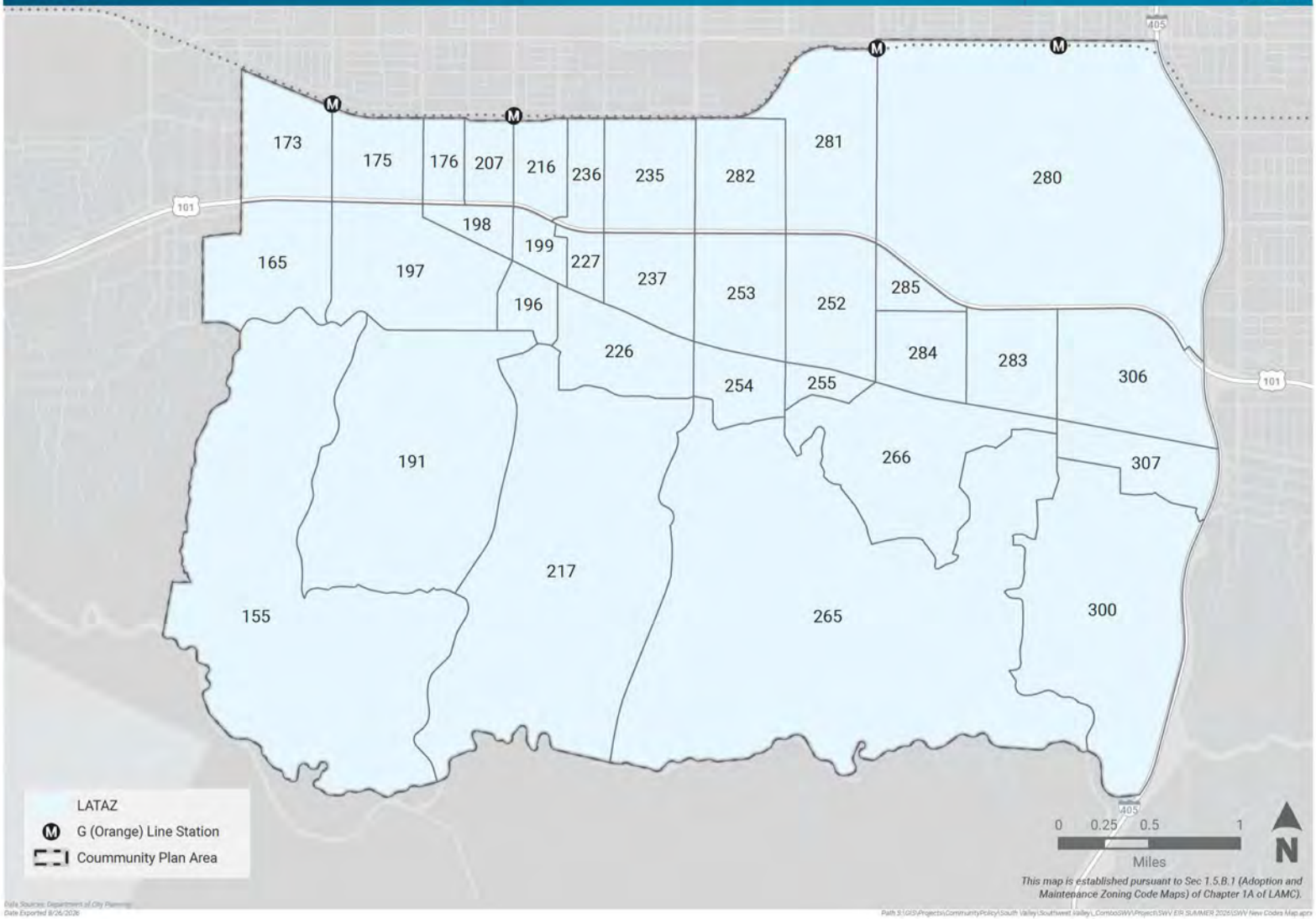
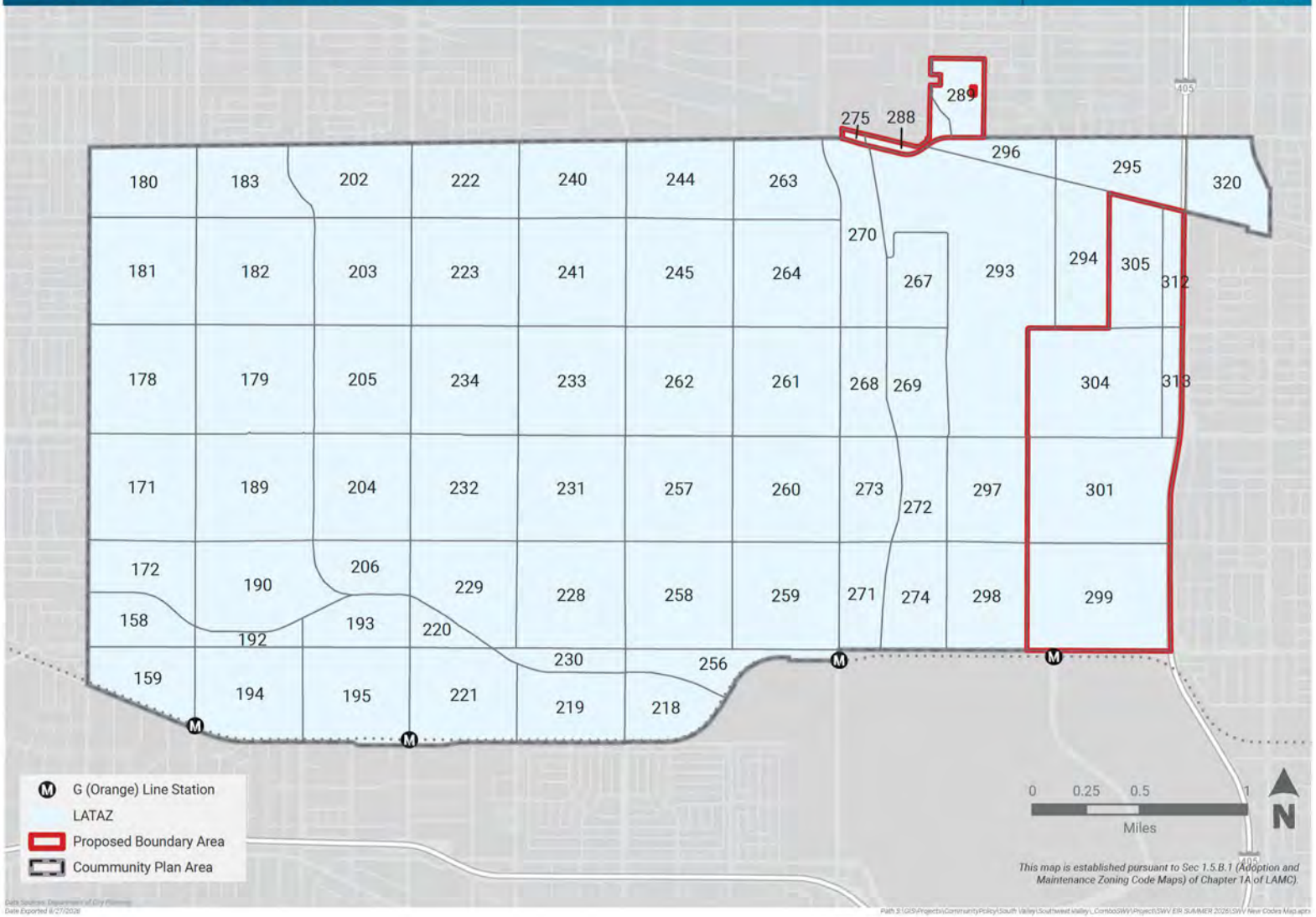


Figure 3: LATAZs in the Reseda-West Van Nuys-Lake Balboa Community Plan Area



After assigning TAZ-level change values, planners use their professional judgment and expertise to determine redevelopment assumptions for each proposed GPLU subarea at each TAZ level of change. Planners account for the varying Form, Use, and Density districts that apply within the Plan Area and within the GPLU, to determine what areas will be analyzed with the same assumptions. For example, for each GPLU in the Southwest Valley Community Plans, a subarea is created for the corresponding Form District, as these represent the different allowable Floor Area Ratios (FARs) and development potentials.

The following categorial parameters inform the process of estimating how much and what kind of development is likely to occur in each subarea:

1. Areas with no change: These are lots where redevelopment is not expected to occur by the horizon year. In any given zone, most parcels will fall into this category.
2. Areas with change using base development rights: These are lots expected to be redeveloped by the horizon year, *but* will only develop up to the base development rights.
3. Areas with change using bonus development rights: These are lots expected to be redeveloped by the horizon year, and up to the bonus development rights.

For each GPLU subarea, Planners then assign a percentage indicating how much of the land area is expected to fall into each of the three categories. This percentage also scales with the associated level of change assigned to each TAZ – meaning that parcels in a TAZ assigned a level of change value of 5 are assumed to redevelop at a greater rate than those parcels with similar zoning rules but that are located in a TAZ assigned a level of change value of 4 or less.

When assigning redevelopment assumptions, Planners must consider the area's existing built conditions, economic conditions, and market trends. Because the Southwest Valley is largely built out, with most new development taking the form of redevelopment and infill, and given the range of development constraints discussed above, it is reasonable to assume that the majority of parcels will not change over the life of the Plans, regardless of any rezoning efforts. Note that from the 2024 baseline year to the 2050 horizon year SCAG projects the Southwest Valley Plan Areas to grow by 8%, 18%, and 26% respectively in population, housing units, and jobs.

Consequently, within the Southwest Valley, no more than 30% of parcels are ever reasonably expected to redevelop, even in GPLU subareas with the highest allowed FARs and in TAZs with a level of change value of 5. Furthermore, among the parcels assumed to redevelop, the majority are expected to do so using bonus development rights rather than base development rights. This assumption is based on analysis of market trends across the Southwest Valley and other neighborhoods across the City, where most redevelopment has taken advantage of existing incentive programs, such as the City's Transit-Oriented Communities (TOC) program, the City's recently adopted Citywide Housing Incentive Program (CHIP), and the State's Density Bonus Program. The allowable bonuses in the new zoning code are intended to reflect and be competitive with these programs.

Table 4 shows a sample of a range of redevelopment assumptions that could be applied in subareas of the Medium Neighborhood Residential GPLU. Note that each subarea corresponds

to a different Form District–and subsequently an allowed FAR–that is permitted in the specified GPLU. As seen in the correspondence tables for the three Plan Areas, the Southwest Valley has a total of three Form Districts that correspond to this GPLU. Thus, there are three Medium Neighborhood Residential GPLU subareas. Note that there are some combinations of the TAZ level of change plus the GPLU subarea that do not occur anywhere in the Southwest Valley, causing the redevelopment assumptions to be null. This can be seen in the row for the subarea Medium Neighborhood Residential 3 with an assigned level of change value of one, where the redevelopment assumptions are not applicable.

Table 4: Sample Redevelopment Assumptions Table

GPLU Subarea	Level of Change	Percentage Breakdown		
		No Change	Redeveloping with Base Development Rights	Redeveloping with Bonus Development Rights
Medium Neighborhood Residential 1	1	100%	0%	0%
	2	80% – 95%	0%	5% – 20%
	3	80% – 95%	0% – 5%	5% – 20%
	4	80% – 90%	0% – 5%	5% – 20%
	5	75% – 90%	5%	5% – 20%
Medium Neighborhood Residential 2	1	100%	0%	0%
	2	95% – 100%	0%	0% – 5%
	3	85% – 90%	5%	5% – 10%
	4	80% – 85%	5% – 10%	10%
	5	70% – 90%	5% – 15%	5% – 15%
Medium Neighborhood Residential 3	1	N/A	N/A	N/A
	2	90% – 95%	0%	5% – 10%
	3	85%	5%	10%
	4	80% – 90%	0% – 5%	5% – 20%
	5	80% – 85%	0% – 5%	10% – 20%

Once these redevelopment percentages have been assigned, Planners develop build-out assumptions for each of the three categories of development type: 1. No redevelopment/no change; 2. Redevelopment at the base zoning; and, 3. Redevelopment at the bonus zoning. The build-out assumptions for areas with no change are based on an analysis of existing conditions across the Plan Area and are intended to approximate today's build-out for commercial floor area and number of residential units. Assumptions for areas redeveloping using either base or bonus development rights are based on the allowed Density and FAR in the associated Form District.

There are two build-out assumptions that inform the RAD's number of dwelling units estimate:

1. **Residential factor**: The percentage of the acreage of each GPLU subarea that we would expect to be developed with residential uses. For areas with no change, Planners use sources such as the County Assessor's data to estimate the percentage of properties within each GPLU subarea with an existing residential use versus those with an existing non-residential use. For areas redeveloping using base or bonus development rights, Planners use market trends from recent development projects. The residential factor is assumed to be lower for projects redeveloping under base development rights, as this category is expected to capture most commercial expansion or redevelopment throughout the life of the Plan. Most land use incentive programs (e.g., the State Density Bonus program) are available only to eligible projects that include housing units, not to purely commercial projects. Redevelopment that has occurred across the City by making use of incentive programs has been primarily residential. As a result, the residential factor for projects redeveloping under bonus development rights is generally quite high (75% or higher).
2. **Dwelling units per acre**: An estimate of the number of units per acre expected in each GPLU subarea. For areas with no change, the assumptions are carried over from the No Project scenario's reference table. Planners use a weighted-average approach: analyzing the existing GPLUs that make up each proposed GPLU subarea and weighting the dwelling units per acre value assigned to each existing GPLU in the No Project scenario based on its prevalence in the proposed GPLU subarea. For areas redeveloping using either base or bonus development rights, the assumption for dwelling units per acre is based on the allowed FAR and Density, combined with an estimate of the anticipated average unit size, derived from analysis of existing market trends in residential development.

In addition to the build-out assumptions for the number of dwelling units, an additional build-out assumption that further informs the estimate for population is the persons per household:

1. **2050 persons per household**: A value for the anticipated number of people per household by the Plan's horizon year. This is derived from SCAG's RTP/SCS projections for Population and Households in the Plan Area in 2050.

There are four assumptions that inform the RAD's estimate for the number of jobs:

1. **Non-residential factor**: The percentage of the acreage of each GPLU subarea that we would expect to be developed as non-residential uses. This value is the inverse of the residential factor discussed above.
2. **Floor Area Ratio (FAR)**: For the areas with no change, FAR assumptions are determined by what is allowed under the existing zoning and land use regulations, combined with a review of any significant Q conditions or Specific Plans, such as the Ventura-Cahuenga Corridor Specific Plan, which limits existing FARs to less than what would otherwise be allowed by the existing zoning. For areas redeveloping at the base or bonus, FARs are based on the maximum allowed FAR in the Proposed Plans GPLU subarea's associated Form District.

3. **Employee land use factor**: A factor of the total non-commercial footprint that would be expected to be used for employment purposes (as opposed to storage, display, or other purposes).
4. **Square feet per employee**: An estimate of the average square footage required per employee at a business. Assumptions for square footage per employee and the employee land use factor for each GPLU subarea are derived from market analysis and employment data from sources such as USAJobs.

Table 5 shows a sample of build-out assumptions for the Medium Neighborhood Residential GPLU subareas across the Southwest Valley plans. As discussed above, there are three subareas of the Medium Neighborhood Residential GPLU. For each subarea, the table shows the range of potential build-out assumptions applied across the three Southwest Valley plans for the three potential development outcome scenarios: 1) no redevelopment or "no change," 2) redevelopment using base allowed development rights, or 3) redevelopment using bonus allowed development rights.

The redevelopment and build-out assumptions are then applied to each parcel in the Plan Area to estimate the total population, dwelling units, and/or employment we could reasonably anticipate from each parcel. For example, if a given parcel's GPLU subarea and TAZ level of change combination led to a redevelopment assumption of 80% no change, 5% change using base development rights, and 15% change using bonus development rights, then 80% of said parcel's total acreage will be assessed using the build-out assumptions for areas of no change, 5% will be assessed using the build-out assumptions for base redevelopment areas, and 15% will be assessed using the build-out assumptions for bonus redevelopment areas. Summing these parcel-level estimates of population, dwelling units, and employment yields the reasonably anticipated development for the Plan Area as a whole.

Table 5: Sample Build-out Assumptions

	Assumptions for Areas with No Change						
	Housing & Population Assumptions			**Employment Assumptions**			
	Residential Factor	*Dwelling Units / Acre*	*2050 Persons per Household*	*Non-Residential Factor*	*FAR*	*Employee Land Use Factor*	*Square Feet / Employee*
Medium Neighborhood Residential 1	65% – 80%	27.5 – 35	2.16 – 2.62	20% – 35%	1.5 – 3.0	0.25 – 0.35	375 – 750
Medium Neighborhood Residential 2	90%	35	2.16 – 2.62	10%	1.5 – 3.0	0.25 – 0.35	375 – 750
Medium Neighborhood Residential 3	95%	31.5 - 35.5	2.16 – 2.62	5%	1.5 – 3.0	0.25 – 0.35	375 – 750
	Assumptions for Areas Redeveloping with Base Development Rights						
	Housing & Population Assumptions			**Employment Assumptions**			
	Residential Factor	*Dwelling Units / Acre*	*2050 Persons per Household*	*Non-Residential Factor*	*FAR*	*Employee Land Use Factor*	*Square Feet / Employee*
Medium Neighborhood Residential 1	80% – 95%	54.5	2.16 – 2.62	5% - 20%	1.5	0.25 – 0.35	375 – 750
Medium Neighborhood Residential 2	80% – 95%	54.5	2.16 – 2.62	5% - 20%	1.5	0.25 – 0.35	375 – 750
Medium Neighborhood Residential 3	80% – 95%	54.5	2.16 – 2.62	5% - 20%	1.5	0.25 – 0.35	375 – 750
	Assumptions for Areas Redeveloping with Bonus Development Rights						
	Housing & Population Assumptions			**Employment Assumptions**			
	Residential Factor	*Dwelling Units / Acre*	*2050 Persons per Household*	*Non-Residential Factor*	*FAR*	*Employee Land Use Factor*	*Square Feet / Employee*
Medium Neighborhood Residential 1	90%	163	2.16 – 2.62	10%	3.0	0.25 – 0.35	375 – 750
Medium Neighborhood Residential 2	90%	218	2.16 – 2.62	10%	4.0	0.25 – 0.35	375 – 750
Medium Neighborhood Residential 3	90%	245	2.16 – 2.62	10%	4.5	0.25 – 0.35	375 – 750

■ Incorporating Accessory Dwelling Units and Work From Home Jobs in the RAD Methodology

At the beginning of 2017, Senate Bill 1069 took effect legalizing the building of accessory dwelling units (ADUs) on lots zoned for single-unit housing. Incorporating these units into the reasonably anticipated development for all project scenarios begins by analyzing building permit data for ADUs in each Plan Area by year. At the time the RAD analysis for the Southwest Valley Plans was undertaken, data were available for 2018-2025. However, data from 2018 and 2025 were excluded to eliminate outliers, as by 2018, ADU production had not yet reached the levels that would become typical, and complete data from 2025 were not yet available.

Using data from 2019 to 2024, an average annual ADU production was found. This average is then multiplied by 25 in order to estimate the number of ADUs that may be produced over the next 25 years, by the horizon year. For example, **Table 6** shows the annual production of ADUs in the Reseda-West Van Nuys CPA from 2019-2024. The average annual ADU production across this timeframe in this CPA was 261.5 ADUs. So the expected number of additional ADUs by the Plan Update's horizon year is 6,537.5. The number of dwelling units and their associated population is then added to the reasonably anticipated development in all project scenarios. The numbers are distributed proportionally across each TAZ that contains Low Residential, Very Low Residential, and Minimum Residential GPLUs.

Table 6: Annual ADU Production in the Reseda-West Van Nuys Community Plan Area

Year Certificate of Occupancy Received	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**Yearly Average**
Number of ADUs	225	281	211	221	332	299	**261.5**

Additionally, Planners look to research trends in work-from-home activity to incorporate and account for estimates of these jobs in the Plan Areas. Based on the latest research available from the US Survey of Working Arrangements and Attitudes (SWAA) for work-from-home activity (i.e. fully remote work from home and hybrid telework arrangements), a 4% work from home rate[4] across residential land uses is considered reasonable. This 4% rate is applied to the total number of dwelling units in each RAD scenario and the resulting number of work from home jobs is added to the total number of anticipated jobs.

■ Incorporating SB 79 Into the RAD Methodology

Senate Bill 79 (SB 79) is a State law signed in October 2025. SB 79 established new development standards on land zoned for residential (including single-family zoned parcels),

[4] Jose Maria Barrero, Nicholas Bloom, and Steven J. Davis, "Why Working from Home Will Stick," NBER Working Paper 28731 (2021), https://doi.org/10.3386/w28731

mixed, or commercial uses within one-half mile of "transit-oriented development (TOD) stops" as defined in SB 79 At the time of the reasonably anticipated development analysis for the Southwest Valley Community Plans, SB 79 represented an unprecedented change to potential development rights across the three Plan Areas, affecting neighborhoods that previously allowed only single-unit housing. Additionally, a final direction on the City's approach to a possible future Local Alternative Plan as well as final ordinances to delay full implementation of SB 79 was still pending City Council approval at the time the DEIR was prepared. As previously mentioned, years of data and information was used to account for how programs such as ADUs, TOC, and State Density Bonus could impact the RAD analysis. At the time of the DEIR preparation, enough data was not yet available to determine how the City's Phased Implementation and Low-Rise ordinances would be used in the Southwest Valley geography. However, given the significance of the development standards permitted in SB 79, DCP conducted additional analysis to inform the reasonably anticipated development by the horizon year, considering SB 79.

To account for potential impacts from SB 79, regardless of future changes to the City's approach to incorporating this state legislation into its local zoning regulations, the RAD methodology adopted conservative assumptions for SB 79. A conservative approach likely overestimates the cumulative development from parcels affected by SB 79 by the Plan's horizon year, but it ensures that the EIR considers SB 79 as part of the Proposed Plan and No Project scenarios.

To do this, Planners looked to the highest percentage redevelopment assumptions across the Plan Areas. Across the Southwest Valley, in the highest-intensity GPLU subareas in TAZs with a level of change value of 5 (the highest assumed level of change), the highest percentage of parcels assumed to redevelop is 30%. This 30% value is thus used as the utilization rate for parcels eligible for SB 79 in the reasonably anticipated development methodology. Assuming that SB 79-eligible parcels will redevelop at the same rate as those parcels with the most intense development rights in areas most likely to redevelop leads to a conservative overestimation of the likely development stemming from SB 79.

SB 79 allows for certain development rights depending on a parcel's distance from an identified SB 79-eligible transit stop. The Southwest Valley Plan Areas contain the entirety of or a portion of 16 eligible TOD Tier 2 stops and their associated half mile radii. These development standards permitted under SB 79 for a Tier 2 stop, shown in **Table 7**, include allowances for height, density, and FAR that may exceed the existing zoning.

Table 7: SB 79 Development Rights for TOD Tier 2			
Tier	**Within 200 Feet**	**Within ¼ Mile**	**Within ½ Mile**
Height	85 feet (8 stories)	65 feet (6 stories)	55 feet (5 stories)
Density	140 dwelling units/acre	100 dwelling units/acre	80 dwelling units/acre
Density per Lot Equivalency	311 sq ft lot area/ dwelling unit	436 sq ft lot area/ dwelling unit	545 sq ft lot area/ dwelling unit
Floor Area Ratio	4.0	3.0	2.5

As discussed above, the reasonably anticipated development methodology for determining the expected number of housing units and population only considers density (dwelling units/acre). FAR is a factor only in determining the anticipated employment number, and height is not a consideration. Proposed building heights and associated potential impacts are discussed elsewhere in the EIR and are not key to the reasonably anticipated development methodology. SB 79 development projects are assumed to be fully residential developments; only the density is relevant to the RAD methodology.

While all lots within a half-mile radius of SB 79-eligible transit stations meet the distance requirement for SB 79 eligibility, some of these lots are not ultimately eligible for SB 79, and others are already eligible for more intensive development rights than SB 79 through base zoning or other existing incentive programs. Lots ineligible for SB 79 include parcels that do not allow residential uses.

Additionally, any site with a GPLU designation of Medium Residential or higher (in both the No Project and Proposed Project/Alternative Project scenarios) is eligible for greater density (generally unlimited) through an existing City-offered incentive program than through SB 79. Thus, the RAD process does not apply SB 79 density assumptions to these sites, and they are considered accounted for through the baseline, non-SB 79 RAD methodology.

For sites that remain eligible for SB 79 after this filtering and would have greater development rights under SB 79, SB 79 development assumptions are applied, as discussed below, depending on the project scenario.

SB 79 in the Proposed Project and Project Alternative Scenarios

For each proposed GPLU present within each SB 79 distance band (200 feet, quarter mile, and half mile), a new GPLU subarea is created. As discussed above, the SB 79 utilization rate is assumed at 30%. And unlike the non-SB 79-eligible areas of the Plans, the redevelopment assumptions for these GPLU subareas are the same regardless of the TAZ level of change. This is part of ensuring a conservative estimate of SB 79 development. So, for all SB 79 subareas at

all TAZ levels of change, 70% of their acreage is assumed to fall into the “no change” bucket, while 30% is assumed to fall in the “redevelopment with bonus development rights” bucket.

For the 70% of the acreage assumed not to be redeveloped, the build-out assumptions are the same as those developed for the non-SB 79-eligible areas. But for the 30% of acreage assumed to be redeveloped using SB 79, their build-out assumptions reflect the development standards permitted under SB 79. This means the residential factor is assumed to be 100%, and the dwelling units per acre are determined by the SB 79 allowance for their distance band. This is 140 dwelling units per acre for lots within 200 feet of an SB 79 transit stop, 100 dwelling units per acre for lots between a quarter mile and 200 feet, and 80 dwelling units per acre for lots between a half and quarter mile.

SB 79 in the No Project Scenario

SB 79 assumptions are applied after the build-out assumptions are applied to each parcel, yielding an estimate of the expected number of dwelling units within each GPLU and TAZ. All parcels assigned with the same GPLU in each TAZ are grouped by their SB 79 radius eligibility (200 feet, a quarter mile, a half mile, or no SB 79 eligibility), and their acreage is summed. As discussed above, the SB 79 utilization rate is assumed at 30%. So, for those groups of parcels with SB 79 eligibility, 30% of their total grouped acreage is assumed to develop at SB 79 densities. This is 140 dwelling units per acre for lots within 200 feet of an SB 79 transit stop, 100 dwelling units per acre for lots between a quarter mile and 200 feet, and 80 dwelling units per acre for lots between a half and quarter mile.

The process must then ensure that parcels are not double-counted (i.e., treated as producing dwelling units under both their proposed zoning allowances and SB 79 allowances). To do this, 30% of the total number of estimated dwelling units arrived at by applying the build-out assumptions is subtracted. Following this, the SB 79 projected units can be added to the total projected units from the No Project scenario to obtain a final, reasonably anticipated number of dwellings, including a conservative estimate of SB 79 development.

SCAG 's METHODOLOGY DOCUMENTATION REPORTS

SCAG Methodology for RTP/SCS 2024 is available online at:

- https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-landuse-communities-final-040424.pdf
- https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf

APPENDIX C

Policy Documents

Los Angeles City Planning

CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS Community Plan

Proposed Plan - Adoption Pending

Proposed Plan - Fall 2026

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Appendix A: Relationship to Other Plans A-1



Chapter 1:

INTRODUCTION & COMMUNITY PROFILE

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READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action. Ultimately, the Community Plan's goals, policies, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g., LU 1).

Policies

A policy is a clear statement that guides a specific course of action for decision makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU 1.1).

Programs

An implementation program is an action, procedure, program, or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 5 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

Building upon its history of pre- and post-World War II housing development and prominent commercial centers, the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan envisions an inclusive, sustainable, and resilient future with stable multi-generational neighborhoods that provide a greater mix of high-quality housing and employment options; improved walkability and access to transit; and more seamless connections to parks and recreational spaces.

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Hole in the Sky




WARNER PARK
5800




AST & LUNCH
BOOKS
Nat's




G LINE
BIKE PATH
METRO

BACKGROUND AND RELATIONSHIP TO THE OTHER PLANS

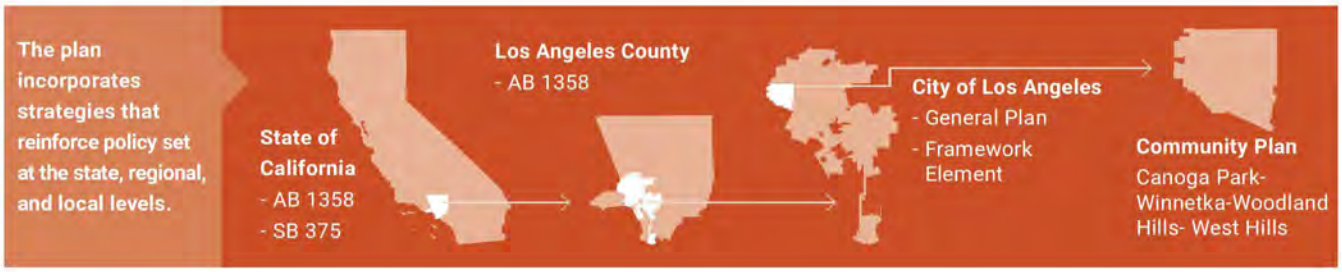
The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan constitutes one of thirty-four plans that comprise the City's General Plan Land Use Element. Including a number of elements, such as Framework, Housing, Mobility, Open Space, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City regarding the use of land, the design and character of buildings and open spaces, the conservation of existing housing and contextual infill of new housing, and the provision of supporting infrastructure are guided by the General Plan Land Use Element.

In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that guides how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements. The Framework is focused around six guiding principles: Economic Opportunity, Equity, Environmental Quality, Strategic Investment, Clear and Consistent Rules, and Effective Implementation. Applying the intent of the Framework's guiding principles to this Plan update will help guide the community to grow strategically; conserve existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

The Framework Element provides direction and guidance for the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, focusing growth around transit and establishing mixed-use boulevards and commercial centers, while maintaining the stability of residential neighborhoods. The Plan Area contains important industrial land that will be preserved to continue to provide areas for jobs and industry. The Plan Area also contains significant portions of open space along its north-western and southern borders, which will continue to be prioritized for preservation for the enjoyment of residents and visitors. Appendix A of this document includes further discussion regarding the relationship between the Community Plan and the City's General Plan.

California State legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358), the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375), and changes to parking requirements near major transit stops (Assembly Bill 2097) in 2022 established greenhouse gas emissions reduction and better integration of multimodal transportation and land use planning as statewide priorities. Emission reduction is achieved through strategic infill development that reduces reliance on single-occupant automobiles. This Community Plan provides strategies to promote targeted development for jobs, housing, and amenities in proximity to transportation resources and to each other.

California State Law requires City governments to comply with Affirmatively Furthering Fair Housing (Assembly Bill 686, 2018) requirements, which include: "taking meaningful actions, in addition to combating



discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity and address significant disparities in housing needs and in access to opportunity, replace segregated living patterns with truly integrated and balanced living patterns, transform racially and ethnically concentrated areas of poverty into areas of opportunity and foster and maintain compliance with civil rights and fair housing laws." The duty to affirmatively further fair housing extends to all of a public agency's activities and programs relating to housing and community development. As such, the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan supports these important state and city goals which seek to provide greater housing opportunities for all Angelenos.

The Community Plan's importance lies in its ability to shape positive community change and provide guidance that results in equitable and sustainable land uses that balance the physical character and social urban fabric of the community with citywide policies and regional initiatives. The Community Plan update was a multi-year collaborative effort with broad public participation from Neighborhood Councils and community stakeholders.



CITY OF LOS ANGELES

Canoga Park - Winnetka - Woodland Hills - West Hills - Community Plan Area

Community Plan Area

Metro Stations & Lines*
**In operation or under construction*

N

0 5 10

Miles

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COMMUNITY PROFILE

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area falls within the traditional homelands of the Tongva, Chumash, and Fernandeño Tataviam peoples that would eventually become home to suburbs within the City's iconic San Fernando Valley. Growing from an agricultural community of ranches and small family farms in the first half of the 20th century, the Plan Area experienced a residential development boom following World War II. It is important to note that racially restrictive land ownership covenants and financial lending practices excluded non-white racial groups from the benefit of homeownership throughout this most significant period of development in the Plan Area during the 1950s and 60s.

Today, the Plan Area is home to residential neighborhoods and their accompanying commercial centers that reflect the desire for suburban homeownership that drove much of this area's mid-20th century development. Single-family housing makes up the majority of the Plan Area's existing land uses while more-dense residential uses and commercial uses are primarily located in Warner Center, which is a major employment center for the region, and along Ventura Boulevard.

CANOGA PARK–WINNETKA–WOODLAND HILLS–WEST HILLS TODAY:

Was Mostly Built Between The 1950s And 1970s

26% of existing structures were built between 1950 and 1959 with another 34% of existing structures were built between 1960 and 1979.

Is Home To Both Renters And Homeowners

52.8% of residents live in owner-occupied homes while 47.2% of residents live in renter-occupied homes.

Is Comprised Largely Of Low-Density Residential Land Uses

Zoning for single-unit housing occupies 68% of the land in the Plan Area.

CANOGA PARK–WINNETKA–WOODLAND HILLS–WEST HILLS TODAY:

Is Generally Considered To Be Comprised Of Commuter Communities

86% of those who are employed in the Plan Area live outside of the Plan Area, while 85% of those who live in the Plan Area (and who take part in the workforce) are employed outside of the Plan Area. 51% of Plan Area residents who are in the workforce travel over 10 miles to get to work. This means that many residents have a meaningful commute outside of the Plan Area to reach their place of employment.

Is Largely Reliant On Single-Occupancy Vehicles For Transportation

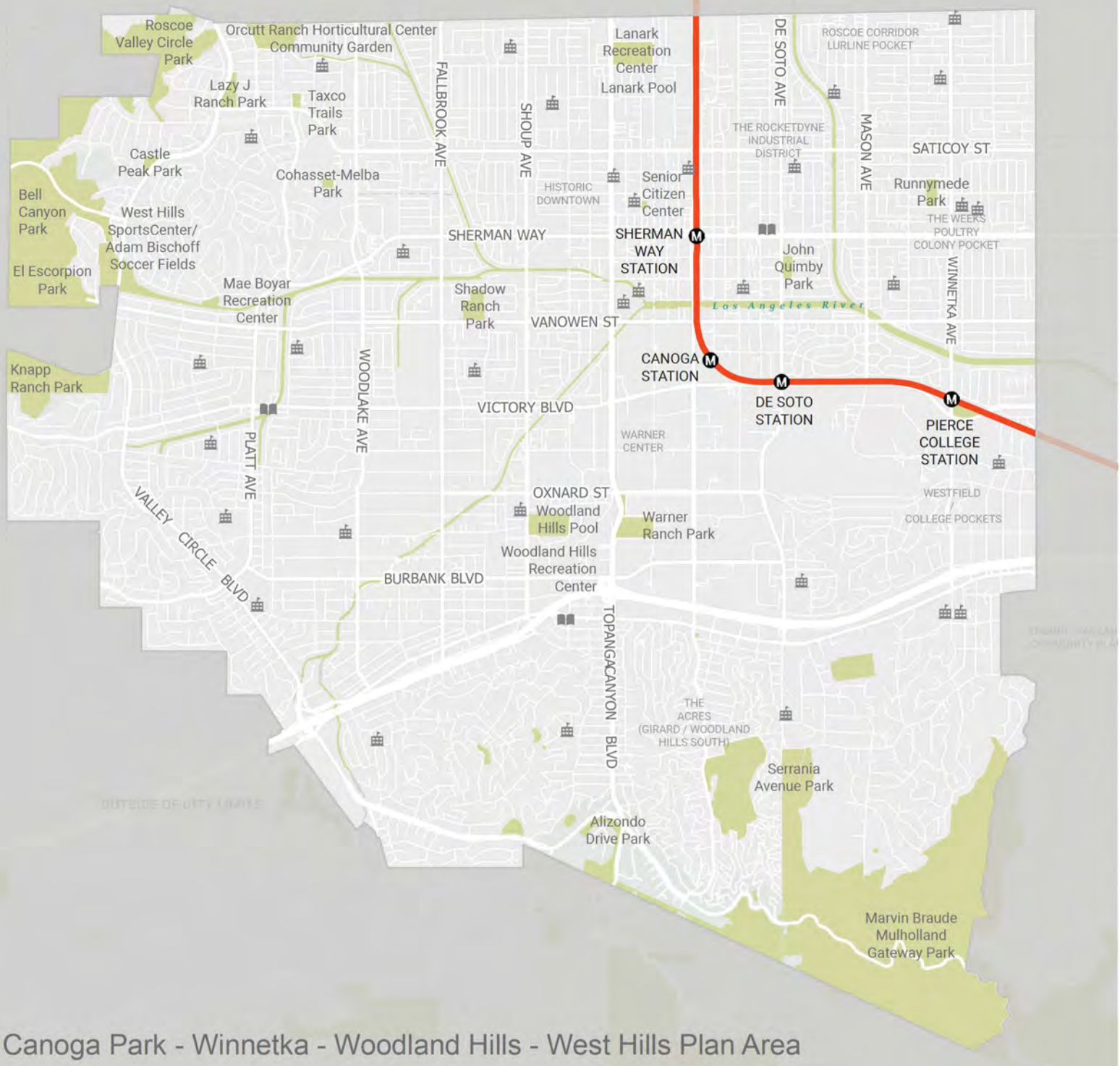
Of residents in the workforce who commute to work, 66% drive alone and 48% spend more than 30 minutes commuting to work each way. Efforts such as the G Line infrastructure upgrades support transit options in the Southwest Valley and less reliance on single-occupancy vehicle trips.

Is Home To Pockets Of Dense Residential Land Use

45% of Plan Area dwelling units are located in Multi-Family Land Use Designation areas, however these units only occupy 4.7% of the land in the Plan Area.

Is Home To A Regional Center Core

Warner Center is one of the San Fernando Valley's key residential and commercial hubs and also serves as a significant employment base, home to medical facilities, office buildings, and the Los Angeles Rams training facility.



Canoga Park - Winnetka - Woodland Hills - West Hills Plan Area

- Open Space
- Libraries
- Public Schools
- Metro Stations & Lines

N

0 0.5 1

Miles

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HISTORIC DEVELOPMENT PATTERNS

EARLY DEVELOPMENT
1769–1848



Rancho El Escorpion
Los Angeles Public Library

- The region was home to the Tongva, Chumash, and Fernandeño Tataviam peoples. Today, the groups maintain their tribal sovereignty and continue to protect their cultural resources and traditions.
- The first European settlers arrived in the San Fernando Valley in 1769.
- In 1797, the Spanish established Mission San Fernando Rey de España.
- Following Mexican independence, Spanish land grants were re-divided into a number of ranchos, including Rancho el Escorpion and Rancho Ex-Mission San Fernando.
- Following the Mexican-American War, some rancho owners sold off portions of their land while others began to develop agricultural uses.

LAND ACQUISITION
1849–1900



Cattle ranching in the San Fernando Valley
Los Angeles Public Library

- Isaac Lankershim and Isaac Newton Van Nuys founded the San Fernando Valley Homestead Association and acquired a portion of Rancho Ex-Mission San Fernando.
- Miguel Leonis became foreman at Rancho El Escorpion and aggressively expanded his land portfolio in the Southwest Valley.

INFRASTRUCTURE DEVELOPMENT AND SUBDIVISIONS
1901–1912



Sherman Way Pacific Electric Car
Los Angeles Public Library

- Construction on the Los Angeles Aqueduct began in 1908, and the prospect of a secure water source brought about the Valley's first major real estate boom.
- In 1909, the Los Angeles Suburban Home Company (LASHC) syndicate purchased 47,500 acres in the San Fernando Valley.
- Moses Sherman established a Pacific Electric railway line across the Valley, which operated in the Plan Area.
- In 1912, George Platt purchased Rancho El Escorpion land and established a dairy farm on the renamed Platt Ranch.
- Harry Chandler, Harrison Gray Otis, Moses Sherman, and Hobart Johnstone Whitley purchased subdivided land in anticipation of the Aqueduct's completion.

FIRST TOWNS
1913–1945



Downtown Owensmouth, now Sherman Way in Canoga Park
Los Angeles Public Library

- The community of Owensmouth was established and marketed to potential homeowners.
- Owensmouth was annexed into the City of Los Angeles and renamed as Canoga Park (1917).
- Small-scale farming gained popularity and the Weeks Poultry Colony was established.
- Victor Girard purchased land south of Ventura with the goal of developing small residential cottages and a country club.
- Girard Community incorporated into the City of Los Angeles and renamed as Woodland Hills (1945).

SUBURBAN TRANSFORMATION
1946–1969



Aerial view of development in West Hills
Los Angeles Public Library

- Population grew during and after World War II as the Valley provided wartime produce and became home to both civilian and government defense activities.
- Platt Ranch was incorporated into the City of Los Angeles (1958) and made way for suburban development.
- Completion of the San Fernando Valley segments of US Route 101 and Interstate 405 in the 1960s further contributed to automobile-oriented suburban development.
- Low density housing became the primary typology within expanding neighborhoods.
- Rural Warner Ranch was sold and began to be developed.

MID-20TH CENTURY TO PRESENT
1970–2020'S

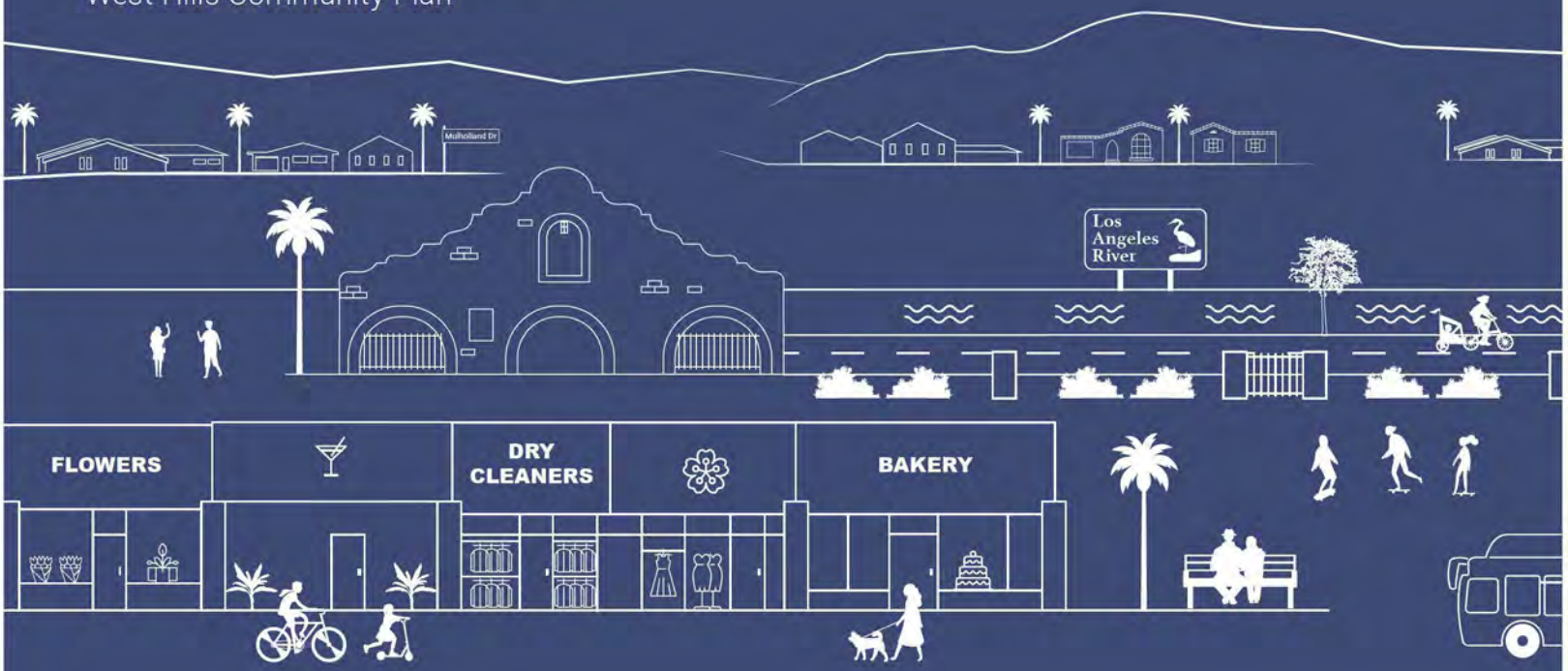


Aerial view of Warner Center in Woodland Hills
Los Angeles Public Library

- Warner Center emerged as a major commercial and residential center.
- The Girard Tract Specific Plan (1989), Ventura-Cahuenga Boulevard Corridor Specific Plan (1991), Mulholland Scenic Parkway Specific Plan (1992), and Warner Center Specific Plan (1993) were adopted to regulate commercial and residential development.
- Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Update (1999).

GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan



CREATE COMPLETE NEIGHBORHOODS

- Promote a diversity of uses that support healthy living and community needs
- Concentrate growth near transit and commercial centers
- Encourage new neighborhood-serving retail and commercial uses within walking distance of existing neighborhoods

INCREASE THE VARIETY OF HOUSING OPTIONS AND AFFORDABILITY

- Safeguard existing households against displacement
- Increase housing opportunities near transit
- Promote strategies to increase home ownership opportunities
- Encourage residential development that contributes to the mixed-income and affordable housing supply

CREATE A NETWORK OF SAFE AND ACCESSIBLE STREETS

- Prioritize pedestrian safety and comfort to encourage walking
- Enhance transit services and improve bike infrastructure
- Support streetscape improvements that will help reduce heat and its impacts

SUPPORT A RANGE OF ECONOMIC OPPORTUNITIES

- Support an increase in employment opportunities within the community
- Strengthen and support existing business uses that serve residents' daily needs
- Prioritize industrial land for uses that support the regional economy and provide local jobs



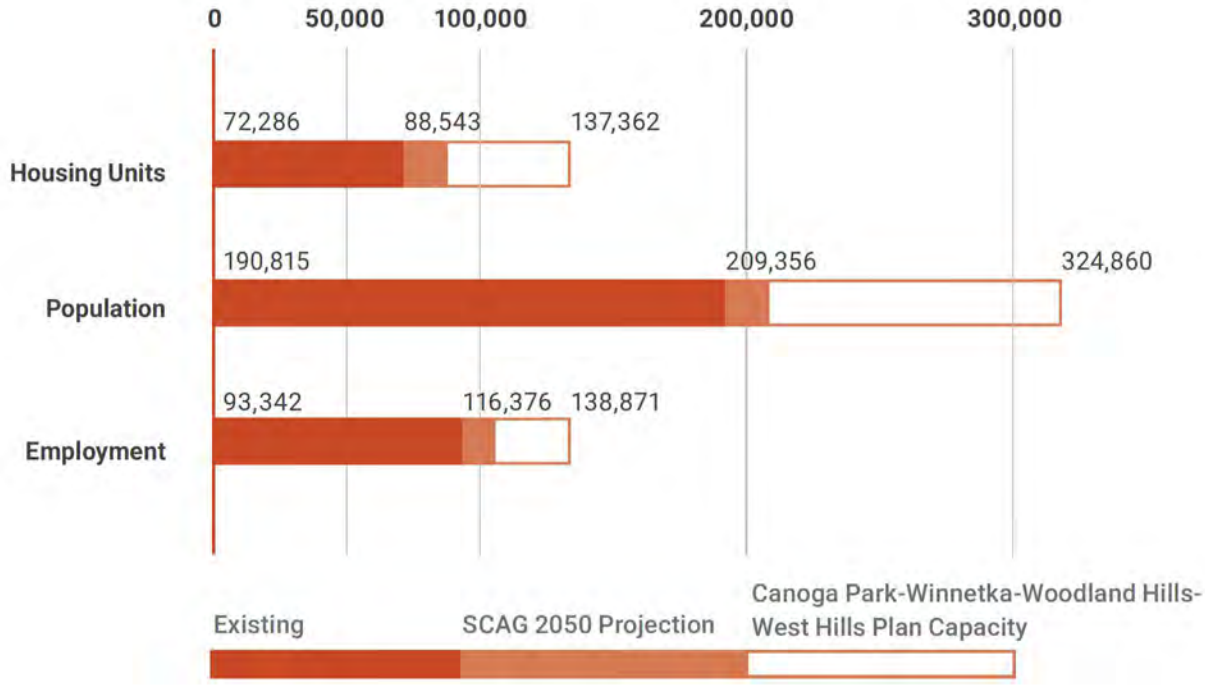
PROMOTE NEW PASSIVE AND RECREATIONAL OPEN SPACES	FOSTER CLIMATE RESILIENCE AND SUSTAINABILITY	PROMOTE STEWARDSHIP OF NATURAL ECOSYSTEMS	ELEVATE DESIGN EXPECTATIONS
Treat the Los Angeles River as a community amenity	Promote a climate-resilient built environment that reduces utility usage, carbon footprint, and greenhouse gas emissions	Protect existing open space resources from degradation	Encourage high-quality design and contextual transitions near residential neighborhoods
Improve access to, and connectivity between, parks, recreation centers, open spaces, and residential neighborhoods	Reduce dependence on single-occupancy vehicles as the primary mode of transportation	Implement strategies that optimize co-benefits, such as strengthening the local economy while improving environmental quality	Develop design standards that strengthen the character and identity of the community's diverse neighborhoods
Encourage new developments to include publicly accessible open space on-site	Support native, drought-tolerant landscaping to mitigate heat islands and improve air quality	Promote integration of green spaces with local neighborhoods	Promote pedestrian-oriented design throughout the Plan Area and particularly in mixed-use centers

TRENDS AND PROJECTIONS

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region's anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region.

The City must then accommodate, or create the "capacity" for these projected levels of population, housing, and employment through its Community Plans. SCAG's 2050 population and housing forecasts for Los Angeles' Community Plan Areas are based on several factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*



**Plan capacity is the reasonable expected development anticipated to occur as a result of the proposed Plan by the Plan's horizon year.*

GENERAL PLAN LAND USE DESIGNATIONS

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The proposed General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, density, and typical uses that characterize an area, contributing to its identity and sense of place.

Description

964
Net Acres

6.7%
of Plan Area



Regional Center

Regional Center areas function as hubs of regional commerce and activity, and are usually located near transportation hubs or along major transportation corridors. The building form ranges from Low Rise to Mid to High Rise, with active shopfronts and active streets. Regional Centers typically provide a significant number of jobs, in addition to residential, retail, government, entertainment and cultural facilities, and health facilities on a regional scale. The residential density is 1 unit per 400 square feet of lot area.

684
Net Acres

4.7%
of Plan Area



Community Centers

Community Centers are vibrant places of activity typically located along commercial corridors, commercial corners, in concentrated nodes, or adjacent to transit hubs. The building form ranges from Low Rise to Mid Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood serving uses. The residential density is 1 unit per 400 square feet of floor area.

61
Net Acres

0.4%
of Plan Area



Villages

Villages are characterized by fine-grained and porous development patterns. Retail uses on the ground floors of active streets in these areas provides a lively and safe pedestrian atmosphere. Housing is integrated with commercial uses such as restaurants, retail, services to create walkable downtown areas and help support complete neighborhoods. The building form is Low Rise. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas. The residential density is 1 unit per 400 square feet of floor area.

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Description

23
Net Acres

0.2%
of Plan Area



Neighborhood Centers

Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form is Low Rise and is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density is 1 unit per 400 square feet of floor area.

49
Net Acres

0.3%
of Plan Area



Medium Neighborhood Residential

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Low Rise and buildings are typically oriented toward the street. The residential density is 1 unit per 800 square feet of floor area.

511
Net Acres

3.5%
of Plan Area



Medium Residential

Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain Residential Use Districts. The Building form is Low Rise. The residential density is 1 unit per 800 square feet of floor area.

419
Net Acres

2.9%
of Plan Area



Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses to serve the adjacent residential neighborhoods; these neighborhoods are adjacent and connected to commercial and employment areas or are along major corridors. The building form is House Form. The density ranges from 2 to 4 units per lot.

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Description

400
Net Acres

2.8%
of Plan Area



Low Medium Residential

Low Medium Residential areas provide multi-unit housing ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form is Very Low Rise. The density ranges from 2 to 4 units per lot.

4,691
Net Acres

32.4%
of Plan Area



Low Residential

Low Residential areas provide single unit housing, typically set away from centers of activity. The building form is House Scale. The minimum size of each lot ranges between 4,000 and 5,000 square feet and the residential density is limited to one unit per lot.

3,384
Net Acres

23.4%
of Plan Area



Very Low Residential

Very Low Residential areas provide predominantly residential use, most typically in hillside areas or in flat less dense areas where parcels are larger and street grids are less compact. The building form is Large Lot. The minimum lot size is typically greater than 10,000 square feet.

449
Net Acres

3.1%
of Plan Area



Minimum Residential

Minimum Residential areas provide a mix of residential agricultural, and open space uses on larger lots in various contexts, most typically in hillside areas or in flat less dense areas where parcels are larger and street grids are less compact. The building form is Large Lot. The minimum lot size is typically greater than 40,000 square feet.

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Description

171
Net Acres

1.2%
of Plan Area



Light Industrial

Industrial areas are centers of industrial activity while serving as a regional jobs base. The building form is Very Low Rise to Low Rise. Site layout and development in these areas are flexible to accommodate a range of vehicles, equipment, and industries. Uses include office, warehouse, distribution, heavy manufacturing, recycling and waste transfer, utilities, and mining. The Industrial designation does not allow residential uses.

1,686
Net Acres

11.6%
of Plan Area



Open Space

Open Space areas primarily serve as public and private recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation permits residential uses on a limited basis.

844
Net Acres

5.8%
of Plan Area



Public Facilities

Public Facilities areas serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form varies in size and structure, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses include government offices, libraries, schools, service systems, and housing. In areas where housing is permitted, the density is limited by floor area.

151
Net Acres

1%
of Plan Area



Public Facility - Freeway

Public Facilities-Freeways comprises land dedicated to freeways that exist within the Plan Area, including storage and parking uses, that is owned by the California Department of Transportation (Caltrans).

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JB BIKE SHOP #2
21435
Alabama Av
7200

Chapter 2:
LAND USE & URBAN FORM

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area has a range of land uses reflective of the diversity and continued evolution of the San Fernando Valley. From its low-scale residential neighborhoods and commercial corners to its emerging mixed-use corridors and transit-oriented hubs, and to its developed industrial lands, the Plan envisions a vibrant and forward-looking community.

This chapter defines goals and policies for land use planning that expand opportunities for housing in areas served by transit, promote the development of new retail and services within walking or biking distance of existing residential neighborhoods, preserve land for industry and jobs while ensuring land use compatibility, and reinforce the neighborhood qualities that contribute to a strong sense of community in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area.

Land use planning can address a range of interrelated topics that shape a community's quality of life, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in this chapter articulate a strategy for land use planning that will accommodate anticipated growth in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area while increasing access to a range of housing types, gainful employment opportunities, and amenities that contribute to building a sense of place in order to meet the existing and future needs of this community.

GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long-range vision for land use in each community of Los Angeles. Land use planning can address a wide range of interrelated topics that shape a community's quality of life, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in the following chapter articulate a strategy for land use planning that will accommodate projected growth while embracing Canoga Park, Winnetka, Woodland Hills, and West Hills' unique histories and encourage a more high-quality built environment with opportunities for mixed-income and affordable housing, robust commercial corridors, light industry and employment centers, and connections to open space amenities to promote an equitable and viable future for generations to come.

HOUSING AND COMPLETE NEIGHBORHOODS

This Plan envisions Canoga Park, Winnetka, Woodland Hills, and West Hills as communities in which residents can live, work, and play, and one that can continue to be a source of affordable and livable housing for existing residents and future generations, affirming a legacy as inclusive communities of rooted families.

The Plan also seeks to rectify past planning policies that perpetuated racially motivated exclusionary practices that have had lasting negative impacts on neighborhoods and communities of color. In support of this goal, Plan policies encourage the preservation of existing housing units covered by the Rent Stabilization Ordinance (RSO) at affordable levels while accommodating additional housing options to expand opportunities to new residents, growing families, and intergenerational households.

Plan policies seek to expand opportunities for affordable housing near transit at densities that facilitate accessible streets for all users, lively public spaces, a diversity of small businesses, and increased transit ridership. The Plan encourages new housing to be designed to facilitate positive health outcomes and reflect the diverse living arrangements and income levels of the community while discouraging the displacement of existing residents. In addition, the Plan supports the evolution of homeownership models to promote greater access to generational wealth, an important step to address decades of exclusionary zoning practices.

LU GOAL 1

INCREASED DIVERSITY OF SAFE, ACCESSIBLE, AND AFFORDABLE HOUSING OPTIONS TO MEET THE CURRENT AND FUTURE NEEDS OF THE CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLAN RESIDENTS.

LU 1.1
Foster an equitable and inclusive Plan Area, with housing options that can accommodate a wide range of economic and social needs.

LU 1.2
Provide incentives and, where possible, simplify zoning regulations to expedite housing production.

LU 1.3
Promote mixed-income neighborhoods with a range of housing affordability levels, with higher numbers of Extremely Low, Very Low, Low, and Moderate Income units.

LU 1.4
Promote development that provides greater individual choice in the type, size, price, and location of housing.

LU 1.5
Promote the development of residential units with three or more bedrooms to support larger households and multigenerational living.

LU 1.6
Encourage housing developments to provide enhanced accessibility features and amenities for children, seniors, and individuals with special needs.

LU 1.7
Encourage a mix of rental and ownership housing options.

LU 1.8
Expand homeownership opportunities for lower and moderate-income households by supporting the creation of smaller lots and affordable homes for sale or through tenancies in common agreements.

LU 1.9
Increase opportunities for affordable homeownership for low and moderate-income households by expanding homebuyer assistance programs provided by the City.

LU 1.10
Support property owners in the development of Accessory Dwelling Units (ADUs) that are thoughtfully designed and located.

LU 1.11
Foster greater stewardship and deeper affordability of housing by promoting public, non-profit, or community-owned housing through acquisition, rehabilitation, and construction of new social housing.

LU GOAL 2

NEW HOUSING DEVELOPMENTS INCREASE THE SUPPLY OF QUALITY HOUSING THAT IS AFFORDABLE TO ALL INCOME HOUSEHOLDS.

LU 2.1
Incentivize new development to contribute towards the community's Extremely Low, Very Low, and Low Income housing needs.

LU 2.2
Support residential infill developments that increase the supply of affordable housing on-site that is for rent or for sale.

LU 2.3
Ensure that each recently occupied housing unit demolished as a result of new development is replaced on-site, with the same number of bedrooms per unit, and offered back to former residents at the rent levels previously paid.

LU 2.4
Discourage permits from being issued for the demolition of multi-unit buildings until a project providing an equivalent or greater number of units is approved.

LU 2.5
Utilize public land and funding for the development of supportive housing projects and affordable housing for Extremely Low, Very Low, and Low Income households.

LU 2.6
Disaggregate the cost of parking from the cost of housing by decreasing residential parking requirements to allow greater flexibility.

LU 2.7
Encourage new multi-unit residential developments to separate the cost of on-site parking spaces from the cost of rent.

LU 2.8
Support community land trusts as a tool for producing affordable housing options.

LU GOAL 3

NEIGHBORHOODS CONTINUE TO PROVIDE AFFORDABLE AND SECURE HOUSING TO EXISTING AND FUTURE RESIDENTS.

LU 3.1
Prioritize preservation and maintenance of the existing multi-unit housing stock as the foundation of the community's affordable housing supply.

LU 3.2
Encourage the preservation of and limit the conversion into for-sale units of rental units protected by the Rent

Stabilization Ordinance (RSO) in support of no net loss of affordable units.

LU 3.3
Discourage significant rent increases when not commensurate with substantial property improvements that result in improved living conditions for tenants.

LU 3.4
Promote improvements to the physical condition and overall safety of rental housing to enhance quality of life for residents.

LU 3.5
Support well-designed projects that modify, reconfigure, or add-on to existing residential buildings to accommodate additional housing units in order to alleviate overcrowding and avoid displacement.

LU 3.6
Facilitate the renewal of existing affordable housing covenants and promote opportunities for affordable housing developers, community-based organizations, or community land trusts to acquire units with expiring covenants to preserve affordability.

LU 3.7
Foster effective collaboration and coordination between City departments and tenant organizations to more quickly identify displacement and eviction threats and effectively respond with adequate resources and strategies.

LU 3.8
Promote homeownership retention strategies that emphasize stability and wealth-building for underserved communities, consistent with the City's Housing Element.

LU GOAL 4

NEIGHBORHOODS PROVIDE RESIDENTS AND VISITORS WITH ACCESS TO ESSENTIAL COMMERCIAL AND PUBLIC AMENITIES WITHIN A MULTI-MODAL ACCESSIBLE ENVIRONMENT TO REDUCE VEHICLE TRIPS.

LU 4.1
Promote the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.

LU 4.2
Support the establishment of small businesses that provide fresh groceries, basic household goods, prepared food, and opportunities for recreation or exercise within comfortable walking and rolling distance of existing residential neighborhoods.

LU 4.3
Ensure that small businesses located in residential neighborhoods provide positive services to the community by enhancing residents' health and well-being and operating as good neighbors.

LU 4.4
Support the provision of appropriately scaled childcare, community care, eldercare, and healthcare centers that enable neighborhoods to serve all members of the community throughout every stage of life.

LU 4.5
Incentivize greater development scale and density around transit if a project provides high-quality housing that is also affordable to lower-income households.

LU 4.6
Locate higher residential densities around transit and commercial centers where residents can benefit from greater access to commercial uses, jobs, schools, and healthcare services.

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LU 4.7
Promote the development of new housing for seniors and persons with disabilities within short walking distance of public transportation, commercial uses, recreational amenities, and health care facilities.

LU 4.8
Encourage new multi-unit developments to provide on-site amenities for residents, such as usable open space, recreational facilities, pet-friendly spaces, and community meeting spaces.

LU 4.9
Encourage on-site amenities and recreational facilities in multi-unit developments to remain for their original intent.

LU GOAL 5

ACCESS TO HOUSING OPTIONS AND SUPPORTIVE SERVICES THAT BOLSTER CITYWIDE EFFORTS TO ELIMINATE HOMELESSNESS AND HOUSING INSECURITY.

LU 5.1
Promote equitable development and inclusive growth that avoids displacing vulnerable people into homelessness.

LU 5.2
Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies.

LU 5.3
Support the training of tenants, property owners, and property managers on tenants' rights to live in habitable housing and on the health effects and management of environmental hazard exposure (such as lead and asbestos) to prevent tenant exposure.

LU 5.4
Encourage an increase in resources for tenants' rights education, enforcement, and protections, including training, education, legal representation, RSO monitoring and enforcement, and tracking of evictions and tenant buyout agreements in RSO units.

LU 5.5
Support the tracking and monitoring of existing covenanted affordable housing and RSO units and seek to recover any units lost to Ellis Act evictions, condominium conversions, demolitions, or tenant buyout agreements in order to maintain or increase the inventory of affordable units in the Plan Area.

LU 5.6
Encourage increased enforcement of Ellis Act notice requirements and re-rental restrictions.

LU 5.7
Identify programs and resources to strengthen right of return and provide new affordable housing opportunities for households displaced by Ellis Act evictions.

LU 5.8
Support the development of transitional housing, emergency shelters, and social service sites that serve those experiencing homelessness in appropriate locations with community input.

LU 5.9
Support citywide efforts to ensure a range of supportive housing types and services exist to meet the needs of populations vulnerable to, or currently experiencing, homelessness, including but not limited to communities of color, immigrant communities, women, LGBTQIA+, students, families with children, seniors, veterans, and those formerly incarcerated.

JOBS AND ECONOMIC DEVELOPMENT

The Plan recognizes the diversity of jobs and industries located in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area as a major economic asset to the local community, the Southwest Valley region, and the City. This includes the established commercial districts that support many local businesses, major hospital and medical facilities, and the industrial area in Canoga Park. The Plan highlights the Community Plan Area's diverse business communities and industries as an opportunity to build a just economy that improves the lives of local residents and workers.

The Community Plan's commercial corridors present the opportunity for the creation of attractive, mixed-use streets that foster diverse retail and services providers. The Plan encourages mixed-use commercial corridors that combine multi-unit residential development with commercial ground floor spaces designed to accommodate small and mid-sized tenants and enhance the pedestrian experience along the street. The Community Plan also seeks to preserve its existing industrial base to provide jobs for residents and promote economic vitality.

Overall, the policies in this section identify priorities for mixed-use and commercial development along commercial corridors and for preserving employment-generating industrial areas to create a community where residents, businesses, and industries come together and prosper.

LU GOAL 6

AN ADEQUATE LEVEL OF COMMERCIAL SERVICES AND EMPLOYMENT OPPORTUNITIES MEET THE NEEDS OF ALL RESIDENTS.

LU 6.1
Support existing neighborhood businesses that serve the needs of local residents, are compatible with the neighborhood, and create a stable economic environment.

LU 6.2
Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving businesses and business creation.

LU 6.3
Encourage neighborhood-oriented commercial services to be developed within walking distance to residential areas.

LU 6.4
Encourage investment in established commercial areas and existing shopping centers.

LU 6.5
Attract a variety of uses that strengthen the economic base, expand market opportunities for existing and new businesses, and provide an equitable distribution of desirable uses and amenities throughout the community, including full-service grocery stores, sit-down restaurants, and entertainment venues.

LU 6.6
Encourage the retention of existing and the development of new commercial uses that serve the needs of the residents of adjacent neighborhoods and promote community services (e.g., healthcare, childcare, and community meeting rooms) in the Plan Area's Neighborhood Center and Community Center land use designated areas.

LU 6.7
Support commercial uses along Ventura Boulevard, Sherman Way, and Topanga Canyon, as well as along other Avenues and Boulevards across the Plan Area, to increase the variety of goods and services, improve shopping convenience, and stimulate business and investment.

LU 6.8
Encourage mixed-use districts that combine a variety of uses to create a community where people can shop, live, and work near transit and in other key commercial corridors, such as Warner Center, around the Metro G Line stations, and Ventura Boulevard.

LU 6.9
Promote efforts to ensure businesses have access to the City's Legacy Business Implementation programs, including financial incentives and technical support.

LU GOAL 7

AN ECONOMY THAT IS RESILIENT TO MARKET CHANGES AND EVOLUTION.

LU 7.1
Provide opportunities for new businesses by prioritizing medium- and small-scale establishment sizes.

LU 7.2
Encourage supportive neighborhood commercial uses that cater to local employees and make the area attractive to employers.

LU 7.3
Engage and support small businesses so they may remain resilient through market evolution, contributing to business continuity.

LU 7.4
Support public-private partnerships that help to bolster small businesses and startup businesses that are recovering from financial hardships.

LU 7.5
Encourage projects to include ground-floor commercial uses as opposed to residential-only development in Community Center, Neighborhood Center, Village, and Regional Center designations.

LU 7.6
Recognize creative arts, culture, dynamic public spaces, and diverse populations as significant components of the Plan Area's economic ecosystem, and support programs and developments that seek to enhance these resources.

LU 7.7
Support community ownership of creative space, including incubators, studio space, and art production and exhibition space.

LU GOAL 8

THE LOCAL WORKFORCE IS EQUIPPED WITH THE EDUCATION AND TRAINING TO CONTRIBUTE TO AND BENEFIT FROM ECONOMIC DEVELOPMENT IN THE CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLAN AREA.

LU 8.1
Improve economic opportunity through local hiring, living wage provisions, job resource centers, job training, and supporting workforce development programs and partnerships.

LU 8.2
Pursue and strengthen partnerships between industries and educational institutions in order to equip students with the skills necessary to find gainful employment following graduation.

LU 8.3
Encourage the development of commissaries and commercial kitchens as new or accessory uses to support low-income street vendors in obtaining permits and sustaining their businesses.

LU 8.4
Improve safety and aesthetics of parking lots in commercial areas using features such as additional lighting, landscaping, pedestrian pathways and improved visibility.

Regional Centers

Regional Centers are unique commercial areas that allow a wide range of uses that co-exist to form a self-sustaining and livable community–they serve as regional focal points for employment, housing, community-serving, and entertainment uses served by transit options. Regional Centers include a large percentage of parcels designated for corporate

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headquarters, hospitality uses, and flagship offices, and are a major asset for the local community, the Southwest Valley region, and the entire City of Los Angeles. The following policies identify the priorities for higher-density mixed-use and commercial development within the Regional Center.

LU GOAL 9

A REGIONAL CENTER VITAL TO THE ECONOMY OF THE CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLAN AREA AND THE SOUTHWEST VALLEY REGION.

LU 9.1
Support tourist-serving land uses (e.g. hotels) in the Regional Center, which address the needs of visitors arriving in the San Fernando Valley area for business, tourism, conventions, entertainment, and trade shows.

LU 9.2
Pursue a comprehensive wayfinding system in the Regional Center that facilitates legible and consistent guidance for pedestrians to connect to commercial destinations and transit portals, such as Warner Center and the Orange Line Stations.

LU 9.3
Provide opportunities for mid-scale to high-rise commercial and residential development within the Regional Center.

LU 9.4
Support the development of major projects within the Regional Center that create livable communities with access to open space, employment hubs, housing, community-serving facilities, and entertainment uses, served by various transit options.

LU 9.5
Encourage the adaptive reuse of buildings and properties to accommodate the demand for housing and jobs that contribute to a vibrant Regional Center.

Industrial Areas

The industrial sector in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area represents an important resource for City tax revenues, production and distribution facilities, and significant employment centers for skilled and semi-skilled workers throughout the Southwest Valley region. The Plan's goals and policies support the preservation of established industrial districts to promote an equitable jobs and housing balance by helping to ensure that existing industrial land accommodates employment-generating industrial firms, including small-scale or niche manufacturing and emerging industries.

LU GOAL 10

INDUSTRIAL LAND IS PRESERVED AND IMPROVED AS A SOURCE OF EMPLOYMENT OPPORTUNITY AND ECONOMIC PROSPERITY.

LU 10.1
Retain viable industrially-designated lands for the continuation of existing industry and future industries related to research and development uses, light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 10.2
Protect established industrial districts from encroachment by unrelated commercial and other non-industrial uses that do not support the industrial base of the City and community.

LU 10.3
Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the Plan Area, while discouraging businesses that do not generate significant employment opportunities.

LU 10.4
Encourage an efficient goods movement system that accommodates the needs of local industry and businesses without impacting the residents' quality of life.

LU 10.5
Ensure that industrial districts balance large facilities and small workplaces to accommodate a diverse set of industries and support businesses at all stages of growth.

LU 10.6
Discourage the over-concentration of stand-alone self-storage facilities in industrial and commercial areas.

LU 10.7
Allow self-storage facilities if they include another permitted use on the ground floor in order to activate the street and support employment-producing uses in commercial and industrial areas in the Community Plan Area.

LU 10.8
Encourage open storage, recycling centers, and auto uses to be screened, limiting their visibility from public view.

URBAN FORM

Urban form plays an essential role in shaping how people experience and value the built environment. The design of the built environment shapes how people experience and interact with their communities. The placement, form, and orientation of buildings throughout the neighborhoods and streets of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area help shape the daily experiences, health outcomes, social lives, and overall well-being of all members of the community.

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area is made up of various neighborhoods and commercial centers, some of which have historic and distinctive characteristics. Commercial Corridors, such as Ventura Boulevard, Sherman Way, and Topanga Canyon Boulevard, consist of wide thoroughfares with businesses and uses that serve the local community. The Community Plan recognizes these characteristics and includes policies to encourage building design that contributes to the local context by providing features that enable both active interior spaces and inviting street frontages to engage with neighborhood and community life.

LU GOAL 11

NEW DEVELOPMENT CONTRIBUTES TO ENHANCED AESTHETIC QUALITY AND PEDESTRIAN ORIENTATION.

LU 11.1
Encourage thoughtful design in commercial development, including infill, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment.

LU 11.2
Preserve, enhance, and expand existing pedestrian orientation along Sherman Way and Owensmouth Avenue in historic downtown Canoga Park through design standards, such as maintaining a uniform street frontage and locating parking at the rear of lots.

LU 11.3
Encourage architectural entry features, such as canopies, awnings, and overhangs that help define the pedestrian environment along the sidewalk.

LU 11.4
Design ground-floor spaces that embrace the street and engage users by incorporating features such as large windows, recessed or shaded entryways, outdoor seating, and eye-level displays.

LU 11.5
Encourage new developments to integrate pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining, and open spaces to create destinations for residents and visitors to shop and gather.

LU 11.6
Promote the inclusion of pedestrian passageways through large sites to improve pedestrian access and circulation.

LU 11.7
Enhance the public realm in commercial areas by promoting quality and functional site orientation, context-sensitive architectural and landscape design, and vibrant streetscapes and public outdoor plazas.

LU 11.8
Ensure that signs enhance the urban fabric and are oriented towards pedestrians.

LU 11.9
Discourage the introduction of uses on Sherman Way and Owensmouth Avenue in historic downtown Canoga Park and in pedestrian-oriented areas along Ventura Boulevard that detract from an active pedestrian street life, particularly vehicle repair and servicing, businesses featuring drive-throughs, fueling stations, and storage facilities.

LU 11.10
Encourage overall site improvements as part of expansions and modifications of existing auto-related facilities, including improved landscaping, buffering, and architectural design.

LU GOAL 12

INDUSTRIAL AREAS WITH IMPROVED DESIGN AND AESTHETIC QUALITY.

LU 12.1
Upgrade industrial areas by promoting sustainable design and landscaping features that support drought-tolerant, native planting and low-maintenance landscaping.

LU 12.2
Support and maintain clean and viable industrial areas that reflect a high level of regard for contemporary architectural and urban design principles that enhance the built environment.

LU 12.3
Encourage building facade treatments that provide visual interest and articulation, such as climbing plants, vegetation, and green walls.

LU GOAL 13

PARKING FACILITIES THAT ARE DESIGNED TO SUPPORT VIBRANT, ACCESSIBLE STREETS FOR ALL USERS AND REDUCE EXPOSURE TO VEHICLE-RELATED HAZARDS.

LU 13.1
Encourage vehicle entrances to be sited along side streets or alleys to avoid disruptions to pedestrian movement along primary corridors and commercial areas near transit.

LU 13.2
Limit vehicle entrances to buildings and parking facilities to the minimum number required to promote safe streets for all users.

LU 13.3
Improve the safety and aesthetics of parking lots in commercial areas using features such as additional wayfinding, lighting, landscaping, and designated pedestrian pathways for improved visibility.

LU 13.4
Wrap above-grade parking with active uses or fully screen with architectural features in mixed-use, residential, or commercial developments to enhance the aesthetics of the pedestrian environment.

LU 13.5
Encourage developments to place parking, when provided, underground and to increase the amount of above-grade building square footage dedicated to active uses to improve the pedestrian environment.

LU 13.6
Support further reductions in parking requirements for projects when located within walking distance of major transit stations.

LU 13.7
Discourage projects from providing parking in excess of the minimum required when reliable public transit options are available as a viable alternative to private vehicle use.

LU 13.8
Support shared parking between residential and commercial uses in mixed-use developments.

LU 13.9
Support shared parking between neighboring uses to preserve land, lower the cost of housing, and maximize the use of existing parking stalls.

CULTURAL AND HISTORIC RESOURCES

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area has an important history as a result of its unique role in the pre- and post-World War II development of the Southwest Valley region and the City of Los Angeles as a whole. Although some development of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area occurred at the turn of the century, much of the development in the Southwest Valley occurred between the 1950s and the 1970s. Neighborhoods such as Woodland Hills have examples of post-war residential development. The conservation of designated historic resources protects this built legacy, ensuring continuity of neighborhood identity within the community.

LU GOAL 14

AN ENVIRONMENT CHARACTERIZED BY DISTINCTIVE NEIGHBORHOODS, AND CULTURAL AND HISTORIC RESOURCES.

LU 14.1
Support existing and future efforts to enhance, restore, and activate historic resources.

LU 14.2
Discourage the unnecessary loss of resources of special character or of historical, cultural, or social significance.

LU 14.3
Support existing and future policy that is intended to enhance, restore, and activate resources eligible for listing on local, state, or national registers, including through the use of SurveyLA, the Los Angeles Historic Resources Survey, and other City-recognized surveys.

LU 14.4
Support demolition delay processes to review and protect individually significant historic resources and districts in the Plan Area from demolition or adverse alteration.

LU 14.5
Support programs that help and protect legacy businesses and cultural institutions from displacement.

LU 14.6
Ensure that new development complements the physical qualities and distinct features of existing historic resources.

LU 14.7
Pursuant to Assembly Bill 52, ensure consultation with tribes occurs early in project development and throughout project implementation to help support a respectful process.

LU GOAL 15

VIBRANT MIXED-USE DESTINATIONS EXHIBIT A STRONG SENSE OF PLACE AND ARE REINFORCED THROUGH IMPROVED DESIGN AND ACTIVATION.

LU 15.1
Preserve distinct qualities and features of historically and culturally significant neighborhoods and communities.

LU 15.2
Support contextual infill development in the Historic commercial core of Canoga Park along Sherman Way, Remmet Avenue, and Owensmouth Avenue.

LU 15.3
Encourage innovative design that creates the preservation-worthy buildings of the future.

LU 15.4
Retain the integrity of historic resources, while achieving a balance between preservation and the need to accommodate housing and jobs in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area.

LU GOAL 16

AN ENHANCED PUBLIC REALM THAT INVITES PEOPLE TO CONNECT TO THE HISTORIC, CULTURAL, SPIRITUAL, AND SOCIAL CONTEXT OF THE COMMUNITY.

LU 16.1
Encourage new development to incorporate culturally relevant and community-driven public art on building facades and in outdoor areas.

LU 16.2
Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites.

LU 16.3
Grant opportunities to local artists from the community when commissioning artwork for both the public realm and private projects.

LU 16.4
Consider opportunities for multiple forms of public art, including seating, lighting, landscaping, shade structures, sculptures, and imagery incorporated into outdoor installations.

PUBLIC HEALTH, WELLNESS, AND SUSTAINABILITY

Public health, wellness, and sustainability are especially salient due to the impacts of climate change and the pollution resulting from auto-oriented land use planning and freeway construction during the second half of the 20th Century. The goals and policies of this section seek to address the intersection between land use, public health, and the environment from an equity lens and consider both existing land use conflicts and evolving land use planning priorities for the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. The Plan establishes a direction for sustainable urban development to minimize impacts to the environment and improve health outcomes for residents.

While many of the existing industrial businesses may contribute to environmental challenges, they also add to the local economy and job base. The Plan encourages industrial businesses to continue to thrive while also operating in a way that minimizes adverse impacts on the community and the environment.

The Plan aims to help reduce vehicle miles traveled and the resulting emissions by directing new housing and commercial development around transit to enable more residents to access commercial uses, fresh food, jobs, and schools via non-vehicle modes of transportation. This will positively affect overall air quality in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area and the Southwest Valley region. Additionally, the Plan includes policies for building design and landscaping based on the local environment and seeks to support community revitalization and beautification, promote access to public and recreational facilities, and improve the overall quality of life. Overall, the Plan encourages a community where equitable public investments and services are provided that improve the health and welfare of the local community.

LU GOAL 17

A SUSTAINABLE COMMUNITY THAT IS RESILIENT TO THE EFFECTS OF CLIMATE CHANGE.

LU 17.1
Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAn.

LU 17.2
Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees,

eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.

LU 17.3
Encourage paved areas such as driveways, walkways, and outdoor spaces to be designed with permeable surfaces that also incorporate native and drought-tolerant plants in order to increase water infiltration and reduce runoff.

LU 17.4
Promote new development that integrates sustainable design, green building practices and technologies, and other features to minimize health and environmental impacts and reduce the urban heat island effect, greenhouse gas emissions, and embodied carbon.

LU 17.5
Implement strategies such as expanded shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.

LU 17.6
Encourage the implementation of renewable energy source target programs, including the Los Angeles Department of Water and Power LA100 Plan, to improve environmental resilience.

LU 17.7
Support local, regional, state, and federal programs that reduce greenhouse gas emissions to minimize pollution sources and improve air quality.

LU 17.8
Support upgrading the existing housing stock to reduce energy cost burden and make homes healthier through energy efficiency retrofits and improvements, and upgrades to energy-efficient appliances and heating equipment.

LU 17.9
Support the removal and management of environmental toxins in accordance with existing local, regional, and federal policies, and help prevent future environmental contamination.

LU 17.10
Situate new buildings to maximize natural light within the building, utilizing design features such as skylights, operable clerestory windows, and integrated shading systems where possible.

LU 17.11
Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.

LU 17.12
Support the expansion and redundancy of utility capacity to accommodate a range of activities over time.

LU 17.13
Support systems that symbiotically reduce waste and capitalize on the multi-functionality of spaces.

LU 17.14
Support Citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in the Plan Area to increase local water supply.

LU 17.15
Prioritize infrastructure and landscape treatments that absorb pollutants and support stormwater infiltration.

LU 17.16
Encourage building design that promotes earthquake resilience so that buildings remain usable after earthquakes.

LU 17.17
Encourage building and landscape design consistent with State and local standards that mitigate the damage and spread of wildfires.

LU 17.18
Identify areas and buildings as resiliency centers for public use during future climate events and other emergencies.

LU 17.19
Improve preparedness for disasters, including those related to climate change. Coordinate with other City departments to assess preparedness for increased frequency of extreme weather events, such as heat waves, drought, wildfires, and flooding.

LU 17.20
Evaluate existing conditions and identify areas important for supporting wildlife habitat and movement.

LU 17.21
Seek opportunities to underground utility line infrastructure to support disaster preparedness, improve the aesthetic quality of the urban environment, and reduce barriers to pedestrians.

LU GOAL 18

A BUILT ENVIRONMENT THAT PRIORITIZES PEOPLE OVER CARS, REDUCING THE NEGATIVE HEALTH AND ENVIRONMENTAL IMPACTS OF DRIVING WHILE INCREASING PHYSICAL ACTIVITY.

LU 18.1
Expand opportunities for small, locally serving businesses to properly locate within neighborhoods in order to place the daily needs of residents within comfortable walking distance of their homes and schools.

LU 18.2
Provide space and incentivize indoor and outdoor recreational facilities for the health and enjoyment of all residents and visitors.

LU 18.3
Promote the siting and design of commercial development in a manner that encourages users to access and engage with each building as a pedestrian, while deprioritizing accommodations for single occupancy vehicles.

LU 18.4
Facilitate outdoor activities and socialization by encouraging the development of green spaces that include public amenities, such as seating for comfort and landscaping for shade and aesthetics. Encourage architectural elements that provide shade, cooling stations, and seating areas for pedestrians along primary corridors and walkways in the Plan Area.

LU 18.5
Enhance circulation around and within buildings through prominent entryways, open floor plans, visible stairwells, natural light, and interior communal areas that can be seamlessly integrated with the public realm.

LU 18.6
Encourage the development of healthcare facilities and spaces throughout the Plan Area that are tailored to meet the needs of local residents.

LU 18.7
Support the development of more open and public space opportunities that facilitate a variety of activities and an overall more active lifestyle.

LU 18.8
Encourage residential projects to orient buildings around outdoor living spaces such as a courtyard, patio, terrace, front yard, or garden that provides a connection to nature for the health, well-being, and socialization of all residents.

LU GOAL 19

IMPROVED SITE PLANNING, BUILDING DESIGN, AND LANDSCAPING TO REDUCE NEGATIVE HEALTH IMPACTS ASSOCIATED WITH INDUSTRIAL USES.

LU 19.1
Discourage potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas and residential neighborhoods or other sensitive uses.

LU 19.2
Restrict uses that are over-concentrated and have a negative impact on air quality, water quality, the built environment, and walkability and contain incompatible operations that spill over into residential neighborhoods.

LU 19.3
Encourage site plan review for the enlargement of nonconforming, incompatible commercial and industrial uses when adjacent to residential areas.

LU 19.4
Encourage appropriate site assessment of industrial properties located near residential and commercial areas prior to redevelopment activities to prevent the unintended release of contaminants.

LU 19.5
Encourage new warehouses and distribution centers to incorporate Best Practices (e.g. on-site queuing and check-in to prevent truck idling outside the facility), including City Environmental Protection Measures (EPMs) to prevent land use conflicts and protect residents and other sensitive receptors from environmental hazards, consistent with the State Bureau of Environmental Justice.

LU 19.6
Promote the installation of on-site electric vehicle charging stations to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use, as well as parking stalls with electric outlets where transport refrigeration units (TRUs) are proposed to be used.

LU 19.7
Collaborate with City Departments to ensure that all zoning, building, health and safety codes are strictly enforced within industrial areas, including site maintenance and removal of junk, trash, abandoned vehicles, overgrown weeds, and debris, to maintain a safe and clean environment for the benefit of all industrial businesses, property owners, employees, and the overall community.

LU 19.8
Encourage upgrades to streets and alleys in industrial areas to include features that help infiltrate and treat contaminated runoff through the application of Best Management Practices for stormwater treatment.

LU 19.9
Ensure that all new or rehabilitated industrial facilities permitted near a residential or sensitive use incorporate the appropriate screening, landscaping, and enclosure provisions necessary for preventing exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

LU 19.10
Ensure that industrial land uses are safe for human health and the environment through proper containment of pollutants and mitigation of potential health risks.

LU 19.11
Provide reasonable and cost-effective measures that assist the industrial business community in improving outdoor air quality through efficient operations and sustainable best practices.

LU GOAL 20

A HEALTHY AND GROWING URBAN FOREST PROVIDES THE COMMUNITY WITH CLEANER AIR, COOLER STREETS, AND A MORE PEDESTRIAN-FRIENDLY PUBLIC REALM.

LU 20.1
Maintain and expand the tree canopy in the public right-of-way and on private property to provide shade, improve air and water quality, reduce the urban heat island effect, and create habitats for birds and pollinators.

LU 20.2
Cultivate urban habitat for animals and plants and increase opportunities to experience nature in an urban environment.

LU 20.3
Advance the creation of landscaped corridors and enhancements through median plantings and the

planting of street trees along commercial and high volume pedestrian corridors.

LU 20.4
Encourage the use of xeriscape and low-maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

LU 20.5
Preserve and nurture mature trees, and when projects call for the removal of mature trees on private property, instead pursue creative strategies to integrate them into the layout and design of new developments.

LU GOAL 21

RESIDENTS ARE EMPOWERED TO ACCESS, GROW, AND ENJOY FRESH AND LOCALLY SOURCED NUTRITIOUS FOOD.

LU 21.1
Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary street closures in order to provide neighborhoods with access to fresh and nutritious foods on a regular basis.

LU 21.2
Encourage neighborhood corner shops and grocery stores to maintain a well-stocked and visible selection of fresh produce and nutritious foods.

LU 21.3
Facilitate access to affordable, healthy, and fresh food for all Plan Area residents and support community-serving small businesses that sell affordable, fresh, and culturally relevant foods.

LU 21.4
Pursue opportunities to provide permanent and accessible community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.

LU 21.5
Promote the use of front yards, parkways, and open space for urban agriculture.

LU GOAL 22

MINIMAL AND ENVIRONMENTALLY SENSITIVE DEVELOPMENT IN HILLSIDE AREAS PROTECTS HUMAN SAFETY, WILDLIFE, ENVIRONMENTAL RESOURCES, AND SCENIC VIEWS.

LU 22.1
Encourage the preservation of the hillside ridgelines and discourage alteration of the hillside topography by reducing grading and paving.

LU 22.2
Investigate and consider feasible secondary access connections as part of hillside subdivisions, as well as extensions, completions, and connections of existing street networks where feasible to improve emergency access and public safety in the hillsides.

LU 22.3
Consider preserving public views from public roadways and parklands when reviewing discretionary development proposals for new development in the hillside.

LU GOAL 23

IMPROVED SITE PLANNING, BUILDING DESIGN, AND LANDSCAPE BUFFERING ALONG FREEWAYS AND ARTERIAL ROADS WITH HIGH TRAFFIC REDUCES THEIR NEGATIVE HEALTH IMPACTS ON VULNERABLE RESIDENTS.

LU 23.1
Ensure that residential buildings constructed or rehabilitated in close proximity to a freeway incorporate features that help protect residents from pollutants, such as air filtration systems, double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution.

LU 23.2
Discourage siting outdoor recreational areas intended for children adjacent to freeways, such as school yards and playgrounds at daycares and community facilities.

LU 23.3
Increase landscape buffering and enhance noise barriers along freeways throughout the Plan Area using soundwall design, native flora, and densely planted vegetation proven to filter particulate matter pollution.

LU 23.4
Discourage freeway widening or expansion of the freeway network within the Plan Area.

LU 23.5
Ensure that freeway on and off-ramp intersections are safe for all users through signalized and painted crossings, pedestrian lighting, and a well-maintained sidewalk clear of debris and visual obstructions.

LU 23.6
Support the creation of green buffers along freeways to reduce particulate matter (PM2.5) spillover into residential areas.

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Chapter 3:

MOBILITY & CONNECTIVITY

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan envisions a mobility system consisting of complete streets and a transit network that provides safe, convenient, and universally accessible multimodal options. The Plan supports a community that connects residential neighborhoods, commercial centers, jobs, recreational facilities, and open space.

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area is encompassed and shaped by human-made features, including the channelized Los Angeles River and other channelized washes, U.S. Route 101, and wide boulevards that traverse much of the Plan Area. Generally, excluding the hillside area, the streets are laid out along a north-south and east-west grid. Most residential areas have convenient access to the major corridors of the Plan Area, and several major routes connect to nearby industrial areas. The Plan Area benefits from public transit network investments, including the LA Metro G Line and several Local bus lines.

This chapter provides goals and policies to enhance mobility and connectivity, improve the pedestrian experience along commercial corridors, foster a multimodal transit system, maximize public transit ridership, reduce noise and pollution from vehicular traffic, and maintain an efficient goods movement network. The Plan also encourages investment in transit, bicycle, and pedestrian infrastructure to improve air quality, public health, and quality of life.

GOALS AND POLICIES

MC GOAL 1

AN EFFICIENT CIRCULATION SYSTEM WITH SAFE, CLEAN, AND WELL-MAINTAINED STREETS THAT PROVIDE ENHANCED ACCESS AND CONNECTIVITY AND BALANCE THE NEEDS OF MULTIPLE COMMUNITY INTERESTS AND FUNCTIONS.

MC 1.1
Ensure the community is served by a complete street system that is safe, attractive, and balances the needs of all users, including pedestrians, bicyclists, transit users, mobility-challenged persons, and persons with various physical abilities.

MC 1.2
Support safety improvements on the High Injury Network as designated by LADOT to achieve high-impact reductions in injuries and fatalities.

MC 1.3
Encourage the installation and improvement of sidewalks and roadways in areas where streets are unimproved, are too narrow, or have frequent seasonal and storm-water flooding.

MC 1.4
Promote the efficient use of curb space to facilitate ridesharing and connections to other modes of transportation in new development projects.

MC 1.5
Support the collection of safety data and the implementation of data-driven safety improvements to best inform future projects and programs in the Plan Area.

MC 1.6
Support the development of Safe Routes to School programs to maximize safe, multimodal access to and from schools, recreation centers, and child care centers.

MC 1.7
Encourage traffic-calming measures along Collector Streets in predominantly residential neighborhoods to discourage unsafe vehicle speeds.

MC GOAL 2

AN EXPANDED AND EFFICIENT TRANSIT NETWORK THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

MC 2.1
Support improved local and express bus service in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area through community input and coordination with regional and local transit agencies (e.g., the Metropolitan Transit Authority (LA Metro) and LADOT).

MC 2.2
Allow for the development of high-quality park-and-ride facilities strategically located near freeways, High Occupancy Vehicle (HOV) facilities, and transit stations such as the Metro G Line.

MC 2.3
Encourage the provision of safe, attractive, and clearly identifiable transit stops designed with user-friendly amenities that include universal infographics understandable to all, including persons with varying hearing or visual abilities.

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MC 2.4
Support the expansion, wherever feasible, of transportation programs and services to enhance the mobility of senior citizens, people with disabilities, young people, and the transit-dependent population, including subsidized transit passes.

MC 2.5
Ensure bus stops are appropriately designed to provide sufficient shaded shelter, seating, public trash receptacles, and are equipped with bus arrival time display systems (e.g., real-time passenger information display systems).

MC 2.6
Encourage major destinations within the community, including public facilities and open spaces, to be sufficiently equipped with bus shelters, safe pedestrian crossings, bicycle parking, and wayfinding signage.

MC GOAL 3

A STREET NETWORK THAT OFFERS A SAFE AND PLEASANT ENVIRONMENT FOR ALL USERS OF SIDEWALKS AND THE PUBLIC RIGHT OF WAY.

MC 3.1
Prioritize safe, comfortable pedestrian crossings and minimize conflicts between cars, buses, trucks, cyclists, and pedestrians at major intersections and along corridors by implementing improvements such as leading pedestrian intervals, scramble crosswalks, right-turn limitations for vehicles at red lights, raised pedestrian crossings, and midblock pedestrian crossing facilities.

MC 3.2
Accommodate sidewalk widening by reducing vehicular lanes along street segments with high pedestrian volumes, as feasible.

MC 3.3
Improve landscaping along sidewalks with low-maintenance shade trees and varied drought-tolerant plantings in parkways to create a pleasant and interesting walking environment.

MC 3.4
Support improvements to response times concerning illegal dumping obstructing sidewalk access, street cleaning, and pavement repair.

MC 3.5
Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way, and streets wherever feasible for the use of bicycles and/or pedestrians.

MC 3.6
Support the installation of sidewalks, where needed and feasible, with new roadway construction and significant reconstruction of existing roadways, particularly in areas with recurrent flooding or other accessibility issues.

MC 3.7
Support efforts to maintain sidewalks, streets, and rights-of-way in good condition, free of obstructions, with adequate lighting, wayfinding, and trees and parkways for shade to accommodate pedestrians, comply with ADA accessibility requirements, and promote safety during the night.

MC 3.8
Encourage street improvements that create opportunities to capture, filter, and infiltrate stormwater.

MC 3.9
Support the creation of visual and physical connections to the Los Angeles River and other channelized washes that are visually pleasant to pedestrians and other users.

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MC 3.10
Discourage new driveways along pedestrian-oriented streets when access to a site can be reasonably accommodated from an alley or cross-access easement.

MC 3.11
Improve prioritized alleyways and pedestrian pathways with permeable walking surfaces and streetscape amenities such as pedestrian lighting, landscaping, and public art while maintaining functionality for utilities, goods movement, and loading and unloading zones.

MC 3.12
Improve the pedestrian experience under freeway overpasses and underpasses, pedestrian tunnels, and bridges by incorporating pedestrian-scale lighting, wayfinding, landscaping, public art, and safety features.

MC 3.13
Prioritize pedestrian safety for construction detours, first contain construction staging onsite, then consider using parking and travel lanes before significantly disrupting pedestrian routes.

MC GOAL 4

A SYSTEM WITH ALTERNATIVE MODES OF TRANSPORTATION THAT REDUCES VEHICULAR TRIPS AND SINGLE-OCCUPANCY VEHICLE TRAVEL IN ORDER TO IMPROVE AIR QUALITY AND THE HEALTH OF RESIDENTS.

MC 4.1
Encourage mixed-use residential developments that include units at low, very low, and extremely low affordability levels in transit-served areas in order to maximize transit ridership, reduce vehicle trips, and minimize Vehicle Miles Traveled (VMT).

MC 4.2
Encourage employers and institutions to provide employee incentives, such as subsidized transit passes, for telecommuting and alternative modes of transportation (e.g., carpools, vanpools, buses, bicycles, and walking).

MC 4.3
Reduce automobile dependency by supporting the provision of a safe and convenient transit system accessible to all, with clearly defined pedestrian linkages and a network of safe, accessible bikeways.

MC 4.4
Encourage the use of low-emission vehicles, such as micromobility, electric, and neighborhood electric vehicles (NEVs).

MC 4.5
Pursue transportation management strategies that maximize vehicle occupancy, minimize average trip length, and reduce the overall number of vehicle trips.

MC 4.6
Encourage improvements to transit and public facilities that promote alternative power sources such as electricity, solar, alternative fuels, or that meet the Super Ultra Low Emissions Vehicle (SULEVs) emission standards.

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MC GOAL 5

A SAFE, COMPREHENSIVE, AND INTEGRATED BIKEWAY NETWORK THAT IS ACCESSIBLE TO ALL, ENCOURAGES BICYCLING FOR RECREATION AND TRANSPORTATION, AND PROVIDES ACCESS TO TRANSIT AND KEY DESTINATIONS.

MC 5.1
Support the provision of bicycle access to facilitate connectivity between residential neighborhoods and open space areas, commercial and mixed-use boulevards, community centers, employment centers, and neighborhood districts.

MC 5.2
Incorporate bicycle amenities (e.g. bicycle parking stations, lockers) in public facilities, parks, commercial and multi-unit residential developments, employment and transit centers, and park-and-ride facilities to encourage cycling as a convenient and desirable form of transportation.

MC 5.3
Identify gaps in bicycle facilities and prioritize the completion of a comprehensive bicycle-enhanced network and bicycle lane network that enables all riders to safely and comfortably reach the community's schools, job centers, and transit stations by bike from any neighborhood in the Plan Area.

MC 5.4
Support the introduction of Bike Share throughout the Plan Area, especially to connect areas that are less served by transit.

MC 5.5
Facilitate the integration of bikes on transit to improve first-last mile connections.

MC GOAL 6

AN EFFICIENT GOODS MOVEMENT SYSTEM THAT SUPPORTS ECONOMIC ACTIVITY AND QUALITY OF LIFE.

MC 6.1
Ensure loading zones are provided in commercial districts to reduce conflicts with other users of the street.

MC 6.2
Encourage locating loading facilities zones and utilities in alleys to reduce conflicts between modes and create more public space on sidewalks.

MC 6.3
Provide appropriately designed and maintained roadways along designated truck routes to safely accommodate truck travel.

MC 6.4
Ensure that all commercial and industrial developments have adequate off-street accommodations for temporary or prolonged loading and unloading of commercial vehicles, while maintaining and enforcing idling restrictions in industrial, commercial, and residential areas.

MC 6.5
Support environmental protection measures that can be implemented to reduce air quality impacts from adjacent freeways and truck routes.

MC 6.6
Encourage new construction and the installation of Zero Emission Vehicle (ZEVs) infrastructure for trucks within industrial areas to support reductions in greenhouse gas emissions and improve air quality.

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MC 6.7
Discourage the over-concentration and siting of new commercial-scale fueling stations and electric charging facilities in close proximity to sensitive uses, including residential areas. An appropriate buffer should be maintained.

MC 6.8
Promote urban curbside loading rules such as off-peak loading hours, curbside flex zones, and midstreet loading to reduce conflicts between modes on streets.

MC 6.9
Preserve truck access in industrial areas while balancing pedestrian and cyclist safety to support economic activity.

MC GOAL 7

A VEHICULAR TRANSPORTATION NETWORK THAT ENCOURAGES SHARING, GREATER EFFICIENCIES, AND IS BALANCED WITH OTHER TRANSPORTATION MODES.

MC 7.1
Efficiently use curb space to facilitate ridesharing and connections to other modes.

MC 7.2
Encourage projects to include designated spaces for rideshare vehicles and pickup/drop off zones.

MC 7.3
Support programs that offer access to carpools and vanpools for workers and students to reduce the share of single-occupancy vehicles.

MC GOAL 8

A PARKING SUPPLY THAT IS EFFICIENT AND ENCOURAGES NON-VEHICULAR TRAVEL, WHILE MEETING THE NEEDS OF BUSINESSES AND RESIDENTS.

MC 8.1
Efficiently use curb space to facilitate ridesharing and connections to other modes.

MC 8.2
Adjust parking meter pricing and time limits in response to demand to encourage efficient turnover of parking spaces.

MC 8.3
Prioritize people over cars and allow flexibility in parking requirements to accommodate al fresco outdoor dining and parklets, better serving the local community.

MC 8.4
Reduce or consolidate parking areas, where appropriate, to eliminate the number of ingress and egress points onto arterials.

MC 8.5
Support the development of publicly accessible, City-owned parking structures that integrate sustainable design (i.e., solar panels and LID features), where appropriate, to accommodate commercial parking needs, mitigate parking impacts to adjacent residential neighborhoods, and discourage surface parking lots.

MC 8.6
Encourage the shared use of underutilized parking facilities for transit riders.

MC 8.7
Support the enforcement of parking restrictions for large commercial vehicles along commercial and neighborhood streets.

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MC 8.8
Eliminate parking minimums in transit areas to encourage non-vehicular travel, increase affordability, and improve design outcomes.

MC 8.9
Promote shared, publicly accessible parking to create a more flexible,efficient parking system that serves multiple users.

MC 8.10
Encourage parking to be unbundled from purchase prices and lease rates to create mobility options, encourage other modes of travel, and increase affordability at all levels.

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LOS ANGELES RIVER

Chapter 4: PUBLIC REALM & OPEN SPACE

The public realm and availability of local, high-quality open space is critical to livable, sustainable, and thriving communities in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area. These resources provide opportunities for passive and active recreation, social and cultural events, community gathering spaces, and health benefits that contribute to a higher quality of life.

Furthermore, well-maintained designated open space provides opportunities for recreation while contributing to the preservation of natural resources, ecological diversity, improved flood control, and the mitigation of wildfire and landslide risk.

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area is home to a number of parks and open space resources, ranging from traditional parks such as the Woodland Hills Recreation Center and Lanark Park, to larger open spaces areas found in the Santa Monica Mountain Hillsides, such as Serrania Park. The Plan Area also includes segments of the Los Angeles River, Bell Creek, Arroyo Calabasas, Browns Canyon Wash, and Chatsworth Creek.

Streets such as Ventura Boulevard, Topanga Canyon Boulevard, Canoga Avenue, Sherman Way, and De Soto Avenue are key opportunities for an enhanced public realm, characterized by active streetscapes as well as public plazas and community spaces. These corridors offer a mixture of residential, commercial, and recreational uses and can contribute to a more accessible, pedestrian-friendly, and vibrant built environment.

The Community Plan provides policies that support an improved and safer streetscape, a focus on diverse forms of transportation and mobility, and the development of high-quality public spaces in all neighborhoods.

GOALS AND POLICIES

PO GOAL 1

A COMMUNITY WITH AMPLE OPEN SPACE, RECREATION, AND PARK FACILITIES THAT SERVE EVERY NEIGHBORHOOD.

PO 1.1
Prioritize the creation and expansion of public open space in all communities.

PO 1.2
Support the creation of varying open space typologies, including both active and passive recreation facilities, that serve a variety of community members, age groups, and physical abilities.

PO 1.3
Incentivize new developments to create publicly accessible private open space.

PO 1.4
Pursue opportunities to establish new public parks through partnerships with federal, state, and local agencies, as well as community-based organizations, for the acquisition of vacant or underutilized lots.

PO 1.5
Encourage the redesign of cul-de-sacs, street ends, vacated streets, and remnant street widths to offer opportunities for pocket parks which can serve as gateways to the Los Angeles River and increase neighborhood park access.

PO 1.6
Encourage parks to incorporate active and passive recreational features, including landscaped paths for walking and exercise, play areas for children, open fields for sports, dedicated areas for dogs, shaded tree groves for relaxation, picnic areas for gathering, and areas for cultural and festive events.

PO 1.7
Support the on-going maintenance and preservation of existing neighborhood-serving parks.

PO 1.8
Support the enforcement of codes restricting illegal activity in neighborhood-serving parks.

PO 1.9
Encourage coordination between City agencies and local residents to provide culturally relevant and engaging recreational programming at public parks and open space facilities.

PO 1.10
Encourage partnerships for stewardship and maintenance through volunteer opportunities to expand stakeholder engagement and promote the maintenance of public open spaces.

PO 1.11
Pursue joint-use agreements to share facilities with schools, especially in neighborhoods that suffer a disproportionate lack of park space and recreational facilities.

PO GOAL 2

A COMMUNITY WITH SAFE AND APPEALING STREETS AND PLAZAS THAT ALLOW FOR EFFICIENT MOBILITY, ACCESS TO GOODS AND SERVICES, AND ACCESS TO COMMUNITY GATHERINGS.

PO 2.1
Enhance the pedestrian experience along corridors by expanding sidewalks and incorporating seating, lighting, wayfinding, opportunities for street vending and outdoor dining, and other desirable features that create walkable, pleasant environments.

PO 2.2
Promote the development of a well-connected and fully-protected bicycle network along corridors and other appropriate streets to enhance the streetscape and improve safe mobility between open space and public realm features.

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PO 2.3
Promote accessible public spaces along streets in the form of plazas and paseos that are designed to encourage social activity such as markets, music, art, and community events.

PO 2.4
Provide opportunities for publicly accessible spaces along streets and at major intersections in the form of plazas and paseos that are designed to encourage social activity, especially along Ventura Boulevard and the intersections of Sherman Way and Topanga Canyon Boulevard, Sherman Way and Canoga Avenue, and Sherman Way and De Soto Avenue.

PO 2.5
Integrate public art and cultural programming in public spaces to reinforce community and cultural identity.

PO 2.6
Promote native tree planting, and sustainable landscaping in parkways, medians, and neighborhood gateways as a placemaking and cooling strategy.

PO 2.7
Support street design and streetscapes that provide scenic and recreational facilities such as scenic view turn-outs; bicycle, hiking, and equestrian trails; and access to parks, campgrounds, and nature preserves.

PO GOAL 3

WELCOMING STREETSCAPES THAT PROMOTE A HEALTHY URBAN FOREST AND NATURAL AESTHETICS TO REDUCE THE URBAN HEAT ISLAND EFFECT, IMPROVE AIR QUALITY, AND CULTIVATE A SUSTAINABLE MICROCLIMATE.

PO 3.1
Enhance tree planting and landscaping in parkways, medians, neighborhood gateways, and new open spaces to provide publicly-accessible shade.

PO 3.2
Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets, while supporting policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper species selection.

PO 3.3
Increase planting of thick canopy trees and dense vegetation near and along freeways and other sources of air pollution using species proven to filter particulate matter pollution.

PO 3.4
Protect and support the expansion of a tree canopy to improve air quality, reduce heat island effects, and facilitate groundwater filtration.

PO 3.5
Encourage an increase in street tree canopy coverage and permeability in new developments and/or in areas identified as tree-deficient.

PO 3.6
Encourage and promote the retention of trees through education, outreach, and incentives offered by the Bureau of Street Services.

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PO GOAL 4

A COMMUNITY WHERE PARKS AND THE PUBLIC REALM ARE DESIGNED TO CONTRIBUTE TO HUMAN HEALTH AND COMFORT BY PROVIDING A SUSTAINABLE, ACCESSIBLE, AND NAVIGABLE NETWORK OF OPEN SPACES.

PO 4.1
Promote open spaces that are versatile and adaptable, such as cooling centers and resilience hubs, to serve the health and wellness needs of the community during disasters and other local emergencies.

PO 4.2
Support the safety, visibility, and accessibility of parks and open spaces through enhanced wayfinding, handrails, pedestrian ramps, lighting at night, mobility network connections, well-maintained restrooms and hygiene facilities, drinking fountains, and by ensuring that perimeters are free of obstructions like overgrown landscaping and opaque fencing.

PO 4.3
Support the development of sports and fitness facilities to promote community health.

PO 4.4
Promote a public realm equipped with durable and versatile infrastructure, resilient landscaping, and recreational equipment that can adapt to changing conditions and community needs.

PO 4.5
Identify and facilitate the development of open spaces, vacant lots, public easements, schoolyards, residential parkways, or other appropriate underutilized public rights-of-way to be used for the cultivation of community gardens and improve access to fresh foods for Plan Area residents.

PO 4.6
Promote the use of pervious surfaces in park and public realm design to improve drainage to reduce flood risk and accumulation of standing water, minimize damage to infrastructure, and mitigate other public health risks, such as insect or pathogen outbreaks.

PO 4.7
Encourage vegetation and planting along the perimeter of open spaces near loud roadways, industrial areas, and flight paths to provide residents and visitors with outdoor space with minimal noise pollution.

PO 4.8
Promote the development of attractive, functional, and comfortable public spaces along major corridors and intersections to increase pedestrian activity and boost the overall safety of the built environment.

PO 4.9
Encourage developers to orient buildings towards the public realm and include pedestrian-friendly frontage treatments to boost urban vibrancy and enhance public safety.

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HILLSIDES

Portions of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area fall within Hillside areas, generally south of Ventura Boulevard and west of Valley Circle Boulevard. In addition to residential uses, the Hillsides contain large publicly-accessible recreational open spaces such as Topanga State Park and the Escorpion Canyon Park.

Some hillside areas pose a challenge to development and accessibility, as narrow, winding streets and steep slopes can make it difficult for emergency responders to access properties and open space. Hillside areas are also much more vulnerable to wildfire and landslide disasters than the flat urban areas found north of Ventura Boulevard and east of Valley Circle Boulevard, with much of the Plan Area's Hillsides being within the State's Very High Fire Hazard Severity Zone.

The Community Plan includes policies that aim to minimize development in environmentally sensitive areas, limit grading, mitigate disaster risk, and preserve existing open space to provide space for recreation while supporting ecological resources and wildlife habitats.

PO GOAL 5

WILDLIFE HABITATS IN ECOLOGICALLY SENSITIVE AREAS WITHIN HILLSIDE AREAS ARE PRESERVED AND INCLUDE WELL-MAINTAINED AND EASILY-ACCESSIBLE PUBLIC OUTDOOR SPACE.

PO 5.1
Prioritize the reuse of surplus City-owned sites in the Hillsides for public recreation and wildlife conservation purposes.

PO 5.2
Work with nearby agencies such as the Santa Monica Mountains Conservancy to protect sensitive wildlife areas while also increasing opportunities for public access and enjoyment of open space.

PO 5.3
Support publicly accessible walking and hiking paths and equestrian trails throughout open space in Hillside areas.

PO 5.4
Encourage open space areas of the Santa Monica Mountains that provide public access to maintain adequate bicycle and car parking, high-quality sidewalks and paths, restroom and drinking water facilities, and trailheads.

PO 5.5
Encourage the preservation and creation of conservation easements to maintain open space.

PO GOAL 6

PUBLICLY ACCESSIBLE OPEN SPACES IN HILLSIDE AREAS ARE DESIGNED IN A WAY THAT MITIGATES NATURAL DISASTER RISKS.

PO 6.1
Discourage grading in and around public open space where water drainage and erosion is common and/or possible.

PO 6.2
Encourage the planting of native and fire-resistant vegetation in and around Hillside open space to reinforce soil layers and decrease the risk of landslide

PO 6.3
Design Hillside open space infrastructure according to the appropriate grading regulations.

PO 6.4
Facilitate collaboration between government or land management agencies and residents to promote appropriate defensible space and other land and vegetation management techniques for all structures and park infrastructure built in wildfire-sensitive Hillside areas.

PO 6.5
Encourage the use of fire-resistant materials when constructing or repairing infrastructure in wildfire-sensitive Hillside areas.

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PO 6.6
Promote consistent maintenance of open space trails and fire roads to streamline first responder access to Hillsides during natural disasters.

PO 6.7
Encourage routine investigation and maintenance of public open space vegetation in accordance with State and local brush clearance requirements.

THE LOS ANGELES RIVER

The official beginning of the Los Angeles River is located in Canoga Park, where Bell Creek and Arroyo Calabasas merge, from where it runs east across the Plan Area before entering the Reseda-West Van Nuys-Lake Balboa Community Plan Area. This segment of the River runs through a concrete flood control channel.

Through revitalization efforts, the Los Angeles River can become the City's living, green spine that connects nature and communities, providing space for active and passive recreation while also fostering diverse and healthy ecological habitats and promoting environmental sustainability. There is significant opportunity in the Plan Area for walking, biking, and equestrian paths along the River as well as improved access through new public parks on cul-de-sacs and vacant or underutilized lots adjacent to the river.

PO GOAL 7

THE LOS ANGELES RIVER SERVES AS A NATURAL AND RECREATIONAL PUBLIC AMENITY THAT IS WELL-CONNECTED TO SURROUNDING NEIGHBORHOODS, PRESERVES DIVERSIFIED ECONOMIC ACTIVITIES, AND ACCOMMODATES ACTIVE TRANSPORTATION.

PO 7.1
Create a network of linked public spaces along the River corridor that provide safe and attractive direct access to the Los Angeles River.

PO 7.2
Design urban trails, paths, and bridges that connect the River with adjacent neighborhoods to allow for convenient and visually interesting paths of travel and provide opportunities for placemaking that highlight the history of the community's relationship to the River.

PO 7.3
Activate and enhance space adjacent to the Los Angeles River with active and passive recreational amenities, employment opportunities compatible with the River, and improved wayfinding that directs people to the River and nearby public amenities.

PO 7.4
Design streets and sidewalks along and adjacent to the River so that pedestrians, bicyclists, transit riders, transit vehicles, and automobiles can coexist safely.

PO 7.5
Support the implementation of the Los Angeles River Revitalization Master Plan.

PO 7.6
Integrate an equity-driven and engaging approach to all River infrastructure investments and improvements.

PO GOAL 8

THE LOS ANGELES RIVER SERVES AS AN ACCESSIBLE ECOLOGICAL AND RECREATIONAL PUBLIC AMENITY THAT ALSO SUPPORTS GROUNDWATER RECHARGE AND FLOOD CONTROL WHERE APPROPRIATE.

PO 8.1
Encourage the use of native and drought-tolerant plants in landscaping near the River, to support the habitat and migration of local species.

PO 8.2
Identify and preserve wildlife habitats and improve ecological resilience, consistent with public health and safety.

PO 8.3
Encourage open spaces to maximize water recapture and promote biodiversity as well as to facilitate natural collection, filtration and treatment of stormwater to reduce stormwater runoff, recharge aquifers, and remove pollutants through the use of pervious paving and native, drought-tolerant plants.

PO 8.4
Support the Los Angeles River Ecosystem Restoration Project.

PO 8.5
Flood control channels and other appropriate public lands should be considered for open space purposes that can support hiking, bicycle, and equestrian trails and connect these facilities with the local and regional system.

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Chapter 5: IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of Canoga Park-Winnetka-Woodland Hills-West Hills. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. Implementation of programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision-makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision-making. In particular, this chapter details existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's authority to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District (LAUSD), water service providers, the Los Angeles County Metropolitan Transit Authority (Metro), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Canoga Park-Winnetka-Woodland Hills-West Hills; and adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff, and ultimately decision makers to guide and inform the land use decision-making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision-makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens, and implements the Community Plan. Land

Use Designations are designated on the General Plan Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Community Plan Area. Each General Plan Land Use Designation corresponds to a set of form and use districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Canoga Park-Winnetka-Woodland Hills-West Hills. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity at which each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code (LAMC), or as specific plans or overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Canoga Park-Winnetka-Woodland Hills-West Hills have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Community Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Canoga Park-Winnetka-Woodland Hills-West Hills is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed by the Planning Department's Zoning Review Division, where the majority of the development regulations enacted by the Community Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require adoption of the discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to some zones, and base and maximum heights assigned to some zones. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 9 of the LAMC. Development exceeding base development rights may be permitted in accordance with these systems to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

COMMUNITY PLAN AMENDMENTS

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

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District (LAUSD), water service providers, and the Los Angeles County Metropolitan Transit Authority (Metro), among others, also look to the Community Plans for their planning and guidance in decisionmaking. This section provides a series of tables describing the future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resource considerations, on the availability of adequate funding, which is likely to change over time due to economic conditions; the priorities of federal, state and regional governments and funding agencies; and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE FUTURE IMPLEMENTATION ACTIONS' TABLE

The tables provided in this section organize programs into two broad categories: Established Programs and Proposed Programs. Established Programs refer to existing resources that are currently in effect at the time of the adoption process, and may already be playing an important role in addressing one or more of the Plan's objectives. The list identifies opportunities to expand or continue established programs in the Community Plan Area. Proposed Programs refer to future programs that are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Canoga Park-Winnetka-Woodland Hills-West Hills. Proposed Programs described in the table are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Community Plan.

The table identifies each program with a distinct reference number (i.e., P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the table identifies the agency primarily responsible for implementing the program, as well as any agencies necessary for providing support in the program's implementation.

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ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting

BOE - Bureau of Engineering

BOS - Bureau of Sanitation

BSS - Bureau of Street Services

CalEPA - California Environmental Protection Agency

CalGEM - California Geologic Energy Management Division

CalHFA - California Housing Finance Agency

CalTrans - California Department of Transportation

CAO - City Administrative Officer

CARB - California Air Resources Board

CD - Council District

CDD - Community Development Department

CoDRP - County Department of Recreation and Parks

DCP - Department of City Planning

DOD - Department on Disability

DPW - Department of Public Works

DPSS - Department of Public Social Services

DTSC - Department of Toxic Substance Control

EMD - Emergency Management Department

EWDD - Employment and Workforce Development Department

LA-DLA - Los Angeles Designated Local Authority

LADBS - Los Angeles Department of Building and Safety

LADOA - Los Angeles Department of Aging

LADOT - Los Angeles Department of Transportation

LADWP - Los Angeles Department of Water and Power

LAFCD - Los Angeles County Flood Control District

LAFD - Los Angeles Fire Department

LAFPC - Los Angeles Food Policy Council

LAHD - Los Angeles Housing Department

LAPD - Los Angeles Police Department

LAPL - Los Angeles Public Library

LAUSD - Los Angeles Unified School District

METRO - Metropolitan Transit Authority

NC - Neighborhood Council

OHR - Office of Historic Resources

OPA - Office of Petroleum Administrator

POLA - Port of Los Angeles (Harbor Department)

RAP - Recreation and Parks

SAN - Bureau of Sanitation

SCAG - Southern California Association of Governments

SCAQMD - South Coast Air Quality Management District

USACE - United States Army Corps of Engineers

**Please visit www.lacity.org for the most recent and updated City departments.*

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FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P1.	**State Housing Laws**: Coordinate with the Los Angeles Housing Department (LAHD) to respond to new requirements from state laws for housing and affordable housing, as needed.	LU 1.9, LU 2.3, LU 2.4, LU 3.1, LU 3.2, LU 3.3, LU 3.6, LU 3.7	LAHD
P2.	**Affordable Unit Inventory-Measure JJJ**: Monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	LU 2.1, LU 2.3, LU 3.2, LU 5.4, LU 5.5	LAHD
P3.	**No Net Loss Program**: Continue to implement the City's No Net Loss requirement. This program ensures that any new housing development project that proposes the demolition of existing housing units must create at least as many units as would be demolished.	LU 2.3, LU 3.2, LU 3.5, LU 5.5	LAHD

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Program Number	Description	Policy Reference	Coordinating Agency
P4.	**Rights to Remain, Return, and Relocation**: Oversee the implementation of the City's protections for existing residents in rental units proposed for demolition as part of a new housing development. These protections include the right to remain in the unit until six months before the start of construction, the right to first refusal of a deed-restricted unit in the new housing development, and the right to certain relocation benefits paid by the property owner.	LU 2.3, LU 2.4, LU 5.6, LU 5.7	LAHD
P5.	**Housing for Multigenerational Families and Households**: Coordinate with LAHD on the implementation and possible expansion of programs that incentivize the provision of family-sized units (2+ bedrooms) in new development, including the Multi-Bedroom Units incentive included in the Citywide Housing Implementation Program.	LU 1.5, LU 1.6, LU 1.10, LU 4.8	LAHD, DCP
P6.	**Sidewalk and Park Vending Program**: Continue to provide and promote free assistance to prospective sidewalk vendors to secure the StreetsLA and other required permits to sell food or merchandise on City of LA sidewalks and City parks.	LU 8.3	EWDD; LADPH
P7.	**SurveyLA Eligible Historic Resources**: Support local efforts to protect and restore historic resources, including through further study and potential historic designation for eligible sites.	LU 14.1, LU 14.2, LU 14.3, LU 14.4, LU 14.6, LU 16.2	DCP (OHR)
P8.	**Low Impact and Healthy Development**: Continue to support LADBS in the implementation of the City's Low Impact Development (LID) ordinance. The LID ordinance is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution. LID comprises a set of site design approaches and Best Management Practices (BMPs). The LID Handbook is a resource developed to assist developers in complying with LID requirements.	LU 12.1, LU 17.3 LU 17.15, LU 19.8 LU 20.4, PO 8.3	LADBS

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Program Number	Description	Policy Reference	Coordinating Agency
Mobility & Connectivity			
P9.	**First/Last-mile**: Metro's First-Last Mile Strategic Plan identifies barriers in planning and implementing improvements for the first and last mile (FLM) portion of an individual's public transit trip. The Plan provides a vision for addressing FLM improvements in a systematic way. Collaborate with Metro to develop FLM Strategic Plans for key transit station areas in Canoga Park-Winnetka-Woodland Hills-West Hills with the objective of improving the experience of using transit by establishing safe and recognizable routes to and from transit stations.	MC 1.1, MC 1.2, MC 1.7, MC 2.3, MC 2.5, MC 2.6, MC 3.1, MC 3.2, MC 3.7, MC 3.11, MC 3.12, MC 4.3	Metro; LADOT
P10.	**DASH Service**: Encourage the ongoing assessment and revision of DASH services to reach areas of Canoga Park-Winnetka-Woodland Hills-West Hills with public transportation service gaps, and expansion of DASH service hours to nights and weekends throughout all of Canoga Park-Winnetka-Woodland Hills-West Hills.	MC 2.1, MC 2.5	LADOT
P11.	**Metro's Reduced Fare Programs**: Support the funding of the Low-Income Fare is Easy (LIFE) Program and other reduced fare programs offered by Metro, which provides fare discounts that can be applied toward the purchase of weekly and monthly transit passes on Metro and any LIFE participating transit agencies. Eligible participants include low-income riders, students, seniors and persons with disabilities.	MC 2.4, MC 4.2	Metro
P12.	**Freight Truck Network**: Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) is adhered to by truck drivers through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.	MC 6.3, MC 6.5	Metro; LADOT; Caltrans; LAPD

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Program Number	Description	Policy Reference	Coordinating Agency
P13.	**Safe Routes to School**: Caltran's "Safe Routes to School" program implements safety design interventions to improve traffic safety for youth near schools. Prioritize Safe Routes to School interventions around schools located near the High Injury Network in Canoga Park-Winnetka-Woodland Hills-West Hills.	MC 1.1, MC 1.2, MC 1.6, MC 1.7, MC 5.3	LADOT; LAUSD; Caltrans; Metro
P14.	**Mobility Hubs**: Prioritize the development of Warner Center as a Mobility Hub with multi-modal supportive infrastructure such as bicycle facilities, bus shelters, wayfinding signage, safe pedestrian connections, comfortable outdoor seating areas, and active commercial uses that together enhance the transit user experience.	MC 1.1, MC 2.3, MC 2.5, MC 2.6, MC 3.1, MC 4.1, MC 4.2, MC 5.2, MC 8.3	LADOT
Public Realm & Open Space			
P15.	**People Street Pedestrian Plazas and Parklets**: People Street is a program of the Los Angeles Department of Transportation (LADOT) that seeks to transform underused areas of the public right of way into active, vibrant, and accessible public space. Encourage partnerships between LADOT and community groups or businesses in Canoga Park-Winnetka-Woodland Hills-West Hills to apply for Plazas or Parklet projects that enhance economic activity and social life and strengthen community identity.	LU 11.5, LU 11.7, MC 8.3, PO 2.1, PO 2.3, PO 2.4, PO 4.8, PO 4.9	LADOT
P16.	**LA River Revitalization**: Consistent with the LA River Revitalization Master Plan and associated design and implementation plans, restore and revitalize an 11-mile stretch of the Los Angeles River, while prioritizing public access to this public resource.	PO 7.1, PO 7.2, PO 7.3, PO 7.4, PO 7.5, PO 7.6, PO 8.1, PO 8.4	LACDPW; BOE; RAP; Mayor's Office; LA River Revitalization Committee; LA River Cooperation Committee; US Army Corps of Engineers

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FUTURE IMPLEMENTATION ACTIONS

PROPOSED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
Land Use & Urban Form			
P17.	**Community Land Trusts**: A Community Land Trust is a community-based non-profit organization designed to ensure community stewardship of land by purchasing or holding land and removing it from the speculative real estate market. Encourage partnerships that seek to implement community land trust projects in Canoga Park-Winnetka-Woodland Hills-West Hills. Work with the community to develop programs and explore funding sources that support efforts by local organizations to acquire land for the development of affordable housing and open space, or the protection of small businesses and renters.	LU 21.4, PO 1.4, PO 4.5	CAO; Mayor's Office
P18.	**Vacancy Tax**: Study the feasibility of an annual tax on the rental value of vacant residential and commercial land to encourage property owners to develop vacant lots with infill projects, community gardens, plazas or parks.	LU 4.2, LU 7.1, LU 7.3, LU 7.4, LU 7.5, LU 14.5	CAO; EWDD
P19.	**Small Business Assistance**: Continue to develop and promote agency programs that assist small business owners and entrepreneurs in the form of low-interest loan programs, management assistance, business retention efforts, and the establishment of incubation centers.	LU 6.1, LU 6.4, LU 6.9, LU 14.5	CAO; EWDD; DCP

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Program Number	Description	Policy Reference	Coordinating Agency
P20.	**Legacy Business Program**: Develop support structures for long-time, small business tenants facing possible displacement due to new development, including a right to return at similar rents to those paid prior to displacement.	LU 6.2, LU 7.1, LU 7.4, LU 7.5, LU 7.6, LU 7.7	EWDD; Mayor's Office
P21.	**Business Incubators**: Provide incentives and identify potential funding sources for the development of community-based commissary kitchens and business incubators to help emerging small businesses, startups and individuals to develop and grow their business.	LU 6.4, LU 7.1, LU 7.7, LU 8.1	EWDD; Mayor's Office
P22.	**Worker Cooperatives**: Coordinate with agencies such as the EWDD and Mayor's Office of Sustainability to identify a role for and to develop programs targeting the growth of worker cooperatives in an equitable and sustainable Los Angeles economy.	LU 6.4, LU 7.1, LU 7.7, LU 8.1	EWDD; Mayor's Office
P23.	**Economic Development/Revitalization**: Partner with the City Council, Mayor's Office, EWDD and other relevant agencies to collectively offer a package of incentives (such as tax incentives) that focus investment and complement the land use incentives and ongoing public investment for the Downtown Canoga Park area in order to comprehensively attract desired uses and foster economic revitalization.	LU 6.1, LU 6.4, LU 6.5, LU 6.6, LU 6.7, LU 6.8, LU 7.3, LU 7.4, LU 11.2, LU 11.9, LU 11.10	EWDD; Council Office; Mayor's Office
P24.	**Business Outreach and Mentorship Programs**: Develop partnerships to create business outreach programs targeting local schools for student and adult participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.	LU 8.1, LU 8.2, LU 8.3	EWDD; LAUSD

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Program Number	Description	Policy Reference	Coordinating Agency
P25.	**Street Tree Tracking**: Create a publicly accessible database that displays the tree types within the City's public rights-of-way. Identify goals for an equitable and enhanced tree canopy in Canoga Park-Winnetka-Woodland Hills-West Hills in order to help address the need for climate-resilience and combatting urban heat island effects.	LU 11.5, LU 17.2, LU 20.1, LU 20.3, LU 20.5, PO 2.6, PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6	BSS
P26.	**Tree Planting and Maintenance Partnerships**: Develop partnerships between public agencies, community groups, local businesses, and private developers to increase trees in the public right-of-way, resulting in tree planting and maintenance programs for specified parkways, landscaped medians, and community gateways.	LU 11.5, LU 17.2, LU 20.1, LU 20.3, LU 20.5, PO 2.6, PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6	BSS
P27.	**Tribal Resources and Liaisons**: Crosstrain and collaborate with the County of Los Angeles Regional Planning Department to share tribal resources that help to build respectful relationships with Tribes. Request funding for staff training that can lead to the establishment of Tribal liaisons.	LU 14.7	DCP
Mobility & Connectivity			
P28.	**Pedestrian and Transit Amenities**: Support the funding of well-designed amenities such as shelters, transit information kiosks, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance and that are ADA accessible or compliant at all bus stops on arterial streets, as funding permits.	MC 1.1, MC 1.3, MC 2.3, MC 2.5, MC 2.6, MC 3.1, MC 3.2, MC 3.3, MC 3.4, MC 3.7	LADOT; Metro
P29.	**Bus Rapid Transit Study**: Bus Rapid Transit (BRT) is a high-quality bus service that provides faster, more reliable and convenient service through the use of several key attributes, including, dedicated bus lanes, branded vehicles and stations, higher frequency, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. Study the feasibility of upgrading bus routes on Sherman Way and Ventura Boulevard to BRT.	MC 2.1	LADOT; Metro

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Program Number	Description	Policy Reference	Coordinating Agency
P30.	**Traffic Calming**: Conduct a study of driver behavior and pedestrian safety on Collector Streets throughout Canoga Park-Winnetka-Woodland Hills-West Hills and prioritize traffic calming measures that will reduce speeds and traffic volumes on streets where potential pedestrian/vehicle conflicts are found to be the greatest. Implement neighborhood preferential parking where appropriate.	MC 1.5, MC 1.6, MC 1.7	LADOT
P31.	**Demand Responsive Parking**: Support the implementation of demand-responsive parking meter pricing and time limits in commercial areas of high parking demand in order to create appropriate turnover, enabling more customers to visit local businesses.	MC 8.2, MC 8.5	LADOT
P32.	**Capital Investment Program (CIP)**: A CIP establishes a comprehensive, multi-year plan for maintaining and developing infrastructure in the public right-of-way. As part of establishing a citywide CIP, study and determine the long-term infrastructure priorities of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA.	MC 1.3, MC 1.5, MC 3.4, MC 3.6, MC 3.7, MC 3.11, MC 5.3	Mayor's Office; LADOT; LADPW; B
Public Realm & Open Space			
P33.	**Alley Improvements Program**: Conduct a study of existing alleyways throughout Canoga Park-Winnetka-Woodland Hills-West Hills as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.	LU 19.8, LU 21.4, MC 3.11	LADOT
P34.	**Parks and Open Space Assessment**: Conduct an assessment of parks and open space to ensure the creation of parks in Canoga Park-Winnetka-Woodland Hills-West Hills are prioritized in areas where there is greatest need.	PO 1.1, PO 1.2, PO 1.4, PO 4.5	RAP

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Program Number	Description	Policy Reference	Coordinating Agency
P35.	**Streetscape Improvements**: Identify specific pedestrian friendly streetscape improvements to prioritize along Sherman Way in Downtown Canoga Park and Ventura Boulevard between Royer Avenue and Sale Avenue; consider improvements such as mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, and pedestrian lighting.	LU 11.2, LU 11.3, LU 11.5, MC 3.1, PO 2.1, PO 2.4, PO 2.5, PO 4.9	LADOT
P36.	**Neighborhood Green Streets**: Develop a network of well-landscaped pedestrian routes along Canoga Park-Winnetka-Woodland Hills-West Hills's less trafficked neighborhood streets. Such a network would feature native landscaping, bioswales, water retention features, shade trees, streetscaping, and wayfinding that provides pedestrians with safe and attractive routes linking the community's open spaces, recreational centers, and the Los Angeles River.	MC 3.14, PO 2.6, PO 2.7, PO 3.2, PO 7.2, PO 7.4, PO 8.3	LADOT; BOE; BSS; LASAN
P37.	**Joint Use of Recreational Facilities**: Establish joint-use agreements with other public and private entities to increase recreational opportunities in Canoga Park-Winnetka-Woodland Hills-West Hills, including shared use of land owned by public agencies.	PO 1.11	RAP; LAUSD

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Appendix A:
RELATIONSHIP TO OTHER PLANS

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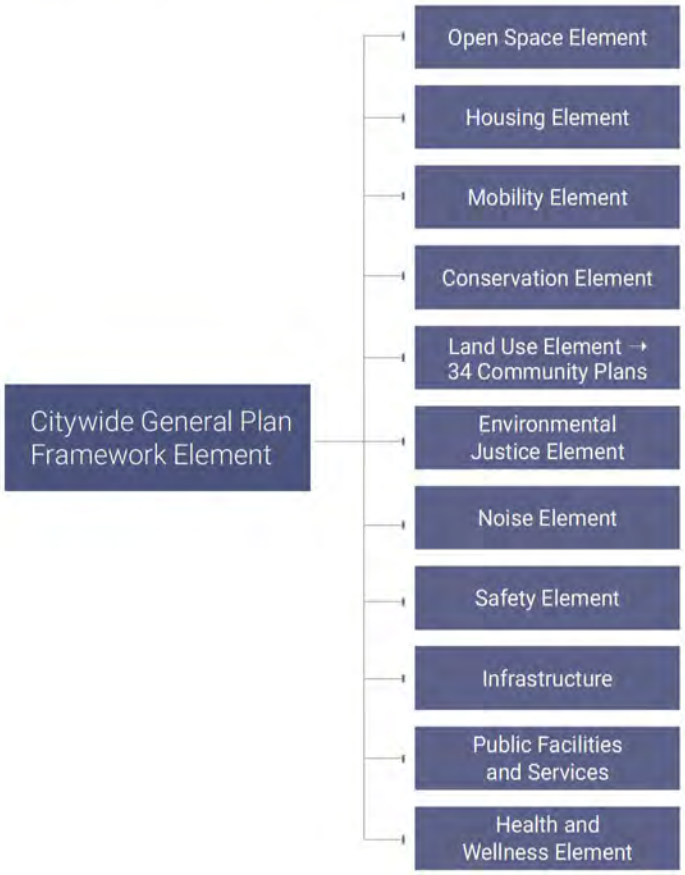
RELATIONSHIP TO THE GENERAL PLAN

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

State law requires that the General Plan contain eight elements: land use, transportation, housing, conservation, open space, noise, safety and environmental justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-four Community Plans comprise the City's land use element. In addition, the City has adopted additional non mandated elements in "Framework Element," discussed below.

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as Land Use, Housing, Urban Form, Open Space, Transportation, Infrastructure, and Public Services. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

The City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well.

FRAMEWORK ELEMENT GUIDING PRINCIPLES

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

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

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

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

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

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

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

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RELATIONSHIP TO MOBILITY PLAN 2035

In 2008, the California State Legislature adopted AB1358, The Complete Streets Act, which requires local jurisdictions to "plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context."

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City's General Plan Circulation Element, Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City's transportation system will continue to evolve to fit the context of the time and situation. Today we are faced with environmental constraints, public health issues, regional inequity, and some of the longest traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals and objectives are targets used to help measure the progress of the Mobility Plan 2035, and the policies are broad strategies that guide the City's achievement of the Plan's five goals:

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan provides the opportunity for more focused and nuanced transportation discussion at the community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 3 of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.

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RELATIONSHIP TO SPECIFIC PLANS AND OVERLAY ZONES

There are several specific plans, supplemental use districts and overlay zones that apply to the Plan area. These zoning tools customize the regulations of the Los Angeles Municipal Code to plan the land use of specific geographic areas. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan contains 4 specific plans.

Mulholland Scenic Parkway Specific Plan (MSP)

Constructed in 1922, Mulholland Drive was designed to offer the public scenic views of the terrain, open space, and natural character of its mountain setting. In 1992, the Mulholland Scenic Parkway Specific Plan (MSP) was adopted by the Los Angeles City Council in response to public concerns that the majestic views and natural character of the Mulholland Drive setting were threatened by unrestricted development. The ordinance created the Mulholland Scenic Parkway, including both the Inner and Outer Corridors, which established land use controls and a design review process tailored to ensure that development within the Parkway is compatible with the unique character of the Santa Monica Mountains.

Valley Circle/Plummer St. Scenic Corridor Specific Plan (VCPSP)

The geographic scope of the Valley Circle/Plummer St. Scenic Corridor Specific Plan (VCPSP) encompasses segments of Valley Circle Boulevard, spanning from Roscoe Boulevard to Plummer Street, as well as Plummer Street between Valley Circle Boulevard and Topanga Canyon Boulevard. This Specific Plan establishes comprehensive regulations regarding street width and required public improvements for these specific roadway segments to ensure they maintain their designated scenic character.

Ventura-Cahuenga Boulevard Corridor Specific Plan (VCSP)

The Ventura-Cahuenga Boulevard Corridor Specific Plan (VCSP) spans more than 17 miles in length throughout the Southwest and Southeast San Fernando Valley. It comprises parcels that front Ventura Boulevard as well as adjacent boulevards including Topanga Canyon Boulevard, Reseda Boulevard, Sepulveda Boulevard, and Van Nuys Boulevard. The corridor is split into five sections. The Encino, Tarzana, and Woodland Hills sections are within the Plan Area. The purpose of the VCSP is to ensure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the VCSP.

Warner Center 2035 Specific Plan (WCSP)

The Warner Center 2035 Specific Plan (WCSP) area is generally bounded by the Los Angeles River to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and the west side of Topanga Canyon Boulevard to the west and comprises approximately 1,100 acres of area designated by the City of Los Angeles as Regional Center. The Warner Center 2035 SP's mixed-use transit-oriented development approach is intended to strengthen the City's Sustainable Community Strategy and in turn help the region in attaining its adopted goals and targets to reduce greenhouse gas emissions by concentrating development near transit infrastructure.

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RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. In varying degrees, these agencies, through research and advocacy, guide and influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan are described below.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro is the state-chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area is served by Metro's G Line with 5 stations located on the intersections of Roscoe Boulevard and Canoga Ave (Roscoe Station), Sherman Way and Canoga Avenue (Sherman Way Station), Canoga Avenue near Victory Boulevard (Canoga Station), De Soto Avenue and Victory Boulevard (De Soto Station), and Winnetka Avenue and Victory Boulevard (Pierce College Station).The Metro G Line serves as a critical transit link between the Southwest and Southeast San Fernando Valley, terminating at the B Line to facilitate regional access to Downtown Los Angeles. To ensure efficient service, the G Line operates within a dedicated right-of-way, physically partitioned from standard vehicular traffic. Metro operates 10 additional bus lines in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area.

Los Angeles Unified School District (LAUSD)

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

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from the Department of City Planning prior to obtaining any necessary permits. The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each LAUSD school to accommodate the projected future population, and the analysis of school-by-school enrollment trends. In 2000, the LAUSD began a $20 billion building and modernization program. By 2008, the school district had completed 180 new schools.

The Los Angeles Unified School District currently operates 35 schools in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area. Of these schools, 25 are elementary (K-5), 5 are middle (6-8), and 5 are high schools (9-12). Additionally, since the Charter School legislation was established in 1992, approximately 22 new charter schools have opened in Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. While these are privately operated schools, they receive public funds and are considered to be under the jurisdiction of the LAUSD.

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Los Angeles City Planning

ENCINO-TARZANA
Community Plan

Proposed Plan - Adoption Pending

Proposed Plan - Fall 2026

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Chapter 1:

INTRODUCTION & COMMUNITY PROFILE

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READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action. Ultimately, the Community Plan's goals, policies, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Goals

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

Policies

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

Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 5 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

Building upon its historic roots as ranch land and thriving post-World War II housing development, the Encino-Tarzana Community Plan envisions an inclusive, sustainable, and resilient future with stable multi-generational neighborhoods that provide a greater mix of high-quality housing and employment options; improved pedestrian spaces and walkability; and better access to transit, parks, and recreational spaces.

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BACKGROUND AND RELATIONSHIP TO THE OTHER PLANS

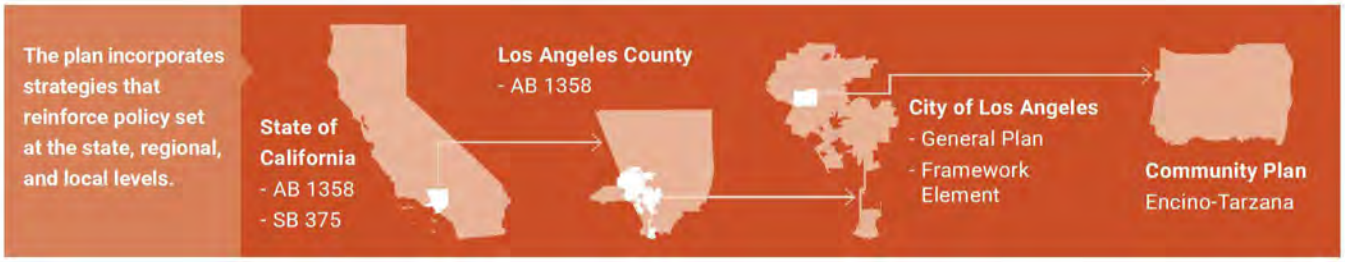
The Encino-Tarzana Community Plan constitutes one of thirty-four plans that comprise the City's General Plan Land Use Element. Including a number of elements, such as Framework, Housing, Mobility, Open Space, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City regarding the use of land, the design and character of buildings and open spaces, the conservation of existing housing and contextual infill of new housing, and the provision of supporting infrastructure are guided by the General Plan Land Use Element.

In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that establishes how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements. The Framework is focused around six guiding principles: Economic Opportunity, Equity, Environmental Quality, Strategic Investment, Clear and Consistent Rules, and Effective Implementation. Applying the intent of the Framework's guiding principles to this Plan update will help guide the community to grow strategically; conserve existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

The Framework Element provides direction and guidance for the Encino-Tarzana Community Plan Area, focusing growth around transit and establishing mixed-use boulevards and commercial centers, while maintaining the stability of residential neighborhoods. The Plan Area contains important industrial land that will be preserved to continue to provide areas for jobs and industry. The Plan Area also contains significant portions of open space along its north-eastern and southern borders, which will continue to be prioritized for preservation for the enjoyment of residents and visitors. Appendix A of this document includes further discussion regarding the relationship between the Community Plan and the City's General Plan.

California State Legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375), and changes to parking requirements near major transit stops (Assembly Bill 2097) in 2022 established greenhouse gas emissions reduction goals and a better integration of multimodal transportation and land use planning as statewide priorities. This Community Plan provides strategies to promote targeted development for jobs, housing, and amenities in close proximity to transportation resources and each other.

California State Law requires City governments to comply with Affirmatively Furthering Fair Housing (Assembly Bill 686, 2018) requirements, which include: "taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity and address significant disparities in housing needs and in access to opportunity, replace segregated living patterns with truly integrated



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and balanced living patterns, transform racially and ethnically concentrated areas of poverty into areas of opportunity and foster and maintain compliance with civil rights and fair housing laws." The duty to affirmatively further fair housing extends to all of a public agency's activities and programs relating to housing and community development. As such, the Encino - Tarzana Community Plan supports these important state and city goals which seek to provide greater housing opportunities for all Angelenos.

The Community Plan's importance lies in its ability to shape positive community change and provide guidance that results in equitable and sustainable land use that balances the physical character and social urban fabric of the community with citywide policies and regional initiatives. The Encino-Tarzana Community Plan update was a multi-year collaborative effort with broad public participation from Neighborhood Councils and community stakeholders.

Overall, the Plan guides future growth toward transit-served areas and commercial corridors to help create resilient communities that achieve regional sustainability and housing goals and neighborhood economic stability.

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COMMUNITY PROFILE

The Encino-Tarzana Community Plan Area falls within the traditional homelands of the Tongva, Chumash, and Fernandeño Tataviam peoples that would eventually become home to suburbs within the City's iconic San Fernando Valley. Growing from an agricultural community of ranches and small family farms in the first half of the 20th century, the Plan Area experienced a residential development boom following World War II. It is important to note that racially restrictive land ownership covenants and financial lending practices excluded non-white racial groups from the benefit of homeownership throughout this most significant period of development in the Plan Area during the 1950s and 60s.

Today, the Plan Area is home to residential neighborhoods and their accompanying commercial corridors that reflect the desire for suburban homeownership that drove much of this area's mid-20th century development. Single-unit housing makes up the majority of the Plan Area's existing land uses, with many homes located in Hillside areas where residents can enjoy scenic views. Ventura Boulevard traverses the Plan Area and supports a majority of commercial uses, while open space is primarily found in the Santa Monica Mountains and in the Sepulveda Basin Recreation Area.

ENCINO-TARZANA TODAY:

Was Mostly Built Between The 1950s And 1970s

Nearly 22% of existing structures were built between 1950 and 1959, with another 46% built between 1960 and 1979.

Is Home To Both Renters And Homeowners

59% of residents live in owner-occupied homes, while 41% of residents live in renter-occupied homes.

Is Comprised Largely Of Low-Density Residential Land Uses

Zoning for single-unit housing occupies 61% of the land in the Plan Area.

ENCINO-TARZANA TODAY:

Is Generally Considered To Be Comprised Of Commuter Communities

92% of those who are employed in the Plan Area live outside of the Plan Area, while 89% of those who live in the Plan Area (and who take part in the workforce) are employed outside of the Plan Area. 49% of Plan Area residents who are in the workforce travel over 10 miles to get to work. This means that many residents have a meaningful commute outside of the Plan Area to reach their place of employment.

Is Largely Reliant On Single-Occupancy Vehicles For Transportation

Of residents in the workforce who commute to work, 64% drive alone and 53% spend more than 30 minutes commuting to work each way. Efforts such as Ventura Boulevard Safety Improvements and Metro G Line infrastructure upgrades support transit options in the Southwest Valley and reliance on single-occupancy vehicle trips.

Is Home To A Regional Serving Outdoor Open Space

The Sepulveda Basin is one of the City's largest open spaces and offers opportunities for recreation including golf, cycling, fishing, kayaking, archery, cricket, and walking. The Basin is also home to a wildlife reserve. Additionally, the Santa Monica Mountains along the southern edge of the Plan Area, offer scenic viewpoints and hiking trails.

ENCINO-TARZANA COMMUNITY PLAN AREA



Encino - Tarzana Plan Area

- Open Space
- Libraries
- Public Schools
- Metro Stations & Lines

N

0 0.5 1

Miles

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HISTORIC DEVELOPMENT PATTERNS

EARLY DEVELOPMENT
1760s – Late 1840s



Mission San Fernando Rey de España
Los Angeles Public Library

- Pre-contact, the region was home to the Tongva, Chumash, and Fernandeño Tataviam peoples. Today, the groups maintain their tribal sovereignty and continue to protect their cultural resources and traditions.
- The first European settlers arrived in the San Fernando Valley in 1769.
- In 1797, the Spanish established Mission San Fernando Rey de España.
- Following Mexican independence, Spanish land grants were re-divided into a number of ranchos, including Rancho Los Encinos and Rancho Ex-Mission San Fernando.
- Following the Mexican-American War, some rancho owners sold off portions of their land while others began to develop agricultural uses.

AGRICULTURAL BOOM
Late 1840s – Early 1900s



Rancho Los Encinos Adobe
Los Angeles Public Library

- Vicente de la Osa acquired Rancho Los Encinos and further developed it for agricultural uses.
- In 1850, de la Osa completed the 9-room adobe farmhouse, which still stands in Los Encinos State Historic Park.
- Isaac Lankershim and Isaac Newton Van Nuys founded the San Fernando Valley Homestead Association and acquired a portion of Rancho Ex-Mission San Fernando land comprising almost the entirety of the Valley south of today's Roscoe Boulevard.
- Wheat farming was the primary agricultural use for the fields within the region throughout the late 1800s.

FIRST TOWNS & POPULATION BOOM
1900s–1930s



Encino Post Office Dedication
Los Angeles Public Library

- Construction on the Los Angeles Aqueduct began in 1908, and the prospect of a secure water source brought about the Valley's first major real estate boom.
- In 1909, the Los Angeles Suburban Home Company (LASHC) syndicate purchased 47,500 acres in the San Fernando Valley.
- In 1910, LASHC developed a subdivision called Runnymede III.
- In 1916, 1,170 acres of Rancho Los Encinos were sold and subdivided, becoming the City of Encino.
- Runnymede III Ranch was acquired by writer Edgar Rice Burroughs in 1919, and the community adopted the name Tarzana in 1930.

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INFRASTRUCTURE DEVELOPMENT
1930s–1940s



Encino Reservoir
Los Angeles Public Library

- Residential and commercial development began to increase, with commercial development centered along Ventura Boulevard.
- Following major flooding, the US Army Corps of Engineers purchased 2.5 square miles of land along the Los Angeles River.
- Construction of the Sepulveda Dam was completed in 1941, which improved flood protection for Encino and Tarzana and increased the community's attractiveness to potential homeowners.

SUBURBAN TRANSFORMATION
1940s–1970s



Alpine Village Rental Apartments
Los Angeles Public Library

- Population grew during and after World War II as the Valley provided wartime produce and became home to both civilian and government defense activities.
- The State of California acquired the last remaining parcel of the Rancho Los Encinos in 1949 and subsequently established it as a State Park.
- Completion of the San Fernando Valley segments of US Route 101 and Interstate 405 in the 1960s further contributed to automobile-oriented suburban development.
- First multi-family housing developments were built.

MID 20TH CENTURY TO PRESENT
1970s–Present



Multi-Story Office Building on Ventura Boulevard
Los Angeles Public Library

- The Sepulveda Basin continues to develop into a community resource, offering a wildlife preserve, sports complex, golf courses, and parks.
- The Ventura-Cahuenga Boulevard Corridor Specific Plan (1991) and Mulholland Scenic Parkway Specific Plan (1992) were adopted to regulate commercial and residential development.
- Encino-Tarzana Community Plan Update (1998).
- Ventura Boulevard continues to thrive as San Fenando Valley's premier commercial corridor.
- Suburban living and housing opportunities in Encino and Tarzana persist as a thriving aspect of the community.

GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the Encino-Tarzana Community Plan



CREATE COMPLETE NEIGHBORHOODS

Promote a diversity of uses that support healthy living and community needs

Concentrate growth near transit and commercial centers

Encourage new neighborhood-serving retail and commercial uses within walking distance of existing neighborhoods

INCREASE THE VARIETY OF HOUSING OPTIONS AND AFFORDABILITY

Safeguard existing households against displacement

Increase housing opportunities near transit

Promote strategies to increase home ownership opportunities

Encourage residential development that contributes to the mixed-income and affordable housing supply

CREATE A NETWORK OF SAFE AND ACCESSIBLE STREETS

Prioritize pedestrian safety and comfort to encourage walking

Enhance transit services and improve bike infrastructure

Support streetscape improvements that will help reduce heat and its impacts

SUPPORT A RANGE OF ECONOMIC OPPORTUNITIES

Support an increase in employment opportunities within the community

Strengthen and support existing business uses that serve residents' daily needs

Prioritize industrial land for uses that support the regional economy and provide local jobs



PROMOTE NEW PASSIVE AND RECREATIONAL OPEN SPACES

Treat the Los Angeles River as a community amenity

Improve access to, and connectivity between, parks, recreation centers, open spaces, and residential neighborhoods

Encourage new developments to include publicly accessible open space on-site

FOSTER CLIMATE RESILIENCE AND SUSTAINABILITY

Promote a climate-resilient built environment that reduces utility usage, carbon footprint, and greenhouse gas emissions

Reduce dependence on single-occupancy vehicles as the primary mode of transportation

Support native, drought-tolerant landscaping to mitigate heat islands and improve air quality

PROMOTE STEWARDSHIP OF NATURAL ECOSYSTEMS

Protect existing open space resources from degradation

Implement strategies that optimize co-benefits, such as strengthening the local economy while improving environmental quality

Promote integration of green spaces with local neighborhoods

ELEVATE DESIGN EXPECTATIONS

Encourage high-quality design and contextual transitions near residential neighborhoods

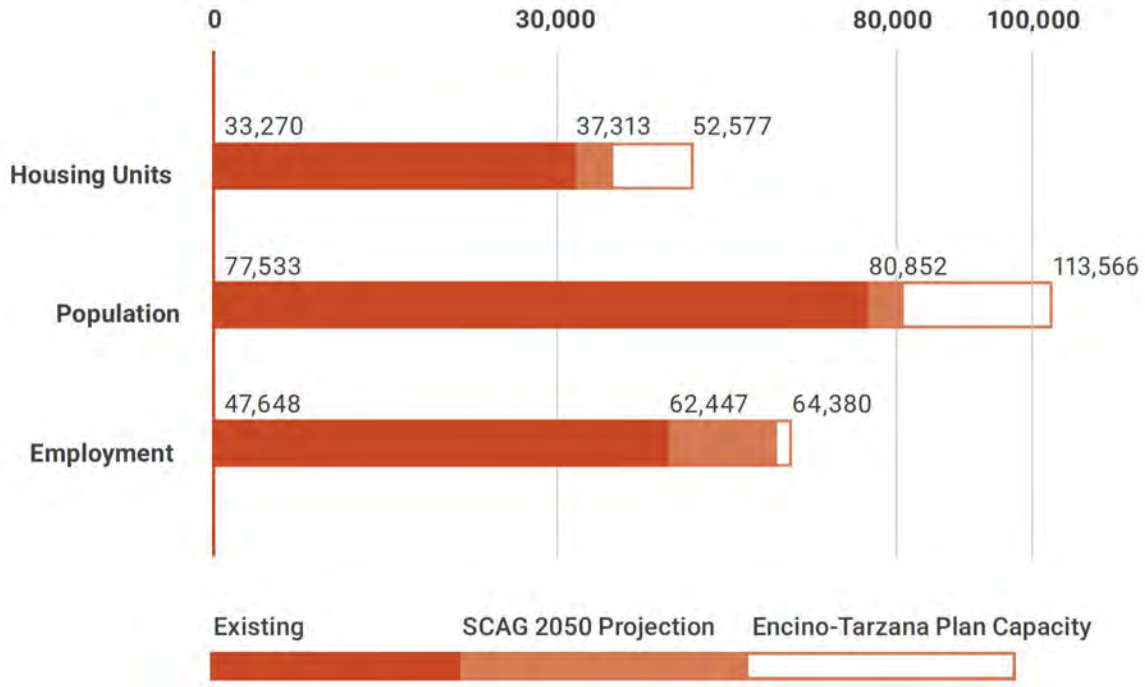
Develop design standards that strengthen the character and identity of the community's diverse neighborhoods

Promote pedestrian-oriented design throughout the Plan Area and particularly in mixed-use centers

TRENDS AND PROJECTIONS

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region's anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City must then accommodate, or create the "capacity" for these projected levels of population, housing, and employment through its Community Plans. SCAG's 2040 population and housing forecasts for Los Angeles' Community Plan Areas are based on a number of factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*



**Plan capacity is the reasonable expected development anticipated to occur as a result of the proposed Plan by the Plan's horizon year.*

GENERAL PLAN LAND USE DESIGNATIONS

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, and typical uses that characterize an area, contributing to its identity and sense of place.

Description

114
Net Acres

1%
of Plan Area



Regional Center

Regional Center areas function as hubs of commerce and activity, and are usually located near major transportation hubs or along major transportation corridors. The building form ranges from Mid Rise to HighRise, with active shopfronts and active streets. Regional Centers typically provide a significant number of jobs, in addition to residential, retail, government, entertainment and cultural facilities, and health facilities on a regional scale. The residential density is FA.

199
Net Acres

1.7%
of Plan Area



Community Center

Community Centers are vibrant places of activity, typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from Low Rise to Mid Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density is 1 unit per 400 square feet of lot area.

41
Net Acres

0.4%
of Plan Area



Villages

Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form is Low Rise to Mid Rise. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. The residential density is 1 unit per 400 square feet of lot area.

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Description

38
Net Acres

0.3%
of Plan Area



High Medium Residential

High Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers or near transit lines and stops. The building form ranges from Low Rise to Mid Rise. The residential density is 1 unit per 600 square feet of lot area.

216
Net Acres

1.9%
of Plan Area



Medium Neighborhood Residential

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form ranges from Very Low Rise to Low Rise, and buildings are typically oriented toward the street. The residential density is 1 unit per 800 square feet of lot area.

166
Net Acres

1.4%
of Plan Area



Medium Residential

Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain Residential Use Districts. The building form is Very Low Rise. The residential density is 1 unit per 800 square feet of lot area.

140
Net Acres

1.2%
of Plan Area



Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Very Low Rise and buildings are typically oriented towards the street. The residential density generally ranges from 4 units per lot to 1 unit per 1,500 square feet of lot area.

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Description

204
Net Acres

1.8%
of Plan Area



Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form is Very Low Rise. The residential density generally ranges from 4 units per lot to 1 unit per 1,500 square feet of lot area.

1,007
Net Acres

8.8%
of Plan Area



Low Residential

Low Residential areas provide single unit housing, typically set away from centers of activity. The building form ranges from House Scale to Low Rise. The minimum size of each lot is 4,000 square feet and residential density is limited to 1 unit per lot.

4,651
Net Acres

40.5%
of Plan Area



Very Low Residential

Very Low Residential areas provide single unit housing, typically in less dense areas where parcels are larger and street grids are less compact. The building form is Large Lot. The minimum lot size is typically greater than 10,000 square feet and residential density is limited to one unit per lot.

291
Net Acres

2.5%
of Plan Area



Minimum Residential

Minimum Residential areas provide a mix of residential, agricultural, and open space uses on larger lots in various contexts, most typically in hillside areas or in flat less dense areas where parcels are larger and street grids are less compact. The building form is Large Lot. The minimum size of each lot typically ranges from 20,000 square feet to 5 acres. The residential density is 1 unit per lot.

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Description

25
Net Acres

0.2%
of Plan Area



Light Industrial

Light Industrial areas preserve and sustain industrial activity while serving as an employment base. The building form is Low Rise and the site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial Housing is generally not permitted in Light Industrial areas.

3,937
Net Acres

34.3%
of Plan Area

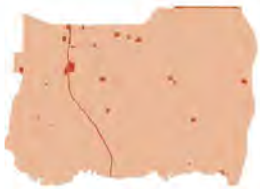


Open Space

Open Space areas primarily serve as public recreational sites or parks, but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation permits residential uses on a limited basis.

171
Net Acres

1.5%
of Plan Area



Public Facilities

Public Facilities serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form varies in size and structure, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses may include government offices, libraries, schools, service systems, and housing.

272
Net Acres

2.4%
of Plan Area



Public Facility - Freeway

Public Facilities- Freeways comprises land dedicated to freeways that exist within the Plan Area, including storage and parking uses, that is owned by the California Department of Transportation (Caltrans).

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THE ALMAR BUILDIN
1603
SKECHERS
OUTLET
Kids

Chapter 2:
LAND USE & URBAN FORM

The Encino-Tarzana Community Plan Area has a range of land uses reflective of the diversity and continued evolution of the San Fernando Valley. From its low-scale residential neighborhoods and commercial corners to its emerging mixed-use corridors and transit-oriented hubs, and to its small but successful industrial lands. The Plan envisions a vibrant and forward-looking community.

This chapter defines goals and policies for land use planning that expand opportunities for housing in areas served by transit, promote the development of new retail and services within walking or biking distance of existing residential neighborhoods, preserve land for industry and jobs while ensuring land use compatibility, and reinforce the neighborhood qualities that contribute to a strong sense of community in the Encino-Tarzana Community Plan Area.

Land use planning can address a range of interrelated topics that shape a community's quality of life, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in this chapter articulate a strategy for land use planning that will accommodate anticipated growth in the Encino-Tarzana Community Plan Area while increasing access to a range of housing types, gainful employment opportunities, and amenities that contribute to building a sense of place in order to meet the existing and future needs of this community.

GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long-range vision for land use in each community of Los Angeles. Land use planning can address a wide range of interrelated topics that shape the quality of life within a community, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in the following chapter articulate a strategy for land use planning that will accommodate projected growth while embracing Encino-Tarzana's unique histories and encourage a more high-quality built environment with opportunities for mixed-income and affordable housing, robust commercial corridors, light industry and employment centers, and connections to open space amenities to promote an equitable and viable future for generations to come.

HOUSING AND COMPLETE NEIGHBORHOODS

This Plan envisions Encino-Tarzana as a community in which residents can live, work, and play, and one that can continue to be a source of affordable and livable housing for existing residents and future generations, affirming its legacy as an inclusive community of rooted families.

The Plan also seeks to rectify past planning policies that perpetuated racially motivated exclusionary practices that have had lasting negative impacts on neighborhoods and communities of color. In support of this goal, Plan policies encourage the preservation of existing housing units covered by the Rent Stabilization Ordinance (RSO) at affordable levels while accommodating additional housing options to expand opportunities to new residents and growing families.

Plan policies seek to expand opportunities for affordable housing near transit at densities that facilitate accessible streets for all users, lively public spaces, a diversity of small businesses, and increased transit ridership.

The Plan encourages new housing to be designed to facilitate positive health outcomes and reflect the diverse living arrangements and income levels of the community while discouraging the displacement of existing residents. In addition, the Plan supports the evolution of homeownership models to promote greater access to generational wealth, an important step to address decades of exclusionary zoning practices.

LU GOAL 1

INCREASED DIVERSITY OF SAFE, ACCESSIBLE, AND AFFORDABLE HOUSING OPTIONS TO MEET THE CURRENT AND FUTURE NEEDS OF ENCINO-TARZANA COMMUNITY PLAN RESIDENTS.

LU 1.1
Foster an equitable and inclusive Plan Area, with housing options that can accommodate a wide range of economic and social needs.

LU 1.2
Provide incentives and, where possible, simplify zoning regulations to expedite housing production.

LU 1.3
Promote mixed-income neighborhoods with a range of housing affordability levels, with higher numbers of Extremely Low, Very Low, Low, and Moderate Income units.

LU 1.4
Promote development that provides greater individual choice in the type, size, price, and location of housing.

LU 1.5
Promote the development of residential units with three or more bedrooms to support larger households and multigenerational living.

LU 1.6
Encourage housing developments to provide enhanced accessibility features and amenities for children, seniors, and individuals with special needs.

LU 1.7
Encourage a mix of rental and ownership housing options.

LU 1.8
Expand homeownership opportunities for lower and moderate-income households by supporting the creation of smaller lots and affordable homes for sale or through tenancies in common agreements.

LU 1.9
Increase opportunities for affordable homeownership for low and moderate-income households by expanding the City's homebuyer assistance programs.

LU 1.10
Support property owners in the development of Accessory Dwelling Units (ADUs) that are thoughtfully designed and located.

LU 1.11
Foster greater stewardship and deeper affordability of housing by promoting public, non-profit, or community-owned housing through acquisition, rehabilitation, and construction of new social housing.

LU GOAL 2

NEW HOUSING DEVELOPMENTS INCREASE THE SUPPLY OF QUALITY HOUSING THAT IS AFFORDABLE TO ALL INCOME HOUSEHOLDS.

LU 2.1
Incentivize new development to contribute towards the community's Extremely Low, Very Low, and Low Income housing needs.

LU 2.2
Support residential infill developments that increase the supply of affordable housing on-site that is for rent or for sale.

LU 2.3
Ensure that each recently occupied housing unit demolished as a result of new development is replaced on-site, with the same number of bedrooms per unit and offered back to former residents at rent levels previously paid.

LU 2.4
Discourage permits from being issued for the demolition of multi-unit buildings until a project providing an equivalent or greater number of units is approved.

LU 2.5
Utilize public land and funding for the development of supportive housing projects and affordable housing for Extremely Low, Very Low, and Low Income households.

LU 2.6
Disaggregate the cost of parking from the cost of housing by decreasing residential parking requirements to allow greater flexibility.

LU 2.7
Encourage new multi-unit residential developments to separate the cost of on-site parking spaces from the cost of rent.

LU 2.8
Support community land trusts as a tool for producing affordable housing options.

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LU GOAL 3

NEIGHBORHOODS CONTINUE TO PROVIDE AFFORDABLE AND SECURE HOUSING TO EXISTING AND FUTURE RESIDENTS.

LU 3.1
Prioritize preservation and maintenance of the existing multi-unit housing stock as the foundation of the community's affordable housing supply.

LU 3.2
Encourage the preservation of and limit the conversion into for-sale units of rental units protected by the Rent Stabilization Ordinance (RSO) in support of no net loss of affordable units.

LU 3.3
Discourage significant rent increases when not commensurate with substantial property improvements that result in improved living conditions for tenants.

LU 3.4
Promote improvements to the physical condition and overall safety of rental housing to enhance residents' quality of life.

LU 3.5
Support well-designed projects that modify, reconfigure, or add on to existing residential buildings to accommodate additional housing units in order to alleviate overcrowding and avoid displacement.

LU 3.6
Facilitate the renewal of existing affordable housing covenants and promote opportunities for affordable housing developers, community-based organizations, or community land trusts to acquire units with expiring covenants to preserve affordability.

LU 3.7
Foster effective collaboration and coordination between City departments and tenant organizations to more quickly identify displacement and eviction threats and effectively respond with adequate resources and strategies.

LU 3.8
Promote homeownership retention strategies that emphasize stability and wealth-building for underserved communities, consistent with the City's Housing Element.

LU GOAL 4

NEIGHBORHOODS PROVIDE RESIDENTS AND VISITORS WITH ACCESS TO ESSENTIAL COMMERCIAL AND PUBLIC AMENITIES WITHIN A MULTI-MODAL ACCESSIBLE ENVIRONMENT TO REDUCE VEHICLE TRIPS.

LU 4.1
Promote the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.

LU 4.2
Support the establishment of small businesses that provide fresh groceries, basic household goods, prepared food, and opportunities for recreation or exercise within comfortable walking and rolling distance of existing residential neighborhoods.

LU 4.3
Ensure that small businesses in residential neighborhoods provide positive service to the community by enhancing the health and well-being of residents and operating as good neighbors.

LU 4.4
Support the provision of appropriately scaled childcare, community care, eldercare, and healthcare centers that enable neighborhoods to serve all members of the community throughout every stage of life.

LU 4.5
Incentivize greater development scale and density around transit if a project provides high-quality housing that is also affordable to lower-income households.

LU 4.6
Locate higher residential densities around transit and commercial centers where residents can benefit from

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greater access to commercial uses, jobs, schools, and healthcare services.

LU 4.7
Promote the development of new housing for seniors and persons with disabilities within short walking distance of public transportation, commercial uses, recreational amenities, and health care facilities.

LU 4.8
Encourage new multi-unit developments to provide on-site amenities for residents, such as usable open space, recreational facilities, pet-friendly spaces, and community meeting spaces.

LU 4.9
Encourage on-site amenities and recreational facilities in multi-family housing to remain for their original intent.

LU GOAL 5

ACCESS TO HOUSING OPTIONS AND SUPPORTIVE SERVICES THAT BOLSTER CITYWIDE EFFORTS TO ELIMINATE HOMELESSNESS AND HOUSING INSECURITY.

LU 5.1
Promote equitable development and inclusive growth that avoids displacing vulnerable people into homelessness.

LU 5.2
Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies.

LU 5.3
Support the training of tenants, property owners, and property managers on tenants' rights to live in habitable housing and on the health effects and management of environmental hazard exposure (such as lead and asbestos) to prevent tenant exposure.

LU 5.4
Encourage an increase in resources for tenants' rights education, enforcement, and protections, including training, education, legal representation, RSO monitoring and enforcement, and tracking of evictions and tenant buyout agreements in RSO units.

LU 5.5
Support the tracking and monitoring of existing covenanted affordable housing and RSO units and seek to recover any units lost to Ellis Act evictions, condominium conversions, demolitions, or tenant buyout agreements in order to maintain or increase the inventory of affordable units in the Plan Area.

LU 5.6
Encourage increased enforcement of Ellis Act notice requirements and re-rental restrictions.

LU 5.7
Identify programs and resources to strengthen the right of return and provide new affordable housing opportunities for households displaced by Ellis Act evictions.

LU 5.8
Support the development of transitional housing, emergency shelters, and social service sites for those experiencing homelessness in appropriate locations with community input.

LU 5.9
Support citywide efforts to ensure a range of supportive housing types and services exist to meet the needs of populations vulnerable to, or currently experiencing, homelessness, including but not limited to communities of color, immigrant communities, women, LGBTQIA+, students, families with children, seniors, veterans, and those formerly incarcerated.

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JOBS AND ECONOMIC DEVELOPMENT

The Plan recognizes the diversity of jobs and industries located in the Encino-Tarzana Community Plan Area as a major economic asset to the local community, the Southwest Valley region, and the City. This includes the established commercial districts that support many local businesses, major hospital and medical facilities, and the industrial corridor along portions of Oxnard Street near its intersection with Reseda Boulevard. The Plan highlights Encino-Tarzana's diverse business communities and industries as an opportunity to build a just economy that improves the lives of local residents and workers.

The Community Plan's commercial corridors offer the opportunity to create attractive, mixed-use streets that foster diverse retail and service providers. The Plan encourages mixed-use commercial corridors that combine multi-unit residential development with commercial ground-floor spaces designed to accommodate small and mid-sized tenants and enhance the pedestrian experience along the street. The Community Plan also seeks to preserve its existing industrial base to provide jobs for residents and promote economic vitality.

Overall, the policies in this section identify priorities for mixed-use and commercial development along commercial corridors and for preserving employment-generating industrial areas to create a community where residents, businesses, and industries come together and prosper.

LU GOAL 6

AN ADEQUATE LEVEL OF COMMERCIAL SERVICES AND EMPLOYMENT OPPORTUNITIES MEET THE NEEDS OF ALL RESIDENTS.

LU 6.1
Support existing neighborhood businesses that serve the needs of local residents, are compatible with the neighborhood, and create a stable economic environment.

LU 6.2
Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving businesses and business creation.

LU 6.3
Encourage the development of neighborhood-oriented commercial services within walking distance of residential areas.

LU 6.4
Encourage investment in established commercial areas and existing shopping centers.

LU 6.5
Attract a variety of uses that strengthen the economic base, expand market opportunities for existing and new businesses, and provide an equitable distribution of desirable uses and amenities throughout the community, including full-service grocery stores, sit-down restaurants, and entertainment venues.

LU 6.6
Encourage the retention of existing and the development of new commercial uses that serve the needs of the residents of adjacent neighborhoods and promote community services (e.g., healthcare, childcare, and community meeting rooms) in the Plan Area's Neighborhood Center and Community Center land use designated areas.

LU 6.7
Support commercial uses along the Ventura Boulevard commercial corridor and other Avenues and Boulevards across the Plan Area, to increase the variety of goods and services, improve shopping convenience, and stimulate business and investment.

LU 6.8
Encourage mixed-use districts that combine a variety of uses to create a community where people can shop, live, and work near transit and in other key commercial corridors, such as Ventura Boulevard.

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LU 6.9
Promote efforts to ensure businesses have access to the City's Legacy Business Implementation programs, such as financial incentives and technical support programs.

LU GOAL 7

AN ECONOMY THAT IS RESILIENT TO MARKET CHANGES AND EVOLUTION.

LU 7.1
Provide opportunities for new businesses by prioritizing medium- and small-scale establishment sizes.

LU 7.2
Encourage supportive neighborhood commercial uses that cater to local employees and make the area attractive to employers.

LU 7.3
Engage and support small businesses so that they may remain resilient through market evolution, contributing to business continuity.

LU 7.4
Support public-private partnerships that help bolster small businesses and startup businesses that are recovering from financial hardships.

LU 7.5
Support projects that include ground-floor commercial uses as opposed to residential-only development in the Community Center, Neighborhood Center, Village, and Regional Center designations.

LU 7.6
Recognize creative arts, culture, neighborhood character, dynamic public spaces, and diverse populations as significant components of the Plan Area's economic ecosystem, and support programs and developments that seek to enhance these resources.

LU 7.7
Support community ownership of creative space, including incubators, studio space, and art production and exhibition space.

LU GOAL 8

THE LOCAL WORKFORCE IS EQUIPPED WITH THE EDUCATION AND TRAINING TO CONTRIBUTE TO AND BENEFIT FROM ECONOMIC DEVELOPMENT IN ENCINO-TARZANA.

LU 8.1
Improve economic opportunity through local hiring, living wage provisions, job resource centers and job training, and supporting workforce development programs and partnerships.

LU 8.2
Pursue and strengthen partnerships between industries and educational institutions in order to equip students with the skills necessary to find gainful employment following graduation.

LU 8.3
Encourage the development of commissaries and commercial kitchens as new or accessory uses to help low-income street vendors obtain permits and sustain their business.

Regional Center

Regional Centers are unique commercial areas that allow a wide range of uses that co-exist to form a self-sustaining and livable community–they serve as regional focal points for employment, housing, community-serving, and entertainment uses served by transit options. Regional Centers include a large percentage of parcels designated for corporate headquarters, hospitality uses, and flagship offices, and are a major asset for the local community, the Southwest Valley region, and the entire City of Los Angeles. The following policies identify the priorities for higher-density mixed-use and commercial development along commercial corridors within the Regional Center.

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LU GOAL 9

A REGIONAL CENTER VITAL TO THE ECONOMY OF THE ENCINO-TARZANA COMMUNITY PLAN AREA AND THE SOUTHWEST VALLEY REGION.

LU 9.1
Support tourist-serving land uses (e.g. hotels) in the Regional Center, which address the needs of visitors arriving in the San Fernando Valley area for business, tourism, conventions, entertainment, and trade shows.

LU 9.2
Pursue a comprehensive wayfinding system in the Regional Center that facilitates legible and consistent guidance for pedestrians to connect to commercial destinations and transit portals, such as Ventura Boulevard and the Orange Line Stations.

LU 9.3
Provide opportunities for mid-scale to high-rise commercial and residential development within the Regional Center.

LU 9.4
Support the development of major projects within the Regional Center that create livable communities with access to open space, employment hubs, housing, community-serving facilities, and entertainment uses served by various transit options.

LU 9.5
Encourage the adaptive reuse of buildings and properties to accommodate housing and jobs that contribute to a vibrant Regional Center.

Industrial Areas

The industrial sector in the Encino-Tarzana Community Plan Area represents an important resource for City tax revenues, facilities for production, distribution of goods, and significant employment centers for skilled and semi-skilled workers throughout the Southwest Valley region. The Plan's goals and policies support the preservation of established industrial districts to promote an equitable jobs and housing balance by helping ensure that existing industrial land accommodates employment-generating industrial firms, including small-scale or niche manufacturing and emerging industries.

LU GOAL 10

INDUSTRIAL LAND IS PRESERVED AND IMPROVED AS A SOURCE OF EMPLOYMENT OPPORTUNITY AND ECONOMIC PROSPERITY.

LU 10.1
Retain viable industrially-designated lands for the continuation of existing industry and future industries related to research and development uses, light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 10.2
Protect established industrial districts from encroachment by unrelated commercial and other non-industrial uses that do not support the industrial base of the City and community.

LU 10.3
Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the Community Plan Area, while discouraging businesses that do not generate significant employment opportunities.

LU 10.4
Encourage an efficient goods movement system that accommodates the needs of local industry and businesses without impacting residents' quality of life.

LU 10.5
Ensure that industrial districts balance large facilities and small workplaces in order to accommodate a diverse set of industries and support businesses at all stages of growth.

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LU 10.6
Discourage the over-concentration of stand-alone self-storage facilities in industrial and commercial areas.

LU 10.7
Allow self-storage facilities if they include another permitted use on the ground floor to activate the street and support employment-producing uses in commercial and industrial areas in the Community Plan Area.

LU 10.8
Encourage open storage, recycling centers, and auto uses to be screened, limiting their visibility from public view.

URBAN FORM

Urban form plays an essential role in shaping how people experience and value the built environment. The design of the built environment shapes how people experience and interact with their communities. The placement, form, and orientation of buildings throughout the neighborhoods and streets of the Encino-Tarzana Community Plan Area help shape the daily experiences, health outcomes, social lives, and overall well-being of all members of the community.

The Encino-Tarzana Community Plan Area is made up of various neighborhoods and commercial centers, some of which have historic and distinctive characteristics. Commercial corridors, such as Ventura Boulevard, consist of wide thoroughfares with businesses and uses that serve the local community. The Community Plan recognizes these characteristics and includes policies to encourage building design that contributes to the local context by providing features that enable both active interior spaces and inviting street frontages to engage with neighborhood and community life.

LU GOAL 11
NEW DEVELOPMENT CONTRIBUTES TO ENHANCED AESTHETIC QUALITY AND PEDESTRIAN ORIENTATION.

LU 11.1
Encourage thoughtful design in commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment.

LU 11.2
Preserve, enhance, and expand existing pedestrian orientation along Ventura Boulevard and Reseda Boulevard through design standards, such as maintaining a uniform street frontage and locating parking at the rear of lots.

LU 11.3
Encourage architectural entry features, such as canopies, awnings, and overhangs that help define the pedestrian environment along the sidewalk.

LU 11.4
Design ground-floor spaces that embrace the street and engage users by employing features such as large windows, recessed or shaded entryways, outdoor seating, and eye-level displays.

LU 11.5
Encourage new developments to integrate pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining, and open spaces to create destinations for residents and visitors to shop and gather.

LU 11.6
Promote the inclusion of pedestrian passageways through large sites to improve pedestrian access and circulation.

LU 11.7
Enhance the public realm in commercial areas by promoting quality and functional site orientation,

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context-sensitive architectural and landscape design, and vibrant streetscapes and public outdoor plazas.

LU 11.8
Ensure that signs enhance the urban fabric and are oriented towards pedestrians.

LU 11.9
Discourage the introduction of uses in Tarzana Safari Walk Village and Encino Commons that detract from an active pedestrian street life, particularly vehicle repair and servicing, businesses featuring drive-throughs, fueling stations, and storage facilities.

LU 11.10
Encourage overall site improvements as part of expansions and modifications of existing auto-related facilities, including improved landscaping, buffering, and architectural design.

LU GOAL 12

INDUSTRIAL AREAS WITH IMPROVED DESIGN AND AESTHETIC QUALITY.

LU 12.1
Upgrade industrial areas by promoting sustainable design and landscaping features that support drought-tolerant, native planting and low-maintenance landscaping.

LU 12.2
Support and maintain clean, viable industrial areas that reflect a high level of regard for contemporary architectural and urban design principles, thereby enhancing the built environment.

LU 12.3
Encourage building facade treatments that provide visual interest and articulation, such as climbing plants, vegetation, and green walls.

LU GOAL 13

PARKING FACILITIES THAT ARE DESIGNED TO SUPPORT VIBRANT, ACCESSIBLE STREETS FOR ALL USERS AND REDUCE EXPOSURE TO VEHICLE-RELATED HAZARDS.

LU 13.1
Encourage vehicle entrances to be sited alongside streets or alleys to avoid disruptions to pedestrian movement along primary corridors and commercial areas near transit.

LU 13.2
Limit vehicle entrances to buildings and parking facilities to the minimum number required to promote safe streets for all users.

LU 13.3
Improve the safety and aesthetics of parking lots in commercial areas using features such as additional wayfinding, lighting, landscaping, and designated pedestrian pathways for improved visibility.

LU 13.4
Wrap above-grade parking with active uses or fully screen with architectural features in mixed-use, residential, or commercial developments to enhance the aesthetics of the pedestrian environment.

LU 13.5
Encourage developments to place parking, when provided, underground and to increase the amount of above-grade building square footage dedicated to active uses to improve the pedestrian environment.

LU 13.6
Support further reductions in parking requirements for projects when located within walking distance of major transit stations and bus stops.

LU 13.7
Discourage projects from providing parking in excess of the minimum required when reliable public transit

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options are available as a viable alternative to private vehicle use.

LU 13.8
Support shared parking between residential and commercial uses in mixed-use developments.

LU 13.9
Support shared parking between neighboring uses to preserve land, lower the cost of housing, and maximize the use of existing parking stalls.

CULTURAL AND HISTORIC RESOURCES

The Encino-Tarzana Community Plan Area has an important history as a result of its unique role in the pre- and post- World War II development of the Southwest Valley region and the City of Los Angeles as a whole. Although some development in the Encino-Tarzana Community Plan Area occurred at the turn of the century, much of the Southwest Valley's development occurred between the 1950s and the 1970s. Encino Village and Melody Acres are examples of pre- and post- war residential development. The conservation of designated historic resources protects this built legacy, ensuring continuity of neighborhood identity within the community.

LU GOAL 14

AN ENVIRONMENT CHARACTERIZED BY DISTINCTIVE NEIGHBORHOODS, AND CULTURAL AND HISTORIC RESOURCES.

LU 14.1
Support existing and future efforts that are intended to enhance, restore, and activate historic resources.

LU 14.2
Discourage the unnecessary loss of resources of special character or of historic, cultural, or social significance.

LU 14.3
Support existing and future policy to enhance, restore, and activate resources eligible for listing on local, state, or national registers, including through the use of SurveyLA, the Los Angeles Historic Resources Survey, and other City-recognized surveys.

LU 14.4
Support demolition delay processes to review and protect individually significant historic resources and districts in the Plan Area from demolition or adverse alteration.

LU 14.5
Support programs that help and protect legacy businesses and cultural institutions from displacement.

LU 14.6
Ensure that new development complements the physical qualities and distinct features of existing historic resources.

LU 14.7
Pursuant to Assembly Bill 52, ensure consultation with tribes occurs early in project development and throughout project implementation to help support a respectful process.

LU GOAL 15

VIBRANT MIXED-USE DESTINATIONS EXHIBIT A STRONG SENSE OF PLACE AND ARE REINFORCED THROUGH IMPROVED DESIGN AND ACTIVATION.

LU 15.1
Preserve distinct qualities and features of historically and culturally significant neighborhoods and communities.

LU 15.2
Support contextual infill development around Los Encinos State Historic Park.

LU 15.3
Encourage innovative design that creates the preservation-worthy buildings of the future.

LU 15.4
Retain the integrity of historic resources while balancing preservation and the need to accommodate housing and jobs in the Plan Area.

LU GOAL 16

AN ENHANCED PUBLIC REALM THAT INVITES PEOPLE TO CONNECT TO THE HISTORIC, CULTURAL, SPIRITUAL, AND SOCIAL CONTEXT OF THE COMMUNITY.

LU 16.1
Encourage new development to incorporate culturally relevant and community-driven public art on building facades and in outdoor areas.

LU 16.2
Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites.

LU 16.3
Grant opportunities to local artists from the community when commissioning artwork for both the public realm and private projects.

LU 16.4
Consider opportunities for multiple forms of public art, including seating, lighting, landscaping, shade structures, sculptures, and imagery incorporated into outdoor installations.

PUBLIC HEALTH, WELLNESS, AND SUSTAINABILITY

Public health, wellness, and sustainability are especially salient due to the impacts of climate change and the pollution resulting from auto-oriented land use planning and freeway construction during the second half of the 20th Century. The goals and policies of this section seek to address the intersection between land use, public health, and the environment from an equity lens and consider both existing land use conflicts and evolving land use planning priorities for the Encino-Tarzana Community Plan Area. The Plan establishes a direction for sustainable urban development to minimize impacts to the environment and improve health outcomes for residents.

While many of the existing industrial businesses may contribute to environmental challenges, they also add to the local economy and job base. The Plan encourages industrial businesses to continue to thrive while also operating in ways that minimize adverse impacts on the community and the environment.

The Plan aims to help reduce vehicle miles traveled and the resulting emissions by directing new housing and commercial development around transit and employment hubs to enable more residents and workers to access commercial uses, fresh food, jobs, and schools via non-vehicle modes of transportation. This will positively affect overall air quality in the Encino-Tarzana Community Plan Area and the Southwest Valley region. Additionally, the Plan includes policies for building design and landscaping based on the local environment and seeks to support community revitalization and beautification, promote access to public and recreational facilities, and improve the overall quality of life. Overall, the Plan encourages a community where equitable public investments and services are provided that improve the health and welfare of the local community.

LU GOAL 17

A SUSTAINABLE COMMUNITY THAT IS RESILIENT TO THE EFFECTS OF CLIMATE CHANGE.

LU 17.1
Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAn.

LU 17.2
Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees,

eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.

LU 17.3
Encourage paved areas such as driveways, walkways, and outdoor spaces to be designed with permeable surfaces that also incorporate native and drought tolerant plants in order to increase water infiltration and reduce runoff.

LU 17.4
Promote new development that integrates sustainable design, green building practices and technologies, and other features to minimize health and environmental impacts and reduce the urban heat island effect, greenhouse gas emissions, and embodied carbon.

LU 17.5
Implement strategies such as expanded shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.

LU 17.6
Encourage the implementation of renewable energy source target programs, including the Los Angeles Department of Water and Power LA100 Plan, to improve environmental resilience.

LU 17.7
Support local, regional, state, and federal programs that reduce greenhouse gas emissions to minimize pollution sources and to improve air quality.

LU 17.8
Support upgrading the existing housing stock to reduce energy cost burden and make homes healthier through energy efficiency retrofits and improvements, and upgrades to energy efficient appliances and heating equipment.

LU 17.9
Support the removal and management of environmental toxins in accordance with existing local, regional, and federal policies, and help prevent future environmental contamination.

LU 17.10
Situate new buildings to maximize natural light within the building, utilizing design features, such as skylights, operable clerestory windows, and integrated shading systems where possible.

LU 17.11
Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.

LU 17.12
Support the expansion and redundancy of utility capacity to accommodate a range of activities over time.

LU 17.13
Support systems that symbiotically reduce waste and capitalize on the multi-functionality of spaces.

LU 17.14
Support Citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in the Plan Area to increase the local water supply.

LU 17.15
Prioritize infrastructure and landscape treatments that absorb pollutants and support stormwater infiltration.

LU 17.16
Encourage building design that promotes earthquake resilience so that buildings remain usable after earthquakes.

LU 17.17
Encourage building and landscape design consistent with State and local standards that mitigate the damage and spread of wildfires.

LU 17.18
Identify areas and buildings as resiliency centers for public use during future climate events and other emergencies.

LU 17.19
Improve preparedness for disasters, including those related to climate change. Coordinate with other City departments to assess preparedness for increased frequency of extreme weather events, such as heat waves, drought, wildfires, and flooding.

LU 17.20
Evaluate existing conditions and identify areas important for supporting wildlife habitat and movement.

LU 17.21
Seek opportunities to underground utility line infrastructure to support disaster preparedness, improve the aesthetic quality of the urban environment, and reduce barriers to pedestrians.

LU GOAL 18

A BUILT ENVIRONMENT THAT PRIORITIZES PEOPLE OVER CARS, REDUCING THE NEGATIVE HEALTH AND ENVIRONMENTAL IMPACTS OF DRIVING WHILE INCREASING PHYSICAL ACTIVITY.

LU 18.1
Expand opportunities for small, locally serving businesses to properly locate within neighborhoods in order to place the daily needs of residents within comfortable walking distance of their homes and schools.

LU 18.2
Provide space and incentivize indoor and outdoor recreational facilities for the health and enjoyment of all residents and visitors.

LU 18.3
Promote the siting and design of commercial development in a manner that encourages users to access and engage with each building as a pedestrian, while deprioritizing accommodations for single occupancy vehicles.

LU 18.4
Facilitate outdoor activities and socialization by encouraging the development of green spaces that include improved public amenities, such as seating for comfort and landscaping for shade and aesthetics.

LU 18.5
Encourage architectural elements that provide shade, cooling stations, and seating areas for pedestrians along primary corridors and walkways in the Plan Area.

LU 18.6
Enhance circulation around and within buildings through prominent entryways, open floor plans, visible stairwells, natural light, and interior communal areas that can be seamlessly integrated with the public realm.

LU 18.7
Encourage the development of healthcare facilities and spaces throughout the Plan Area that are tailored to meet the needs of local residents.

LU 18.8
Support the development of more open and public space opportunities that facilitate a variety of activities and an overall more active lifestyle.

LU 18.9
Encourage residential projects to orient buildings around outdoor living spaces such as a courtyard, patio, terrace, front yard, or garden that provides a connection to nature for the health, well-being, and socialization of all residents.

LU GOAL 19

IMPROVED SITE PLANNING, BUILDING DESIGN, AND LANDSCAPING TO REDUCE NEGATIVE HEALTH IMPACTS ASSOCIATED WITH INDUSTRIAL USES.

LU 19.1
Discourage potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas and residential neighborhoods or other sensitive uses.

LU 19.2
Restrict uses that are over-concentrated and have a negative impact on air quality, water quality, the built environment, and walkability and contain incompatible operations that spill over into residential neighborhoods.

LU 19.3
Encourage site plan review for the enlargement of nonconforming, incompatible commercial and industrial uses when adjacent to residential areas.

LU 19.4
Encourage appropriate site assessment of industrial properties located near residential and commercial areas prior to redevelopment activities to prevent the unintended release of contaminants.

LU 19.5
Collaborate with City Departments to ensure that all zoning, building, health and safety codes are strictly enforced within industrial areas, including site maintenance and removal of junk, trash, abandoned vehicles, overgrown weeds and debris, to maintain a safe and clean environment for the benefit of all industrial businesses, property owners, employees, and the overall community.

LU 19.6
Encourage upgrades to streets and alleys in industrial areas to include features that help infiltrate and treat contaminated runoff through the application of Best Management Practices for stormwater treatment.

LU 19.7
Ensure that all new or rehabilitated industrial facilities permitted near a residential or sensitive use incorporate the appropriate screening, landscaping, and enclosure provisions necessary for preventing exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

LU 19.8
Ensure that industrial land uses are safe for human health and the environment through proper containment of pollutants and mitigation of potential health risks.

LU 19.9
Provide reasonable and cost-effective measures to help the industrial business community improve outdoor air quality through efficient operations and sustainable best practices.

LU GOAL 20

A HEALTHY AND GROWING URBAN FOREST PROVIDES THE COMMUNITY WITH CLEANER AIR, COOLER STREETS, AND A MORE PEDESTRIAN-FRIENDLY PUBLIC REALM.

LU 20.1
Maintain and expand the tree canopy in the public right-of-way and on private property to provide shade, improve air and water quality, reduce the urban heat island effect, and create habitats for birds and pollinators.

LU 20.2
Cultivate urban habitat for animals and plants and increase opportunities to experience nature in an urban environment.

LU 20.3
Advance the creation of landscaped corridors and enhancements through median plantings and the planting of street trees along commercial and high-volume pedestrian corridors.

LU 20.4
Encourage the use of xeriscape and low-maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

LU 20.5
Preserve and nurture mature trees and when projects call for the removal of mature trees on private property, instead pursue creative strategies to integrate them into the layout and design of new developments.

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LU GOAL 21

RESIDENTS ARE EMPOWERED TO ACCESS, GROW, AND ENJOY FRESH AND LOCALLY SOURCED NUTRITIOUS FOOD.

LU 21.1
Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary street closures in order to provide neighborhoods with access to fresh and nutritious foods on a regular basis.

LU 21.2
Encourage neighborhood corner shops and grocery stores to maintain a well-stocked and visible selection of fresh produce and nutritious foods.

LU 21.3
Facilitate access to affordable, healthy, and fresh food for all Plan Area residents and support community serving small businesses that sell affordable, fresh, and culturally relevant foods.

LU 21.4
Pursue opportunities to provide permanent and accessible community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.

LU 21.5
Promote the use of front yards, parkways, and open space for urban agriculture.

LU GOAL 22

MINIMAL AND ENVIRONMENTALLY SENSITIVE DEVELOPMENT IN HILLSIDE AREAS PROTECTS HUMAN SAFETY, WILDLIFE, ENVIRONMENTAL RESOURCES, AND SCENIC VIEWS.

LU 22.1
Encourage the preservation of the hillside ridgelines and discourage alteration of the hillside topography through reduction in grading and paving.

LU 22.2
Investigate and consider feasible secondary access connections as part of hillside subdivisions, as well as extensions, completions, and connections of existing street networks where feasible for emergency access to improve public safety in the hillsides.

LU 22.3
Consider the preservation of public views from public roadways and parklands when reviewing discretionary development proposals for new development in the hillside.

LU GOAL 23

IMPROVED SITE PLANNING, BUILDING DESIGN, AND LANDSCAPE BUFFERING ALONG FREEWAYS AND ARTERIAL ROADS WITH HIGH TRAFFIC REDUCES THEIR NEGATIVE HEALTH IMPACTS ON VULNERABLE RESIDENTS.

LU 23.1
Ensure that residential buildings constructed or rehabilitated in close proximity to a freeway incorporate features that help protect residents from pollutants, such as air filtration systems, double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution.

LU 23.2
Discourage the siting of outdoor recreational areas intended for children adjacent to freeways, such as yards and playgrounds in schools, daycares, and community facilities.

LU 23.3
Increase landscape buffering and enhance noise barriers along freeways throughout the Plan Area using soundwall design, native flora, and densely planted vegetation proven to filter particulate matter pollution.

LU 23.4
Discourage freeway widening or the expansion of the freeway network within the Plan Area.

LU 23.5
Ensure that freeway on and off-ramp intersections are safe for all users through signalized and painted crossings, pedestrian lighting, and a well-maintained sidewalk clear of debris and visual obstructions.

LU 23.6
Support the creation of green buffers next to freeways to reduce particulate matter (PM2.5) spillover into residential areas.

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Woodley Av
19528
BELLA
North Hollywood

Chapter 3: MOBILITY & CONNECTIVITY

The Encino-Tarzana Community Plan envisions a mobility system consisting of complete streets and a transit network that provides safe, convenient, and universally accessible multimodal options. The Plan supports a community that connects residential neighborhoods, commercial centers, jobs, recreational facilities, and open space.

The Encino-Tarzana Community Plan Area is encompassed and shaped by human-made features, including the channelized Los Angeles River and other channelized washes, Interstate 405 and U.S. Route 101, and wide boulevards that traverse much of the Plan Area. Generally, excluding the hillside area, the streets are laid out along a north-south and east-west grid. Most residential areas have convenient access to the major corridors of the Plan Area, and several major routes connect to nearby industrial areas. The Plan Area benefits from public transit network investments, including the LA Metro G Line, and several Local bus lines.

This chapter provides goals and policies to enhance mobility and connectivity, improve the pedestrian experience along commercial corridors, foster a multimodal transit system, maximize public transit ridership, reduce noise and pollution from vehicular traffic, and maintain an efficient goods movement network. The Plan also encourages investment in transit, bicycle, and pedestrian infrastructure to improve air quality, public health, and quality of life.

GOALS AND POLICIES

MC GOAL 1

AN EFFICIENT CIRCULATION SYSTEM WITH SAFE, CLEAN, AND WELL-MAINTAINED STREETS THAT PROVIDE ENHANCED ACCESS AND CONNECTIVITY AND BALANCE THE NEEDS OF MULTIPLE COMMUNITY INTERESTS AND FUNCTIONS.

MC 1.1
Ensure the community is served by a complete street system that is safe, attractive, and balances the needs of all users, including pedestrians, bicyclists, transit users, mobility-challenged persons, and persons with various physical abilities.

MC 1.2
Support safety improvements on the High Injury Network as designated by LADOT to achieve high-impact reductions in injuries and fatalities.

MC 1.3
Encourage the installation and improvement of sidewalks and roadways in areas where streets are unimproved, are too narrow, or have frequent seasonal and stormwater flooding.

MC 1.4
Promote the efficient use of curb space to facilitate ridesharing and connections to other modes of transportation in new development projects.

MC 1.5
Support the collection of safety data and the implementation of data-driven safety improvements to best inform future projects and programs in the Plan Area.

MC 1.6
Support the development of Safe Routes to School programs to maximize safe, multimodal access to and from schools, recreation centers, and child care centers.

MC 1.7
Encourage traffic-calming measures along Collector Streets in predominantly residential neighborhoods to discourage unsafe vehicle speeds.

MC GOAL 2

AN EXPANDED AND EFFICIENT TRANSIT NETWORK THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

MC 2.1
Support improved local and express bus service in the Encino-Tarzana Community Plan Area through community input and coordination with regional and local transit agencies (e.g., the Metropolitan Transit Authority (LA Metro) and LADOT).

MC 2.2
Allow for the development of high-quality park-and-ride facilities strategically located near freeways, High Occupancy Vehicle (HOV) facilities, and transit stations such as the Metro G Line.

MC 2.3
Encourage the provision of safe, attractive, and clearly identifiable transit stops designed with user-friendly amenities that include universal infographics understandable to all, including persons with varying hearing or visual abilities.

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MC 2.4
Support the expansion, wherever feasible, of transportation programs and services to enhance the mobility of senior citizens, people with disabilities, young people, and the transit-dependent population, including subsidized transit passes.

MC 2.5
Ensure bus stops are appropriately designed to provide sufficient shaded shelter, seating, public trash receptacles, and are equipped with bus arrival time display systems (e.g., real-time passenger information display systems).

MC 2.6
Encourage major destinations within the community, including public facilities and open spaces, to be sufficiently equipped with bus shelters, safe pedestrian crossings, bicycle parking, and wayfinding signage.

MC GOAL 3

A STREET NETWORK THAT OFFERS A SAFE AND PLEASANT ENVIRONMENT FOR ALL USERS OF SIDEWALKS AND THE PUBLIC RIGHT OF WAY.

MC 3.1
Prioritize safe, comfortable pedestrian crossings and minimize conflicts between cars, buses, trucks, cyclists, and pedestrians at major intersections and along corridors by implementing improvements such as leading pedestrian intervals, scramble crosswalks, right-turn limitations for vehicles at red lights, raised pedestrian crossings, and midblock pedestrian crossing facilities.

MC 3.2
Accommodate sidewalk widening by reducing vehicular lanes along street segments with high pedestrian volumes, as feasible.

MC 3.3
Improve landscaping along sidewalks with low-maintenance shade trees and varied drought-tolerant plantings in parkways to create a pleasant and interesting walking environment.

MC 3.4
Support improvements to response times concerning illegal dumping obstructing sidewalk access, street cleaning, and pavement repair.

MC 3.5
Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way, and streets wherever feasible for the use of bicycles and/or pedestrians.

MC 3.6
Support the installation of sidewalks, where needed and feasible, with new roadway construction and significant reconstruction of existing roadways, particularly in areas with recurrent flooding or other accessibility issues.

MC 3.7
Support efforts to maintain sidewalks, streets, and rights-of-way in good condition, free of obstructions, with adequate lighting, wayfinding, and trees and parkways for shade to accommodate pedestrians, comply with ADA accessibility requirements, and promote safety during the night.

MC 3.8
Encourage street improvements that create opportunities to capture, filter, and infiltrate stormwater.

MC 3.9
Support the creation of visual and physical connections to the Los Angeles River and other channelized washes that are visually pleasant to pedestrians and other users.

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MC 3.10
Discourage new driveways along pedestrian-oriented streets when access to a site can be reasonably accommodated from an alley or cross-access easement.

MC 3.11
Improve prioritized alleyways and pedestrian pathways with permeable walking surfaces and streetscape amenities such as pedestrian lighting, landscaping, and public art while maintaining functionality for utilities, goods movement, and loading and unloading zones.

MC 3.12
Improve the pedestrian experience under freeway overpasses and underpasses, pedestrian tunnels, and bridges by incorporating pedestrian-scale lighting, wayfinding, landscaping, public art, and safety features.

MC 3.13
Prioritize pedestrian safety for construction detours, first contain construction staging onsite, then consider using parking and travel lanes before significantly disrupting pedestrian routes.

MC 3.14
Support efforts to preserve and improve the Amestoy Avenue pedestrian bridge over the 101 freeway to maintain connectivity to the Sepulveda Basin.

MC GOAL 4

A SYSTEM WITH ALTERNATIVE MODES OF TRANSPORTATION THAT REDUCES VEHICULAR TRIPS AND SINGLE-OCCUPANCY VEHICLE TRAVEL IN ORDER TO IMPROVE AIR QUALITY AND THE HEALTH OF RESIDENTS.

MC 4.1
Encourage mixed-use residential developments that include units at low, very low, and extremely low affordability levels in transit-served areas in order to maximize transit ridership, reduce vehicle trips, and minimize Vehicle Miles Traveled (VMT).

MC 4.2
Encourage employers and institutions to provide employee incentives, such as subsidized transit passes, for telecommuting and alternative modes of transportation (e.g., carpools, vanpools, buses, bicycles, and walking).

MC 4.3
Reduce automobile dependency by supporting the provision of a safe and convenient transit system accessible to all, with clearly defined pedestrian linkages and a network of safe, accessible bikeways.

MC 4.4
Encourage the use of low-emission vehicles, such as micromobility, electric, and neighborhood electric vehicles (NEVs).

MC 4.5
Pursue transportation management strategies that maximize vehicle occupancy, minimize average trip length, and reduce the overall number of vehicle trips.

MC 4.6
Encourage improvements to transit and public facilities that promote alternative power sources such as electricity, solar, alternative fuels, or that meet the Super Ultra Low Emissions Vehicle (SULEVs) emission standards.

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MC GOAL 5

A SAFE, COMPREHENSIVE, AND INTEGRATED BIKEWAY NETWORK THAT IS ACCESSIBLE TO ALL, ENCOURAGES BICYCLING FOR RECREATION AND TRANSPORTATION, AND PROVIDES ACCESS TO TRANSIT AND KEY DESTINATIONS.

MC 5.1
Support the provision of bicycle access to facilitate connectivity between residential neighborhoods and open space areas, commercial and mixed-use boulevards, community centers, employment centers, and neighborhood districts.

MC 5.2
Incorporate bicycle amenities (e.g. bicycle parking stations, lockers) in public facilities, parks, commercial and multi-unit residential developments, employment and transit centers, and park-and-ride facilities to encourage cycling as a convenient and desirable form of transportation.

MC 5.3
Identify gaps in bicycle facilities and prioritize the completion of a comprehensive bicycle-enhanced network and bicycle lane network that enables all riders to safely and comfortably reach the community's schools, job centers, and transit stations by bike from any neighborhood in the Plan Area.

MC 5.4
Support the introduction of Bike Share throughout the Plan Area, especially to connect areas that are less served by transit.

MC 5.5
Facilitate the integration of bikes on transit to improve first-last mile connections.

MC GOAL 6

AN EFFICIENT GOODS MOVEMENT SYSTEM THAT SUPPORTS ECONOMIC ACTIVITY AND QUALITY OF LIFE.

MC 6.1
Ensure loading zones are provided in commercial districts to reduce conflicts with other users of the street.

MC 6.2
Encourage locating loading facilities zones and utilities in alleys to reduce conflicts between modes and create more public space on sidewalks.

MC 6.3
Provide appropriately designed and maintained roadways along designated truck routes to safely accommodate truck travel.

MC 6.4
Ensure that all commercial and industrial developments have adequate off-street accommodations for temporary or prolonged loading and unloading of commercial vehicles, while maintaining and enforcing idling restrictions in industrial, commercial, and residential areas.

MC 6.5
Support environmental protection measures that can be implemented to reduce air quality impacts from adjacent freeways and truck routes.

MC 6.6
Encourage new construction and the installation of Zero Emission Vehicle (ZEVs) infrastructure for trucks within industrial areas to support reductions in greenhouse gas emissions and improve air quality.

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MC 6.7
Discourage the over-concentration and siting of new commercial-scale fueling stations and electric charging facilities in close proximity to sensitive uses, including residential areas. An appropriate buffer should be maintained.

MC 6.8
Promote urban curbside loading rules such as off-peak loading hours, curbside flex zones, and midstreet loading to reduce conflicts between modes on streets.

MC 6.9
Preserve truck access in industrial areas while balancing pedestrian and cyclist safety to support economic activity.

MC GOAL 7

A VEHICULAR TRANSPORTATION NETWORK THAT ENCOURAGES SHARING, GREATER EFFICIENCIES, AND IS BALANCED WITH OTHER TRANSPORTATION MODES. EFFICIENTLY USE CURB SPACE TO FACILITATE RIDESHARING AND CONNECTIONS TO OTHER MODES.

MC 7.1
Encourage projects to include designated spaces for rideshare vehicles and pickup/drop off zones.

MC 7.2
Support programs that offer access to carpools and vanpools for workers and students to reduce the share of single-occupancy vehicles.

MC GOAL 8

A PARKING SUPPLY THAT IS EFFICIENT AND ENCOURAGES NON-VEHICULAR TRAVEL, WHILE MEETING THE NEEDS OF BUSINESSES AND RESIDENTS.

MC 8.1
Encourage the use of shared parking facilities among multiple uses in high-demand areas, in consultation with local businesses.

MC 8.2
Adjust parking meter pricing and time limits in response to demand to encourage efficient turnover of parking spaces.

MC 8.3
Prioritize people over cars and allow flexibility in parking requirements to accommodate al fresco outdoor dining and parklets, better serving the local community.

MC 8.4
Reduce or consolidate parking areas, where appropriate, to eliminate the number of ingress and egress points onto arterials.

MC 8.5
Support the development of publicly accessible, City-owned parking structures that integrate sustainable design (i.e., solar panels and LID features), where appropriate, to accommodate commercial parking needs, mitigate parking impacts to adjacent residential neighborhoods, and discourage surface parking lots.

MC 8.6
Encourage the shared use of underutilized parking facilities for transit riders.

MC 8.7
Support the enforcement of parking restrictions for large commercial vehicles along commercial and neighborhood streets.

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MC 8.8
Eliminate parking minimums in transit areas to encourage non-vehicular travel, increase affordability, and improve design outcomes.

MC 8.9
Promote shared, publicly accessible parking to create a more flexible,efficient parking system that serves multiple users.

MC 8.10
Encourage parking to be unbundled from purchase prices and lease rates to create mobility options, encourage other modes of travel, and increase affordability at all levels.

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Chapter 4: PUBLIC REALM & OPEN SPACE

The public realm and availability of local, high-quality open space is critical to livable, sustainable, and thriving communities in the Encino-Tarzana Community Plan Area. These resources provide opportunities for passive and active recreation, social and cultural events, community gathering spaces, and health benefits that support a higher quality of life.

Furthermore, well-maintained designated open space provides opportunities for recreation while contributing to the preservation of natural resources, ecological diversity, improved flood control, and the mitigation of wildfire and landslide risk.

The Encino-Tarzana Community Plan Area is home to a number of open space resources, ranging from traditional parks such as the Tarzana Recreation Center and Encino Park, to larger open space areas found in the Santa Monica Mountains, such as Mulholland Gateway Park and Topanga State Park. The Plan Area also includes the Sepulveda Basin, which houses a wildlife reserve, golf courses, and other public outdoor amenities, as well as segments of the Los Angeles River and Caballero Creek.

Streets such as Ventura Boulevard, Reseda Boulevard, Burbank Boulevard, and Balboa Boulevard, provide opportunities for an enhanced public realm, characterized by active streetscapes and the creation of public plazas and community spaces. These corridors offer a mixture of residential, commercial, and recreational uses and can contribute to a more accessible, pedestrian-friendly, and vibrant built environment.

The Community Plan provides policies that support an improved and safer streetscape, a focus on diverse forms of transportation and mobility, and the development of high-quality public spaces in all neighborhoods.

GOALS AND POLICIES

PO GOAL 1

A COMMUNITY WITH AMPLE OPEN SPACE, RECREATION, AND PARK FACILITIES THAT SERVE EVERY NEIGHBORHOOD.

PO 1.1
Prioritize the creation and expansion of public open space in all communities.

PO 1.2
Support the creation of varying open space typologies, including both active and passive recreation facilities, that serve a variety of community members, age groups, and physical abilities.

PO 1.3
Incentivize new developments to create publicly accessible private open space.

PO 1.4
Pursue opportunities to establish new public parks through partnerships with federal, state, and local agencies, as well as community-based organizations, for the acquisition of vacant or underutilized lots.

PO 1.5
Encourage the redesign of cul-de-sacs, street ends, vacated streets, and remnant street widths to offer opportunities for pocket parks which can serve as gateways to the Los Angeles River and increase neighborhood park access.

PO 1.6
Encourage parks to incorporate active and passive recreational features, including landscaped paths for walking and exercise, play areas for children, open fields for sports, dedicated areas for dogs, shaded tree groves for relaxation, picnic areas for gathering, and areas for cultural and festive events.

PO 1.7
Support the on-going maintenance and preservation of existing neighborhood-serving parks.

PO 1.8
Support the enforcement of codes restricting illegal activity in neighborhood-serving parks.

PO 1.9
Encourage coordination between City agencies and local residents to provide culturally relevant and engaging recreational programming at public parks and open space facilities.

PO 1.10
Encourage partnerships for stewardship and maintenance through volunteer opportunities to expand stakeholder engagement and promote the maintenance of public open spaces.

PO 1.11
Pursue joint-use agreements to share facilities with schools, especially in neighborhoods that suffer a disproportionate lack of park space and recreational facilities.

PO GOAL 2

A COMMUNITY WITH SAFE AND APPEALING STREETS AND PLAZAS THAT ALLOW FOR EFFICIENT MOBILITY, ACCESS TO GOODS AND SERVICES, AND ACCESS TO COMMUNITY GATHERINGS.

PO 2.1
Enhance the pedestrian experience along corridors by expanding sidewalks and incorporating seating, lighting, wayfinding, opportunities for street vending and outdoor dining, and other desirable features that create walkable, pleasant environments..

PO 2.2
Promote the development of a well-connected and fully-protected bicycle network along corridors and

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other appropriate streets to enhance the streetscape and improve safe mobility between open space and public realm features.

PO 2.3
Promote accessible public spaces along streets in the form of plazas and paseos that are designed to encourage social activity such as markets, music, art, and community events.

PO 2.4
Provide opportunities for publicly accessible spaces along streets and at major intersections in the form of plazas and paseos that are designed to encourage social activity, especially along Ventura Boulevard and Reseda Boulevard.

PO 2.5
Integrate public art and cultural programming in public spaces to reinforce community and cultural identity.

PO 2.6
Promote native tree planting, and sustainable landscaping in parkways, medians, and neighborhood gateways as a placemaking and cooling strategy.

PO 2.7
Support street design and streetscapes that provide scenic and recreational facilities such as scenic view turn-outs; bicycle, hiking, and equestrian trails; and access to parks, campgrounds, and nature preserves.

PO GOAL 3

WELCOMING STREETSCAPES THAT PROMOTE A HEALTHY URBAN FOREST AND NATURAL AESTHETICS TO REDUCE THE URBAN HEAT ISLAND EFFECT, IMPROVE AIR QUALITY, AND CULTIVATE A SUSTAINABLE MICROCLIMATE.

PO 3.1
Enhance tree planting and landscaping in parkways, medians, neighborhood gateways, and new open spaces to provide publicly-accessible shade.

PO 3.2
Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets, while supporting policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper species selection.

PO 3.3
Increase planting of thick canopy trees and dense vegetation near and along freeways and other sources of air pollution using species proven to filter particulate matter pollution.

PO 3.4
Protect and support the expansion of a tree canopy to improve air quality, reduce heat island effects, and facilitate groundwater filtration.

PO 3.5
Encourage an increase in street tree canopy coverage and permeability in new developments and/or in areas identified as tree-deficient.

PO 3.6
Encourage and promote the retention of trees through education, outreach, and incentives offered by the Bureau of Street Services.

PO GOAL 4

A COMMUNITY WHERE PARKS AND THE PUBLIC REALM ARE DESIGNED TO CONTRIBUTE TO HUMAN HEALTH AND COMFORT BY PROVIDING A SUSTAINABLE, ACCESSIBLE, AND NAVIGABLE NETWORK OF OPEN SPACES.

PO 4.1
Promote open spaces that are versatile and adaptable, such as cooling centers and resilience hubs, to serve the health and wellness needs of the community during disasters and other local emergencies.

PO 4.2
Support the safety, visibility, and accessibility of parks and open spaces through enhanced wayfinding, handrails, pedestrian ramps, lighting at night, mobility network connections, well-maintained restrooms and

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hygiene facilities, drinking fountains, and by ensuring that perimeters are free of obstructions like overgrown landscaping and opaque fencing.

PO 4.3
Support the development of sports and fitness facilities to promote community health.

PO 4.4
Promote a public realm equipped with durable and versatile infrastructure, resilient landscaping, and recreational equipment that can adapt to changing conditions and community needs.

PO 4.5
Identify and facilitate the development of open spaces, vacant lots, public easements, schoolyards, residential parkways, or other appropriate underutilized public rights-of-way to be used for the cultivation of community gardens and improve access to fresh foods for Plan Area residents.

PO 4.6
Promote the use of pervious surfaces in park and public realm design to improve drainage to reduce flood risk and accumulation of standing water, minimize damage to infrastructure, and mitigate other public health risks, such as insect or pathogen outbreaks.

PO 4.7
Encourage vegetation and planting along the perimeter of open spaces near loud roadways, industrial areas, and flight paths to provide residents and visitors with outdoor space with minimal noise pollution.

PO 4.8
Promote the development of attractive, functional, and comfortable public spaces along major corridors and intersections to increase pedestrian activity and boost the overall safety of the built environment.

PO 4.9
Encourage developers to orient buildings towards the public realm and include pedestrian-friendly frontage treatments to boost urban vibrancy and enhance public safety.

HILLSIDES

Approximately half of the Encino-Tarzana Community Plan Area falls within Hillside areas south of Ventura Boulevard. In addition to residential uses, the Hillsides contain the Encino Reservoir and large publicly-accessible recreational open spaces such as Mulholland Gateway Park.

Hillside areas pose a challenge to development and accessibility, as narrow, winding streets and steep slopes can make it difficult for emergency responders to access properties and open space. Hillside areas are much more vulnerable to wildfire and landslide disasters than the flat urban areas found north of Ventura Boulevard, with much of the Plan Area's Hillsides being within the Very High Fire Hazard Severity Zone.

The Community Plan includes policies that aim to minimize development in environmentally sensitive areas, limit grading, mitigate disaster risk, and preserve existing open space to provide opportunities for recreation while supporting ecological resources and wildlife habitats.

PO GOAL 5

WILDLIFE HABITATS IN ECOLOGICALLY SENSITIVE AREAS WITHIN HILLSIDE AREAS ARE PRESERVED AND INCLUDE WELL-MAINTAINED AND EASILY-ACCESSIBLE PUBLIC OUTDOOR SPACE.

PO 5.1
Prioritize the reuse of surplus City-owned sites in the Hillsides for public recreation and wildlife conservation purposes.

PO 5.2
Work with nearby agencies such as the Santa Monica Mountains Conservancy to protect sensitive wildlife areas while also increasing opportunities for public access and enjoyment of open space.

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PO 5.3
Support publicly accessible walking and hiking paths and equestrian trails throughout open space in Hillside areas.

PO 5.4
Encourage open space areas of the Santa Monica Mountains that provide public access to maintain adequate bicycle and car parking, high-quality sidewalks and paths, restroom and drinking water facilities, and trailheads.

PO 5.5
Encourage the preservation and creation of conservation easements to maintain and increase open space.

PO GOAL 6

PUBLICLY ACCESSIBLE OPEN SPACES IN HILLSIDE AREAS ARE DESIGNED IN A WAY THAT MITIGATES NATURAL DISASTER RISKS.

PO 6.1
Discourage grading in and around public open space where water drainage and erosion is common and/or possible.

PO 6.2
Encourage the planting of native and fire-resistant vegetation in and around Hillside open space to reinforce soil layers and decrease the risk of landslide.

PO 6.3
Design Hillside open space infrastructure according to the appropriate grading regulations.

PO 6.4
Facilitate collaboration between government or land management agencies and residents to promote appropriate defensible space and other land and vegetation management techniques for all structures and park infrastructure built in wildfire-sensitive Hillside areas.

PO 6.5
Encourage the use of fire-resistant materials when constructing or repairing infrastructure in wildfire-sensitive Hillside areas.

PO 6.6
Promote consistent maintenance of open space trails and fire roads to streamline first responder access to Hillsides during natural disasters.

PO 6.7
Encourage routine investigation and maintenance of public open space vegetation in accordance with State and local brush clearance requirements.

THE LOS ANGELES RIVER

Through revitalization efforts, the Los Angeles River can become the City's living, green spine that connects nature and communities, providing space for active and passive recreation while also fostering diverse and healthy ecological habitats and promoting environmental sustainability.

The portion of the River that runs through the Sepulveda Basin within Encino-Tarzana is one of only two segments of the entire River that features a natural riverbed and riparian environment, as opposed to concrete. The Sepulveda Dam is also within the Plan Area and functions to control the flow of water.

The Los Angeles River segment within the Plan Area is used for fishing and kayaking and is also situated adjacent to biking and walking trails. The River and the greater Sepulveda Basin, which is owned by the United States Army Corps of Engineers, serves as a significant environmental resource, helping to maintain ecological diversity, create safe habitats for wildlife, and mitigate flood risk in the San Fernando Valley.

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PO GOAL 7

THE LOS ANGELES RIVER SERVES AS A NATURAL AND RECREATIONAL PUBLIC AMENITY THAT IS WELL-CONNECTED TO SURROUNDING NEIGHBORHOODS, PRESERVES DIVERSIFIED ECONOMIC ACTIVITIES, AND ACCOMMODATES ACTIVE TRANSPORTATION.

PO 7.1
Create a network of linked public spaces along the River corridor that provide safe and attractive direct access to the Los Angeles River.

PO 7.2
Design urban trails, paths, and bridges that connect the River with adjacent neighborhoods to allow for convenient and visually interesting paths of travel and provide opportunities for placemaking that highlight the history of the community's relationship to the River.

PO 7.3
Activate and enhance space adjacent to the Los Angeles River with active and passive recreational amenities, employment opportunities compatible with the River, and improved wayfinding that directs people to the River and nearby public amenities.

PO 7.4
Design streets and sidewalks along and adjacent to the River so that pedestrians, bicyclists, transit riders, transit vehicles, and automobiles can coexist safely.

PO 7.5
Support the implementation of the Los Angeles River Revitalization Master Plan.

PO 7.6
Integrate an equity-driven and engaging approach to all River infrastructure investments and improvements.

PO GOAL 8

THE LOS ANGELES RIVER SERVES AS AN ACCESSIBLE ECOLOGICAL AND RECREATIONAL PUBLIC AMENITY THAT ALSO SUPPORTS GROUNDWATER RECHARGE AND FLOOD CONTROL WHERE APPROPRIATE.

PO 8.1
Encourage the use of native and drought-tolerant plants in landscaping near the River, to support the habitat and migration of local species.

PO 8.2
Identify and preserve wildlife habitats and improve ecological resilience, consistent with public health and safety.

PO 8.3
Encourage open spaces to maximize water recapture and promote biodiversity as well as to facilitate natural collection, filtration and treatment of stormwater to reduce stormwater runoff, recharge aquifers, and remove pollutants through the use of pervious paving and native, drought-tolerant plants.

PO 8.4
Support the Los Angeles River Ecosystem Restoration Project.

PO 8.5
Flood control channels and other appropriate public lands should be considered for open space purposes that can support hiking, bicycle, and equestrian trails and connect these facilities with the local and regional system.

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SEPULVEDA BASIN

The Sepulveda Basin Recreation Area is a 2,000 acre flood control basin managed by the City of Los Angeles Department of Recreation and Parks located primarily within the Encino-Tarzana Community Plan Area. The Basin contains a variety of open space resources, including Lake Balboa Park, Woodley Park, the Japanese Garden, three public golf courses, and the Sepulveda Basin Wildlife Reserve. The Basin also includes several water features, including, but not limited to, Lake Balboa, the Los Angeles River, Woodley Creek, and Haskell Creek. Navigation to and through the Recreation Area can be achieved through automobile roads, bicycle and walking paths, and the Metro G Line, which runs along the northern edge of the Basin.

In June 2024, the Sepulveda Basin Vision Plan was released. Led by the Los Angeles Bureau of Engineering, the Plan was created to guide Basin development in a climate-resilient manner that improves recreational, natural, and cultural uses. The Plan integrates feedback from local organizations, city departments, tribal leaders, and community members. Ultimately, the Vision Plan looks to improve mobility, access, recreational opportunities, and ecological health within the Sepulveda Basin. Specific projects that are planned include an aquatic facility, athletic fields, and new cycling and walking paths throughout the park.

PO GOAL 9

THE SEPULVEDA BASIN SERVES AS ONE OF THE CITY'S PREMIER OPEN SPACE DESTINATIONS THAT PROVIDES OPPORTUNITIES FOR RECREATION, SUPPORTS A HEALTHY ECOLOGICAL SYSTEM, AND OPERATES IN A SUSTAINABLE MANNER.

PO 9.1
Support the implementation of the Sepulveda Basin Vision Plan, which envisions the future of the Basin as a climate-resilient park that balances recreational, natural, and cultural spaces.

PO 9.2
Support the Los Angeles River Bikeway and Greenway project by encouraging the installation of additional biking and walking paths within the Sepulveda Basin.

PO 9.3
Support the maintenance and preservation of the Sepulveda Basin's recreational facilities, such as, but not limited to, athletic fields, Lake Balboa, golf courses, model aircraft field, and the archery range.

PO 9.4
Incorporate wayfinding to improve visitor navigation throughout the Sepulveda Basin.

PO 9.5
Protect and support the enhancement of the Sepulveda Basin Wildlife Reserve to continue the preservation of wildlife and habitat areas.

PO 9.6
Support continuous efforts to identify and remove non-native species from the Sepulveda Basin in order to foster a healthy ecosystem that can support native species and is resilient to the local climate.

PO 9.7
Encourage the planting of native vegetation throughout the Sepulveda Basin.

PO 9.8
Promote Los Angeles River clean up events and encourage responsible stewardship of the River.

PO 9.9
Facilitate the planting and maintenance of trees along walkways and bike paths and around playgrounds and picnic areas to provide cooling benefits to park users.

PO 9.10
Encourage the use of sustainable and fire-resistant building materials when constructing or repairing park infrastructure.

PO 9.11
Support the maintenance and improvement of water management and flood control measures and infrastructure within the Sepulveda Basin.

PO 9.12
Promote the better integration of nearby transit stops, such as the Metro G Line, with the Sepulveda Basin through improved signage, illumination, clear pathways, and crossing gates.

PO 9.13
Encourage collaboration between stakeholder agencies, such as the Army Corps of Engineers, Los Angeles County, and the City to coordinate consistent maintenance and improvements for the Sepulveda Basin.

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Chapter 5: IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of Encino-Tarzana. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. Implementation of programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision-makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision-making. In particular, this chapter details existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Encino-Tarzana Community Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's authority to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District (LAUSD), water service providers, the Los Angeles County Metropolitan Transit Authority (Metro), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Encino-Tarzana; and adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff, and ultimately decision makers to guide and inform the land use decision-making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision-makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens, and implements the Community Plan. Land Use Designations are designated on the General Plan Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Community Plan Area. Each General Plan Land

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Use Designation corresponds to a set of form and use districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Encino-Tarzana. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity at which each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code (LAMC), or as specific plans or overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Encino-Tarzana have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Community Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Encino-Tarzana is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed by the Planning Department's Zoning Review Division, where the majority of the development regulations enacted by the Community Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require adoption of the discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to some zones, and base and maximum heights assigned to some zones. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 9 of the LAMC. Development exceeding base development rights may be permitted in accordance with these systems to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

COMMUNITY PLAN AMENDMENTS

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

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

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IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District (LAUSD), water service providers, and the Los Angeles County Metropolitan Transit Authority (Metro), among others, also look to the Community Plans for their planning and guidance in decisionmaking. This section provides a series of tables describing the future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resource considerations, on the availability of adequate funding, which is likely to change over time due to economic conditions; the priorities of federal, state and regional governments and funding agencies; and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE FUTURE IMPLEMENTATION ACTIONS' TABLE

The tables provided in this section organize programs into two broad categories: Established Programs and Proposed Programs. Established Programs refer to existing resources that are currently in effect at the time of the adoption process, and may already be playing an important role in addressing one or more of the Plan's objectives. The list identifies opportunities to expand or continue established programs in the Community Plan Area. Proposed Programs refer to future programs that are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Encino-Tarzana. Proposed Programs described in the table are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Community Plan.

The table identifies each program with a distinct reference number (i.e., P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the table identifies the agency primarily responsible for implementing the program, as well as any agencies necessary for providing support in the program's implementation.

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ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting

BOE - Bureau of Engineering

BOS - Bureau of Sanitation

BSS - Bureau of Street Services

CalEPA - California Environmental Protection Agency

CalGEM - California Geologic Energy Management Division

CalHFA - California Housing Finance Agency

CalTrans - California Department of Transportation

CAO - City Administrative Officer

CARB - California Air Resources Board

CD - Council District

CDD - Community Development Department

CoDRP - County Department of Recreation and Parks

DCP - Department of City Planning

DOD - Department on Disability

DPW - Department of Public Works

DPSS - Department of Public Social Services

DTSC - Department of Toxic Substance Control

EMD - Emergency Management Department

EWDD - Employment and Workforce Development Department

LA-DLA - Los Angeles Designated Local Authority

LADBS - Los Angeles Department of Building and Safety

LADOA - Los Angeles Department of Aging

LADOT - Los Angeles Department of Transportation

LADWP - Los Angeles Department of Water and Power

LAFCD - Los Angeles County Flood Control District

LAFD - Los Angeles Fire Department

LAFPC - Los Angeles Food Policy Council

LAHD - Los Angeles Housing Department

LAPD - Los Angeles Police Department

LAPL - Los Angeles Public Library

LAUSD - Los Angeles Unified School District

METRO - Metropolitan Transit Authority

NC - Neighborhood Council

OHR - Office of Historic Resources

OPA - Office of Petroleum Administrator

POLA - Port of Los Angeles (Harbor Department)

RAP - Recreation and Parks

SAN - Bureau of Sanitation

SCAG - Southern California Association of Governments

SCAQMD - South Coast Air Quality Management District

USACE - United States Army Corps of Engineers

**Please visit www.lacity.org for the most recent and updated City departments.*

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FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P1.	**State Housing Laws**: Coordinate with the Los Angeles Housing Department (LAHD) to respond to new requirements from state laws for housing and affordable housing, as needed.	LU 1.9, LU 2.3, LU 2.4, LU 3.1, LU 3.2, LU 3.3, LU 3.6, LU 3.7	LAHD
P2.	**Affordable Unit Inventory-Measure JJJ:** Monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	LU 2.1, LU 2.3, LU 3.2, LU 5.4, LU 5.5	LAHD
P3.	**No Net Loss Program:** Continue to implement the City's No Net Loss requirement. This program ensures that any new housing development project that proposes the demolition of existing housing units must create at least as many units as would be demolished.	LU 2.3, LU 3.2, LU 3.5, LU 5.5	LAHD
P4.	**Rights to Remain, Return, and Relocation:** Oversee the implementation of the City's protections for existing residents in rental units proposed for demolition as part of a new housing development. These protections include the right to remain in the unit until six months before the start of construction, the right to first refusal of a deed-restricted unit in the new housing development, and the right to certain relocation benefits paid by the property owner.	LU 2.3, LU 2.4, LU 5.6, LU 5.7	LAHD

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Program Number	Description	Policy Reference	Coordinating Agency
P5.	**Housing for Multigenerational Families and Households:** Coordinate with LAHD on the implementation and possible expansion of programs that incentivize the provision of family-sized units (2+ bedrooms) in new development, including the Multi-Bedroom Units incentive included in the Citywide Housing Implementation Program.	LU 1.5, LU 1.6, LU 1.10, LU 4.8	LAHD, DCP
P6.	**Sidewalk and Park Vending Program:** Continue to provide and promote free assistance to prospective sidewalk vendors to secure the StreetsLA and other required permits to sell food or merchandise on City of LA sidewalks and City parks.	LU 8.3	EWDD; LADPH
P7.	**SurveyLA Eligible Historic Resources:** Support local efforts to protect and restore historic resources, including through further study and potential historic designation for eligible sites.	LU 14.1, LU 14.2, LU 14.3, LU 14.4, LU 14.6, LU 16.2	DCP (OHR)
P8.	**Low Impact and Healthy Development:** Continue to support LADBS in the implementation of the City's Low Impact Development (LID) ordinance. The LID ordinance is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution. LID comprises a set of site design approaches and Best Management Practices (BMPs). The LID Handbook is a resource developed to assist developers in complying with LID requirements.	LU 12.1, LU 17.3, LU 17.15, LU 19.6, LU 20.4, PO 8.3	LADBS

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Program Number	Description	Policy Reference	Coordinating Agency
Mobility and Connectivity			
P9.	**First/Last-mile:** Metro's First-Last Mile Strategic Plan identifies barriers in planning and implementing improvements for the first and last mile (FLM) portion of an individual's public transit trip. The Plan provides a vision for addressing FLM improvements in a systematic way. Collaborate with Metro to develop FLM Strategic Plans for key transit station areas in Encino-Tarzana with the objective of improving the experience of using transit by establishing safe and recognizable routes to and from transit stations.	MC 1.1, MC 1.2, MC 1.7, MC 2.3, MC 2.5, MC 2.6, MC 3.1, MC 3.2, MC 3.7, MC 3.11, MC 3.12, MC 4.3	Metro; LADOT
P10.	**DASH Service:** Encourage the ongoing assessment and revision of DASH services to reach areas of Encino-Tarzana with public transportation service gaps, and expansion of DASH service hours to nights and weekends throughout all of Encino-Tarzana.	MC 2.1, MC 2.5	
P11.	**Metro's Reduced Fare Programs:** Support the funding of the Low-Income Fare is Easy (LIFE) Program and other reduced fare programs offered by Metro, which provides fare discounts that can be applied toward the purchase of weekly and monthly transit passes on Metro and any LIFE participating transit agencies. Eligible participants include low-income riders, students, seniors and persons with disabilities.	MC 2.4, MC 4.2	
P12.	**Freight Truck Network:** Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) is adhered to by truck drivers through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.	MC 6.3, MC 6.5	METRO, LADOT, Caltrans, LAPD

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Program Number	Description	Policy Reference	Coordinating Agency
P13.	**Safe Routes to School:** Caltran's "Safe Routes to School" program implements safety design interventions to improve traffic safety for youth near schools. Prioritize Safe Routes to School interventions around schools located near the High Injury Network in Encino-Tarzana.	MC 1.1, MC 1.2, MC 1.6, MC 1.7, MC 5.3	LADOT, LAUSD, Caltrans, METRO
P14.	**People Street Pedestrian Plazas and Parklets:** People Street is a program of the Los Angeles Department of Transportation (LADOT) that seeks to transform underused areas of the public right of way into active, vibrant, and accessible public space. Encourage partnerships between LADOT and community groups or businesses in Encino-Tarzana to apply for Plazas or Parklet projects that enhance economic activity and social life and strengthen community identity	LU 11.5, LU 11.7, MC 8.3, PO 2.1, PO 2.3, PO 2.4, PO 4.8, PO 4.9	LADOT
P15.	**LA River Revitalization:** Consistent with the LA River Revitalization Master Plan and associated design and implementation plans, restore and revitalize an 11-mile stretch of the Los Angeles River, while prioritizing public access to this public resource.	PO 7.1, PO 7.2, PO 7.3, PO 7.4, PO 7.5, PO 7.6, PO 8.1, PO 8.4	LACDPW; BOE; RAP; Mayor's Office; LA River Revitalization Committee; LA River Cooperation Committee; US Army Corps of Engineers
P16.	**Sepulveda Basin Vision Plan:** Support a long-term strategic plan consistent with the Bureau of Engineering's (BOE) Sepulveda Basin Vision Plan. Full build-out of the Vision Plan will see the transformation of the Basin into a climate-resilient park that balances recreational, natural, and cultural spaces.	PO 7.5, PO 7.6, PO 8.2, PO 8.3, PO 8.4	BOE; RAP

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FUTURE IMPLEMENTATION ACTIONS

PROPOSED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P17.	**Community Land Trusts:** A Community Land Trust is a community-based non-profit organization designed to ensure community stewardship of land by purchasing or holding land and removing it from the speculative real estate market. Encourage partnerships that seek to implement community land trust projects in Encino-Tarzana. Work with the community to develop programs and explore funding sources that support efforts by local organizations to acquire land for the development of affordable housing and open space, or the protection of small businesses and renters.	LU 2.5, LU 2.8, LU 3.6, LU 14.5	Council Office; CAO; DCP
P18.	**Vacancy Tax:** Study the feasibility of an annual tax on the rental value of vacant residential and commercial land to encourage property owners to develop vacant lots with infill projects, community gardens, plazas or parks.	LU 21.4, PO 1.4, PO 4.5	CAO; Mayor's Office
P19.	**Small Business Assistance:** Continue to develop and promote agency programs that assist small business owners and entrepreneurs in the form of low-interest loan programs, management assistance, business retention efforts, and the establishment of incubation centers.	LU 4.2, LU 7.1, LU 7.3, LU 7.4, LU 7.5, LU 14.5	CAO; EWDD
P20.	**Legacy Business Program:** Develop support structures for long-time, small business tenants facing possible displacement due to new development, including a right to return at similar rents to those paid prior to displacement.	LU 6.1, LU 6.4, LU 6.9, LU 14.5	CAO; EWDD; DCP

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Program Number	Description	Policy Reference	Coordinating Agency
P21.	**Business Incubators:** Provide incentives and identify potential funding sources for the development of community-based commissary kitchens and business incubators to help emerging small businesses, startups and individuals to develop and grow their business.	LU 6.2, LU 7.1, LU 7.4, LU 7.5, LU 7.6, LU 7.7	EWDD; Mayor's Office
P22.	**Worker Cooperatives:** Coordinate with agencies such as the EWDD and Mayor's Office of Sustainability to identify a role for and to develop programs targeting the growth of worker cooperatives in an equitable and sustainable Los Angeles economy.	LU 6.4, LU 7.1, LU 7.7, LU 8.1	EWDD; Mayor's Office
P23.	**Economic Development:** Partner with the City Council, Mayor's Office, EWDD and other relevant agencies to collectively offer a package of incentives (such as tax incentives) that focus investment and complement the land use incentives and ongoing public investment in order to comprehensively attract desired uses and foster economic development.	LU 6.1, LU 6.4, LU 6.5, LU 6.6, LU 6.7, LU 6.8, LU 7.3, LU 7.4, LU 11.2, LU 11.9, LU 11.10	EWDD; Council Office; Mayor's Office
P24.	**Business Outreach and Mentorship Programs:** Develop partnerships to create business outreach programs targeting local schools for student and adult participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.	LU 8.1, LU 8.2, LU 8.3	EWDD; LAUSD
P25.	**Street Tree Tracking:** Create a publicly accessible database that displays the tree types within the City's public rights-of-way. Identify goals for an equitable and enhanced tree canopy in Encino-Tarzana in order to help address the need for climate-resilience and combatting urban heat island effects.	LU 11.5, LU 17.2, LU 20.1, LU 20.3, LU 20.5, PO 2.6, PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6	BSS
P26.	**Tree Planting and Maintenance Partnerships:** Develop partnerships between public agencies, community groups, local businesses, and private developers to increase trees in the public right-of-way, resulting in tree planting and maintenance programs for specified parkways, landscaped medians, and community gateways.	LU 11.5, LU 17.2, LU 20.1, LU 20.3, LU 20.5, PO 2.6, PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6	BSS

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Program Number	Description	Policy Reference	Coordinating Agency
P27.	**Tribal Resources and Liaisons:** Crosstrain and collaborate with the County of Los Angeles Regional Planning Department to share tribal resources that help to build respectful relationships with Tribes. Request funding for staff training that can lead to the establishment of Tribal liaisons.	LU 14.7	DCP
Mobility & Connectivity			
P28.	**Pedestrian and Transit Amenities:** Support the funding of well-designed amenities such as shelters, transit information kiosks, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance and that are ADA accessible or compliant at all bus stops on arterial streets, as funding permits.	MC 1.1, MC 1.3, MC 2.3, MC 2.5, MC 2.6, MC 3.1, MC 3.2, MC 3.3, MC 3.4, MC 3.7	LADOT; Metro
P29.	**Bus Rapid Transit Study:** Bus Rapid Transit (BRT) is a high-quality bus service that provides faster, more reliable and convenient service through the use of several key attributes, including, dedicated bus lanes, branded vehicles and stations, higher frequency, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. Study the feasibility of upgrading bus routes on Ventura Boulevard to BRT.	MC 2.1	LADOT; Metro
P30.	**Traffic Calming:** Conduct a study of driver behavior and pedestrian safety on Collector Streets throughout Encino-Tarzana and prioritize traffic calming measures that will reduce speeds and traffic volumes on streets where potential pedestrian/vehicle conflicts are found to be the greatest. Implement neighborhood preferential parking where appropriate.	MC 1.5, MC 1.6, MC 1.7	LADOT
P31.	**Demand Responsive Parking:** Support the implementation of demand-responsive parking meter pricing and time limits in commercial areas of high parking demand in order to create appropriate turnover, enabling more customers to visit local businesses.	MC 8.2, MC 8.5	LADOT

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Program Number	Description	Policy Reference	Coordinating Agency
P32.	**Capital Investment Program (CIP):** A CIP establishes a comprehensive, multi-year plan for maintaining and developing infrastructure in the public right-of-way. As part of establishing a citywide CIP, study and determine the long-term infrastructure priorities of the Encino-Tarzana CPA.	MC 1.3, MC 1.5, MC 3.4, MC 3.6, MC 3.7, MC 3.11, MC 5.3	Mayor's Office; LADOT; LADPW; BSS
Public Realm & Open Space			
P33.	**Alley Improvements Program:** Conduct a study of existing alleyways throughout Encino-Tarzana as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.	LU 19.6, LU 21.4, MC 3.11	LADOT
P34.	**Parks and Open Space Assessment:** Conduct an assessment of parks and open space to ensure the creation of parks in Encino-Tarzana are prioritized in areas where there is greatest need.	PO 1.1, PO 1.2, PO 1.4, PO 4.5	RAP
P35.	**Streetscape Improvements:** Identify specific pedestrian friendly streetscape improvements to prioritize along Ventura Boulevard and Reseda Boulevard; consider improvements such as mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, and pedestrian lighting.	LU 11.2, LU 11.3, LU 11.5, MC 3.1, PO 2.1, PO 2.4, PO 2.5, PO 4.9	LADOT
P36.	**Neighborhood Green Streets:** Develop a network of well-landscaped pedestrian routes along Encino-Tarzana's less trafficked neighborhood streets. Such a network would feature native landscaping, bioswales, water retention features, shade trees, streetscaping, and wayfinding that provides pedestrians with safe and attractive routes linking the community's open spaces, recreational centers, and the Los Angeles River.	MC 3.14, PO 2.6, PO 2.7, PO 3.2, PO 7.2, PO 7.4, PO 8.3	LADOT; BOE; BSS; LASAN
P37.	**Joint Use of Recreational Facilities:** Establish joint-use agreements with other public and private entities to increase recreational opportunities in Encino-Tarzana, including shared use of land owned by public agencies.	PO 1.11	RAP, LAUSD

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LOS ANGELES
CITY PLANNING

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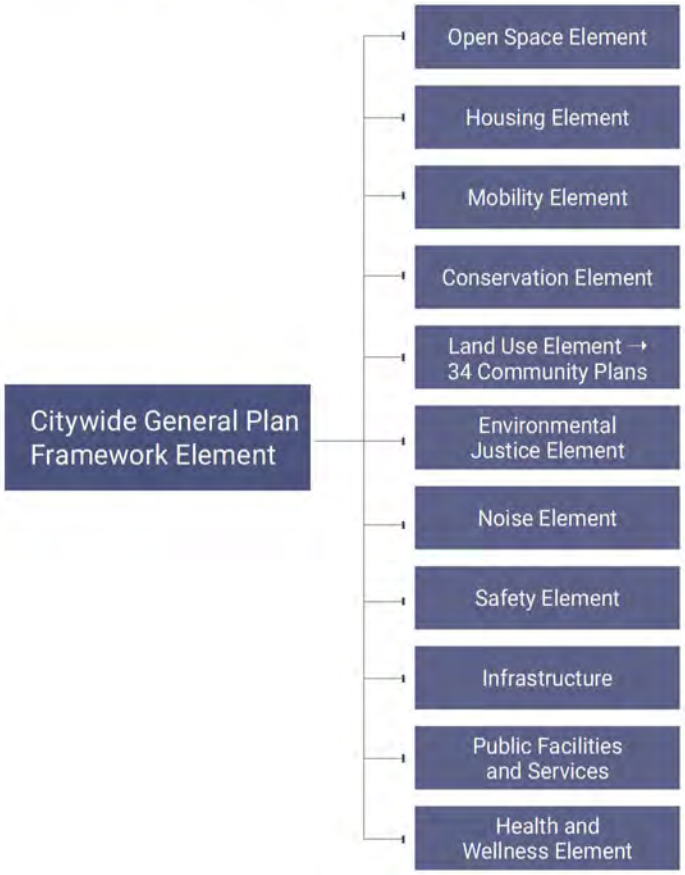
Appendix A:
RELATIONSHIP TO OTHER PLANS

RELATIONSHIP TO THE GENERAL PLAN

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

State law requires that the General Plan contain eight elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, Safety, and Environmental Justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans, comprise the City's land use element. In addition, the City has adopted additional non mandated elements in "Framework Element," discussed below.

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



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

The City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well.

FRAMEWORK ELEMENT GUIDING PRINCIPLES

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

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

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

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

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

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

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

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RELATIONSHIP TO MOBILITY PLAN 2035

In 2008, the California State Legislature adopted AB1358, The Complete Streets Act, which requires local jurisdictions to "plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defines to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context."

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City's General Plan Circulation Element, Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City's transportation system will continue to evolve to fit the context of the time and situation. Today we are faced with environmental constraints, public health issues, regional inequity, and some of the longest, traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals and objectives (targets used to help measure the progress of the Mobility Plan 2035) and policies (broad strategies that guide the City's achievement of the Plan's five goals):

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Encino-Tarzana Community Plan provides the opportunity for more focused and nuanced transportation discussion at the community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 3 of the Encino-Tarzana Community Plan.

RELATIONSHIP TO SPECIFIC PLANS AND OVERLAY ZONES

There are several specific plans, supplemental use districts and overlay zones that apply to the Plan area. These zoning tools customize the regulations of the Los Angeles Municipal Code to plan the land use of specific geographic areas. The Encino-Tarzana CPA contains two specific plans.

Mulholland Scenic Parkway Specific Plan (MSP)

Constructed in 1922, Mulholland Drive was designed to offer the public scenic views of the terrain, open space, and natural character of its mountain setting. In 1992, the Mulholland Scenic Parkway Specific Plan (MSP) was adopted by the Los Angeles City Council in response to public concerns that the majestic views and natural character of the Mulholland Drive setting were threatened by unrestricted development.

The ordinance created the Mulholland Scenic Parkway, including both the Inner and Outer Corridors, which established land use controls and a design review process tailored to ensure that development within the Parkway is compatible with the unique character of the Santa Monica Mountains.

Ventura-Cahuenga Boulevard Corridor Specific Plan (VCSP)

The Ventura-Cahuenga Boulevard Corridor Specific Plan (VCSP) spans more than 17 miles in length throughout the Southwest and Southeast San Fernando Valley. It comprises parcels that front Ventura Boulevard as well as adjacent boulevards including Topanga Canyon Boulevard, Reseda Boulevard, Sepulveda Boulevard, and Van Nuys Boulevard. The corridor is split into five sections. The Encino, Tarzana, and Woodland Hills sections are within the Plan Area. The purpose of the VCSP is to ensure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the VCSP.

RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Encino-Tarzana Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Encino-Tarzana Community Plan are described below.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro is the state-chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Encino-Tarzana Community Plan Area is served by Metro's G Line with 4 stations located on the intersections of Woodley Avenue and Victory Boulevard (Woodley Station), Balboa Boulevard and Victory Boulevard (Balboa Station), Reseda Boulevard and Oxnard Street (Reseda Station), and Tampa Avenue and Tophan Street (Tampa Station). The Metro G Line serves as a critical transit link between the Southwest and Southeast San Fernando Valley, terminating at the B Line to facilitate regional access to Downtown Los Angeles. To ensure efficient service, the G Line operates within a dedicated right-of-way, physically partitioned from standard vehicular traffic. Metro operates 5 additional bus lines in the Encino-Tarzana Community Plan Area.

Los Angeles Unified School District (LAUSD)

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

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from the Department of City Planning prior to obtaining any necessary permits. The LAUSD's estimate of future enrollment levels and school

needs is determined through the evaluation of the capacity of each LAUSD school to accommodate the projected future population, and the analysis of school-by-school enrollment trends. In 2000, the LAUSD began a $20 billion building and modernization program. By 2008, the school district had completed 180 new schools.

The Los Angeles Unified School District currently operates 10 schools in the Encino-Tarzana Community Plan Area. Of these schools, nine are elementary (K-5) and one is a middle (6-8) school. Additionally, since the Charter School legislation was established in 1992, approximately four charter schools operate in the Encino-Tarzana Community Plan. While these are privately operated schools, they receive public funds and are considered to be under the jurisdiction of the LAUSD.

U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers owns and operates the Sepulveda Basin and Dam. In 2011, they completed the Sepulveda Dam Basin Master Plan and Environmental Assessment, which identified land use classifications and multiple resource management topics. The Plan classifies the basin into six different land use classifications and provides guidance for balancing flood risk management requirements, recreation opportunities, and preservation of natural resources. east bank of the river. It seeks to construct a channel through the parcel as a means to divert the main channel flows, wetlands restoration, parkland restoration, and flood detention.

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Los Angeles City Planning

RESEDA-WEST VAN NUYS-LAKE BALBOA Community Plan

Proposed Plan - Adoption Pending

Proposed Plan - Fall 2026

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Reseda
Canby Av

Chapter 1:

INTRODUCTION & COMMUNITY PROFILE

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READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action. Ultimately, the Community Plan's goals, policies, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Goals

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

Policies

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

Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 5 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

Building upon its historic roots as ranch land and thriving post-World War II housing development, the Reseda-West Van Nuys-Lake Balboa Community Plan envisions an inclusive, sustainable, and resilient future with stable multi-generational neighborhoods that provide a greater mix of high-quality housing and employment options; improved pedestrian spaces and walkability; and better access to transit, parks, and recreational spaces.

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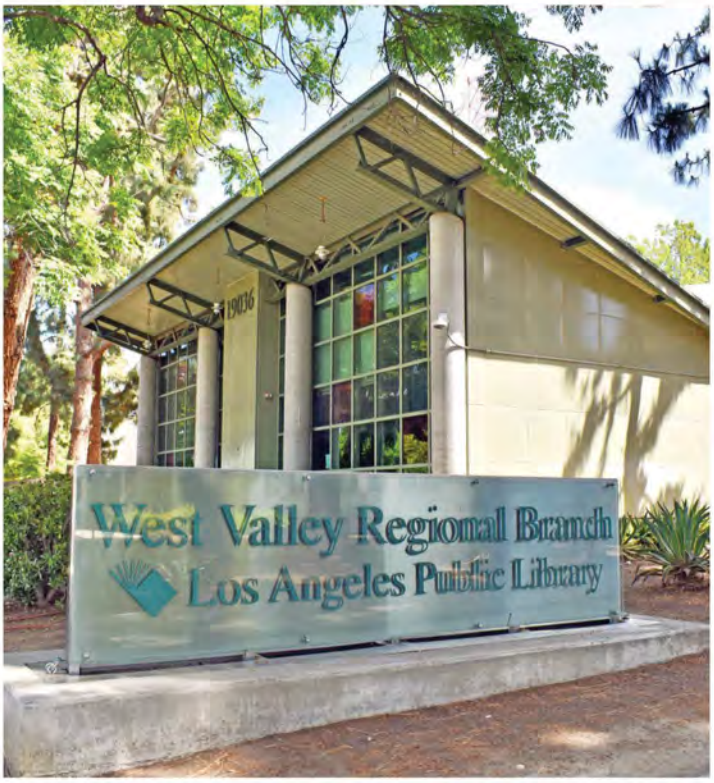
RESEDA






West Valley Regional Branch
Los Angeles Public Library


RESEDA PARK
Welcomes You
CITY OF LOS ANGELES · RECREATION & PARKS DEPARTMENT


G LINE


Budweiser

BACKGROUND AND RELATIONSHIP TO THE OTHER PLANS

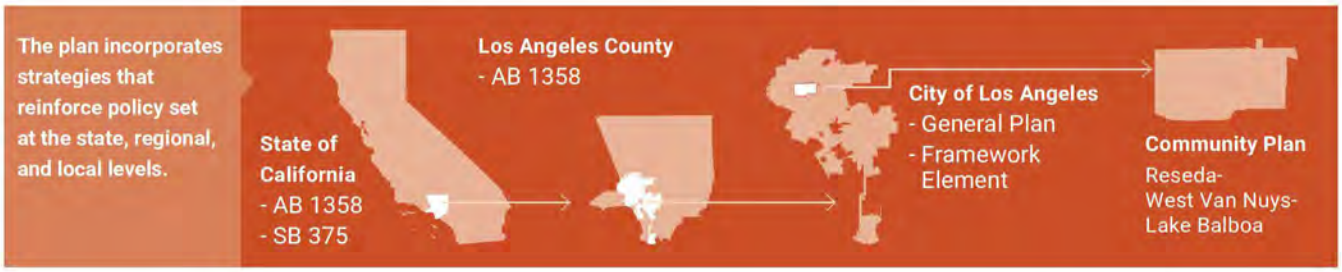
The Reseda-West Van Nuys-Lake Balboa Community Plan constitutes one of thirty-four plans that comprise the City's General Plan Land Use Element. Including a number of elements, such as Framework, Housing, Mobility, Open Space, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City regarding the use of land, the design and character of buildings and open spaces, the conservation of existing housing and contextual infill of new housing, and the provision of supporting infrastructure are guided by the General Plan Land Use Element.

In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that guides how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements. The Framework is focused around six guiding principles: Economic Opportunity, Equity, Environmental Quality, Strategic Investment, Clear and Consistent Rules, and Effective Implementation. Applying the intent of the Framework's guiding principles to this Plan update will help guide the community to grow strategically; conserve existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

The Framework Element provides direction and guidance for the Reseda-West Van Nuys-Lake Balboa Community Plan Area, focusing growth around transit and establishing mixed-use boulevards and commercial centers, while maintaining the stability of residential neighborhoods. The Plan Area also includes a large portion of the region's industrial core in the area adjacent to the Van Nuys Airport, which will continue to be prioritized for jobs and industry, while promoting compatibility with adjacent neighborhoods. Appendix A of this document includes further discussion regarding the relationship between the Community Plan and the City's General Plan.

California State legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358), the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375), and changes to parking requirements near major transit stops (Assembly Bill 2097) in 2022 established greenhouse gas emissions reduction and better integration of multimodal transportation and land use planning as statewide priorities. Emission reduction is achieved through strategic infill development that reduces reliance on single-occupant automobiles. This Community Plan provides strategies to promote targeted development for jobs, housing, and amenities in proximity to transportation resources and to each other.

California State Law requires City governments to comply with Affirmatively Furthering Fair Housing (Assembly Bill 686, 2018) requirements, which include: "taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity and address significant disparities in housing needs and in access to opportunity, replace segregated living patterns with truly integrated and balanced living patterns, transform racially and ethnically concentrated areas of poverty into areas of opportunity and foster and maintain



compliance with civil rights and fair housing laws." The duty to affirmatively further fair housing extends to all of a public agency's activities and programs relating to housing and community development. As such, the Reseda-West Van Nuys-Lake Balboa Community Plan supports these important state and city goals which seek to provide greater housing opportunities for all Angelenos.

The Community Plan's importance lies in its ability to shape positive community change and provide guidance that results in equitable and sustainable land uses that balance the physical character and social urban fabric of the community with citywide policies and regional initiatives. The Community Plan update was a multi-year collaborative effort with broad public participation from Neighborhood Councils and community stakeholders.



CITY OF LOS ANGELES

Reseda-West Van Nuys-Lake Balboa Community Plan Area

Community Plan Area

Metro Stations & Lines*
**In operation or under construction*

N

0 5 10

Miles

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COMMUNITY PROFILE

The Reseda-West Van Nuys-Lake Balboa Community Plan Area falls within the traditional homelands of the Tongva, Chumash, and Fernandeño Tataviam peoples that would eventually become home to suburbs within the City's iconic San Fernando Valley. Growing from an agricultural community of ranches and small family farms in the first half of the 20th century, the Plan Area experienced a residential development boom following World War II. It is important to note that racially restrictive land ownership covenants and financial lending practices excluded non-white racial groups from the benefit of homeownership throughout this most significant period of development in the Plan Area during the 1950s and 60s.

Today, the Community Plan Area is home to residential neighborhoods and their accompanying commercial centers that reflect the desire for suburban homeownership that drove much of this area's mid-20th century development. Single-family housing makes up the majority of the Plan Area's existing land uses, and many auto-oriented businesses now make up the backbone of the Plan Area's historic commercial centers, such as at Reseda Boulevard and Sherman Way. The Community is also home to Van Nuys Airport and a significant industrial core that provides jobs and services that support the San Fernando Valley region.

RESEDA-WEST VAN NUYS-LAKE BALBOA TODAY:

Was Mostly Built Between the 1950s and 1970s

Nearly 40% of existing structures were built between 1950 and 1959, with another 25% of existing structures built between 1960 and 1979.

Is Home to Both Renters and Homeowners

52.5% of residents live in owner-occupied homes while 47.5% of residents live in renter-occupied homes.

Is Comprised Largely of Low-Density Residential Land Uses

Single-unit housing occupies 55% of the land in the Plan Area.

Is Generally Considered to be Comprised of Commuter Communities

90% of those who are employed in the Plan Area live outside of the Plan Area, while 93% of those who live in the Plan Area (and who take part in the workforce) are employed outside of the Plan Area. 62% of Plan Area residents who are in the workforce travel over 10 miles to get to work. This means that many residents as well as people working in the Plan Area have a significant commute to reach their place of employment.

Is Largely Reliant On Single-Occupancy Vehicles for Transportation

Of those Plan Area residents in the workforce who do not work from home, 79% commute by driving alone. And 53% spend over 30 minutes commuting to work each day. Ongoing efforts such as the Reseda Boulevard Complete Street and Sherman Way Great Street projects support transit options in the Plan Area and are shifting reliance away from single-occupancy vehicles.

Is Home to a Regional Industrial Core

The Van Nuys Airport and the adjacent industrial area make up part of the San Fernando Valley's industrial core that runs alongside the historic Southern Pacific railway line. As industrial land becomes scarcer across the city, this area provides an important hub for these jobs and the services they provide to the region.

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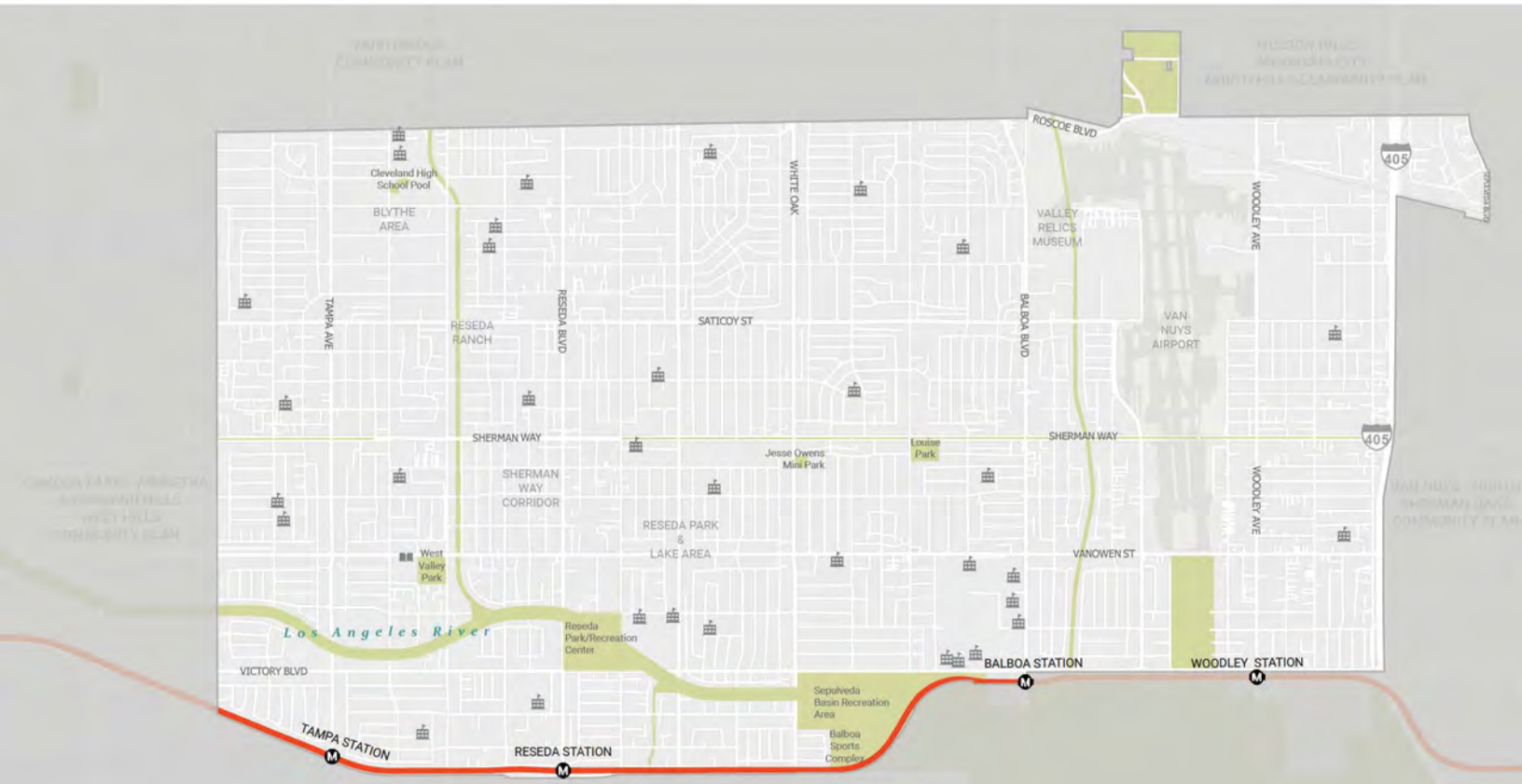


Reseda-West Van Nuys-Lake Balboa Community Plan Area

- Open Space
- Libraries
- Public Schools
- Metro Stations & Lines

N

0 0.5 1

Miles

Proposed Draft Summer 2024

HISTORIC DEVELOPMENT PATTERNS

EARLY DEVELOPMENT
1769s – 1848



San Fernando Rey de España Mission colonnade
Los Angeles Public Library

- Pre-contact, the region was home to the Tongva, Chumash, and Fernandeño Tataviam peoples. Today, the groups maintain their tribal sovereignty and continue to protect their cultural resources and traditions.
- The first European settlers arrived in the San Fernando Valley in 1769.
- In 1797, the Spanish established Mission San Fernando Rey de España.
- Following Mexican independence, Spanish land grants were re-divided into a number of ranchos, including Rancho Ex-Mission San Fernando.
- Following the Mexican-American War, some rancho owners sold off portions of their land while others began to develop agricultural uses.

FARMING ROOTS & FIRST TOWNS
1849 – 1900



San Fernando Valley farm with horse drawn tractor (c. 1900)
Los Angeles Public Library

- Isaac Lankershim and Isaac Newton Van Nuys founded the San Fernando Valley Homestead Association and acquired a portion of Rancho Ex-Mission San Fernando land comprising almost the entirety of the Valley south of today's Roscoe Boulevard.
- As agricultural uses continued, much of the area was part of a sheep ranch.
- The Los Angeles Farming and Milling Company found success using the land for dry wheat farming. In 1888 alone, the mill processed 510,000 bushels of wheat.

ESTABLISHMENT OF RESEDA
1901–1920



San Fernando Valley Pacific Electric Car
Los Angeles Public Library

- Construction on the Los Angeles Aqueduct began in 1908, and the prospect of a secure water source brought about the Valley's first major real estate boom.
- In 1909, the Los Angeles Suburban Home Company (LASHC) syndicate purchased 47,500 acres in the San Fernando Valley.
- Reseda (initially named Marian) was founded in 1912 by the LASHC and heavily marketed to lure potential buyers to the area.
- Moses Sherman established a Pacific Electric railway line across the Valley, through Reseda.
- Reseda was annexed into the City of Los Angeles (1915).

FAMILY FARMS
1921–1940



Reseda State Bank building at Sherman Way and Reseda Boulevard (1928)
Los Angeles Public Library

- By 1921, Reseda's central business district was well established and tenants came to the new commercial area to support the growing community.
- Residential structures began to appear surrounding the commercial core.
- The area was popular for small-scale family farming with those seeking a new life in the American West.

SUBURBAN TRANSFORMATION
1941–1980



Aerial of Reseda Drive-In theater (1962)
Los Angeles Public Library

- Population grew during and after World War II as the Valley provided wartime produce and became home to both civilian and government defense activities.
- Suburban Ranch style homes were popular amongst new residents, which drew on romanticized ideas of the area's rural past.
- Many commercial buildings were constructed around the central business district to serve the rapid residential growth.
- Completion of the San Fernando Valley segments of US Route 101 and Interstate 405 in the 1960s further contributed to automobile-oriented suburban development.
- Even after racially restrictive covenants were formally outlawed, racism in the community's real estate market persisted through various off-the-record tactics.
- Reseda-West Van Nuys District Plan (1974).

REVITALIZATION EFFORTS
1981–2020s



Reseda Boulevard in the Downtown "Community Design Overlay" area

- The growth of shopping malls in the communities around the Plan Area drew shoppers away from Downtown Reseda.
- The Reseda Central Business District Specific Plan (1994) was adopted to revitalize Downtown Reseda.
- The Specific Plan was repealed and the Reseda Central Business District Community Design Overlay (2005) was adopted to continue the revitalization of Downtown Reseda without the Specific Plan's complex entitlement process.
- Reseda-West Van Nuys Community Plan Update (1999).
- To decrease emissions and increase road safety, Reseda Boulevard and Sherman Way were designated a Complete Streets Project and Great Streets Project, respectively.

GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the Reseda-West Van Nuys-Lake Balboa Community Plan



CREATE COMPLETE NEIGHBORHOODS

Promote a diversity of uses that support healthy living and community needs

Concentrate growth near transit and commercial centers

Encourage new neighborhood-serving retail and commercial uses within walking distance of existing neighborhoods

INCREASE THE VARIETY OF HOUSING OPTIONS AND AFFORDABILITY

Safeguard existing households against displacement

Increase housing opportunities near transit

Promote strategies to increase home ownership opportunities

Encourage residential development that contributes to the mixed-income and affordable housing supply

CREATE A NETWORK OF SAFE AND ACCESSIBLE STREETS

Prioritize pedestrian safety and comfort to encourage walking

Enhance transit services and improve bike infrastructure

Support streetscape improvements that will help reduce heat and its impacts

SUPPORT A RANGE OF ECONOMIC OPPORTUNITIES

Support an increase in employment opportunities within the community

Strengthen and support existing business uses that serve residents' daily needs

Prioritize industrial land for uses that support the regional economy and provide local jobs



PROMOTE NEW PASSIVE AND RECREATIONAL OPEN SPACES

Treat the Los Angeles River as a community amenity

Improve access to, and connectivity between, parks, recreation centers, open spaces, and residential neighborhoods

Encourage new developments to include publicly accessible open space on-site

FOSTER CLIMATE RESILIENCE AND SUSTAINABILITY

Promote a climate-resilient built environment that reduces utility usage, carbon footprint, and greenhouse gas emissions

Reduce dependence on single-occupancy vehicles as the primary mode of transportation

Support native, drought-tolerant landscaping to mitigate heat islands and improve air quality

PROMOTE STEWARDSHIP OF NATURAL ECOSYSTEMS

Protect existing open space resources from degradation

Implement strategies that optimize co-benefits, such as strengthening the local economy while improving environmental quality

Promote integration of green spaces with local neighborhoods

ELEVATE DESIGN EXPECTATIONS

Encourage high-quality design and contextual transitions near residential neighborhoods

Develop design standards that strengthen the character and identity of the community's diverse neighborhoods

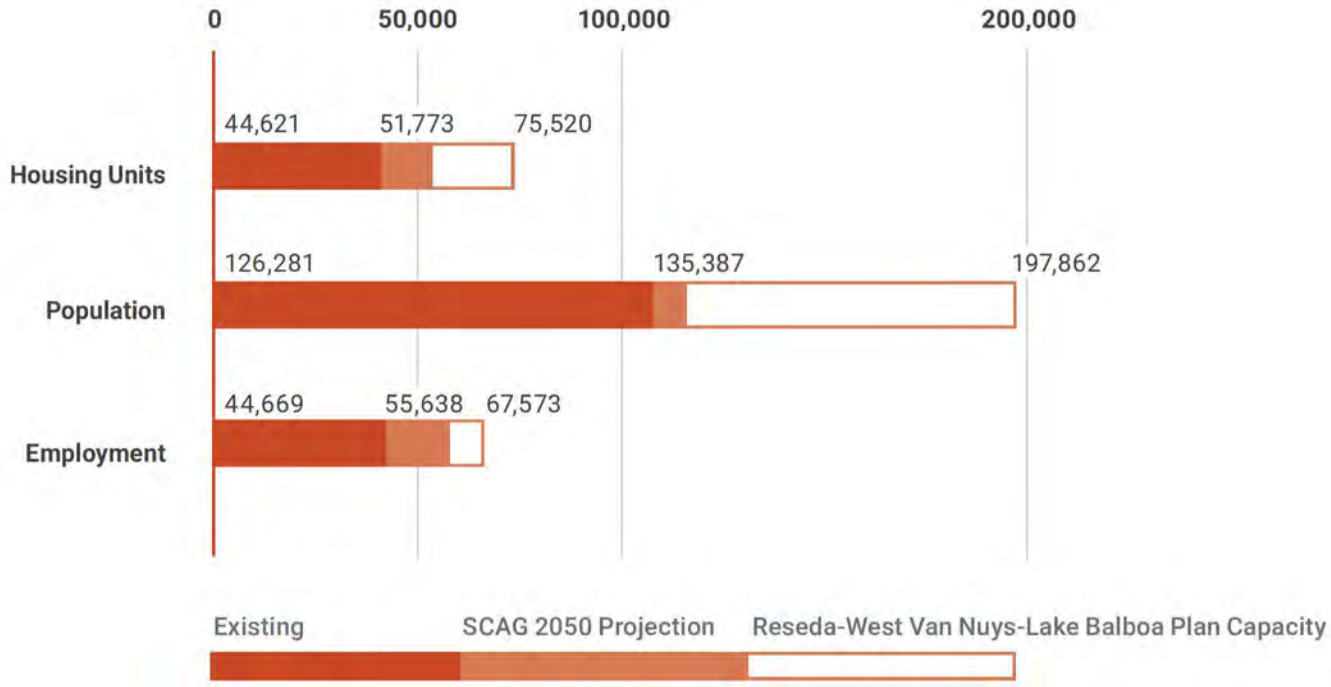
Promote pedestrian-oriented design throughout the Plan Area and particularly in mixed-use centers

TRENDS AND PROJECTIONS

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region's anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region.

The City must then accommodate, or create the "capacity" for these projected levels of population, housing, and employment through its Community Plans. SCAG's 2050 population and housing forecasts for Los Angeles' Community Plan Areas are based on a number of factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*



**Plan capacity is the reasonable expected development anticipated to occur as a result of the proposed Plan by the Plan's horizon year.*

GENERAL PLAN LAND USE DESIGNATIONS

General Plan Land Use Designations express a variety of goals, policies, and allowed zoning tools to support each condition. The proposed General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, and typical uses that characterize an area, contributing to its identity and sense of place.

Description

290
Net Acres

4.3%
of Plan Area



Community Center

Community Centers are vibrant places of activity, typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from Low Rise to Mid Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density is 1 unit per 400 square feet of lot area.

43
Net Acres

0.6%
of Plan Area



Villages

Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form is Mid Rise. Commercial uses, such as restaurants, retail, services, and small offices, may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. The residential density is 1 unit per 400 square feet of lot area.

51
Net Acres

0.7%
of Plan Area



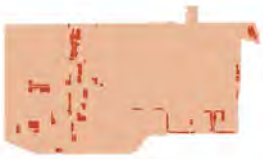
Neighborhood Center

Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form is Low Rise and is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density is 1 unit per 400 square feet of lot area.

Description

312
Net Acres

4.6%
of Plan Area



Medium Neighborhood Residential

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form ranges from Low Rise to Mid Rise, and buildings are typically oriented toward the street. The residential density is 1 unit per 800 square feet of lot area.

154
Net Acres

2.3%
of Plan Area



Medium Residential

Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain Residential Use Districts. The building form is Low Rise. The residential density is 1 unit per 800 square feet of lot area.

485
Net Acres

7.1%
of Plan Area



Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas or are along major corridors. The building form is Low Rise and buildings are typically oriented towards the street. The residential density generally ranges from four units per lot to 1 unit per 1,500 square feet of lot area.

216
Net Acres

3.2%
of Plan Area



Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form is Low Rise. The residential density generally ranges from four units per lot to 1 unit per 1,500 square feet of lot area.

Description

2,859
Net Acres

42.1%
of Plan Area

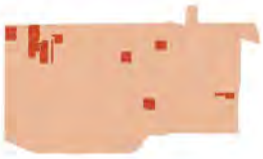


Low Residential

Low Residential areas provide single unit housing, typically set away from centers of activity. The building form is House Scale. The minimum size of each lot is 4,000 square feet and residential density is limited to one unit per lot.

303
Net Acres

4.5%
of Plan Area



Very Low Residential

Very Low Residential areas provide single unit housing, typically in less dense areas where parcels are larger and street grids are less compact. The building form is House Scale. The minimum lot size is typically greater than 10,000 square feet.

601
Net Acres

8.8%
of Plan Area



Light Industrial

Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The building form is Low Rise and the site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Housing is generally not permitted in Light Industrial areas.

582
Net Acres

8.6%
of Plan Area



Production

Production areas preserve and sustain industrial activity while serving as a regional jobs base. Site layout and development in these areas are flexible to accommodate goods movement, loading, and distribution needs. In the Reseda-West Van Nuys-Lake Balboa Community Plan Area, the Production designation is applied to land owned and operated by Van Nuys Airport.

	Description

388
Net Acres

5.7%
of Plan Area



Open Space

Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation does not allow residential uses.

444
Net Acres

6.5%
of Plan Area



Public Facility

Public Facilities areas serve as centers of life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form varies in size and structure, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses may include government offices, libraries, schools, service systems and housing.

55
Net Acres

0.8%
of Plan Area



Public Facility - Freeway

Public Facilities-Freeways comprises land dedicated to freeways that exist within the Plan Area, including storage and parking uses, that is owned by the California Department of Transportation (Caltrans).

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Chapter 2: LAND USE & URBAN FORM

The Reseda-West Van Nuys-Lake Balboa Community Plan Area has a range of land uses reflective of the diversity and continued evolution of the San Fernando Valley. From its low-scale residential neighborhoods and commercial corners to its emerging mixed-use corridors and transit-oriented hubs, and to its developed industrial lands, the Plan envisions a vibrant and forward-looking community.

This chapter defines goals and policies for land use planning that expand opportunities for housing in areas served by transit, promote the development of new retail and services within walking or biking distance of existing residential neighborhoods, preserve land for industry and jobs while ensuring land use compatibility, and reinforce the neighborhood qualities that contribute to a strong sense of community in the Reseda-West Van Nuys-Lake Balboa Community Plan Area.

Land use planning can address a range of interrelated topics that shape a community's quality of life, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in this chapter articulate a strategy for land use planning that will accommodate anticipated growth in the Reseda-West Van Nuys-Lake Balboa Community Plan Area while increasing access to a range of housing types, gainful employment opportunities, and amenities that contribute to building a sense of place in order to meet the existing and future needs of this community.

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GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long-range vision for land use in each community of Los Angeles. Land use planning can address a wide range of interrelated topics that shape the quality of life within a community, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in the following chapter articulate a strategy for land use planning that will accommodate projected growth while embracing Reseda-West Van Nuys-Lake Balboa's unique histories and encourage a more high-quality built environment with opportunities for mixed-income and affordable housing, robust commercial corridors, light industry and employment centers, and connections to open space amenities to promote an equitable and viable future for generations to come.

HOUSING AND COMPLETE NEIGHBORHOODS

This Plan envisions Reseda-West Van Nuys-Lake Balboa as a community in which residents can live, work, and play, and one that can continue to be a source of affordable and livable housing for existing residents and future generations, affirming its legacy as an inclusive community of rooted families.

The Plan also seeks to rectify past planning policies that perpetuated racially motivated exclusionary practices that have had lasting negative impacts on neighborhoods and communities of color. In support of this goal, Plan policies encourage the preservation of existing housing units covered by the Rent Stabilization Ordinance (RSO) at affordable levels while accommodating additional housing options to expand opportunities to new residents, growing families, and intergenerational households.

Plan policies seek to expand opportunities for affordable housing near transit at densities that facilitate accessible streets for all users, lively public spaces, a diversity of small businesses, and increased transit ridership. The Plan encourages new housing to be designed to facilitate positive health outcomes and reflect the diverse living arrangements and income levels of the community while discouraging the displacement of existing residents. In addition, the Plan supports the evolution of homeownership models to promote greater access to generational wealth, an important step to address decades of exclusionary zoning practices.

LU GOAL 1

INCREASED DIVERSITY OF SAFE, ACCESSIBLE, AND AFFORDABLE HOUSING OPTIONS TO MEET THE CURRENT AND FUTURE NEEDS OF THE RESEDA-WEST VAN NUYS-LAKE BALBOA COMMUNITY PLAN RESIDENTS

LU 1.1
Foster an equitable and inclusive Plan Area, with housing options that can accommodate a wide range of economic and social needs.

LU 1.2
Provide incentives and, where possible, simplify zoning regulations to expedite housing production.

LU 1.3
Promote mixed-income neighborhoods with a range of housing affordability levels, with higher numbers of Extremely Low, Very Low, Low, and Moderate Income units.

LU 1.4
Promote development that provides greater individual choice in the type, size, price, and location of housing.

LU 1.5
Promote the development of residential units with three or more bedrooms to support larger households and multigenerational living.

LU 1.6
Encourage housing developments to provide enhanced accessibility features and amenities for children, seniors, and individuals with special needs.

LU 1.7
Encourage a mix of rental and ownership housing options.

LU 1.8
Expand homeownership opportunities for lower and moderate-income households by supporting the creation of smaller lots and affordable homes for sale or through tenancies in common agreements.

LU 1.9
Increase opportunities for affordable homeownership for low and moderate-income households by expanding the City's homebuyer assistance programs.

LU 1.10
Support property owners in the development of Accessory Dwelling Units (ADUs) that are thoughtfully designed and located.

LU 1.11
Foster greater stewardship and deeper affordability of housing by promoting public, non-profit, or community-owned housing through acquisition, rehabilitation, and construction of new social housing.

LU GOAL 2
NEW HOUSING DEVELOPMENTS INCREASE THE SUPPLY OF QUALITY HOUSING THAT IS AFFORDABLE TO ALL INCOME HOUSEHOLDS

LU 2.1
Incentivize new development to contribute towards the community's Extremely Low, Very Low, and Low Income housing needs.

LU 2.2
Support residential infill developments that increase the supply of affordable housing on-site that is for rent or for sale.

LU 2.3
Ensure that each recently occupied housing unit demolished as a result of new development is replaced on-site, with the same number of bedrooms per unit and offered back to former residents at rent levels previously paid.

LU 2.4
Discourage permits from being issued for the demolition of multi-unit buildings until a project providing an equivalent or greater number of units is approved.

LU 2.5
Utilize public land and funding for the development of supportive housing projects and affordable housing for Extremely Low, Very Low, and Low Income households.

LU 2.6
Disaggregate the cost of parking from the cost of housing by decreasing residential parking requirements to allow greater flexibility.

LU 2.7
Encourage new multi-unit residential developments to separate the cost of on-site parking spaces from the cost of rent.

LU 2.8
Support community land trusts as a tool for producing affordable housing options.

LU GOAL 3
NEIGHBORHOODS CONTINUE TO PROVIDE AFFORDABLE AND SECURE HOUSING TO EXISTING AND FUTURE RESIDENTS

LU 3.1
Prioritize preservation and maintenance of the existing multi-unit housing stock as the foundation of the community's affordable housing supply.

LU 3.2
Encourage the preservation of and limit the conversion into for-sale units of rental units protected by the Rent Stabilization Ordinance (RSO) in support of no net loss of affordable units.

LU 3.3
Discourage significant rent increases when not commensurate with substantial property improvements that result in improved living conditions for tenants.

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LU 3.4
Promote improvements to the physical condition and overall safety of rental housing to enhance residents' quality of life.

LU 3.5
Support well-designed projects that modify, reconfigure, or add-on to existing residential buildings to accommodate additional housing units in order to alleviate overcrowding and avoid displacement.

LU 3.6
Facilitate the renewal of existing affordable housing covenants and promote opportunities for affordable housing developers, community-based organizations, or community land trusts to acquire units with expiring covenants to preserve affordability.

LU 3.7
Foster effective collaboration and coordination between City departments and tenant organizations to more quickly identify displacement and eviction threats and effectively respond with adequate resources and strategies.

LU 3.8
Promote homeownership retention strategies that emphasize stability and wealth building for underserved communities, consistent with the City's Housing Element.

LU GOAL 4

NEIGHBORHOODS PROVIDE RESIDENTS AND VISITORS WITH ACCESS TO ESSENTIAL COMMERCIAL AND PUBLIC AMENITIES WITHIN A MULTI-MODAL ACCESSIBLE ENVIRONMENT TO REDUCE VEHICLE TRIPS

LU 4.1
Promote the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.

LU 4.2
Support the establishment of small businesses that provide fresh groceries, basic household goods, prepared food, and opportunities for recreation or exercise within comfortable walking and rolling distance of existing residential neighborhoods.

LU 4.3
Ensure that small businesses in residential neighborhoods provide positive service to the community by enhancing the health and well-being of residents and operating as good neighbors.

LU 4.4
Support the provision of appropriately scaled childcare, community care, eldercare, and healthcare centers that enable neighborhoods to serve all members of the community throughout every stage of life.

LU 4.5
Incentivize greater development scale and density around transit if a project provides high-quality housing that is also affordable to lower-income households.

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LU 4.6
Locate higher residential densities around transit and commercial centers where residents can benefit from greater access to commercial uses, jobs, schools, and healthcare services.

LU 4.7
Promote the development of new housing for seniors and persons with disabilities within short walking distance of public transportation, commercial uses, recreational amenities, and health care facilities.

LU 4.8
Encourage new multi-unit developments to provide on-site amenities for residents, such as usable open space, recreational facilities, pet-friendly spaces, and community meeting spaces.

LU 4.9
Encourage on-site amenities and recreational facilities in multi-family housing to remain for their original intent.

LU GOAL 5

ACCESS TO HOUSING OPTIONS AND SUPPORTIVE SERVICES THAT BOLSTER CITYWIDE EFFORTS TO ELIMINATE HOMELESSNESS AND HOUSING INSECURITY

LU 5.1
Promote equitable development and inclusive growth that avoids displacing vulnerable people into homelessness.

LU 5.2
Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies.

LU 5.3
Support the training of tenants, property owners, and property managers on tenants' rights to live in habitable housing and on the health effects and management of environmental hazard exposure (such as lead and asbestos) to prevent tenant exposure.

LU 5.4
Encourage increased resources for tenants' rights education, enforcement, and protections, including training, education, legal representation, RSO monitoring and enforcement, and tracking of evictions and tenant buyout agreements in RSO units.

LU 5.5
Support the tracking and monitoring of existing covenanted affordable housing and RSO units and seek to recover any units lost to Ellis Act evictions, condominium conversions, demolitions, or tenant buyout agreements in order to maintain or increase the inventory of affordable units in the Plan Area.

LU 5.6
Encourage increased enforcement of Ellis Act notice requirements and re-rental restrictions.

LU 5.7
Identify programs and resources to strengthen the right of return and provide new affordable housing opportunities for households displaced by Ellis Act evictions.

LU 5.8
Support the development of transitional housing, emergency shelters, and social service sites for those experiencing homelessness in appropriate locations with community input.

LU 5.9
Support citywide efforts to ensure a range of supportive housing types and services exist to meet the needs of populations vulnerable to, or currently experiencing, homelessness, including but not limited to communities of color, immigrant communities, women, LGBTQIA+, students, families with children, seniors, veterans, and those formerly incarcerated.

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JOBS AND ECONOMIC DEVELOPMENT

The Plan recognizes the diversity of jobs and industries located in the Reseda-West Van Nuys-Lake Balboa Community Plan Area as a major economic asset to the local community, the Southwest Valley region, and the City. This includes the established commercial districts that support many local businesses, major hospital and medical facilities, and the industrial centers around the Van Nuys Airport and near the historic core of Downtown Reseda. The Plan highlights Reseda-West Van Nuys-Lake Balboa's diverse business communities and industries as an opportunity to build a just economy that improves the lives of local residents and workers.

The Community Plan's commercial corridors offer the opportunity to create attractive, mixed-use streets that foster diverse retail and service providers. The Plan encourages mixed-use commercial corridors that combine multi-unit residential development with commercial ground-floor spaces designed to accommodate small and mid-sized tenants and enhance the pedestrian experience along the street. The Community Plan also seeks to preserve its existing industrial base to provide jobs for residents and promote economic vitality.

Overall, the policies in this section identify priorities for mixed-use and commercial development along commercial corridors and for preserving employment-generating industrial areas to create a community where residents, businesses, and industries come together and prosper.

LU GOAL 6

AN ADEQUATE LEVEL OF COMMERCIAL SERVICES AND EMPLOYMENT OPPORTUNITIES MEET THE NEEDS OF ALL RESIDENTS

LU 6.1
Support existing neighborhood businesses that serve the needs of local residents, are compatible with the neighborhood, and create a stable economic environment.

LU 6.2
Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving businesses and business creation.

LU 6.3
Encourage the development of neighborhood-oriented commercial services within walking distance of residential areas.

LU 6.4
Encourage investment in established commercial areas and existing shopping centers.

LU 6.5
Attract a variety of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution of desirable uses and amenities throughout the community, including full-service grocery stores, sit-down restaurants, and entertainment venues.

LU 6.6
Encourage the retention of existing and the development of new commercial uses that serve the needs of the residents of adjacent neighborhoods and promote community services (e.g., healthcare, childcare and community meeting rooms) in the Plan Area's Neighborhood Center and Community Center land use designated areas.

LU 6.7
Support commercial uses along Reseda Boulevard and Sherman Way in the Downtown Reseda area, as well as along other Avenues and Boulevards across the Plan Area, to increase the variety of goods and services, improve shopping convenience, and stimulate business and investment.

LU 6.8
Encourage mixed-use districts that combine a variety of uses to achieve a community where people can shop, live, and work near transit and at other key commercial corridors, such as the Reseda G Line station area and Downtown Reseda neighborhood surrounding Reseda Boulevard and Sherman Way.

LU 6.9
Promote efforts to ensure businesses have access to the City's Legacy Business Implementation programs, such as financial incentives and technical support programs.

LU GOAL 7

AN ECONOMY THAT IS RESILIENT TO MARKET CHANGES AND EVOLUTION

LU 7.1
Provide opportunities for new businesses by prioritizing medium- and small-scale establishment sizes.

LU 7.2
Encourage supportive neighborhood commercial uses that cater to local employees and make the area attractive to employers.

LU 7.3
Engage and support small businesses so that they may remain resilient through market evolution, contributing to business continuity.

LU 7.4
Support public-private partnerships that help bolster small businesses and startup businesses that are recovering from financial hardships.

LU 7.5
Support projects that include ground-floor commercial uses as opposed to residential-only development in the Community Center, Neighborhood Center, and Village designations.

LU 7.6
Recognize creative arts, culture, neighborhood character, dynamic public spaces, and diverse populations as significant components of the Plan Area's economic ecosystem, and support programs and developments that seek to enhance these resources.

LU 7.7
Support community ownership of creative space, including incubators, studio space, and art production and exhibition space.

LU GOAL 8

THE LOCAL WORKFORCE IS EQUIPPED WITH THE EDUCATION AND TRAINING TO CONTRIBUTE TO AND BENEFIT FROM ECONOMIC DEVELOPMENT IN RESEDA-WEST VAN NUYS-LAKE BALBOA

LU 8.1
Improve economic opportunity through local hiring, living wage provisions, job resource centers and job training, and supporting workforce development programs and partnerships.

LU 8.2
Pursue and strengthen partnerships between industries and educational institutions in order to equip students with the skills necessary to find gainful employment following graduation.

LU 8.3
Encourage the development of commissaries and commercial kitchens as new or accessory uses to help low-income street vendors obtain permits and sustain their business.

INDUSTRIAL AREAS

The industrial sector in the Reseda-West Van Nuys-Lake Balboa Community Plan Area represents an important resource for City tax revenues, facilities for production, distribution of goods, and significant employment centers for skilled and semi-skilled workers throughout the Southwest Valley region. The Plan's goals and policies support the preservation of established industrial districts to promote an equitable jobs and housing balance by helping ensure that existing industrial land accommodates employment-generating industrial firms, including small-scale or niche manufacturing and emerging industries.

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LU GOAL 9

INDUSTRIAL LAND IS PRESERVED AND IMPROVED AS A SOURCE OF EMPLOYMENT OPPORTUNITY AND ECONOMIC PROSPERITY

LU 9.1
Retain viable industrially-designated lands for the continuation of existing industry and future industries related to research and development uses, light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 9.2
Protect established industrial districts from encroachment by unrelated commercial and other non-industrial uses that do not support the industrial base of the City and community.

LU 9.3
Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the Plan Area, while discouraging businesses that do not generate significant employment opportunities.

LU 9.4
Encourage an efficient goods movement system that accommodates the needs of local industry and businesses without impacting residents' quality of life.

LU 9.5
Ensure that industrial districts balance large facilities and small workplaces in order to accommodate a diverse set of industries and support businesses at all stages of growth.

LU 9.6
Discourage the over-concentration of stand-alone self-storage facilities in industrial and commercial areas.

LU 9.7
Allow self-storage facilities if they include another permitted use on the ground floor to activate the street and support employment-producing uses in commercial and industrial areas in the Community Plan Area.

LU 9.8
Encourage open storage, recycling centers, and auto uses to be screened, limiting their visibility from public view.

LU GOAL 10

THE DEVELOPMENT OF VAN NUYS AIRPORT IS COORDINATED WITH SURROUNDING COMMUNITIES TO MINIMIZE THE POTENTIAL ADVERSE ENVIRONMENTAL IMPACTS OF THE AIRPORT, AND TO INCREASE THE AIRPORT'S SAFE AND EFFICIENT OPERATIONAL CAPABILITIES TO SERVE ITS GENERAL AVIATION NEEDS.

LU 10.1
Support various community outreach and public information strategies to help stakeholders, including the Van Nuys Airport Citizens Advisory Council and local Neighborhood Councils, be involved in proposals for future developments at the airport.

LU 10.2
Strengthen coordination between Los Angeles World Airports (LAWA) and relevant City Departments and the adjacent neighborhoods in the planning and implementation of current and future airport policies and regulations.

LU 10.3
Encourage attractive and effective buffers, such as transitional land uses, landscaping, and open space between the Van Nuys Airport and the adjacent neighborhoods.

URBAN FORM

Urban form plays an essential role in shaping how people experience and value the built environment. The design of the built environment shapes how people experience and interact with their communities. The placement, form, and orientation of buildings throughout the neighborhoods and streets of the Reseda-West Van

Nuys-Lake Balboa Community Plan Area help shape the daily experiences, health outcomes, social lives, and overall well-being of all members of the community.

The Reseda-West Van Nuys-Lake Balboa Community Plan Area is made up of various neighborhoods and commercial centers, some of which have historic and distinctive characteristics. Commercial corridors, such as Reseda Boulevard and Sherman Way, consist of wide thoroughfares with retail businesses and uses that serve the local community. The Community Plan recognizes these characteristics and includes policies to encourage building design that contributes to the local context by providing features that enable both active interior spaces and inviting street frontages to engage with neighborhood and community life.

LU GOAL 11
NEW DEVELOPMENT CONTRIBUTES TO ENHANCED AESTHETIC QUALITY AND PEDESTRIAN ORIENTATION

LU 11.1
Encourage thoughtful design in commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment.

LU 11.2
Preserve, enhance, and expand existing pedestrian orientation in the historic core of the Downtown Reseda area through design standards, such as maintaining a uniform street frontage and locating parking at the rear of lots.

LU 11.3
Encourage architectural entry features, such as canopies, awnings, and overhangs that help define the pedestrian environment along the sidewalk.

LU 11.4
Design ground-floor spaces that embrace the street and engage users by employing features such as large windows, recessed or shaded entryways, outdoor seating, and eye-level displays.

LU 11.5
Encourage new developments to integrate pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining, and open spaces to create destinations for residents and visitors to shop and gather.

LU 11.6
Promote the inclusion of pedestrian passageways through large sites to improve pedestrian access and circulation.

LU 11.7
Enhance the public realm in commercial areas by promoting quality and functional site orientation, context-sensitive architectural and landscape design, and vibrant streetscapes and public outdoor plazas.

LU 11.8
Ensure that signs enhance the urban fabric and are oriented towards pedestrians.

LU 11.9
Discourage the introduction of new uses that detract from an active pedestrian street life, particularly vehicle repair and servicing, businesses featuring drive-throughs, fueling stations, and storage facilities in the Downtown Reseda area and other areas close to high-quality transit.

LU 11.10
Encourage overall site improvements as part of expansions and modifications of existing auto-related facilities, including improved landscaping, buffering, and architectural design.

LU GOAL 12
INDUSTRIAL AREAS WITH IMPROVED DESIGN AND AESTHETIC QUALITY

LU 12.1
Upgrade industrial areas by promoting sustainable design and landscaping features that support drought-tolerant, native planting and low-maintenance landscaping.

LU 12.2
Support and maintain clean, viable industrial areas that reflect a high level of regard for contemporary architectural and urban design principles that enhance the built environment.

LU 12.3
Encourage building facade treatments that provide visual interest and articulation, such as climbing plants, vegetation, and green walls.

LU GOAL 13

PARKING FACILITIES THAT ARE DESIGNED TO SUPPORT VIBRANT, ACCESSIBLE STREETS FOR ALL USERS AND REDUCE EXPOSURE TO VEHICLE-RELATED HAZARDS

LU 13.1
Encourage vehicle entrances to be sited alongside streets or alleys to avoid disruptions to pedestrian movement along primary corridors and commercial areas near transit.

LU 13.2
Limit vehicle entrances to buildings and parking facilities to the minimum number required to promote safe streets for all users.

LU 13.3
Improve the safety and aesthetics of parking lots in commercial areas using features such as additional wayfinding, lighting, landscaping, and designated pedestrian pathways for improved visibility.

LU 13.4
Wrap above-grade parking with active uses or fully screen with architectural features in mixed-use, residential, or commercial developments to enhance the aesthetics of the pedestrian environment.

LU 13.5
Encourage developments to place parking, when provided, underground and to increase the amount of above-grade building square footage dedicated to active uses to improve the pedestrian environment.

LU 13.6
Support further reductions in parking requirements for projects when located within walking distance of major transit stations and bus stops.

LU 13.7
Discourage projects from providing parking in excess of the minimum required when reliable public transit options are available as a viable alternative to private vehicle use.

LU 13.8
Support shared parking between residential and commercial uses in mixed-use developments.

LU 13.9
Support shared parking between neighboring uses to preserve land, lower the cost of housing, and maximize the use of existing parking stalls.

CULTURAL AND HISTORIC RESOURCES

The Reseda-West Van Nuys-Lake Balboa Community Plan Area has an important history as a result of its unique role in the pre- and post- World War II development of the Southwest Valley region and the City of Los Angeles as a whole. Although some development of the Reseda-West Van Nuys-Lake Balboa Community Plan Area occurred at the turn of the century, much of the development in the Southwest Valley occurred between the 1950s and the 1970s. Neighborhoods such as Louise Park Estates, Tampa Country Estates, and Meadowlark Park are examples of post-war residential development. The conservation of designated historic resources protects this built legacy, ensuring continuity of neighborhood identity within the community.

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LU GOAL 14

AN ENVIRONMENT CHARACTERIZED BY DISTINCTIVE NEIGHBORHOODS, AND CULTURAL AND HISTORIC RESOURCES

LU 14.1
Support existing and future efforts to enhance, restore, and activate historic resources.

LU 14.2
Discourage the unnecessary loss of resources of special character or of historic, cultural, or social significance.

LU 14.3
Support existing and future policy that is intended to enhance, restore, and activate resources eligible for listing on local, state, or national registers, including through the use of SurveyLA, the Los Angeles Historic Resources Survey, and other City-recognized surveys.

LU 14.4
Support demolition delay processes to review and protect individually significant historic resources and districts in the Plan Area from demolition or adverse alteration.

LU 14.5
Support programs that help and protect legacy businesses and cultural institutions from displacement.

LU 14.6
Ensure that new development complements the physical qualities and distinct features of existing historic resources.

LU 14.7
Pursuant to Assembly Bill 52, ensure consultation with tribes occurs early in project development and throughout project implementation to help support a respectful process.

LU GOAL 15

VIBRANT MIXED-USE DESTINATIONS EXHIBIT A STRONG SENSE OF PLACE AND ARE REINFORCED THROUGH IMPROVED DESIGN AND ACTIVATION

LU 15.1
Preserve distinct qualities and features of historically and culturally significant neighborhoods and communities.

LU 15.2
Support contextual infill development in the historic core of the Reseda Downtown area, running along Sherman Way from Amigo Avenue at the west to Etiwanda Avenue at the east, and along Reseda Avenue from Valerio Street at the north to Hart Street at the south.

LU 15.3
Encourage innovative design that creates the preservation-worthy buildings of the future.

LU 15.4
Retain the integrity of historic resources while balancing preservation and the need to accommodate housing and jobs in the Plan Area.

LU GOAL 16

AN ENHANCED PUBLIC REALM THAT INVITES PEOPLE TO CONNECT TO THE HISTORIC, CULTURAL, SPIRITUAL, AND SOCIAL CONTEXT OF THE COMMUNITY

LU 16.1
Encourage new development to incorporate culturally relevant and community-driven public art on building facades and in outdoor areas.

LU 16.2
Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites.

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LU 16.3
Grant opportunities to local artists from the community when commissioning artwork for both the public realm and private projects.

LU 16.4
Consider opportunities for multiple forms of public art, including seating, lighting, landscaping, shade structures, sculptures, and imagery incorporated into outdoor installations.

PUBLIC HEALTH, WELLNESS, AND SUSTAINABILITY

Public health, wellness, and sustainability are especially salient due to the impacts of climate change and the pollution resulting from auto-oriented land use planning and freeway construction during the second half of the 20th Century. The goals and policies of this section seek to address the intersection between land use, public health, and the environment from an equity lens and consider both existing land use conflicts and evolving land use planning priorities for the Reseda-West Van Nuys-Lake Balboa Community Plan Area. The Plan establishes a direction for sustainable urban development to minimize impacts to the environment and improve health outcomes for residents.

While many of the existing industrial businesses may contribute to environmental challenges, they also add to the local economy and job base. The Plan encourages industrial businesses to continue to thrive while also operating in ways that minimize adverse impacts to the community and the environment.

The Plan aims to help reduce vehicle miles traveled and the resulting emissions by directing new housing and commercial development around transit to enable more residents to access commercial uses, fresh food, jobs, and schools via non-vehicle modes of transportation. This will positively affect overall air quality in the Reseda-West Van Nuys-Lake Balboa Community Plan Area and the Southwest Valley region. Additionally, the Plan includes policies for building design and landscaping based on the local environment and seeks to support community revitalization and beautification, promote access to public and recreational facilities, and improve the overall quality of life. Overall, the Plan encourages a community where equitable public investments and services are provided that improve the health and welfare of the local community.

LU GOAL 17
A SUSTAINABLE COMMUNITY THAT IS RESILIENT TO THE EFFECTS OF CLIMATE CHANGE

LU 17.1
Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAn.

LU 17.2
Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.

LU 17.3
Encourage paved areas such as driveways, walkways, and outdoor spaces to be designed with permeable surfaces that also incorporate native and drought-tolerant plants in order to increase water infiltration and reduce runoff.

LU 17.4
Promote new development that integrates sustainable design, green building practices and technologies, and other features to minimize health and environmental impacts and reduce the urban heat island effect, greenhouse gas emissions, and embodied carbon.

LU 17.5
Implement strategies such as expanded shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.

LU 17.6
Encourage the implementation of renewable energy source target programs, including the Los Angeles Department of Water and Power LA100 Plan, to improve environmental resilience.

LU 17.7
Support local, regional, state, and federal programs that reduce greenhouse gas emissions to minimize pollution sources and to improve air quality.

LU 17.8
Support upgrading the existing housing stock to reduce energy cost burden and make homes healthier through energy efficiency retrofits and improvements, and upgrades to energy efficient appliances and heating equipment.

LU 17.9
Support the removal and management of environmental toxins in accordance with existing local, regional, and federal policies, and help prevent future environmental contamination.

LU 17.10
Situate new buildings to maximize natural light within the building, utilizing design features, such as skylights, operable clerestory windows, and integrated shading systems where possible.

LU 17.11
Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.

LU 17.12
Support the expansion and redundancy of utility capacity to accommodate a range of activities over time.

LU 17.13
Support systems that symbiotically reduce waste and capitalize on the multi-functionality of spaces.

LU 17.14
Support Citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in the Plan Area to increase the local water supply.

LU 17.15
Prioritize infrastructure and landscape treatments that absorb pollutants and support stormwater infiltration.

LU 17.16
Encourage building design that promotes earthquake resilience so that buildings remain usable after earthquakes.

LU 17.17
Encourage building and landscape design consistent with State and local standards that mitigate the damage and spread of wildfires.

LU 17.18
Identify areas and buildings as resiliency centers for public use during future climate events and other emergencies.

LU 17.19
Improve preparedness for disasters, including those related to climate change. Coordinate with other City departments to assess preparedness for increased frequency of extreme weather events, such as heat waves, drought, wildfires, and flooding.

LU 17.20
Evaluate existing conditions and identify areas important for supporting wildlife habitat and movement.

LU 17.21
Seek opportunities to underground utility line infrastructure to support disaster preparedness, improve the aesthetic quality of the urban environment, and reduce barriers to pedestrians.

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LU GOAL 18

A BUILT ENVIRONMENT THAT PRIORITIZES PEOPLE OVER CARS, REDUCING THE NEGATIVE HEALTH AND ENVIRONMENTAL IMPACTS OF DRIVING WHILE INCREASING PHYSICAL ACTIVITY

LU 18.1
Expand opportunities for small, locally serving businesses to properly locate within neighborhoods in order to place the daily needs of residents within comfortable walking distance of their homes and schools.

LU 18.2
Provide space and incentivize indoor and outdoor recreational facilities for the health and enjoyment of all residents and visitors.

LU 18.3
Promote the siting and design of commercial development in a manner that encourages users to access and engage with each building as a pedestrian, while deprioritizing accommodations for single-occupancy vehicles.

LU 18.4
Facilitate outdoor activities and socialization by encouraging the development of green spaces that include improved public amenities, such as seating for comfort and landscaping for shade and aesthetics.

LU 18.5
Encourage architectural elements that provide shade, cooling stations, and seating areas for pedestrians along primary corridors and walkways in the Plan Area.

LU 18.6
Enhance circulation around and within buildings through prominent entryways, open floor plans, visible stairwells, natural light, and interior communal areas that can be seamlessly integrated with the public realm.

LU 18.7
Encourage the development of healthcare facilities and spaces throughout the plan area that are tailored to meet the needs of local residents.

LU 18.8
Support the development of more open and public space opportunities that facilitate a variety of activities and an overall more active lifestyle.

LU 18.9
Encourage residential projects to orient buildings around outdoor living spaces such as a courtyard, patio, terrace, front yard, or garden that provides a connection to nature for the health, well-being, and socialization of all residents.

LU GOAL 19

IMPROVED SITE PLANNING, BUILDING DESIGN, AND LANDSCAPING TO REDUCE NEGATIVE HEALTH IMPACTS ASSOCIATED WITH INDUSTRIAL USES

LU 19.1
Discourage potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas and residential neighborhoods or other sensitive uses.

LU 19.2
Restrict uses that are over-concentrated and have a negative impact on air quality, water quality, the built environment, and walkability and contain incompatible operations that spill over into residential neighborhoods.

LU 19.3
Encourage site plan review for the enlargement of nonconforming, incompatible commercial and industrial uses when adjacent to residential areas.

LU 19.4
Encourage appropriate site assessment of industrial properties located near residential and commercial areas prior to redevelopment activities to prevent the unintended release of contaminants.

LU 19.5
Encourage new warehouses and distribution centers to incorporate Best Practices (e.g. on-site queuing and check-in to prevent truck idling outside the facility), including City Environmental Protection Measures (EPMs) to prevent land use conflicts and protect residents and other sensitive receptors from environmental hazards, consistent with the State Bureau of Environmental Justice.

LU 19.6
Promote the installation of on-site electric vehicle charging stations to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use, as well as parking stalls with electric outlets where transport refrigeration units (TRUs) are proposed to be used.

LU 19.7
Ensure that warehouse and distribution centers inform drivers about appropriate truck routes to/from the facility, locate site ingress/egress at the furthest point away from residential uses or other sensitive receptors, adhere to limited hours of operation (daytime hours, preferably on weekdays) when located near residential areas, and provide adequate on-site queuing and daytime/overnight parking to prevent trucks and other vehicles from parking or idling on public streets.

LU 19.8
Collaborate with City Departments to ensure that all zoning, building, health and safety codes are strictly enforced within industrial areas, including site maintenance and removal of junk, trash, abandoned vehicles, overgrown weeds and debris, to maintain a safe and clean environment for the benefit of all industrial businesses, property owners, employees, and the overall community.

LU 19.9
Encourage upgrades to streets and alleys in industrial areas to include features that help infiltrate and treat contaminated runoff through the application of Best Management Practices for stormwater treatment.

LU 19.10
Ensure that all new or rehabilitated industrial facilities permitted near a residential or sensitive use incorporate the appropriate screening, landscaping, and enclosure provisions necessary to prevent exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

LU 19.11
Ensure that industrial land uses are safe for human health and the environment by properly containing pollutants and mitigating potential health risks.

LU 19.12
Provide reasonable, cost-effective measures to help the industrial business community improve outdoor air quality through efficient operations and sustainable best practices.

LU 19.13
Encourage warehouse and distribution center operators to appoint a community relations liaison for on-site construction activity and operations, and provide their contact information to the surrounding community.

LU GOAL 20

A HEALTHY AND GROWING URBAN FOREST PROVIDES THE COMMUNITY WITH CLEANER AIR, COOLER STREETS, AND A MORE PEDESTRIAN-FRIENDLY PUBLIC REALM

LU 20.1
Maintain and expand the tree canopy in the public right-of-way and on private property to provide shade, improve air and water quality, reduce the urban heat island effect, and create habitats for birds and pollinators.

LU 20.2
Cultivate urban habitats for animals and plants and increase opportunities to experience nature in an urban environment.

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LU 20.3
Advance the creation of landscaped corridors and enhancements through median plantings and the planting of street trees along commercial and high-volume pedestrian corridors.

LU 20.4
Encourage the use of xeriscape and low-maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

LU 20.5
Preserve and nurture mature trees and when projects call for the removal of mature trees on private property, instead pursue creative strategies to integrate them into the layout and design of new developments.

LU GOAL 21

RESIDENTS ARE EMPOWERED TO ACCESS, GROW, AND ENJOY FRESH AND LOCALLY SOURCED NUTRITIOUS FOOD

LU 21.1
Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary street closures in order to provide neighborhoods with access to fresh and nutritious foods on a regular basis.

LU 21.2
Encourage neighborhood corner shops and grocery stores to maintain a well-stocked and visible selection of fresh produce and nutritious foods.

LU 21.3
Facilitate access to affordable, healthy, and fresh food for all Plan Area residents and support community-serving small businesses that sell affordable, fresh, and culturally relevant foods.

LU 21.4
Pursue opportunities to provide permanent and accessible community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.

LU 21.5
Promote the use of front yards, parkways, and open space for urban agriculture.

LU GOAL 22

IMPROVED SITE PLANNING, BUILDING DESIGN, AND LANDSCAPE BUFFERING ALONG FREEWAYS AND ARTERIAL ROADS WITH HIGH TRAFFIC REDUCES THEIR NEGATIVE HEALTH IMPACTS ON VULNERABLE RESIDENTS

LU 22.1
Ensure that residential buildings constructed or rehabilitated in close proximity to a freeway incorporate features that help protect residents from pollutants, such as air filtration systems, double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution.

LU 22.2
Discourage siting outdoor recreational areas intended for children adjacent to freeways, such as yards and playgrounds in schools, daycares, and community facilities.

LU 22.3
Increase landscape buffering and enhance noise barriers along freeways throughout the Plan Area using soundwall design, native flora, and densely planted vegetation proven to filter particulate matter pollution.

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LU 22.4
Discourage freeway widening or the expansion or enlargement of the freeway network within the Plan Area.

LU 22.5
Ensure that freeway on and off-ramp intersections are safe for all users through signalized and painted crossings, pedestrian lighting, and a well-maintained sidewalk clear of debris and visual obstructions.

LU 22.6
Support the creation of green buffers next to freeways to reduce particulate matter (PM2.5) spillover into residential areas.

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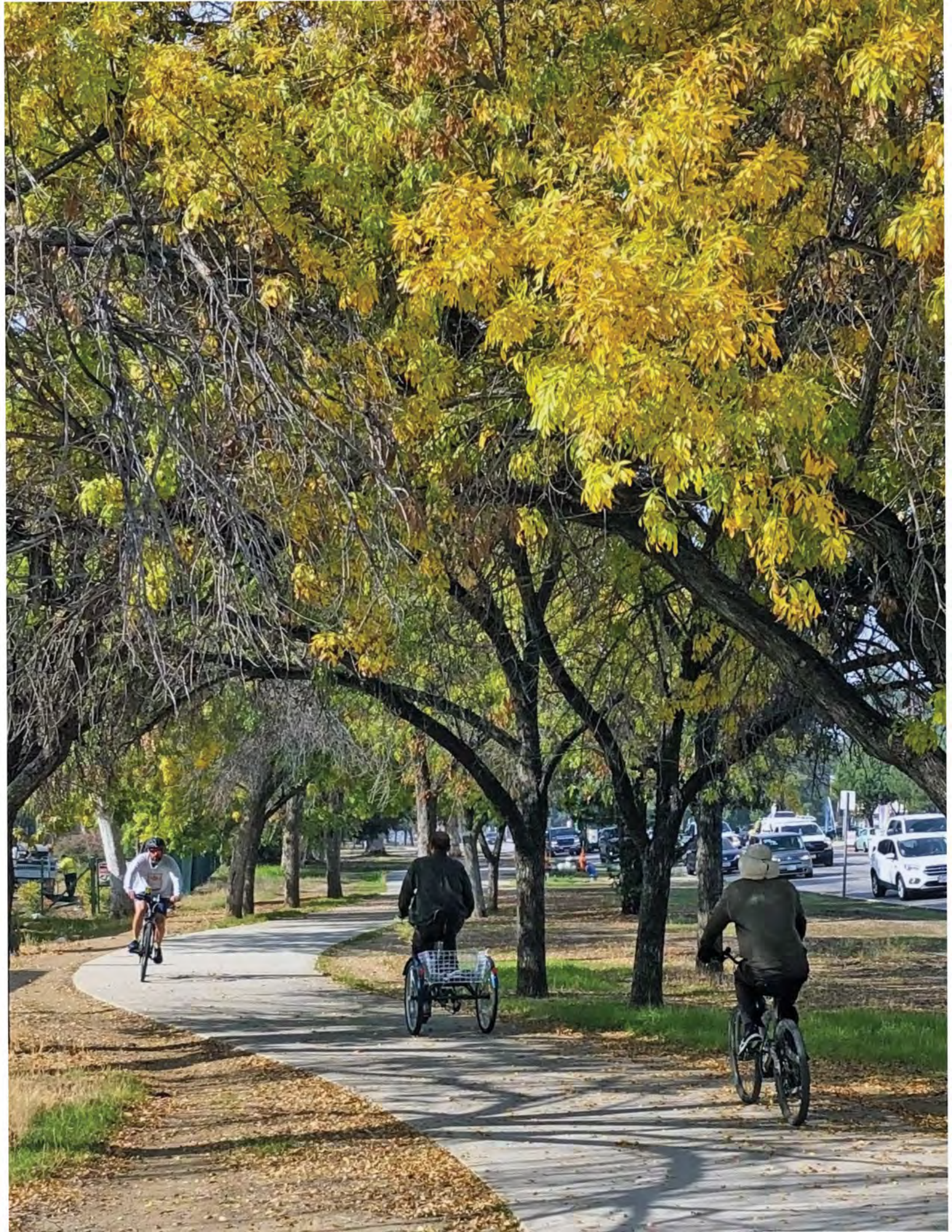

Chapter 3: MOBILITY & CONNECTIVITY

The Reseda-West Van Nuys-Lake Balboa Community Plan envisions a mobility system consisting of complete streets and a transit network that provides safe, convenient, and universally accessible multimodal options. The Plan supports a community that connects residential neighborhoods, commercial centers, jobs, recreational facilities, and open space.

The Reseda-West Van Nuys-Lake Balboa Community Plan Area is encompassed and shaped by human-made features, including the channelized Los Angeles River and other channelized washes, Interstate 405, and wide boulevards that traverse much of the Plan Area. Generally, the streets are laid out along a north-south and east-west grid. Most residential areas have convenient access to the major corridors of the Plan Area, and several major routes connect to nearby industrial areas. The Plan Area benefits from public transit network investments, including the LA Metro G Line, Bus Rapid Transit (BRT) improvements along Roscoe Boulevard, and several Local bus lines.

This chapter provides goals and policies to enhance mobility and connectivity, improve the pedestrian experience along commercial corridors, foster a multimodal transit system, maximize public transit ridership, reduce noise and pollution from vehicular traffic, and maintain an efficient goods movement network. The Plan also encourages investment in transit, bicycle, and pedestrian infrastructure to improve air quality, public health, and quality of life.

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GOALS AND POLICIES

MC GOAL 1

AN EFFICIENT CIRCULATION SYSTEM WITH SAFE, CLEAN, AND WELL-MAINTAINED STREETS THAT PROVIDE ENHANCED ACCESS AND CONNECTIVITY AND BALANCE THE NEEDS OF MULTIPLE COMMUNITY INTERESTS AND FUNCTIONS.

MC 1.1
Ensure the community is served by a complete street system that is safe, attractive, and balances the needs of all users, including pedestrians, bicyclists, transit users, mobility-challenged persons, and persons with various physical abilities.

MC 1.2
Support safety improvements on the High Injury Network as designated by LADOT to achieve high-impact reductions in injuries and fatalities.

MC 1.3
Encourage the installation and improvement of sidewalks and roadways in areas where streets are unimproved, are too narrow, or have frequent seasonal and stormwater flooding.

MC 1.4
Promote the efficient use of curb space to facilitate ridesharing and connections to other modes of transportation in new development projects.

MC 1.5
Support the collection of safety data and the implementation of data-driven safety improvements to best inform future projects and programs in the Plan Area.

MC 1.6
Support the development of Safe Routes to School programs to maximize safe, multimodal access to and from schools, recreation centers, and child care centers.

MC 1.7
Encourage traffic-calming measures along Collector Streets in predominantly residential neighborhoods to discourage unsafe vehicle speeds.

MC GOAL 2

AN EXPANDED AND EFFICIENT TRANSIT NETWORK THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

MC 2.1
Support improved local and express bus service in the Reseda-West Van Nuys-Lake Balboa Community Plan Area through community input and coordination with regional and local transit agencies (e.g., the Metropolitan Transit Authority (LA Metro) and LADOT).

MC 2.2
Allow for the development of high-quality park-and-ride facilities strategically located near freeways, High Occupancy Vehicle (HOV) facilities, and transit stations such as the Metro G Line.

MC 2.3
Encourage the provision of safe, attractive, and clearly identifiable transit stops designed with user-friendly amenities that include universal infographics understandable to all, including persons with varying hearing or visual abilities.

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MC 2.4
Support the expansion, wherever feasible, of transportation programs and services to enhance the mobility of senior citizens, people with disabilities, young people, and the transit-dependent population, including subsidized transit passes.

MC 2.5
Ensure bus stops are appropriately designed to provide sufficient shaded shelter, seating, public trash receptacles, and are equipped with bus arrival time display systems (e.g., real-time passenger information display systems).

MC 2.6
Encourage major destinations within the community, including public facilities and open spaces, to be sufficiently equipped with bus shelters, safe pedestrian crossings, bicycle parking, and wayfinding signage.

MC GOAL 3

A STREET NETWORK THAT OFFERS A SAFE AND PLEASANT ENVIRONMENT FOR ALL USERS OF SIDEWALKS AND THE PUBLIC RIGHT OF WAY.

MC 3.1
Prioritize safe, comfortable pedestrian crossings and minimize conflicts between cars, buses, trucks, cyclists, and pedestrians at major intersections and along corridors by implementing improvements such as leading pedestrian intervals, scramble crosswalks, right-turn limitations for vehicles at red lights, raised pedestrian crossings, and midblock pedestrian crossing facilities.

MC 3.2
Accommodate sidewalk widening by reducing vehicular lanes along street segments with high pedestrian volumes, as feasible.

MC 3.3
Improve landscaping along sidewalks with low-maintenance shade trees and varied drought-tolerant plantings in parkways to create a pleasant and interesting walking environment.

MC 3.4
Support improvements to response times concerning illegal dumping obstructing sidewalk access, street cleaning, and pavement repair.

MC 3.5
Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way, and streets wherever feasible for the use of bicycles and/or pedestrians.

MC 3.6
Support the installation of sidewalks, where needed and feasible, with new roadway construction and significant reconstruction of existing roadways, particularly in areas with recurrent flooding or other accessibility issues.

MC 3.7
Support efforts to maintain sidewalks, streets, and rights-of-way in good condition, free of obstructions, with adequate lighting, wayfinding, and trees and parkways for shade to accommodate pedestrians, comply with ADA accessibility requirements, and promote safety during the night.

MC 3.8
Encourage street improvements that create opportunities to capture, filter, and infiltrate stormwater.

MC 3.9
Support the creation of visual and physical connections to the Los Angeles River and other channelized washes that are visually pleasant to pedestrians and other users.

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MC 3.10
Discourage new driveways along pedestrian-oriented streets when access to a site can be reasonably accommodated from an alley or cross-access easement.

MC 3.11
Improve prioritized alleyways and pedestrian pathways with permeable walking surfaces and streetscape amenities such as pedestrian lighting, landscaping, and public art while maintaining functionality for utilities, goods movement, and loading and unloading zones.

MC 3.12
Improve the pedestrian experience under freeway overpasses and underpasses, pedestrian tunnels, and bridges by incorporating pedestrian-scale lighting, wayfinding, landscaping, public art, and safety features.

MC 3.13
Prioritize pedestrian safety for construction detours, first contain construction staging onsite, then consider using parking and travel lanes before significantly disrupting pedestrian routes.

MC GOAL 4

A SYSTEM WITH ALTERNATIVE MODES OF TRANSPORTATION THAT REDUCES VEHICULAR TRIPS AND SINGLE-OCCUPANCY VEHICLE TRAVEL IN ORDER TO IMPROVE AIR QUALITY AND THE HEALTH OF RESIDENTS.

MC 4.1
Encourage mixed-use residential developments that include units at low, very low, and extremely low affordability levels in transit-served areas in order to maximize transit ridership, reduce vehicle trips, and minimize Vehicle Miles Traveled (VMT).

MC 4.2
Encourage employers and institutions to provide employee incentives, such as subsidized transit passes, for telecommuting and alternative modes of transportation (e.g., carpools, vanpools, buses, bicycles, and walking).

MC 4.3
Reduce automobile dependency by supporting the provision of a safe and convenient transit system accessible to all, with clearly defined pedestrian linkages and a network of safe, accessible bikeways.

MC 4.4
Encourage the use of low-emission vehicles, such as micromobility, electric, and neighborhood electric vehicles (NEVs).

MC 4.5
Pursue transportation management strategies that maximize vehicle occupancy, minimize average trip length, and reduce the overall number of vehicle trips.

MC 4.6
Encourage improvements to transit and public facilities that promote alternative power sources such as electricity, solar, alternative fuels, or that meet the Super Ultra Low Emissions Vehicle (SULEVs) emission standards.

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MC GOAL 5

A SAFE, COMPREHENSIVE, AND INTEGRATED BIKEWAY NETWORK THAT IS ACCESSIBLE TO ALL, ENCOURAGES BICYCLING FOR RECREATION AND TRANSPORTATION, AND PROVIDES ACCESS TO TRANSIT AND KEY DESTINATIONS.

MC 5.1
Support the provision of bicycle access to facilitate connectivity between residential neighborhoods and open space areas, commercial and mixed-use boulevards, community centers, employment centers, and neighborhood districts.

MC 5.2
Incorporate bicycle amenities (e.g. bicycle parking stations, lockers) in public facilities, parks, commercial and multi-unit residential developments, employment and transit centers, and park-and-ride facilities to encourage cycling as a convenient and desirable form of transportation.

MC 5.3
Identify gaps in bicycle facilities and prioritize the completion of a comprehensive bicycle-enhanced network and bicycle lane network that enables all riders to safely and comfortably reach the community's schools, job centers, and transit stations by bike from any neighborhood in the Plan Area.

MC 5.4
Support the introduction of Bike Share throughout the Plan Area, especially to connect areas that are less served by transit.

MC 5.5
Facilitate the integration of bikes on transit to improve first-last mile connections.

MC GOAL 6

AN EFFICIENT GOODS MOVEMENT SYSTEM THAT SUPPORTS ECONOMIC ACTIVITY AND QUALITY OF LIFE.

MC 6.1
Ensure loading zones are provided in commercial districts to reduce conflicts with other users of the street.

MC 6.2
Encourage locating loading facilities zones and utilities in alleys to reduce conflicts between modes and create more public space on sidewalks.

MC 6.3
Provide appropriately designed and maintained roadways along designated truck routes to safely accommodate truck travel.

MC 6.4
Ensure that all commercial and industrial developments have adequate off-street accommodations for temporary or prolonged loading and unloading of commercial vehicles, while maintaining and enforcing idling restrictions in industrial, commercial, and residential areas.

MC 6.5
Support environmental protection measures that can be implemented to reduce air quality impacts from adjacent freeways and truck routes.

MC 6.6
Encourage new construction and the installation of Zero Emission Vehicle (ZEVs) infrastructure for trucks within industrial areas to support reductions in greenhouse gas emissions and improve air quality.

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MC 6.7
Discourage the over-concentration and siting of new commercial-scale fueling stations and electric charging facilities in close proximity to sensitive uses, including residential areas. An appropriate buffer should be maintained.

MC 6.8
Promote urban curbside loading rules such as off-peak loading hours, curbside flex zones, and midstreet loading to reduce conflicts between modes on streets.

MC 6.9
Preserve truck access in industrial areas while balancing pedestrian and cyclist safety to support economic activity.

MC GOAL 7

A VEHICULAR TRANSPORTATION NETWORK THAT ENCOURAGES SHARING, GREATER EFFICIENCIES, AND IS BALANCED WITH OTHER TRANSPORTATION MODES.

MC 7.1
Efficiently use curb space to facilitate ridesharing and connections to other modes.

MC 7.2
Encourage projects to include designated spaces for rideshare vehicles and pickup/drop off zones.

MC 7.3
Support programs that offer access to carpools and vanpools for workers and students to reduce the share of single-occupancy vehicles.

MC GOAL 8

A PARKING SUPPLY THAT IS EFFICIENT AND ENCOURAGES NON-VEHICULAR TRAVEL, WHILE MEETING THE NEEDS OF BUSINESSES AND RESIDENTS.

MC 8.1
Encourage the use of shared parking facilities among multiple uses in high-demand areas, in consultation with local businesses.

MC 8.2
Adjust parking meter pricing and time limits in response to demand to encourage efficient turnover of parking spaces.

MC 8.3
Prioritize people over cars and allow flexibility in parking requirements to accommodate al fresco outdoor dining and parklets, better serving the local community.

MC 8.4
Reduce or consolidate parking areas, where appropriate, to eliminate the number of ingress and egress points onto arterials.

MC 8.5
Support the development of publicly accessible, City-owned parking structures that integrate sustainable design (i.e., solar panels and LID features), where appropriate, to accommodate commercial parking needs, mitigate parking impacts to adjacent residential neighborhoods, and discourage surface parking lots.

MC 8.6
Encourage the shared use of underutilized parking facilities for transit riders.

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MC 8.7
Support the enforcement of parking restrictions for large commercial vehicles along commercial and neighborhood streets.

MC 8.8
Eliminate parking minimums in transit areas to encourage non-vehicular travel, increase affordability, and improve design outcomes.

MC 8.9
Promote shared, publicly accessible parking to create a more flexible,efficient parking system that serves multiple users.

MC 8.10
Encourage parking to be unbundled from purchase prices and lease rates to create mobility options, encourage other modes of travel, and increase affordability at all levels.

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Chapter 4:

PUBLIC REALM & OPEN SPACE

The public realm and availability of local, high-quality open space are critical to livable, sustainable, and thriving communities in the Reseda-West Van Nuys-Lake Balboa Community Plan Area. These resources provide opportunities for passive and active recreation, social and cultural events, community gathering spaces, and health benefits that contribute to a higher quality of life.

Furthermore, well-maintained designated open spaces, particularly areas adjacent to the Los Angeles River, provide opportunities for recreation and also serve to protect natural resources, maintain ecological diversity, and improve flood control.

The Reseda-West Van Nuys-Lake Balboa Community Plan Area is home to several park and open space resources, including Reseda Recreation Center, West Valley Park, and Louise Park. The Plan Area also includes a small portion of the Sepulveda Basin and segments of the Los Angeles River and Aliso Canyon Wash.

Streets such as Sherman Way and Reseda Boulevard are key opportunities for an enhanced public realm, characterized by public plazas and community spaces. These corridors offer a mixture of residential, commercial, and recreational uses and can contribute to a more accessible, pedestrian-friendly, and vibrant built environment.

The Community Plan provides policies that support an improved and safer streetscape, a focus on diverse forms of transportation and mobility, and the development of high-quality public spaces in all neighborhoods.

GOALS AND POLICIES

PO GOAL 1

A COMMUNITY WITH AMPLE OPEN SPACE, RECREATION, AND PARK FACILITIES THAT SERVE EVERY NEIGHBORHOOD.

PO 1.1
Prioritize the creation and expansion of public open space in all communities.

PO 1.2
Support the creation of varying open space typologies, including both active and passive recreation facilities, that serve a variety of community members, age groups, and physical abilities.

PO 1.3
Incentivize new developments to create publicly accessible private open space.

PO 1.4
Pursue opportunities to establish new public parks through partnerships with federal, state, and local agencies, as well as community-based organizations, for the acquisition of vacant or underutilized lots.

PO 1.5
Encourage the redesign of cul-de-sacs, street ends, vacated streets, and remnant street widths to create opportunities for pocket parks that can serve as gateways to the Los Angeles River and increase neighborhood park access.

PO 1.6
Encourage parks to incorporate active and passive recreational features, including landscaped paths for walking and exercise, play areas for children, open fields for sports, dedicated areas for dogs, shaded tree groves for relaxation, picnic areas for gathering, and areas for cultural and festive events.

PO 1.7
Support the ongoing maintenance and preservation of existing neighborhood-serving parks.

PO 1.8
Support the enforcement of codes restricting illegal activity in neighborhood-serving parks.

PO 1.9
Encourage coordination between City agencies and local residents to provide culturally relevant and engaging recreational programming at public parks and open space facilities.

PO 1.10
Encourage partnerships for stewardship and maintenance through volunteer opportunities to expand stakeholder engagement and promote the maintenance of public open spaces.

PO 1.11
Pursue joint-use agreements to share facilities with schools, especially in neighborhoods that suffer a disproportionate lack of park space and recreational facilities.

PO GOAL 2

A COMMUNITY WITH SAFE AND APPEALING STREETS AND PLAZAS THAT ALLOW FOR EFFICIENT MOBILITY, ACCESS TO GOODS AND SERVICES, AND ACCESS TO COMMUNITY GATHERINGS.

PO 2.1
Enhance the pedestrian experience along corridors by expanding sidewalks and incorporating seating, lighting, wayfinding, opportunities for street vending and outdoor dining, and other desirable features that create walkable, pleasant environments.

PO 2.2
Promote the development of a well-connected and fully-protected bicycle network along corridors and

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other appropriate streets to enhance the streetscape and improve safe mobility between open space and public realm features.

PO 2.3
Promote accessible public spaces along streets in the form of plazas and paseos that are designed to encourage social activity, such as markets, music, art, and community events.

PO 2.4
Provide opportunities for publicly accessible spaces along streets and at major intersections in the form of plazas and paseos that are designed to encourage social activity, especially around the intersections of Sherman Way and Reseda Boulevard, Sherman Way and Lindley Avenue, Saticoy Street and Reseda Boulevard, and Sherman Way and Woodley Avenue.

PO 2.5
Integrate public art and cultural programming in public spaces to reinforce community and cultural identity.

PO 2.6
Promote native tree planting and sustainable landscaping in parkways, medians, and neighborhood gateways as a placemaking and cooling strategy.

PO 2.7
Support street design and streetscapes that provide scenic and recreational facilities such as scenic view turn-outs; bicycle, hiking, and equestrian trails; and access to parks, campgrounds, and nature preserves.

PO GOAL 3

WELCOMING STREETSCAPES THAT PROMOTE A HEALTHY URBAN FOREST AND NATURAL AESTHETICS TO REDUCE THE URBAN HEAT ISLAND EFFECT, IMPROVE AIR QUALITY, AND CULTIVATE A SUSTAINABLE MICROCLIMATE.

PO 3.1
Enhance tree planting and landscaping in parkways, medians, neighborhood gateways, and new open spaces to provide publicly-accessible shade.

PO 3.2
Facilitate the planting and maintenance of street trees, which provide shade and add scale to residential and commercial streets, while supporting policies of StreetsLA to reduce conflicts with existing infrastructure through proper species selection.

PO 3.3
Increase planting of thick canopy trees and dense vegetation near and along freeways and other sources of air pollution, using species proven to filter particulate matter pollution.

PO 3.4
Protect and support the expansion of tree canopy to improve air quality, reduce heat-island effects, and facilitate groundwater filtration.

PO 3.5
Encourage an increase in street tree canopy coverage and permeability in new developments and/or in areas identified as tree-deficient.

PO 3.6
Encourage and promote tree retention through education, outreach, and incentives offered by StreetsLA.

PO GOAL 4

A COMMUNITY WHERE PARKS AND THE PUBLIC REALM ARE DESIGNED TO CONTRIBUTE TO

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HUMAN HEALTH AND COMFORT BY PROVIDING A SUSTAINABLE, ACCESSIBLE, AND NAVIGABLE NETWORK OF OPEN SPACES.

PO 4.1
Promote open spaces that are versatile and adaptable, such as cooling centers and resilience hubs, to meet the community's health and wellness needs during disasters and other local emergencies.

PO 4.2
Support the safety, visibility, and accessibility of parks and open spaces through enhanced wayfinding, handrails, pedestrian ramps, lighting at night, mobility network connections, well-maintained restrooms and hygiene facilities, drinking fountains, and by ensuring that perimeters are free of obstructions such as overgrown landscaping and opaque fencing.

PO 4.3
Support the development of sports and fitness facilities to promote community health.

PO 4.4
Promote a public realm equipped with durable and versatile infrastructure, resilient landscaping, and recreational equipment that can adapt to changing conditions and community needs.

PO 4.5
Identify and facilitate the development of open spaces, vacant lots, public easements, schoolyards, residential parkways, or other appropriate underutilized public rights-of-way for the cultivation of community gardens and improve access to fresh foods for Plan Area residents.

PO 4.6
Promote the use of pervious surfaces in park and public realm design to improve drainage to reduce flood risk and accumulation of standing water, minimize damage to infrastructure, and mitigate other public health risks, such as insect or pathogen outbreaks.

PO 4.7
Encourage vegetation and planting along the perimeter of open spaces near loud roadways, industrial areas, and flight paths to provide residents and visitors with outdoor space with minimal noise pollution.

PO 4.8
Promote the development of attractive, functional, and comfortable public spaces along major corridors and intersections to increase pedestrian activity and enhance overall safety of the built environment.

PO 4.9
Encourage developers to orient buildings towards the public realm and include pedestrian-friendly frontage treatments to boost urban vibrancy and enhance public safety.

PO GOAL 5

THE LOS ANGELES RIVER SERVES AS A NATURAL AND RECREATIONAL PUBLIC AMENITY THAT IS WELL-CONNECTED TO SURROUNDING NEIGHBORHOODS, PRESERVES DIVERSIFIED ECONOMIC ACTIVITIES, AND ACCOMMODATES ACTIVE TRANSPORTATION.

PO 5.1
Create a network of linked public spaces along the River corridor that provide safe and attractive direct access to the Los Angeles River.

PO 5.2
Design urban trails, paths, and bridges that connect the River with adjacent neighborhoods, offering convenient, visually interesting routes and opportunities for placemaking that highlight the community's history with the River.

PO 5.3
Activate and enhance space adjacent to the Los Angeles River with active and passive recreational amenities,

employment opportunities compatible with the River, and improved wayfinding that directs people to the River and nearby public amenities.

PO 5.4
Design streets and sidewalks along and adjacent to the River so that pedestrians, bicyclists, transit riders, transit vehicles, and automobiles can coexist safely.

PO 5.5
Support the implementation of the Los Angeles River Revitalization Master Plan.

PO 5.6
Integrate an equity-driven and engaging approach to all River infrastructure investments and improvements.

PO GOAL 6

THE LOS ANGELES RIVER SERVES AS AN ACCESSIBLE ECOLOGICAL AND RECREATIONAL PUBLIC AMENITY THAT ALSO SUPPORTS GROUNDWATER RECHARGE AND FLOOD CONTROL WHERE APPROPRIATE.

PO 6.1
Encourage the use of native and drought-tolerant plants in landscaping near the River, to support the habitat and migration of local species.

PO 6.2
Identify and preserve wildlife habitats, and improve ecological resilience, consistent with public health and safety.

PO 6.3
Encourage open spaces to maximize water recapture and promote biodiversity, as well as to facilitate natural collection, filtration, and treatment of stormwater to reduce stormwater runoff, recharge aquifers, and remove pollutants through the use of pervious paving and native, drought-tolerant plants.

PO 6.4
Support the Los Angeles River Ecosystem Restoration Project.

PO 6.5
Flood control channels and other appropriate public lands should be considered for open space purposes to support hiking, bicycle, and equestrian trails and connect these facilities with the local and regional system.



Chapter 5: IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of Reseda-West Van Nuys-Lake Balboa. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. Implementation of programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision-makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision-making. In particular, this chapter details existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Reseda-West Van Nuys-Lake Balboa Community Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's authority to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District (LAUSD), water service providers, the Los Angeles County Metropolitan Transit Authority (Metro), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Reseda-West Van Nuys-Lake Balboa; and adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff, and ultimately decision makers to guide and inform the land use decision-making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision-makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens, and implements the Community Plan. Land Use Designations are designated on the General Plan Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Community Plan Area. Each General Plan Land

Use Designation corresponds to a set of form and use districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Reseda-West Van Nuys-Lake Balboa. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity at which each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code (LAMC), or as specific plans or overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Reseda-West Van Nuys-Lake Balboa have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Community Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Reseda-West Van Nuys-Lake Balboa is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed by the Planning Department's Zoning Review Division, where the majority of the development regulations enacted by the Community Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require adoption of the discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to some zones, and base and maximum heights assigned to some zones. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 9 of the LAMC. Development exceeding base development rights may be permitted in accordance with these systems to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

COMMUNITY PLAN AMENDMENTS

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

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

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IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District (LAUSD), water service providers, and the Los Angeles County Metropolitan Transit Authority (Metro), among others, also look to the Community Plans for their planning and guidance in decisionmaking. This section provides a series of tables describing the future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resource considerations, on the availability of adequate funding, which is likely to change over time due to economic conditions; the priorities of federal, state and regional governments and funding agencies; and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE FUTURE IMPLEMENTATION ACTIONS' TABLE

The tables provided in this section organize programs into two broad categories: Established Programs and Proposed Programs. Established Programs refer to existing resources that are currently in effect at the time of the adoption process, and may already be playing an important role in addressing one or more of the Plan's objectives. The list identifies opportunities to expand or continue established programs in the Community Plan Area. Proposed Programs refer to future programs that are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Reseda-West Van Nuys-Lake Balboa. Proposed Programs described in the table are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Community Plan.

The table identifies each program with a distinct reference number (i.e., P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the table identifies the agency primarily responsible for implementing the program, as well as any agencies necessary for providing support in the program's implementation.

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting

BOE - Bureau of Engineering

BOS - Bureau of Sanitation

BSS - Bureau of Street Services

CalEPA - California Environmental Protection Agency

CalGEM - California Geologic Energy Management Division

CalHFA - California Housing Finance Agency

CalTrans - California Department of Transportation

CAO - City Administrative Officer

CARB - California Air Resources Board

CD - Council District

CDD - Community Development Department

CoDRP - County Department of Recreation and Parks

DCP - Department of City Planning

DOD - Department on Disability

DPW - Department of Public Works

DPSS - Department of Public Social Services

DTSC - Department of Toxic Substance Control

EMD - Emergency Management Department

EWDD - Employment and Workforce Development Department

LA-DLA - Los Angeles Designated Local Authority

LADBS - Los Angeles Department of Building and Safety

LADOA - Los Angeles Department of Aging

LADOT - Los Angeles Department of Transportation

LADWP - Los Angeles Department of Water and Power

LAFCD - Los Angeles County Flood Control District

LAFD - Los Angeles Fire Department

LAFPC - Los Angeles Food Policy Council

LAHD - Los Angeles Housing Department

LAPD - Los Angeles Police Department

LAPL - Los Angeles Public Library

LAUSD - Los Angeles Unified School District

METRO - Metropolitan Transit Authority

NC - Neighborhood Council

OHR - Office of Historic Resources

OPA - Office of Petroleum Administrator

POLA - Port of Los Angeles (Harbor Department)

RAP - Recreation and Parks

SAN - Bureau of Sanitation

SCAG - Southern California Association of Governments

SCAQMD - South Coast Air Quality Management District

USACE - United States Army Corps of Engineers

**Please visit www.lacity.org for the most recent and updated City departments.*

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FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P1.	**State Housing Laws:** Coordinate with the Los Angeles Housing Department (LAHD) to respond to new requirements from state laws for housing and affordable housing, as needed.	LU 1.9, LU 2.3, LU 2.4, LU 3.1, LU 3.2, LU 3.3, LU 3.6, LU 3.7	LAHD
P2.	**Affordable Unit Inventory-Measure JJJ:** Monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	LU 2.1, LU 2.3, LU 3.2, LU 5.4, LU 5.5	LAHD
P3.	**No Net Loss Program:** Continue to implement the City's No Net Loss requirement. This program ensures that any new housing development project that proposes the demolition of existing housing units must create at least as many units as would be demolished.	LU 2.3, LU 3.2, LU 3.5, LU 5.5	LAHD

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Program Number	Description	Policy Reference	Coordinating Agency
P4.	**Rights to Remain, Return, and Relocation:** Oversee the implementation of the City's protections for existing residents in rental units proposed for demolition as part of a new housing development. These protections include the right to remain in the unit until six months before the start of construction, the right to first refusal of a deed-restricted unit in the new housing development, and the right to certain relocation benefits paid by the property owner.	LU 2.3, LU 2.4, LU 5.6, LU 5.7	LAHD
P5.	**Housing for Multigenerational Families and Households:** Coordinate with LAHD on the implementation and possible expansion of programs that incentivize the provision of family-sized units (2+ bedrooms) in new development, including the Multi-Bedroom Units incentive included in the Citywide Housing Implementation Program.	LU 1.5, LU 1.6, LU 1.10, LU 4.8	LAHD, DCP
P6.	**Sidewalk and Park Vending Program:** Continue to provide and promote free assistance to prospective sidewalk vendors to secure the StreetsLA and other required permits to sell food or merchandise on City of LA sidewalks and City parks.	LU 8.3	EWDD, LADPH
P7.	**SurveyLA Eligible Historic Resources:** Support local efforts to protect and restore historic resources, including through further study and potential historic designation for eligible sites.	LU 14.1, LU 14.2, LU 14.3, LU 14.4, LU 14.6, LU 16.2	DCP (OHR)
P8.	**Low Impact and Healthy Development:** Continue to support LADBS in the implementation of the City's Low Impact Development (LID) ordinance. The LID ordinance is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution. LID comprises a set of site design approaches and Best Management Practices (BMPs). The LID Handbook is a resource developed to assist developers in complying with LID requirements.	LU 12.1, LU 17.3, LU 17.15, LU 19.9, LU 20.4, PO 6.3	LADBS

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Program Number	Description	Policy Reference	Coordinating Agency
Mobility & Connectivity			
P9.	**First/Last-mile:** Metro's First-Last Mile Strategic Plan identifies barriers in planning and implementing improvements for the first and last mile (FLM) portion of an individual's public transit trip. The Plan provides a vision for addressing FLM improvements in a systematic way. Collaborate with Metro to develop FLM Strategic Plans for key transit station areas in Reseda-West Van Nuys-Lake Balboa with the objective of improving the experience of using transit by establishing safe and recognizable routes to and from transit stations.	MC 1.1, MC 1.2, MC 1.7, MC 2.3, MC 2.5, MC 2.6, MC 3.1, MC 3.2, MC 3.7, MC 3.11, MC 3.12, MC 4.3	Metro, LADOT
P10.	**DASH Service:** Encourage the ongoing assessment and revision of DASH services to reach areas of Reseda-West Van Nuys-Lake Balboa with public transportation service gaps, and expansion of DASH service hours to nights and weekends throughout all of Reseda-West Van Nuys-Lake Balboa.	MC 2.1, MC 2.5	LADOT
P11.	**Metro's Reduced Fare Programs:** Support the funding of the Low-Income Fare is Easy (LIFE) Program and other reduced fare programs offered by Metro, which provides fare discounts that can be applied toward the purchase of weekly and monthly transit passes on Metro and any LIFE participating transit agencies. Eligible participants include low-income riders, students, seniors and persons with disabilities.	MC 2.4, MC 4.2	Metro
P12.	**Freight Truck Network:** Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) is adhered to by truck drivers through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.	LU 19.7, MC 6.3, MC 6.5	Metro, LADOT, Caltrans, LAPD

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Program Number	Description	Policy Reference	Coordinating Agency
P13.	**Safe Routes to School:** Caltran's "Safe Routes to School" program implements safety design interventions to improve traffic safety for youth near schools. Prioritize Safe Routes to School interventions around schools located near the High Injury Network in Reseda-West Van Nuys-Lake Balboa.	MC 1.1, MC 1.2, MC 1.6, MC 1.7, MC 5.3	LADOT, LAUSD, Caltrans, Metro
Public Realm and Open Space			
P14.	**People Street Pedestrian Plazas and Parklets:** People Street is a program of the Los Angeles Department of Transportation (LADOT) that seeks to transform underused areas of the public right of way into active, vibrant, and accessible public space. Encourage partnerships between LADOT and community groups or businesses in Reseda-West Van Nuys-Lake Balboa to apply for Plazas or Parklet projects that enhance economic activity and social life and strengthen community identity.	LU 11.5, LU 11.7, MC 8.3, PO 2.1, PO 2.3, PO 2.4, PO 4.8, PO 4.9	LADOT
P15.	**LA River Revitalization:** Consistent with the LA River Revitalization Master Plan and associated design and implementation plans, restore and revitalize an 11-mile stretch of the Los Angeles River, while prioritizing public access to this public resource.	PO 5.1, PO 5.2, PO 5.3, PO 5.4, PO 5.5, PO 5.6, PO 6.1, PO 6.4	LACDPW, BOE, RAP, Mayor's Office, LA River Revitalization Committee, LA River Cooperation Committee, US Army Corps of Engineers
P16.	**Sepulveda Basin Vision Plan:** Support a long-term strategic plan consistent with the Bureau of Engineering's (BOE) Sepulveda Basin Vision Plan. Full build-out of the Vision Plan will see the transformation of the Basin into a climate-resilient park that balances recreational, natural, and cultural spaces.	PO 5.5, PO 5.6, PO 6.2, PO 6.3, PO 6.4	BOE, RAP

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FUTURE IMPLEMENTATION ACTIONS

PROPOSED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P17.	**Community Land Trusts**: A Community Land Trust is a community-based non-profit organization designed to ensure community stewardship of land by purchasing or holding land and removing it from the speculative real estate market. Encourage partnerships that seek to implement community land trust projects in Reseda-West Van Nuys-Lake Balboa. Work with the community to develop programs and explore funding sources that support efforts by local organizations to acquire land for the development of affordable housing and open space, or the protection of small businesses and renters.	LU 2.5, LU 2.8, LU 3.6, LU 14.5	Council Office, CAO, DCP
P18.	**Vacancy Tax**: Study the feasibility of an annual tax on the rental value of vacant residential and commercial land to encourage property owners to develop vacant lots with infill projects, community gardens, plazas or parks.	LU 21.4, PO 1.4, PO 4.5	CAO, Mayor's Office
P19.	**Small Business Assistance**: Continue to develop and promote agency programs that assist small business owners and entrepreneurs in the form of low-interest loan programs, management assistance, business retention efforts, and the establishment of incubation centers.	LU 4.2, LU 7.1, LU 7.3, LU 7.4, LU 7.5, LU 14.5	CAO, EWDD
P20.	**Legacy Business Program**: Develop support structures for long-time, small business tenants facing possible displacement due to new development, including a right to return at similar rents to those paid prior to displacement.	LU 6.1, LU 6.4, LU 6.9, LU 14.5	CAO, EWDD, DCP

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Program Number	Description	Policy Reference	Coordinating Agency
P21.	**Business Incubators**: Provide incentives and identify potential funding sources for the development of community-based commissary kitchens and business incubators to help emerging small businesses, startups and individuals to develop and grow their business.	LU 6.2, LU 7.1, LU 7.4, LU 7.5, LU 7.6, LU 7.7	EWDD, Mayor's Office
P22.	**Worker Cooperatives**: Coordinate with agencies such as the EWDD and Mayor's Office of Sustainability to identify a role for and to develop programs targeting the growth of worker cooperatives in an equitable and sustainable Los Angeles economy.	LU 6.4, LU 7.1, LU 7.7, LU 8.1	EWDD, Mayor's Office
P23.	**Economic Development/Revitalization**: Partner with the City Council, Mayor's Office, EWDD and other relevant agencies to collectively offer a package of incentives (such as tax incentives) that focus investment and complement the land use incentives and ongoing public investment for the Downtown Reseda area in order to comprehensively attract desired uses and foster economic revitalization.	LU 6.1, LU 6.4, LU 6.5, LU 6.6, LU 6.7, LU 6.8, LU 7.3, LU 7.4, LU 11.2, LU 11.9, LU 11.10	EWDD, Council Office, Mayor's Office
P24.	**Business Outreach and Mentorship Programs**: Develop partnerships to create business outreach programs targeting local schools for student and adult participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.	LU 8.1, LU 8.2, LU 8.3	EWDD, LAUSD
P25.	**Street Tree Tracking**: Create a publicly accessible database that displays the tree types within the City's public rights-of-way. Identify goals for an equitable and enhanced tree canopy in Reseda-West Van Nuys-Lake Balboa in order to help address the need for climate-resilience and combatting urban heat island effects.	LU 11.5, LU 17.2, LU 20.1, LU 20.3, LU 20.5, PO 2.6, PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6	BSS
P26.	**Tree Planting and Maintenance Partnerships**: Develop partnerships between public agencies, community groups, local businesses, and private developers to increase trees in the public right-of-way, resulting in tree planting and maintenance programs for specified parkways, landscaped medians, and community gateways.	LU 11.5, LU 17.2, LU 20.1, LU 20.3, LU 20.5, PO 2.6, PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6	BSS

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Program Number	Description	Policy Reference	Coordinating Agency
P27.	**Tribal Resources and Liaisons**: Crosstrain and collaborate with the County of Los Angeles Regional Planning Department to share tribal resources that help to build respectful relationships with Tribes. Request funding for staff training that can lead to the establishment of Tribal liaisons.	LU 14.7	DCP
Mobility & Connectivity			
P28.	**Pedestrian and Transit Amenities**: Support the funding of well-designed amenities such as shelters, transit information kiosks, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance and that are ADA accessible or compliant at all bus stops on arterial streets, as funding permits.	MC 1.1, MC 1.3, MC 2.3, MC 2.5, MC 2.6, MC 3.1, MC 3.2, MC 3.3, MC 3.4, MC 3.7	LADOT, Metro
P29.	**Bus Rapid Transit Study**: Bus Rapid Transit (BRT) is a high-quality bus service that provides faster, more reliable and convenient service through the use of several key attributes, including, dedicated bus lanes, branded vehicles and stations, higher frequency, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. Study the feasibility of upgrading bus routes on Sherman Way to BRT.	MC 2.1	LADOT, Metro
P30.	**Traffic Calming**: Conduct a study of driver behavior and pedestrian safety on Collector Streets throughout Reseda-West Van Nuys-Lake Balboa and prioritize traffic calming measures that will reduce speeds and traffic volumes on streets where potential pedestrian/vehicle conflicts are found to be the greatest. Implement neighborhood preferential parking where appropriate.	MC 1.5, MC 1.6, MC 1.7	LADOT
P31.	**Demand Responsive Parking**: Support the implementation of demand-responsive parking meter pricing and time limits in commercial areas of high parking demand in order to create appropriate turnover, enabling more customers to visit local businesses.	MC 8.2, MC 8.5	LADOT

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Program Number	Description	Policy Reference	Coordinating Agency
P32.	**Capital Investment Program (CIP)**: A CIP establishes a comprehensive, multi-year plan for maintaining and developing infrastructure in the public right-of-way. As part of establishing a citywide CIP, study and determine the long-term infrastructure priorities of the Reseda-West Van Nuys-Lake Balboa CPA.	MC 1.3, MC 1.5, MC 3.4, MC 3.6, MC 3.7, MC 3.11, MC 5.3	Mayor's Office, LADOT, LADPW. BSS,
Public Realm & Open Space			
P33.	**Alley Improvements Program**: Conduct a study of existing alleyways throughout Reseda-West Van Nuys-Lake Balboa as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.	LU 19.9, LU 21.4, MC 3.11	LADOT
P34.	**Parks and Open Space Assessment**: Conduct an assessment of parks and open space to ensure the creation of parks in Reseda-West Van Nuys-Lake Balboa are prioritized in areas where there is greatest need.	PO 1.1, PO 1.2, PO 1.4, PO 4.5	RAP
P35.	**Streetscape Improvements**: Identify specific pedestrian friendly streetscape improvements to prioritize along Sherman Way and Reseda Boulevard around Downtown Reseda; consider improvements such as mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, and pedestrian lighting.	LU 11.2, LU 11.3, LU 11.5, MC 3.1, PO 2.1, PO 2.4, PO 2.5, PO 4.9	LADOT
P36.	**Neighborhood Green Streets**: Develop a network of well-landscaped pedestrian routes along Reseda-West Van Nuys-Lake Balboa's less trafficked neighborhood streets. Such a network would feature native landscaping, bioswales, water retention features, shade trees, streetscaping, and wayfinding that provides pedestrians with safe and attractive routes linking the community's open spaces, recreational centers, and the Los Angeles River.	PO 2.6, PO 2.7, PO 3.2, PO 5.2, PO 5.4, PO 6.3	LADOT, BOE, BSS, LASAN
P37.	**Joint Use of Recreational Facilities**: Establish joint-use agreements with other public and private entities to increase recreational opportunities in Reseda-West Van Nuys-Lake Balboa, including shared use of land owned by public agencies.	PO 1.11	RAP, LAUSD

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LOS ANGELES
CITY PLANNING

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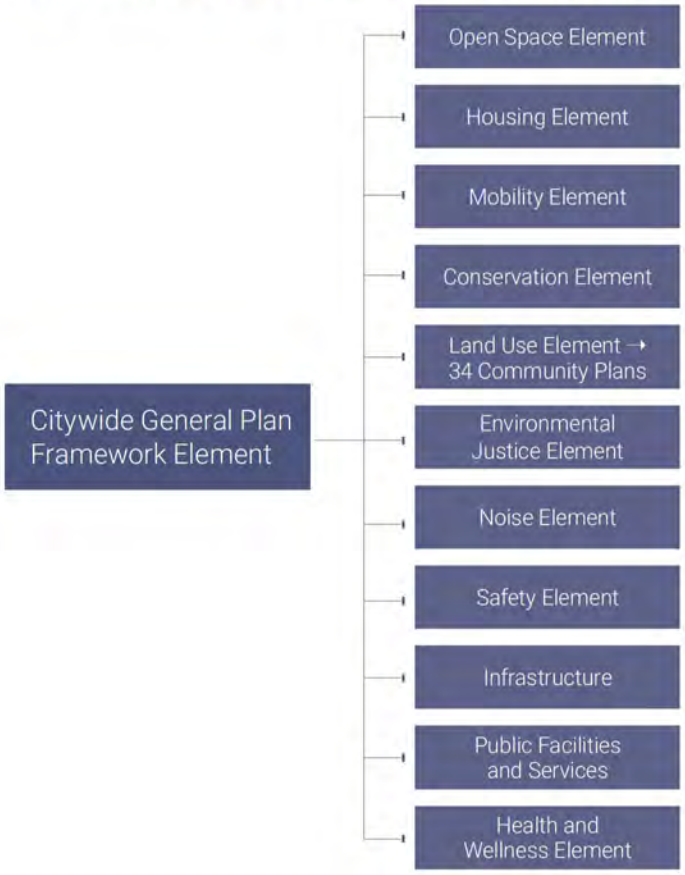
Appendix A:
RELATIONSHIP TO OTHER PLANS

RELATIONSHIP TO THE GENERAL PLAN

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

State law requires that the General Plan contain eight elements: Land Use, Transportation, Housing, Conservation, Open Space, Noise, Safety, and Environmental Justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-four Community Plans, comprise the City's land use element. In addition, the City has adopted additional non mandated elements in "Framework Element," discussed below.

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



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

The City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well.

FRAMEWORK ELEMENT GUIDING PRINCIPLES

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

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

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

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

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

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

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

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RELATIONSHIP TO MOBILITY PLAN 2035

In 2008, the California State Legislature adopted AB1358, The Complete Streets Act, which requires local jurisdictions to "plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context."

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City's General Plan Circulation Element, Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City's transportation system will continue to evolve to fit the context of the time and situation. Today we are faced with environmental constraints, public health issues, regional inequity, and some of the longest traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals and objectives are targets used to help measure the progress of the Mobility Plan 2035, and the policies are broad strategies that guide the City's achievement of the Plan's five goals:

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Reseda-West Van Nuys-Lake Balboa Community Plan provides the opportunity for more focused and nuanced transportation discussion at the community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 3 of the Reseda-West Van Nuys-Lake Balboa Community Plan.

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RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Reseda-West Van Nuys-Lake Balboa Community Plan Area. In varying degrees, these agencies, through research and advocacy, guide and influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Plans relevant to the Reseda-West Van Nuys-Lake Balboa Community Plan are described below.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro is the state-chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Reseda-West Van Nuys-Lake Balboa Community Plan Area is served by Metro's G Line with two stations located along Topham Street at Reseda Boulevard and Tampa Avenue. Two additional stations serve the Plan Area and sit just across the Plan Area boundary along Victory Boulevard at Woodley Avenue and Balboa Avenue.The Metro G Line serves as a critical transit link between the Southwest and Southeast San Fernando Valley, terminating at the B Line to facilitate regional access to Downtown Los Angeles. To ensure efficient service, the G Line operates within a dedicated right-of-way, physically partitioned from standard vehicular traffic. Metro also operates 11 additional bus lines in the Community Plan Area.

Los Angeles Unified School District (LAUSD)

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

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from the Department of City Planning prior to obtaining any necessary permits. The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each LAUSD school to accommodate the projected future population, and the analysis of school-by-school enrollment trends. In 2000, the LAUSD began a $20 billion building and modernization program. By 2008, the school district had completed 180 new schools.

The Los Angeles Unified School District currently operates 32 schools in the Reseda-West Van Nuys-Lake Balboa Community Plan Area. Of these schools, 16 are elementary (K-5), 2 are middle (6-8), 9 are high schools (9-12), and 5 schools serve a mix of grade levels. Additionally, since the Charter School legislation was established in 1992, approximately 5 new charter schools have opened in Reseda-West Van Nuys-Lake Balboa. While these are privately operated schools, they receive public funds and are considered to be under the jurisdiction of the LAUSD.

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U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers owns and operates the Sepulveda Basin and Dam. In 2011, they completed the Sepulveda Dam Basin Master Plan and Environmental Assessment, which identified land use classifications and multiple resource management topics. The Plan classifies the basin into six different land use classifications and provides guidance for balancing flood risk management requirements, recreation opportunities, and preservation of natural resources.

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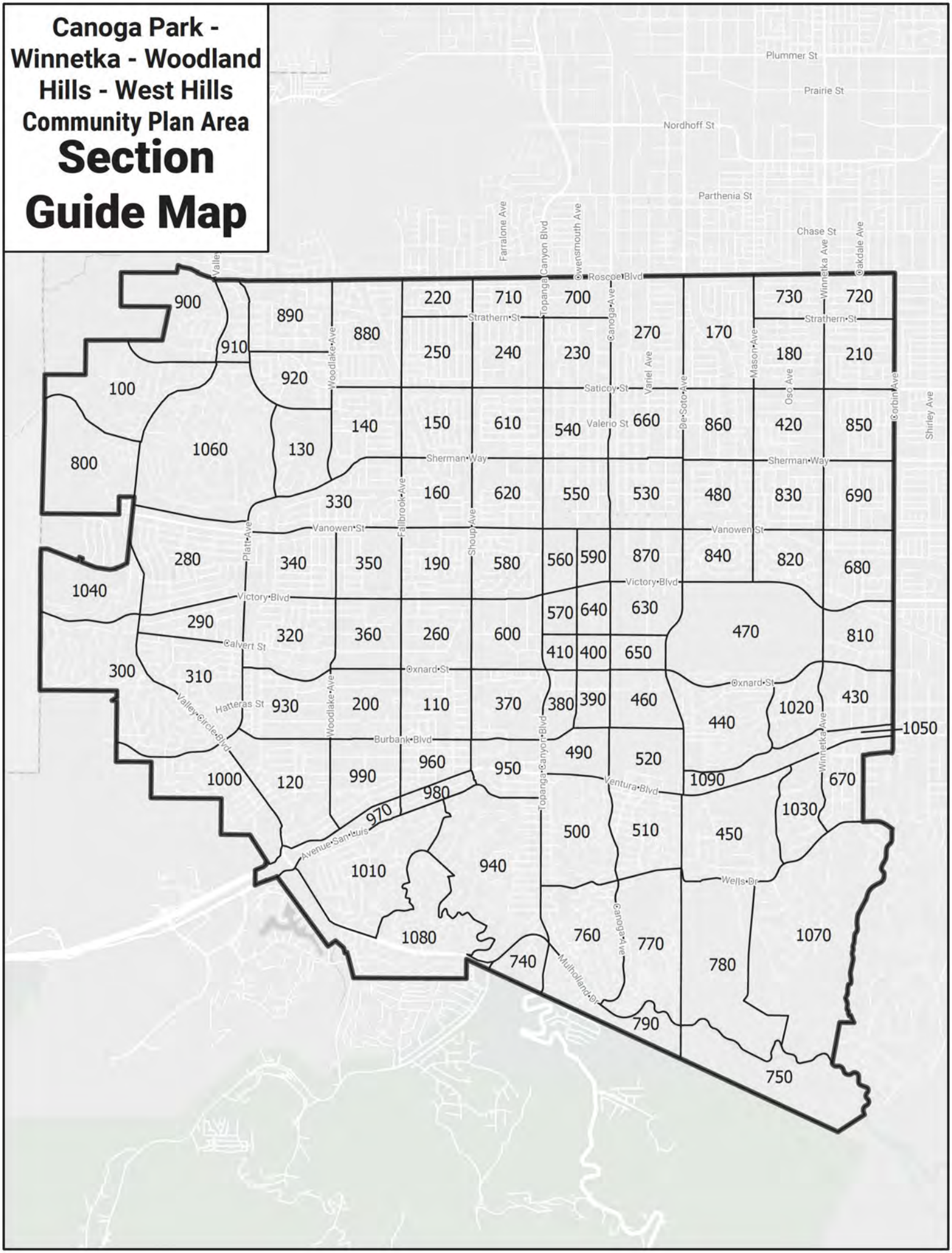
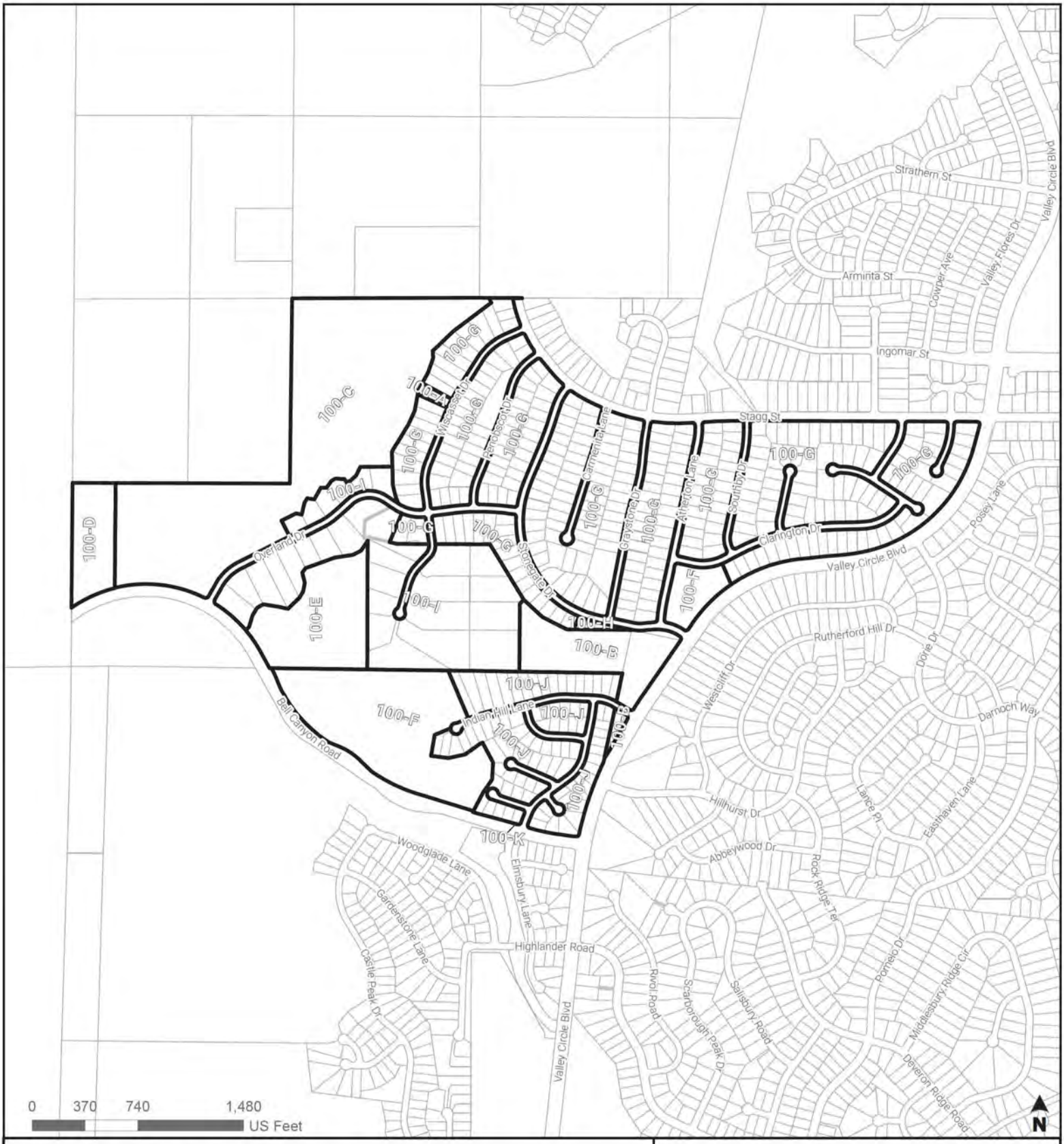
APPENDIX D

Plan Maps

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area

Section Guide Map





ZONING MAP AMENDMENTS

SUBAREAS

100-A, 100-B, 100-C, 100-D, 100-E, 100-F, 100-G, 100-H, 100-I, 100-J, 100-K

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

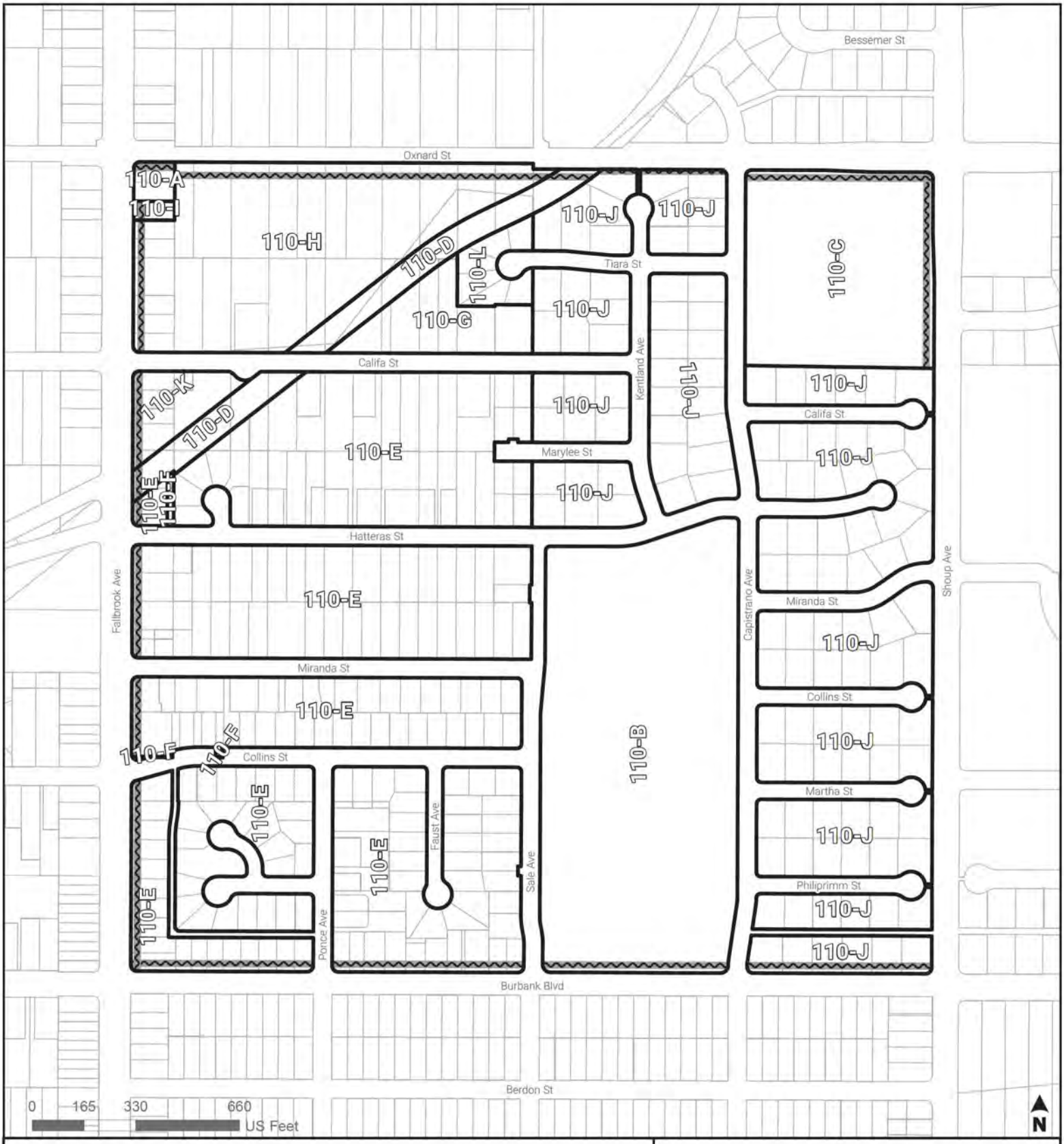
MA / AUG 2026

Section:

100

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

110-A, 110-B, 110-C, 110-D, 110-E, 110-F, 110-G, 110-H, 110-I, 110-J, 110-K, 110-L

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

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Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

120-A, 120-B, 120-C, 120-D, 120-E, 120-F, 120-G, 120-H, 120-I, 120-J, 120-K, 120-L, 120-M, 120-N, 120-O, 120-P, 120-Q, 120-R, 120-S, 120-T, 120-U, 120-V, 120-W, 120-X, 120-Y, 120-Z, 120-AA, 120-BB, 120-CC, 120-DD

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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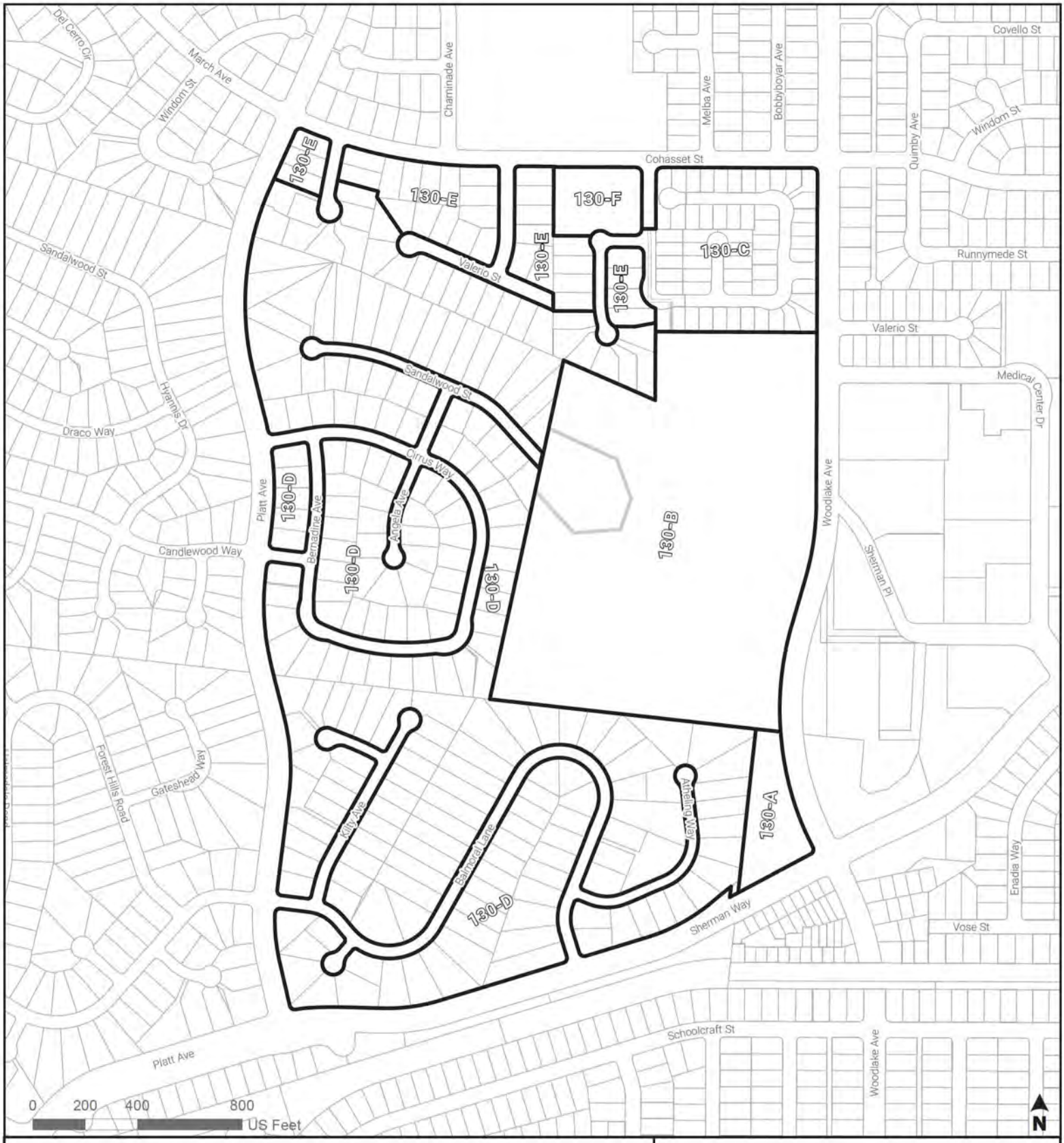
Section:

120

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

130-A, 130-B, 130-C, 130-D, 130-E, 130-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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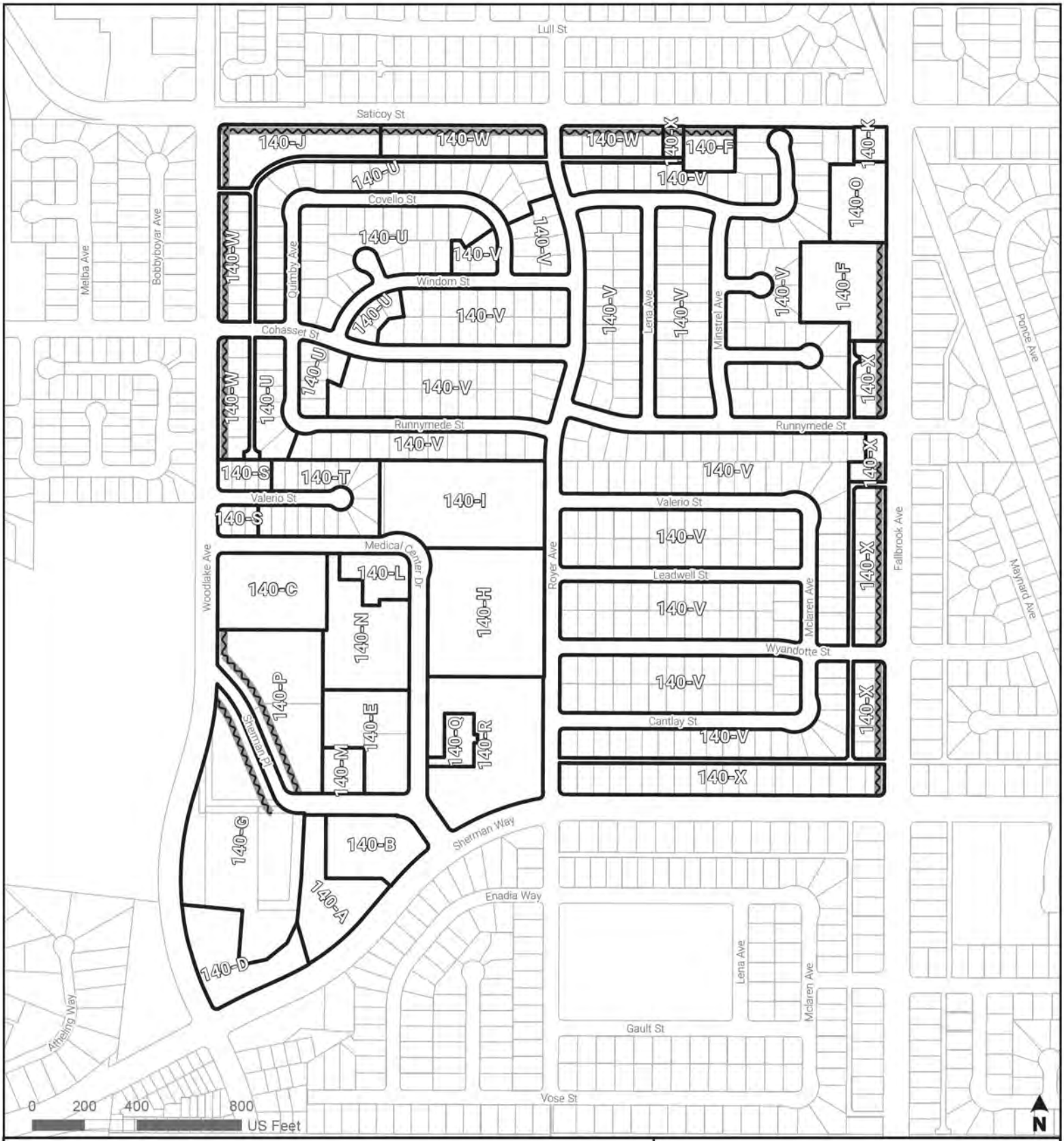
Section:

130

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

140-A, 140-B, 140-C, 140-D, 140-E, 140-F, 140-G, 140-H, 140-I, 140-J, 140-K, 140-L, 140-M, 140-N, 140-O, 140-P, 140-Q, 140-R, 140-S, 140-T, 140-U, 140-V, 140-W, 140-X

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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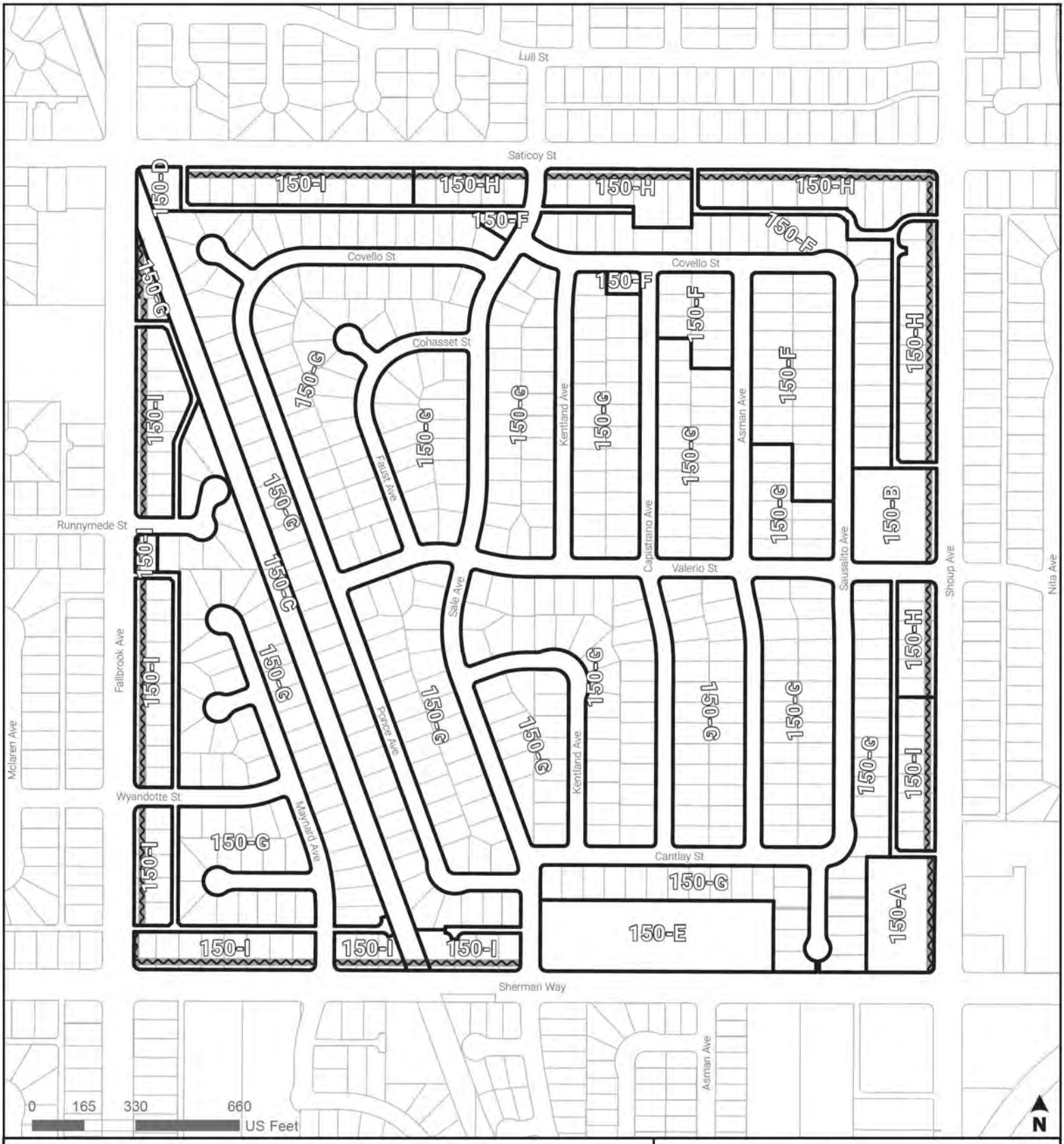
Section:

140

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

150-A, 150-B, 150-C, 150-D, 150-E, 150-F, 150-G, 150-H, 150-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

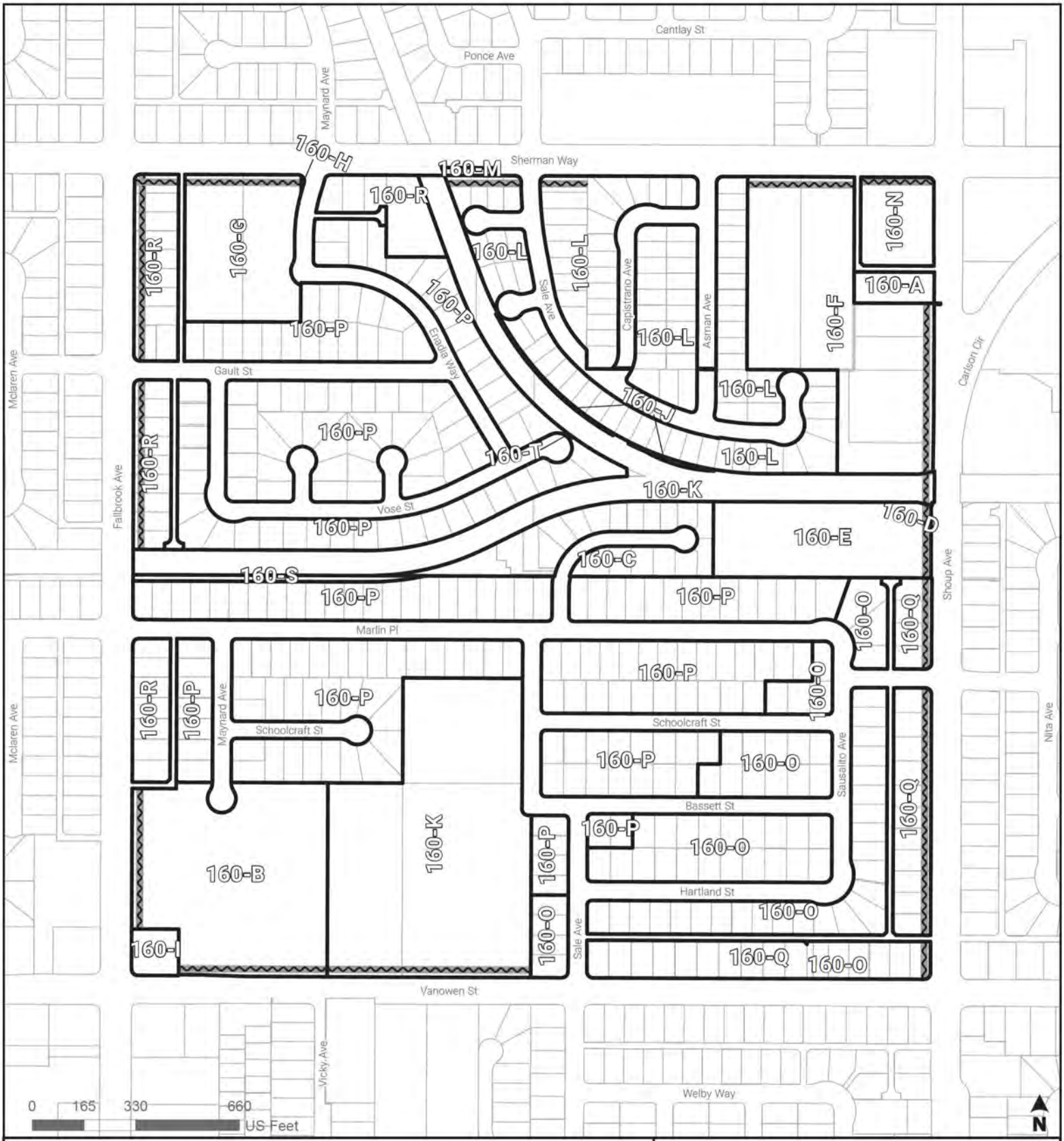
MA / AUG 2026

Section:

150

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

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Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

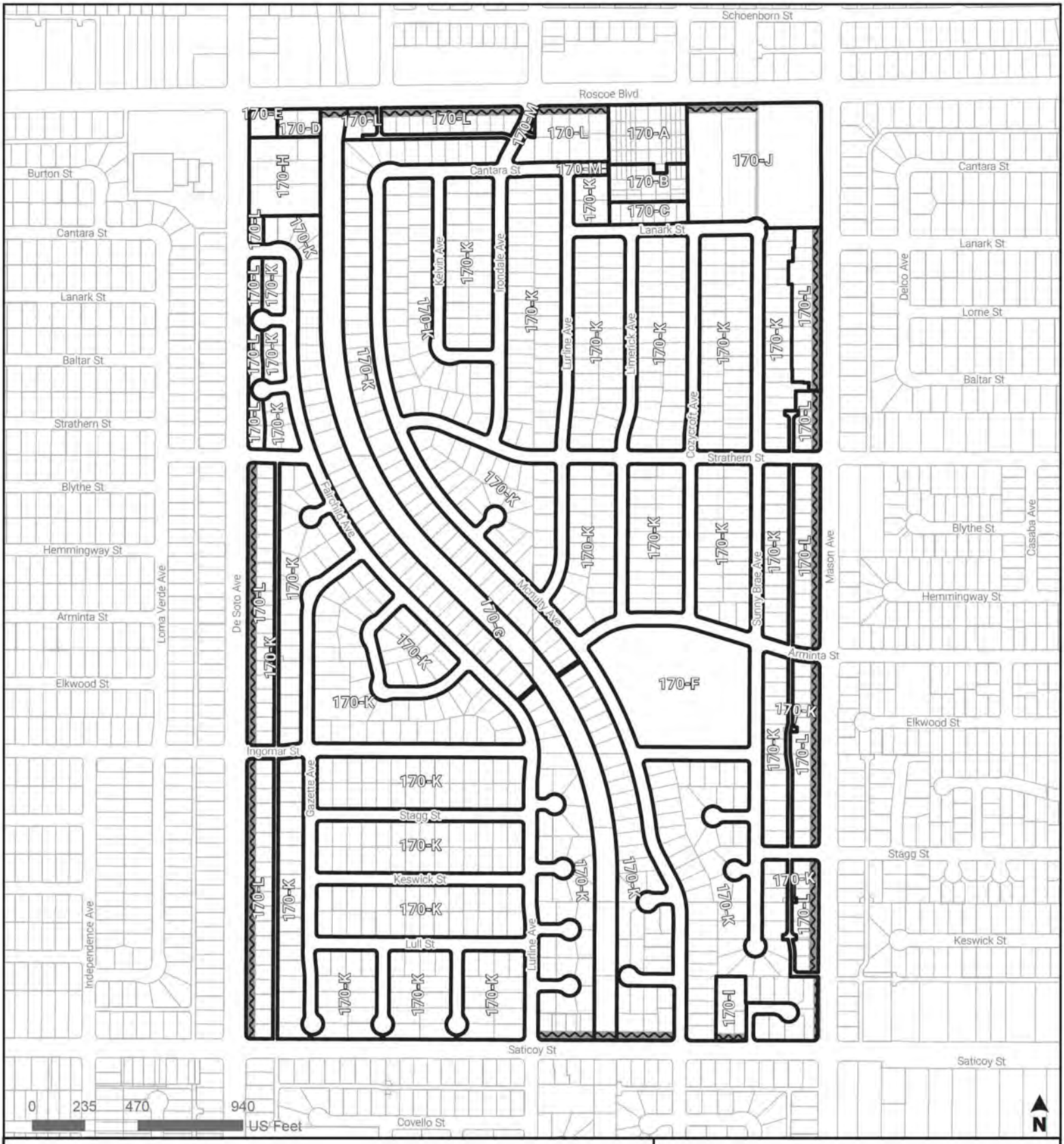
MA / AUG 2026

Section:

160

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

170-A, 170-B, 170-C, 170-D, 170-E, 170-F, 170-G, 170-H, 170-I, 170-J, 170-K, 170-L, 170-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

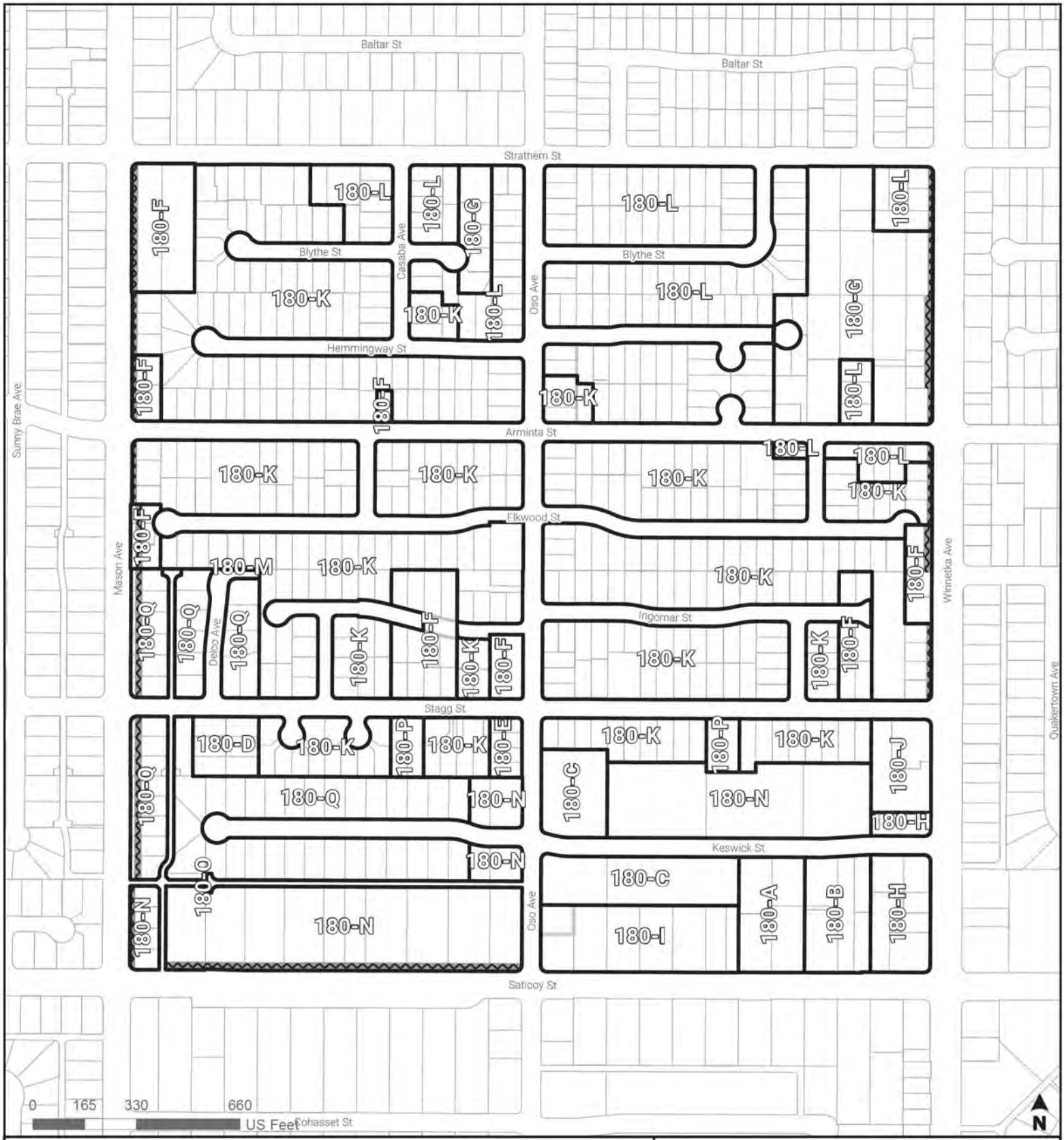
MA / AUG 2026

Section:

170

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

180-A, 180-B, 180-C, 180-D, 180-E, 180-F, 180-G, 180-H, 180-I, 180-J, 180-K, 180-L, 180-M, 180-N, 180-O, 180-P, 180-Q, 180-R

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

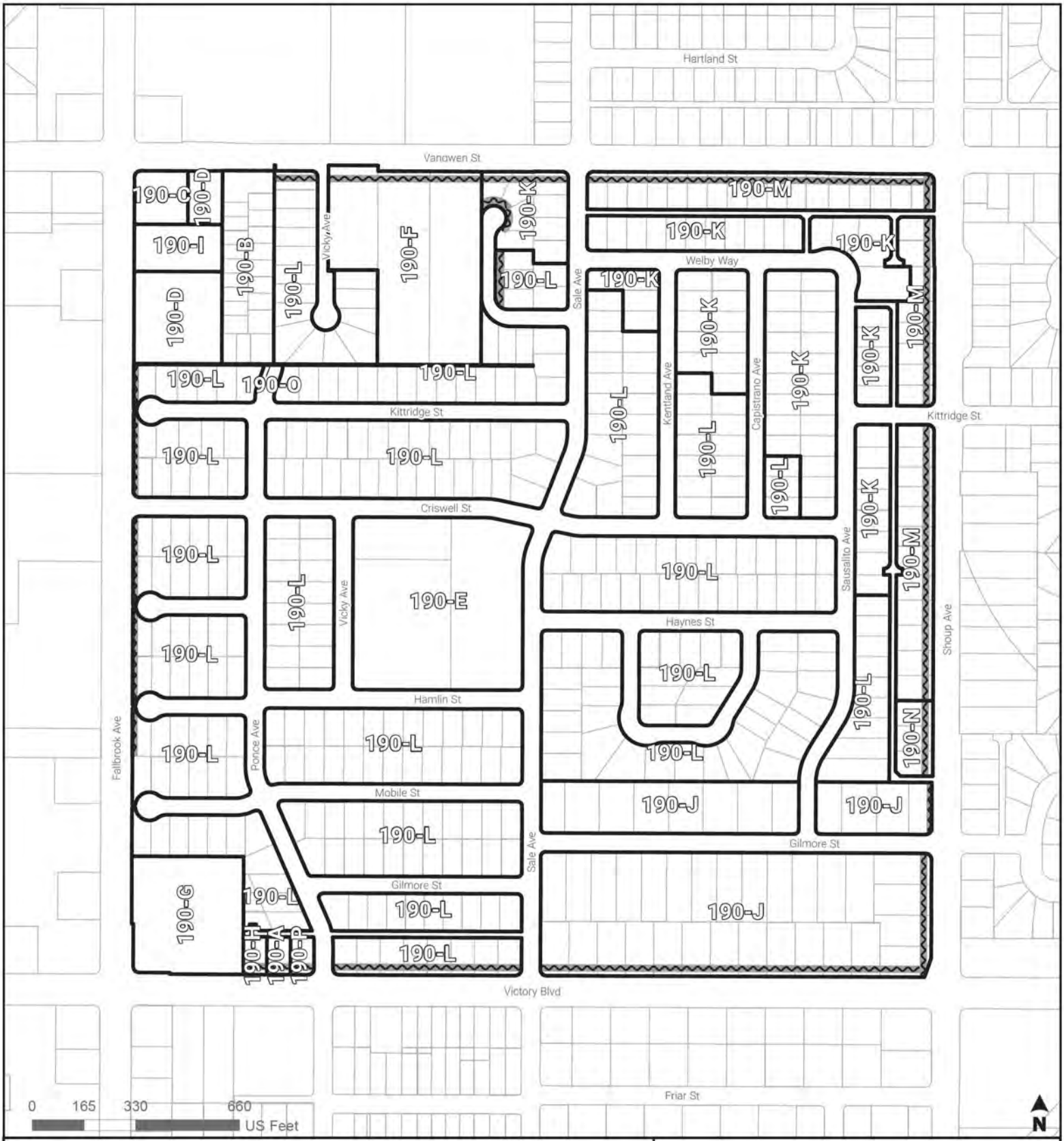
MA / AUG 2026

Section:

180

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

190-A, 190-B, 190-C, 190-D, 190-E, 190-F, 190-G, 190-H, 190-I, 190-J, 190-K, 190-L, 190-M, 190-N, 190-O, 190-P

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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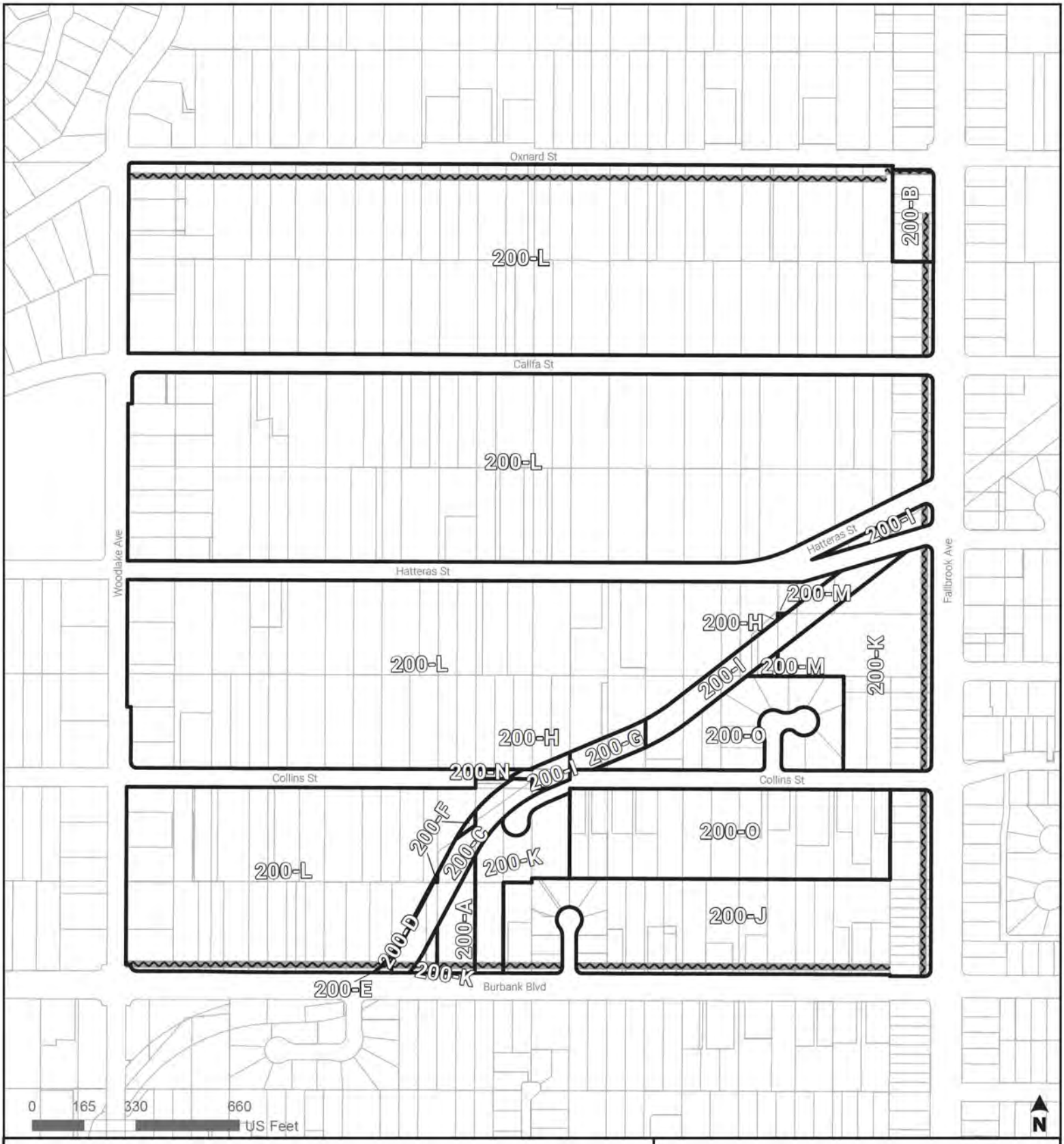
Section:

190

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

200-A, 200-B, 200-C, 200-D, 200-E, 200-F, 200-G, 200-H, 200-I, 200-J, 200-K, 200-L, 200-M, 200-N, 200-O

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

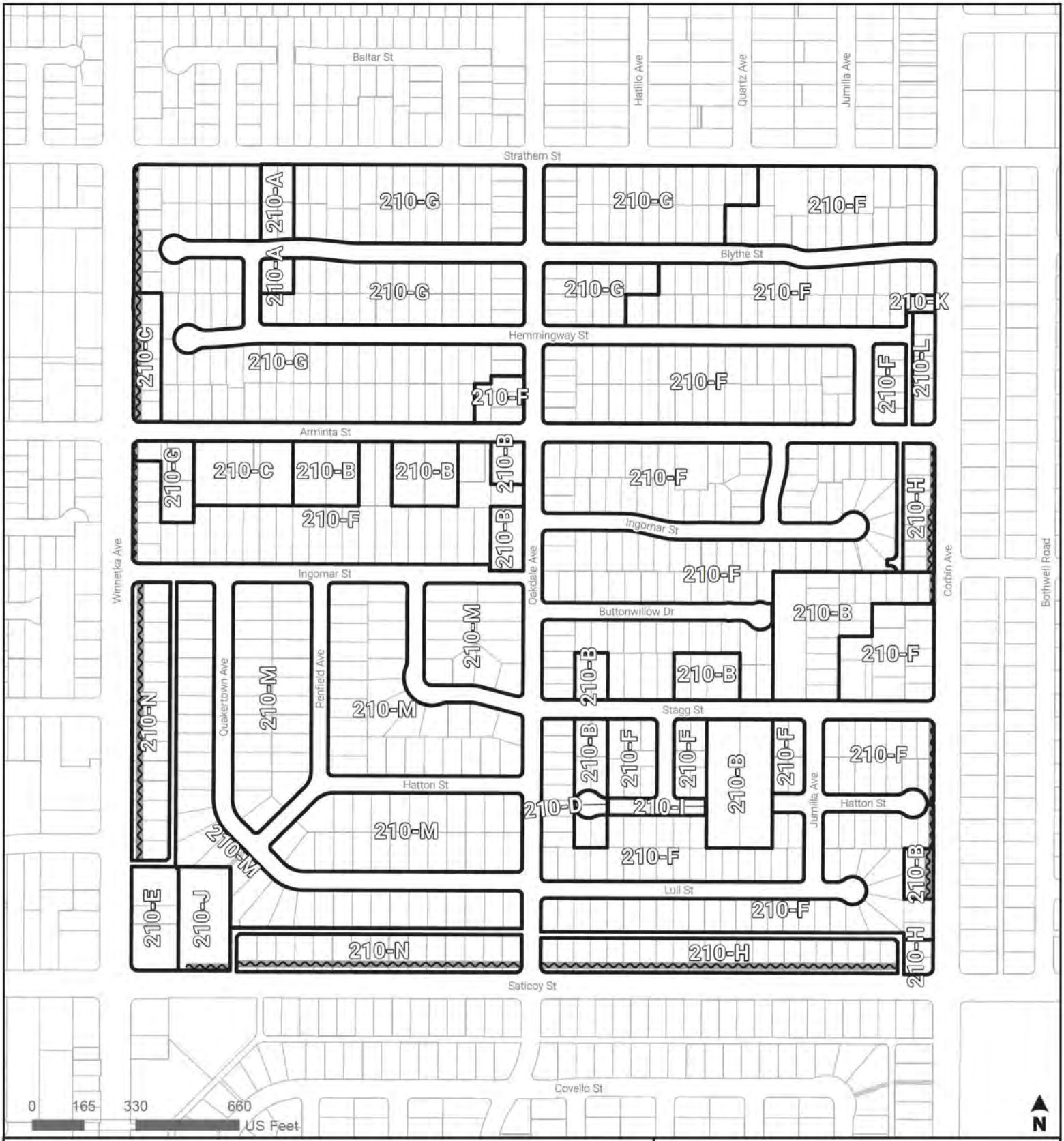
MA / AUG 2026

Section:

200

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

210-A, 210-B, 210-C, 210-D, 210-E, 210-F, 210-G, 210-H, 210-I, 210-J, 210-K, 210-L, 210-M, 210-N

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

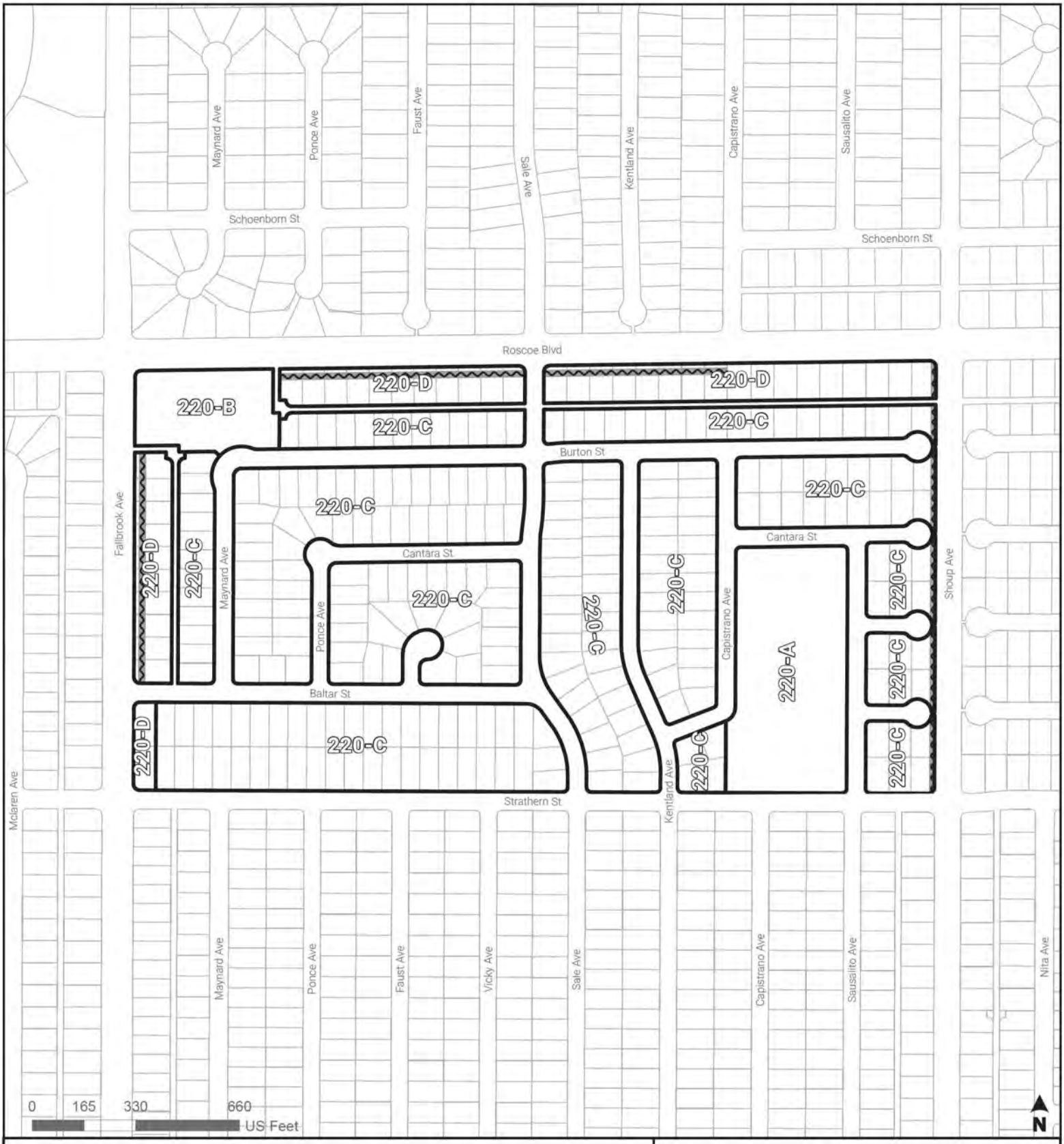
MA / AUG 2026

Section:

210

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

220-A, 220-B, 220-C, 220-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

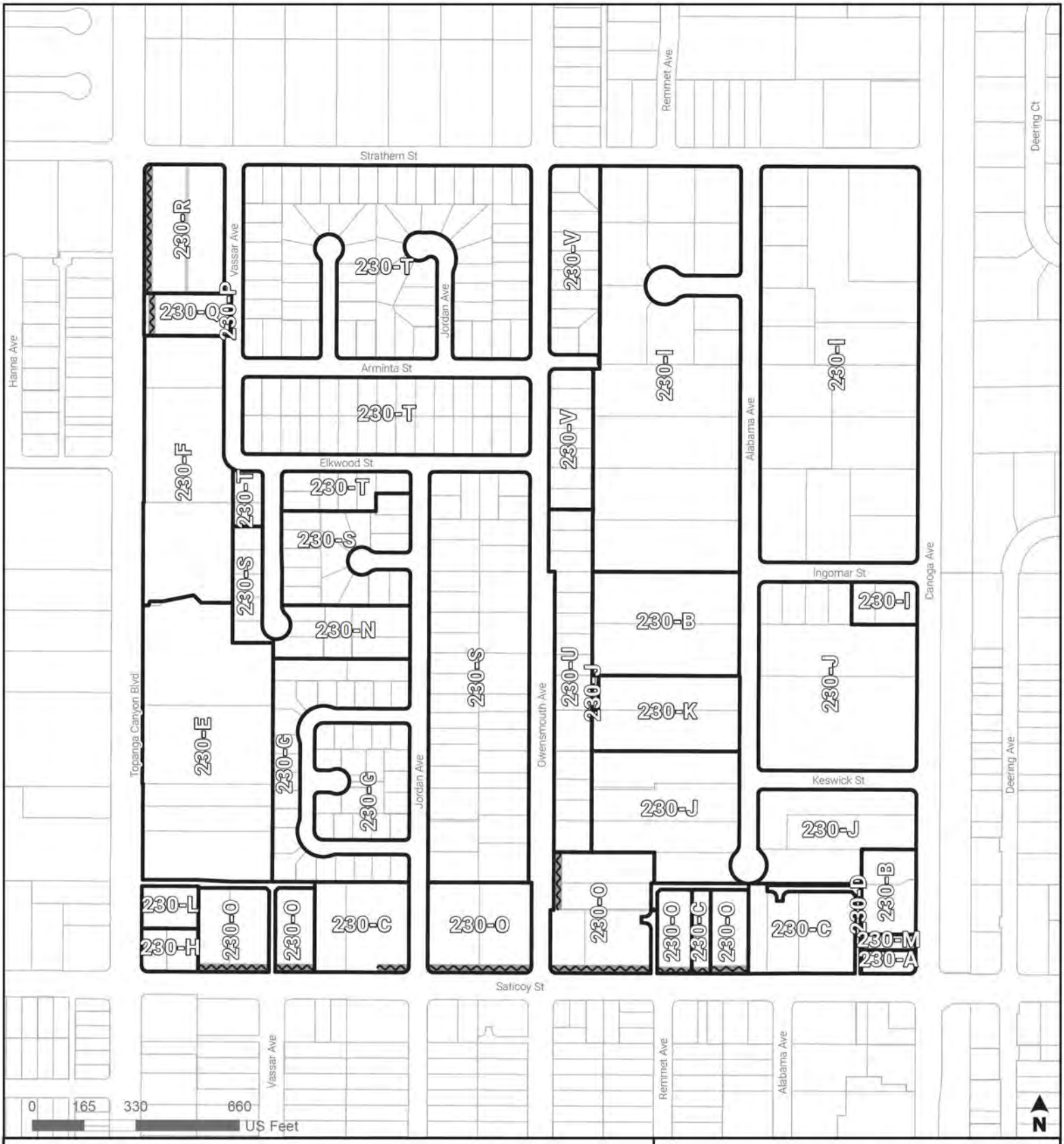
MA / AUG 2026

Section:

220

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

230-A, 230-B, 230-C, 230-D, 230-E, 230-F, 230-G, 230-H, 230-I, 230-J, 230-K, 230-L, 230-M, 230-N, 230-O, 230-P, 230-Q, 230-R, 230-S, 230-T, 230-U, 230-V

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

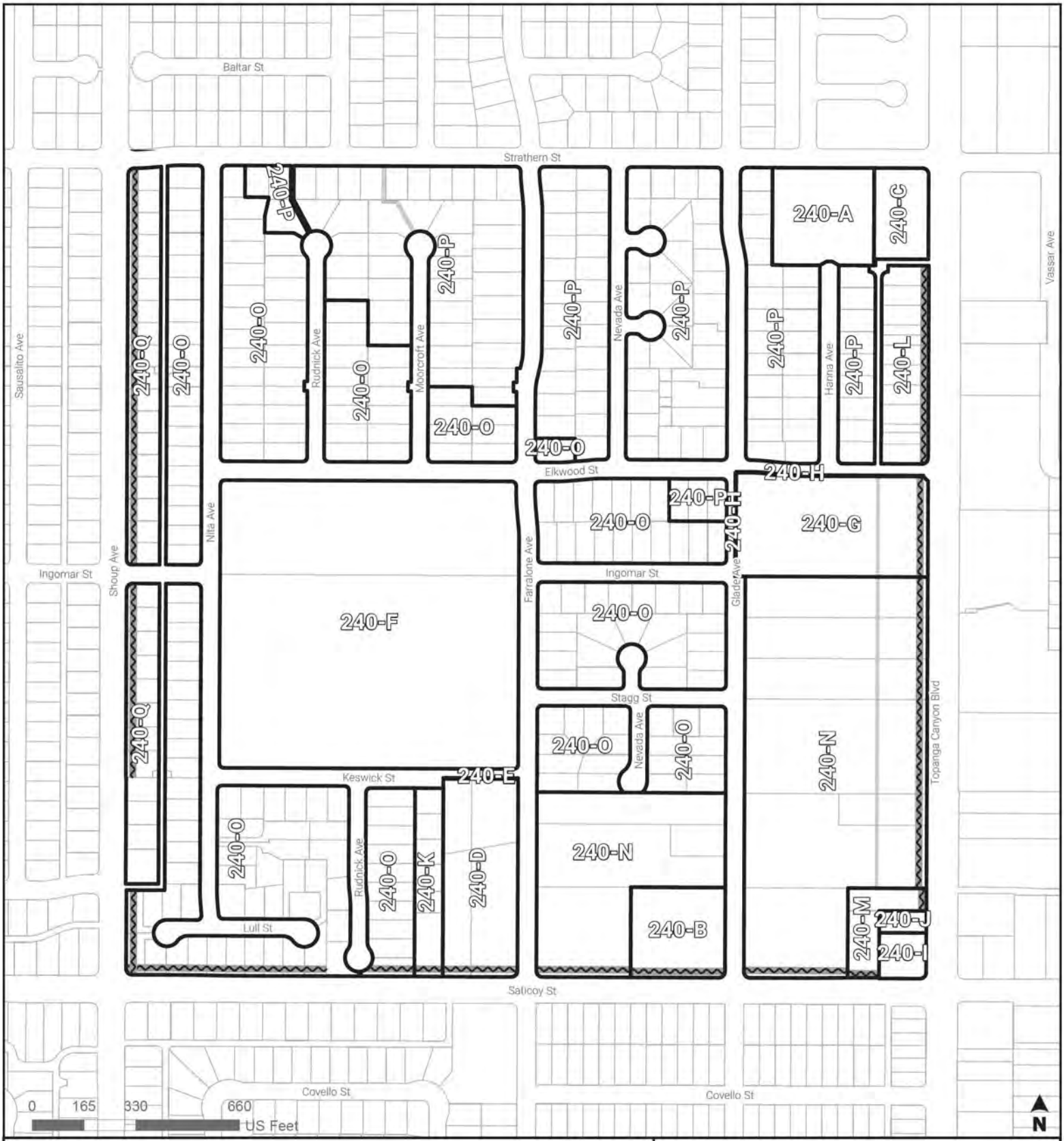
MA / AUG 2026

Section:

230

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

240-A, 240-B, 240-C, 240-D, 240-E, 240-F, 240-G, 240-H, 240-I, 240-J, 240-K, 240-L, 240-M, 240-N, 240-O, 240-P, 240-Q

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

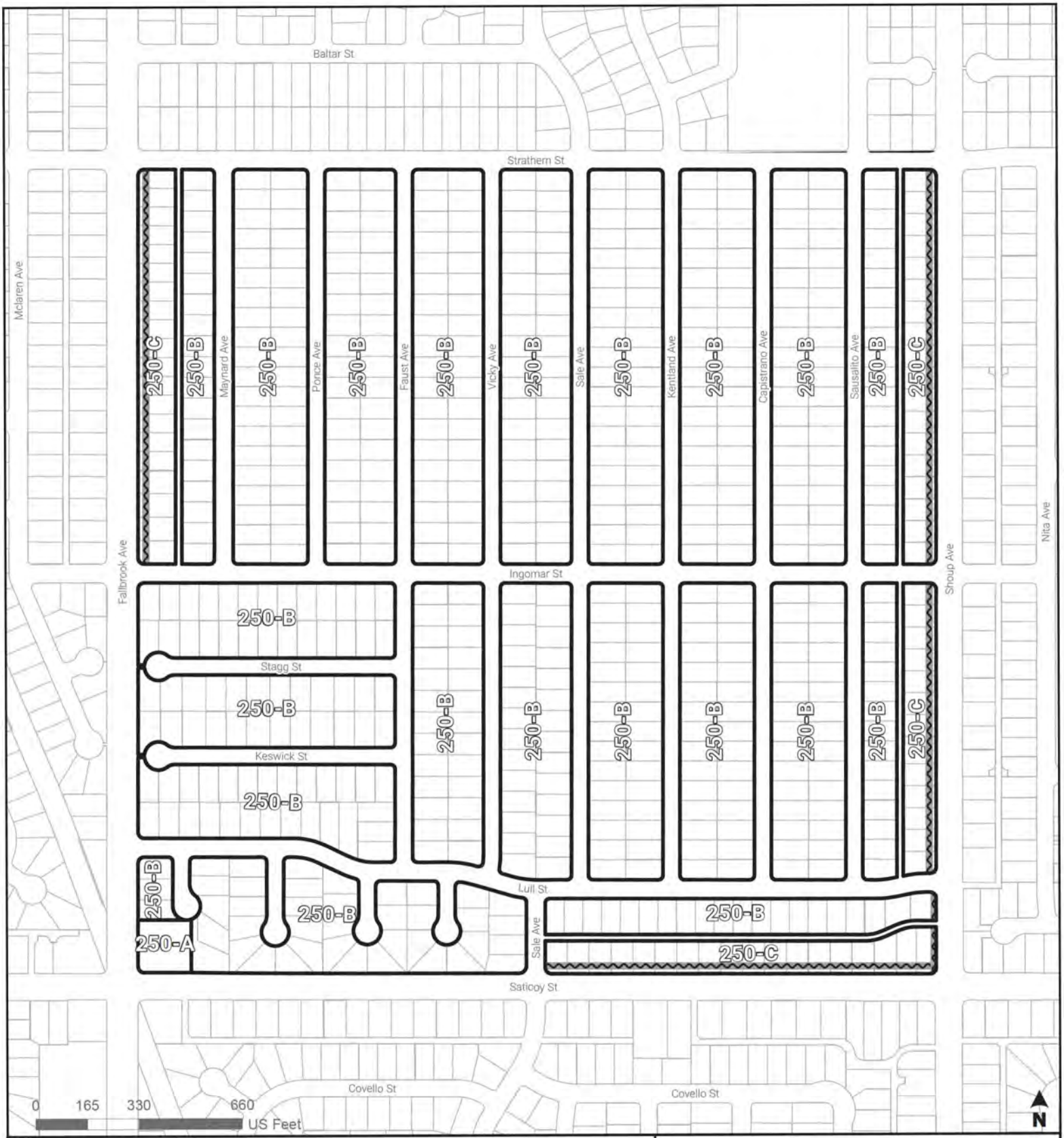
MA / AUG 2026

Section:

240

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

220-C, 250-A, 250-B, 250-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

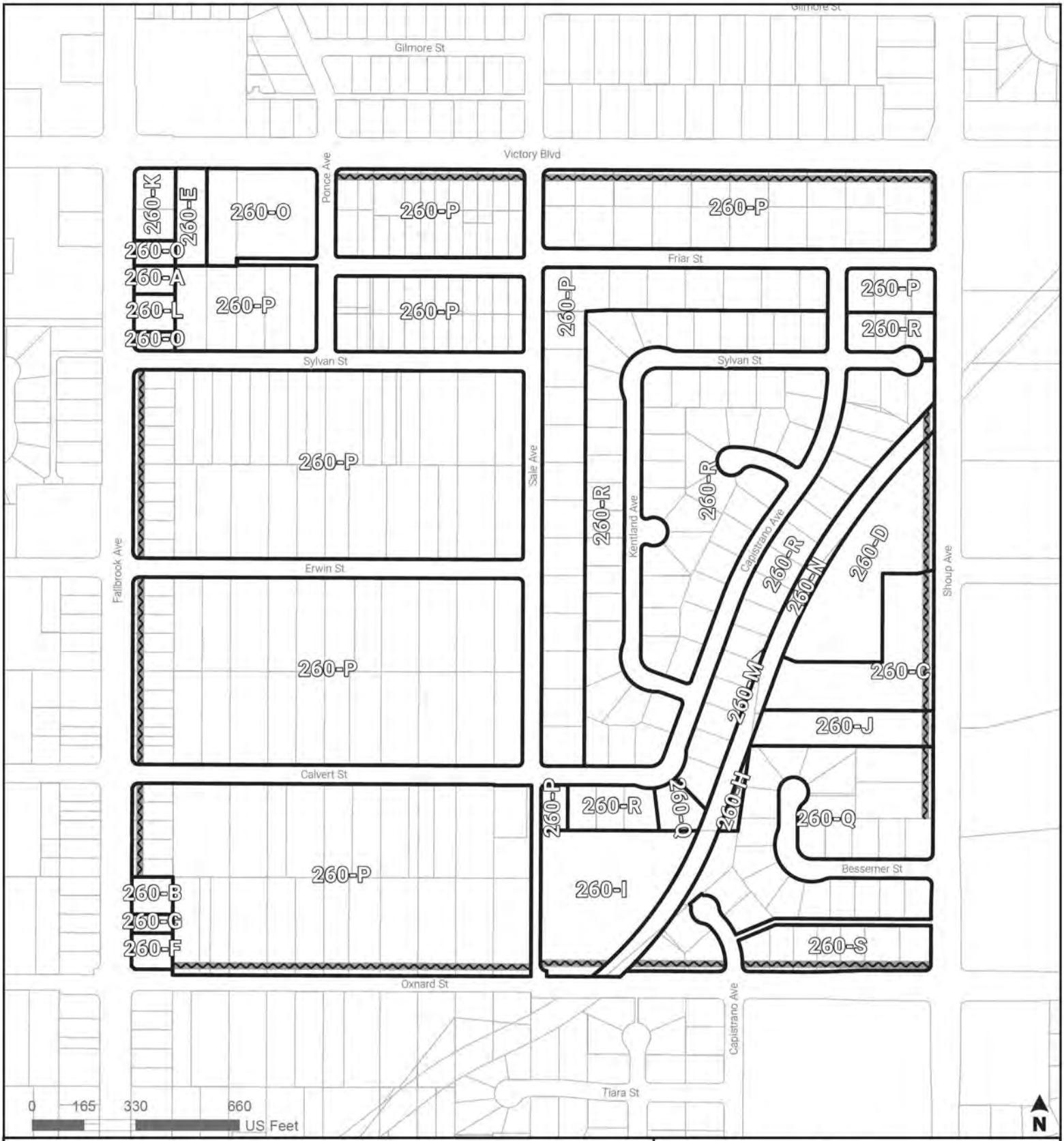
MA / AUG 2026

Section:

250

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

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Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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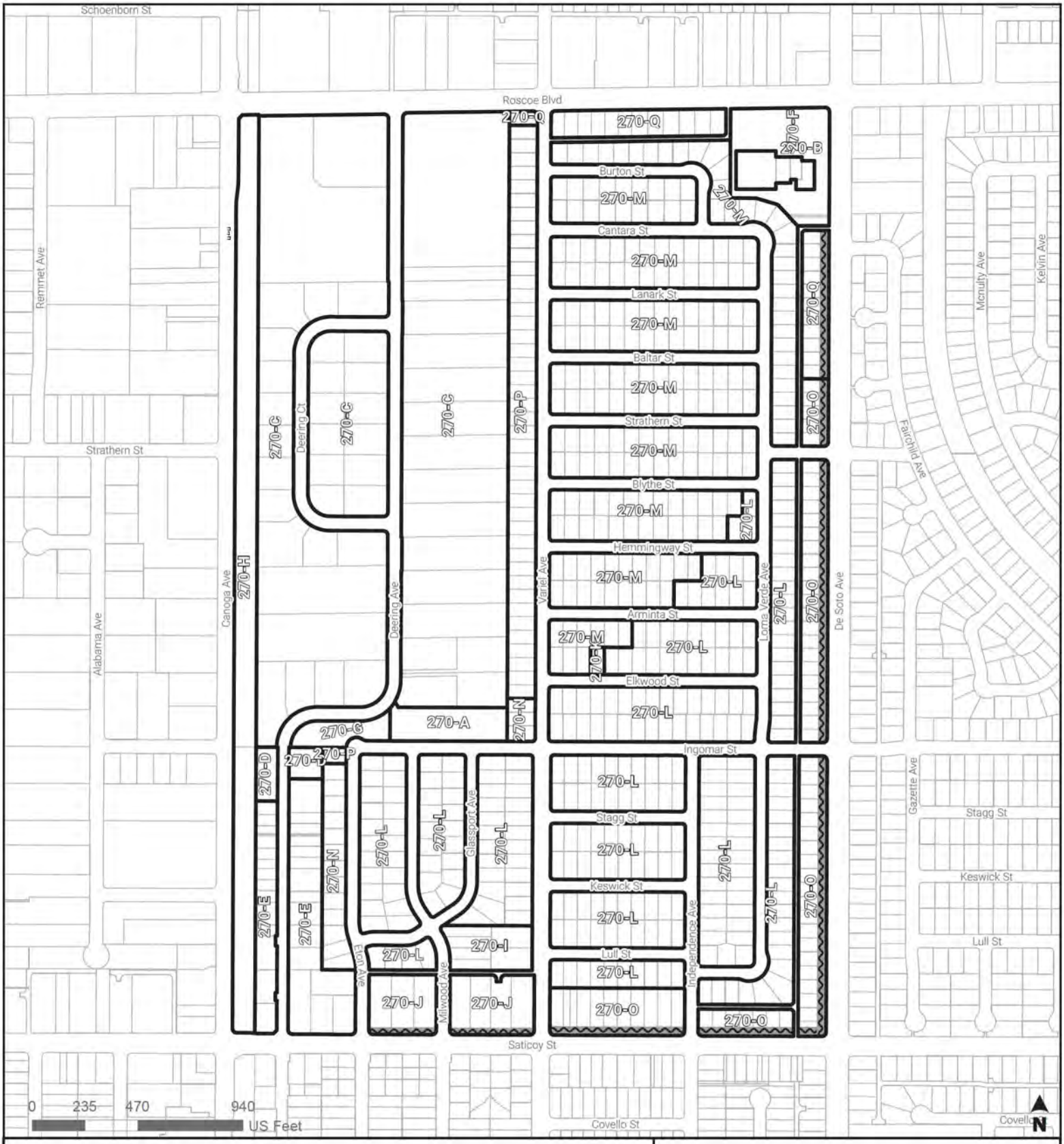
Section:

260

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

270-A, 270-B, 270-C, 270-D, 270-E, 270-F, 270-G, 270-H, 270-I, 270-J, 270-K, 270-L, 270-M, 270-N, 270-O, 270-P, 270-Q

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

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CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

280-A, 280-B, 280-C, 280-D, 280-E, 280-F, 280-G, 280-H, 280-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

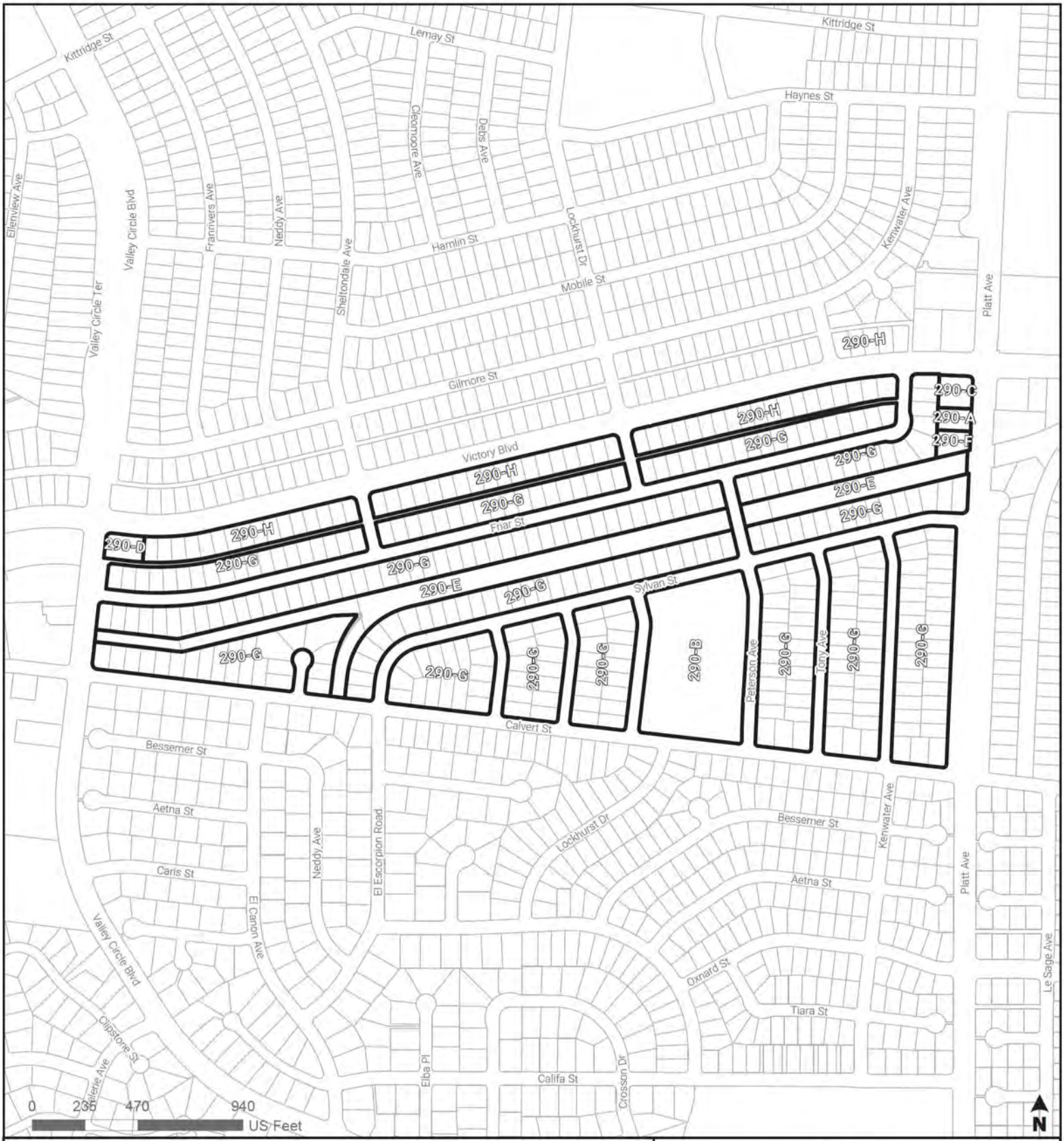
MA / AUG 2026

Section:

280

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

290-A, 290-B, 290-C, 290-D, 290-E, 290-F, 290-G, 290-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

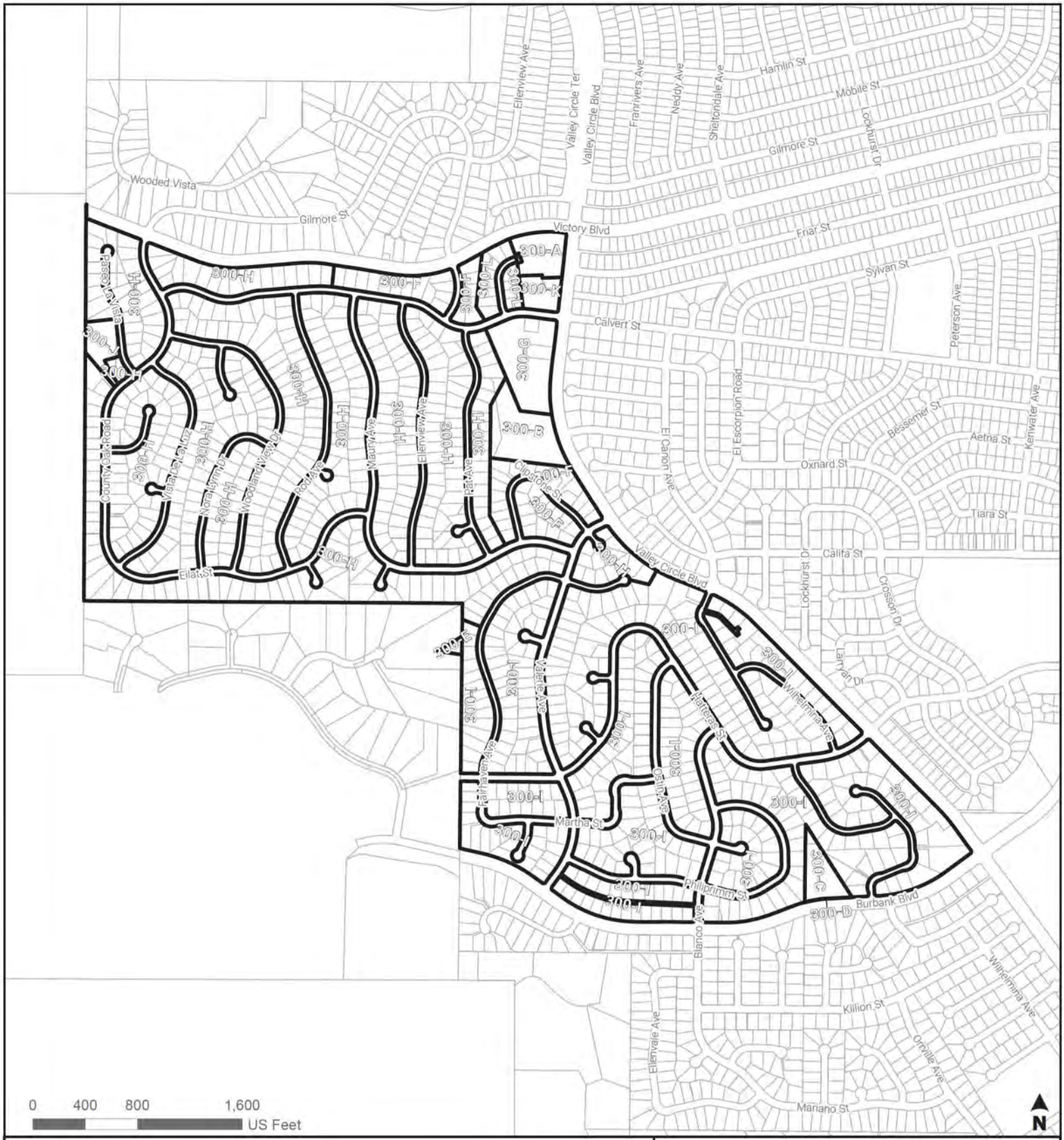
MA / AUG 2026

Section:

290

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

300-A, 300-B, 300-C, 300-D, 300-E, 300-F, 300-G, 300-H, 300-I, 300-J, 300-K, 300-L

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

300

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

310-A, 310-B, 310-C, 310-D, 310-E, 310-F, 310-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

310

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

320-A, 320-B, 320-C, 320-D, 320-E, 320-F, 320-G, 320-H, 320-I, 320-J, 320-K, 320-L

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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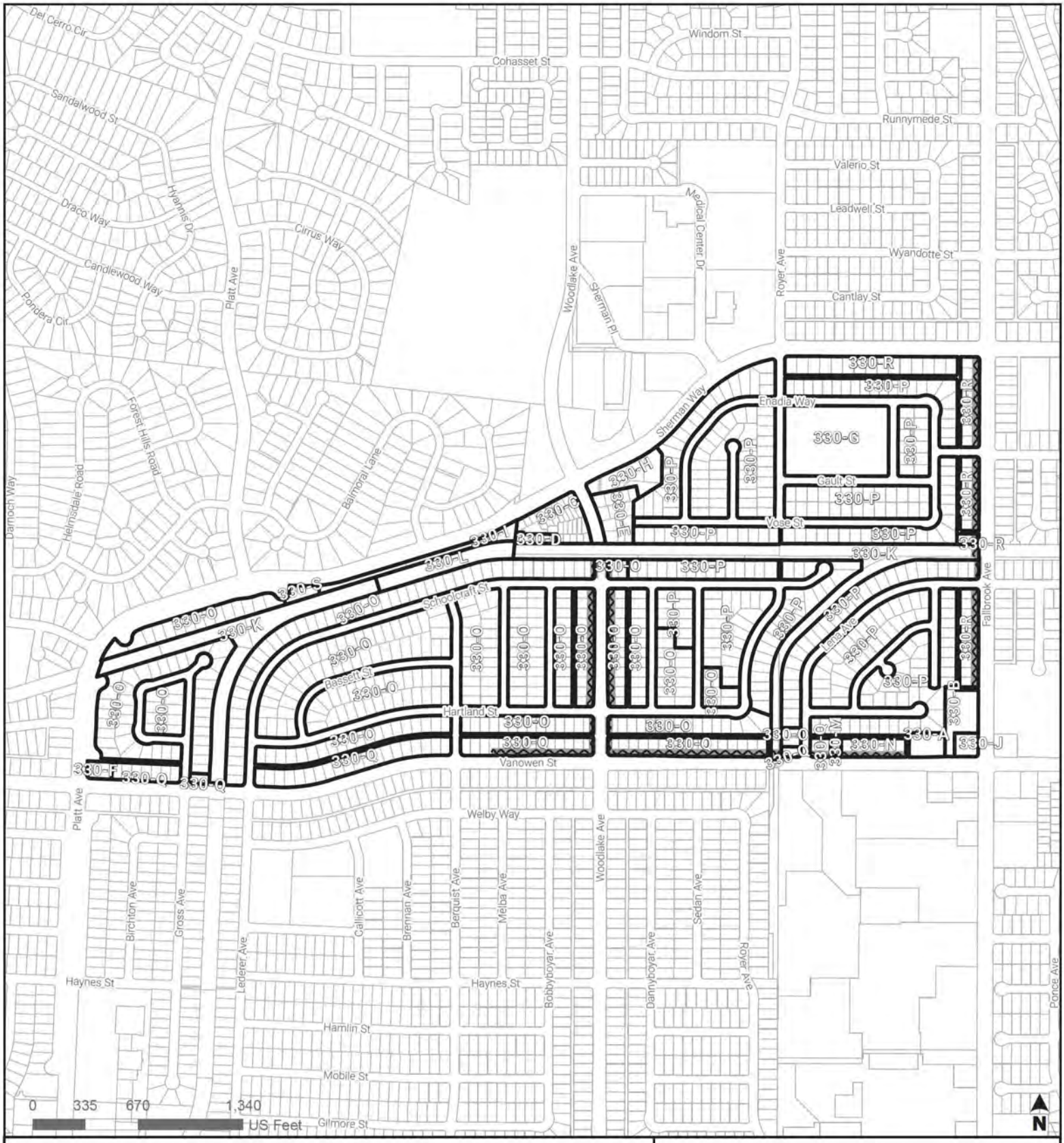
Section:

320

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

330-A, 330-B, 330-C, 330-D, 330-E, 330-F, 330-G, 330-H, 330-I, 330-J, 330-K, 330-L, 330-M, 330-N, 330-O, 330-P, 330-Q, 330-R, 330-S

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

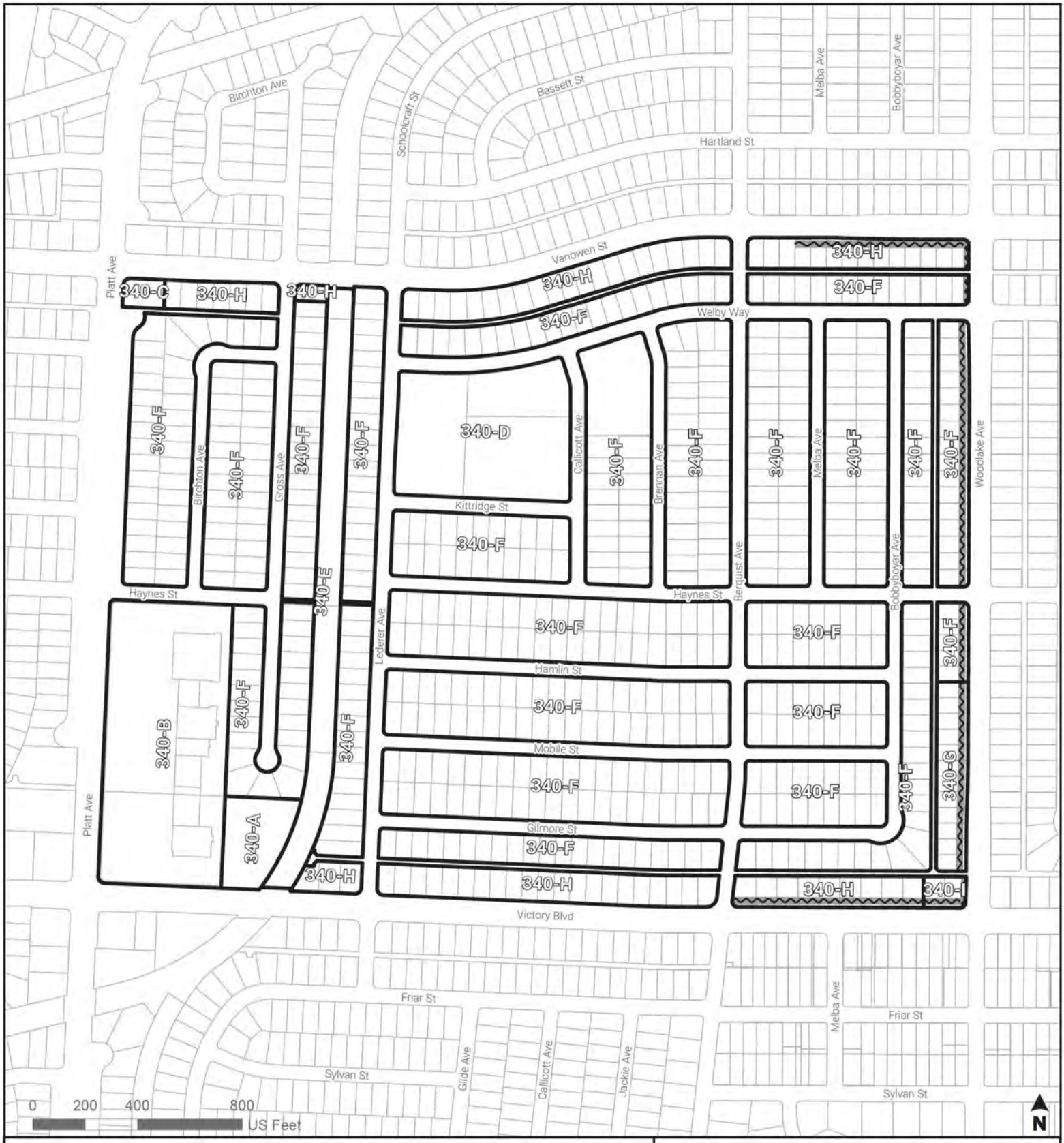
MA / AUG 2026

Section:

330

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

340-A, 340-B, 340-C, 340-D, 340-E, 340-F, 340-G, 340-H, 340-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

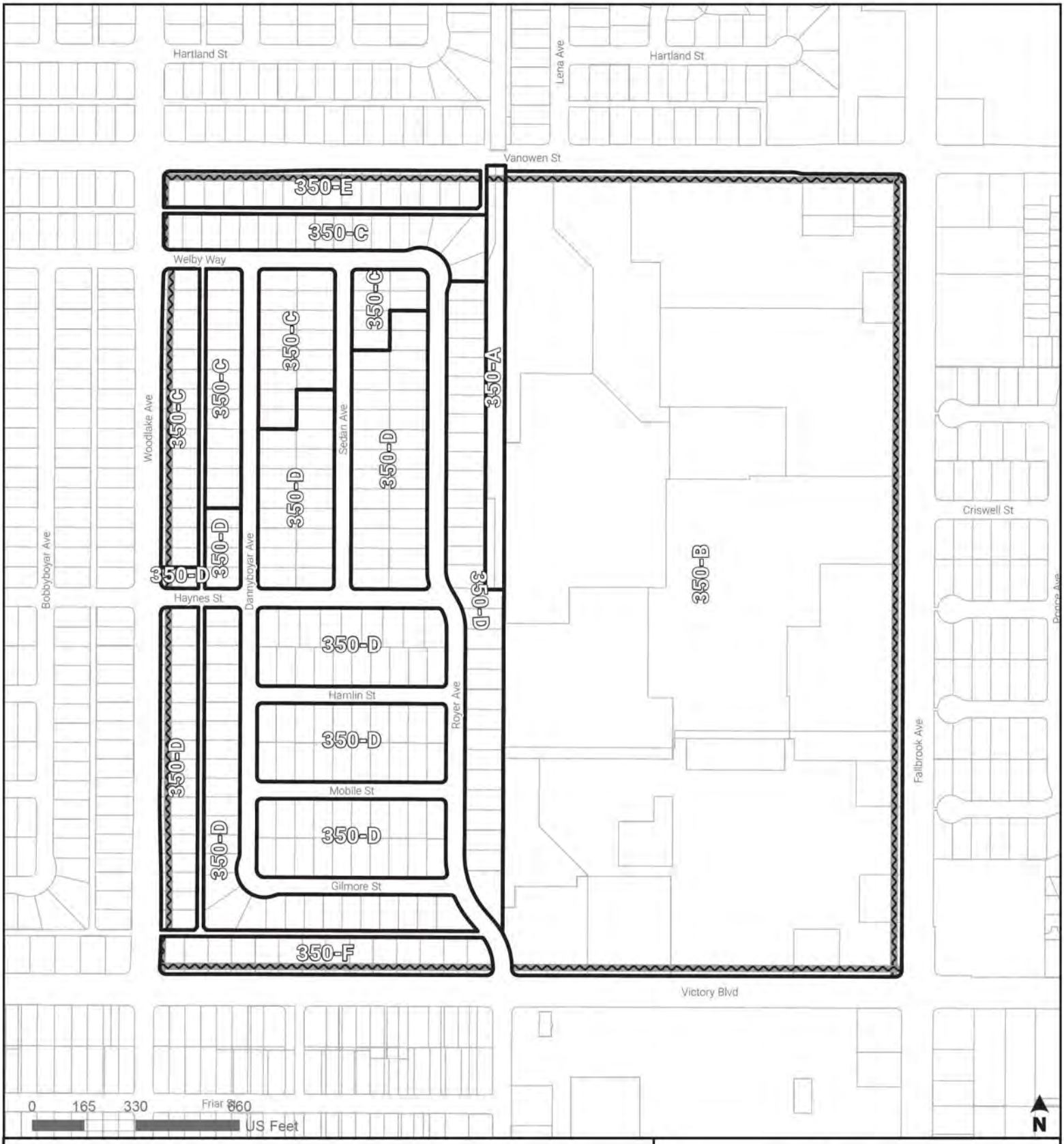
MA / AUG 2026

Section:

340

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

350-A, 350-B, 350-C, 350-D, 350-E, 350-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

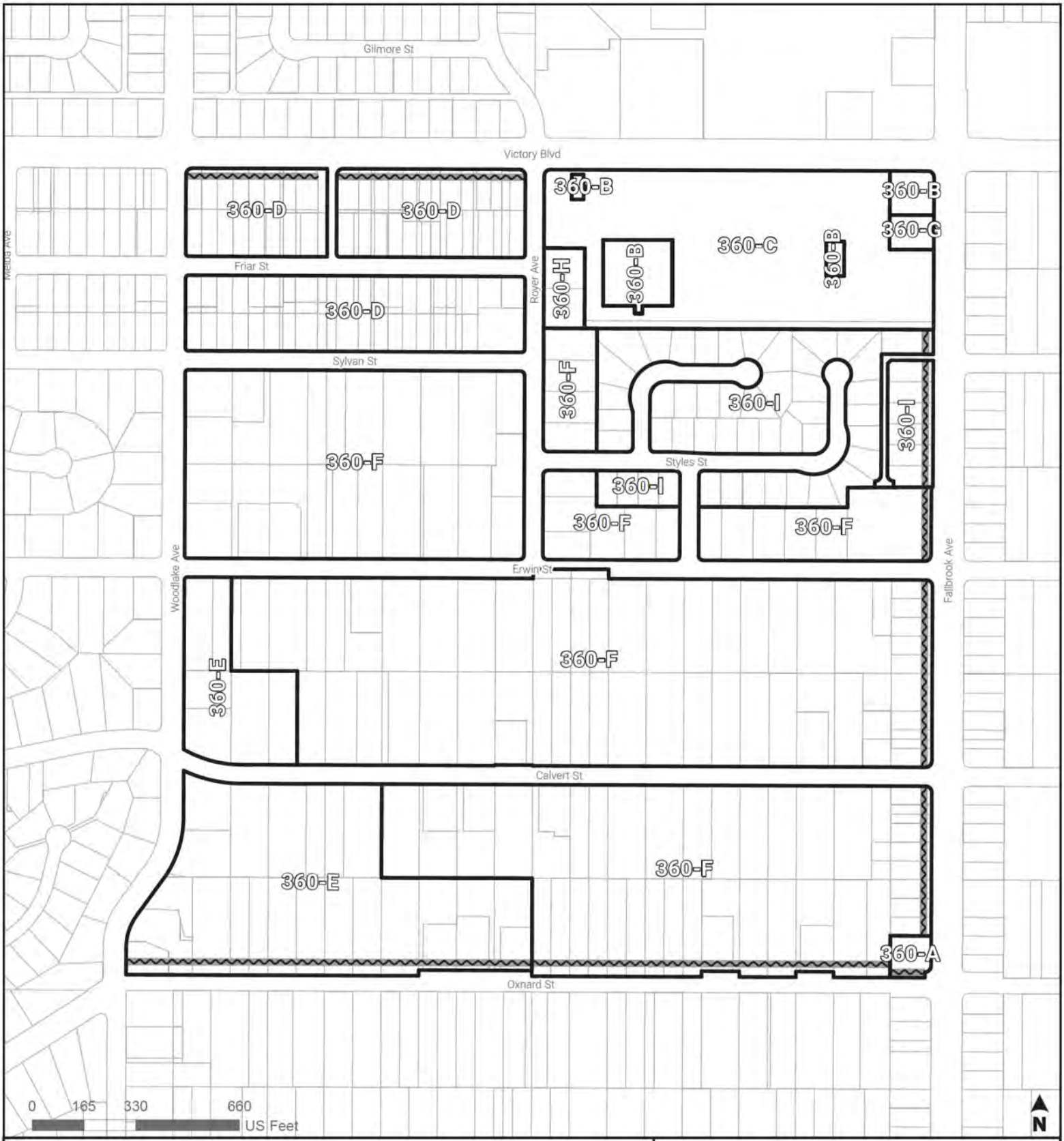
MA / AUG 2026

Section:

350

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

360-A, 360-B, 360-C, 360-D, 360-E, 360-F, 360-G, 360-H, 360-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

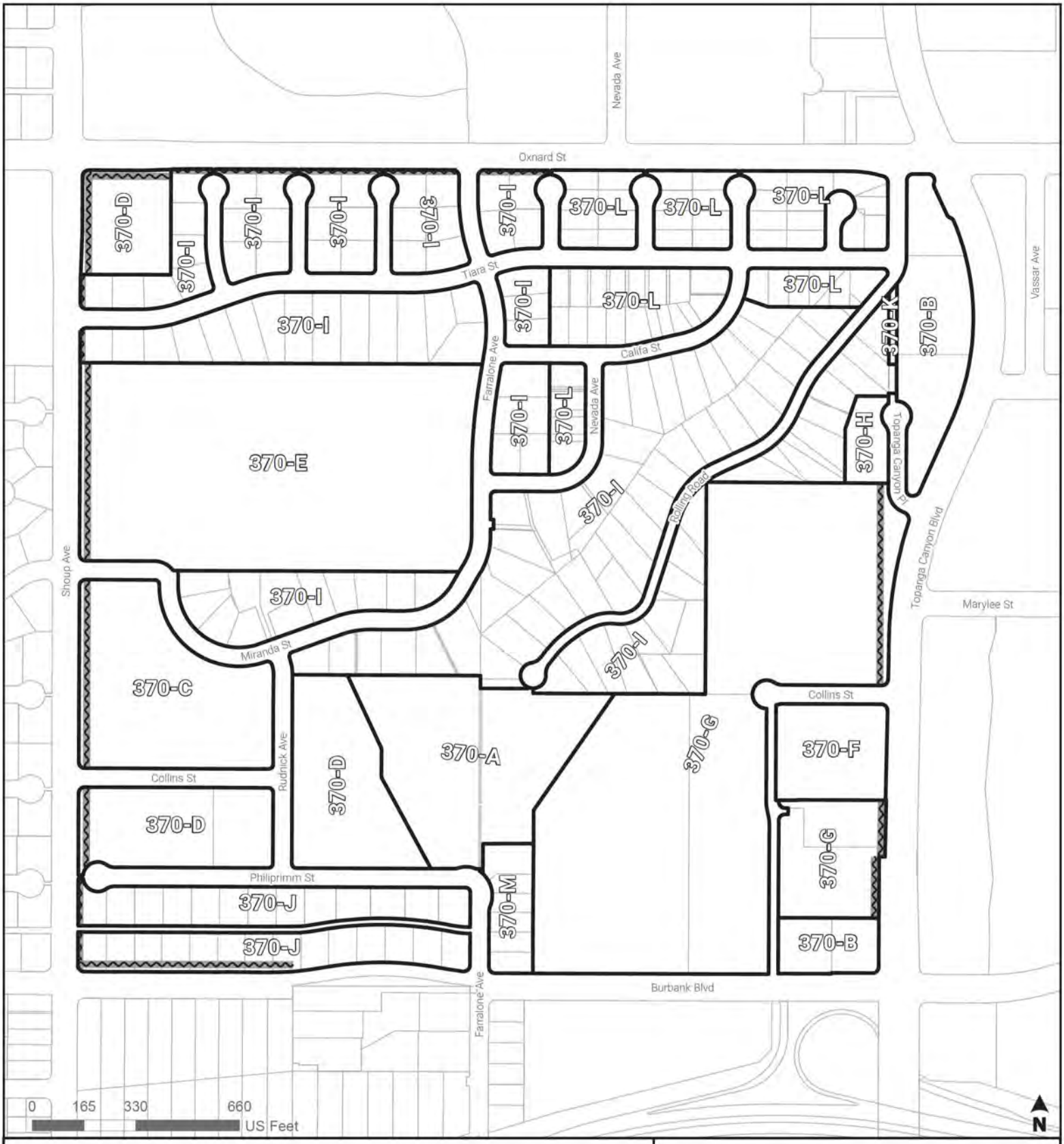
MA / AUG 2026

Section:

360

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

370-A, 370-B, 370-C, 370-D, 370-E, 370-F, 370-G, 370-H, 370-I, 370-J, 370-K, 370-L, 370-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

370

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

380-A, 380-B

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

380

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

390-A, 390-B

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

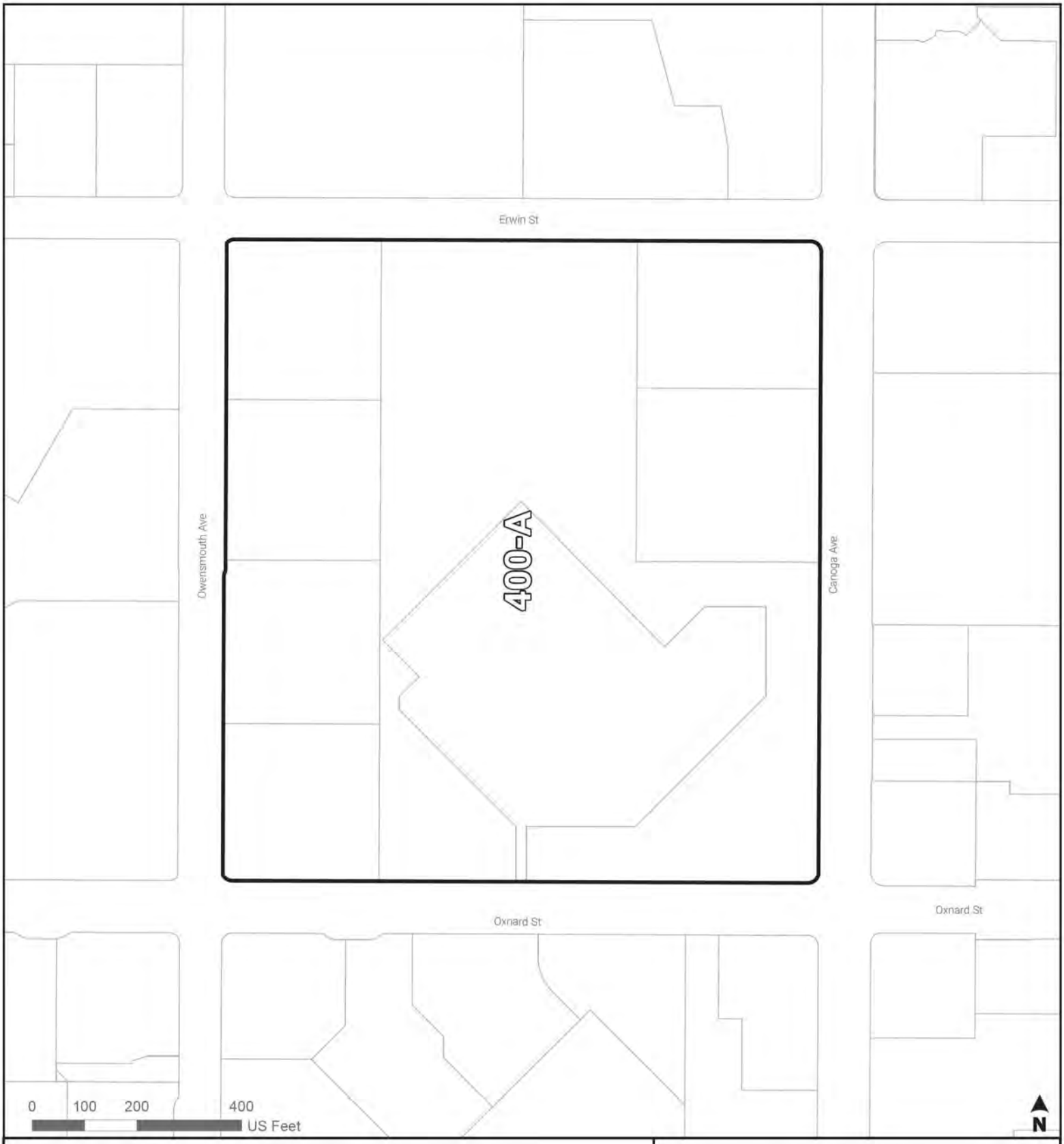
MA / AUG 2026

Section:

390

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

400-A

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

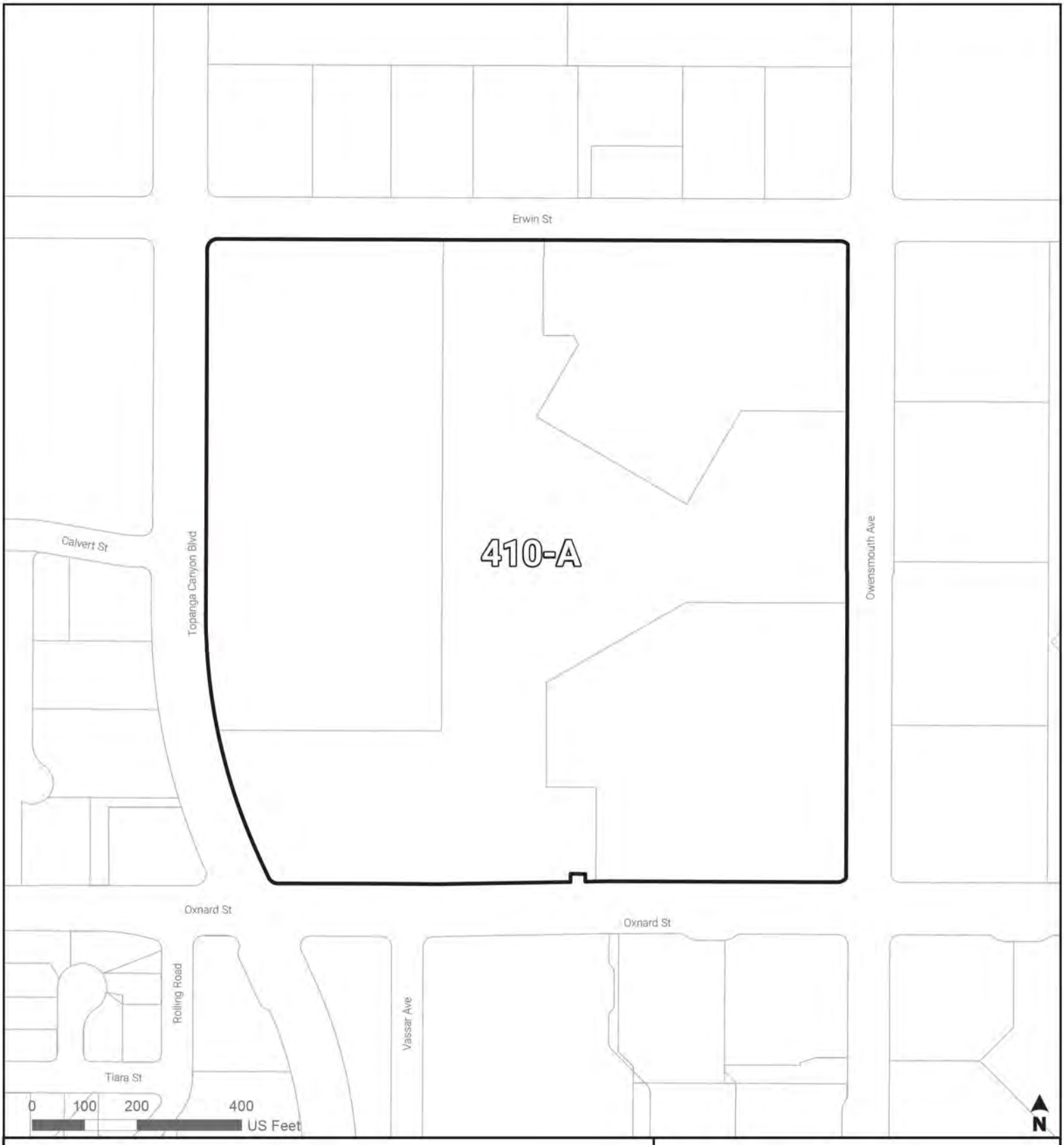
MA / AUG 2026

Section:

400

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

410-A

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

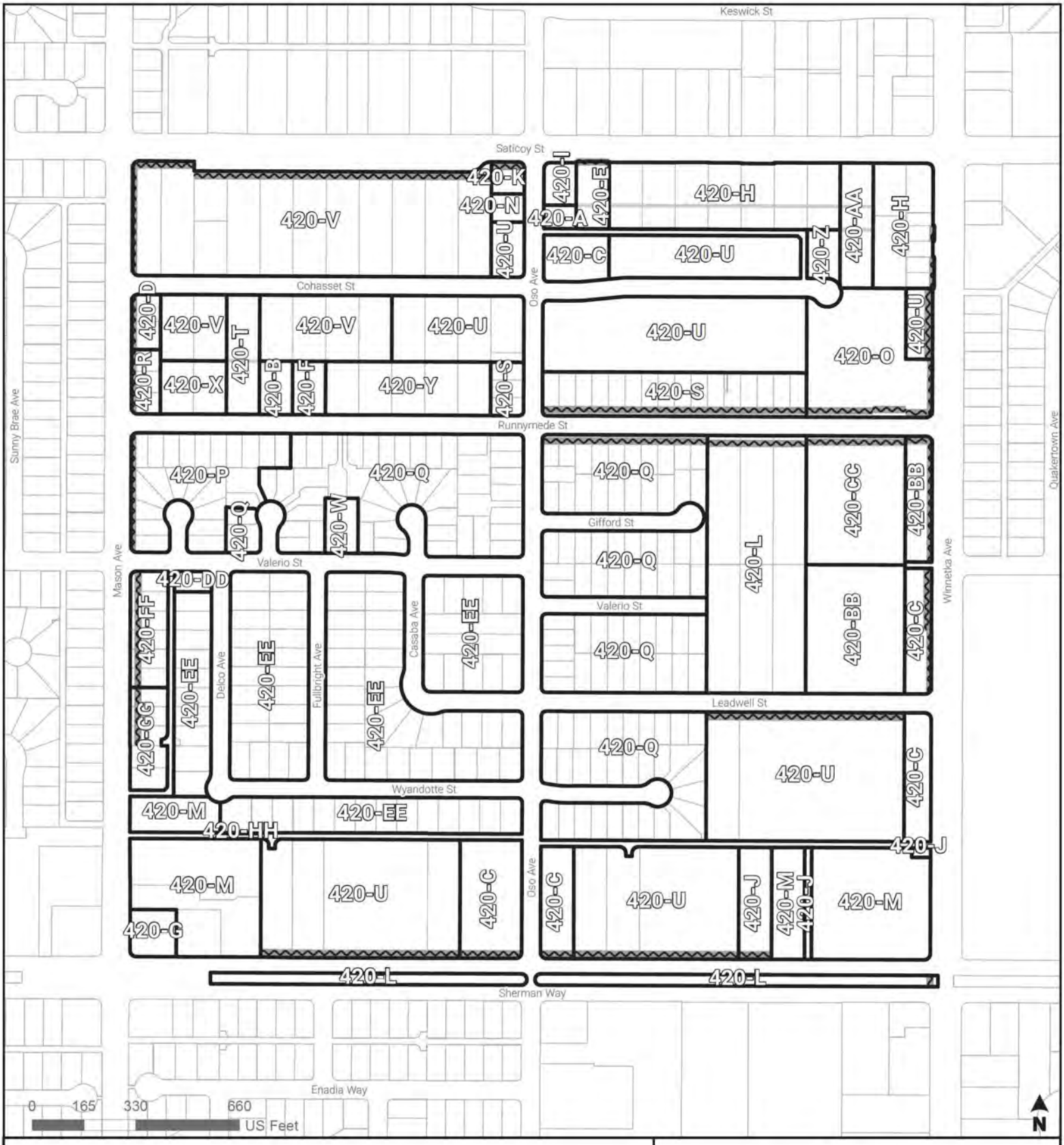
MA / AUG 2026

Section:

410

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

420-A, 420-B, 420-C, 420-D, 420-E, 420-F, 420-G, 420-H, 420-I, 420-J, 420-K, 420-L, 420-M, 420-N, 420-O, 420-P, 420-Q, 420-R, 420-S, 420-T, 420-U, 420-V, 420-W, 420-X, 420-Y, 420-Z, 420-AA, 420-BB, 420-CC, 420-DD, 420-EE, 420-FF, 420-GG, 420-HH

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

420

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

430-A, 430-B

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

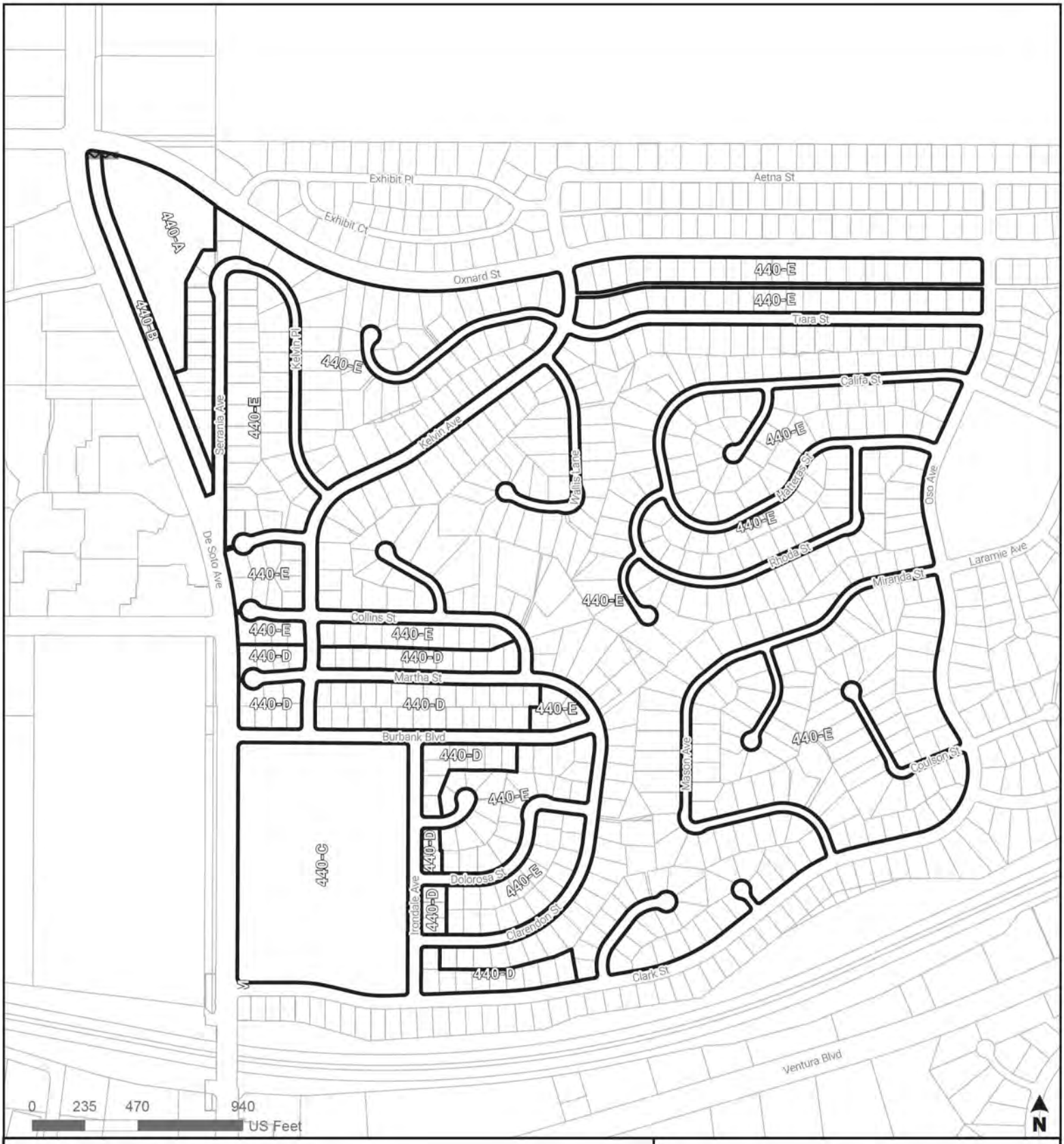
MA / AUG 2026

Section:

430

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

440-A, 440-B, 440-C, 440-D, 440-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

440

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

450-A, 450-B, 450-C, 450-D, 450-E, 450-F, 450-G, 450-H, 450-I, 450-J, 450-K, 450-L, 450-M, 450-N, 450-O, 450-P, 450-Q

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

450

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

460-A, 460-B

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

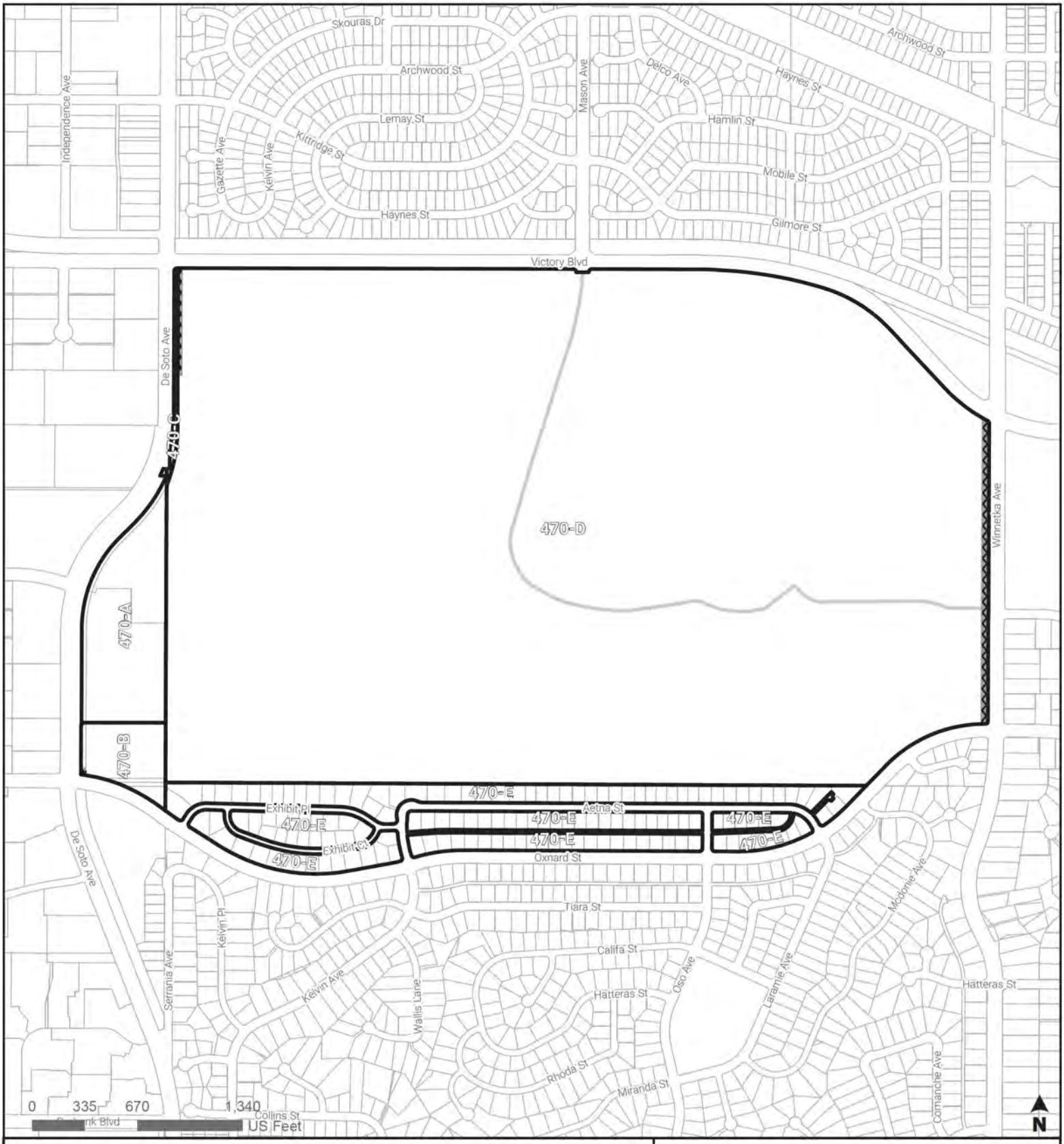
MA / AUG 2026

Section:

460

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

470-A, 470-B, 470-C, 470-D, 470-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

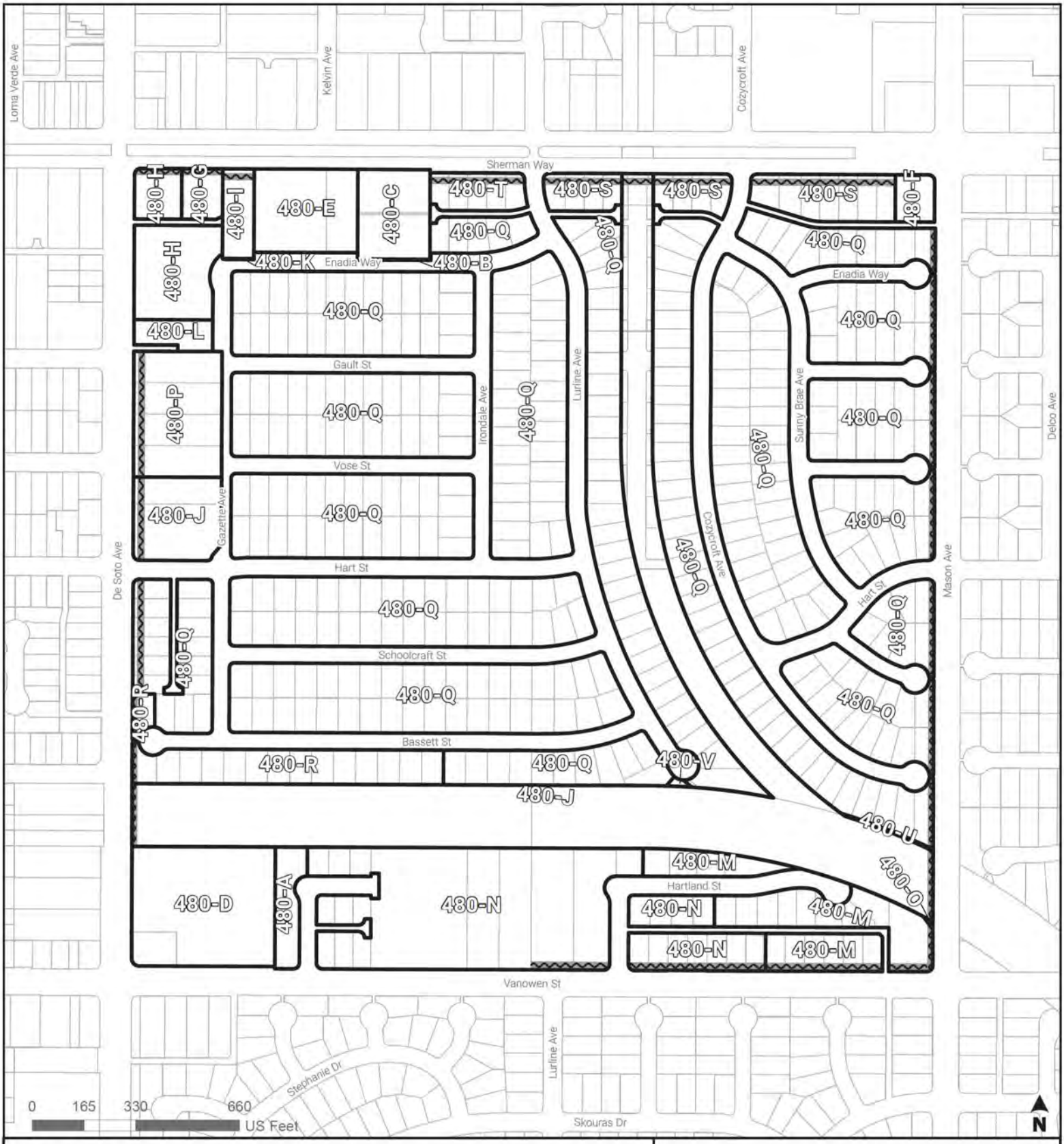
MA / AUG 2026

Section:

470

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

480-A, 480-B, 480-C, 480-D, 480-E, 480-F, 480-G, 480-H, 480-I, 480-J, 480-K, 480-L, 480-M, 480-N, 480-O, 480-P, 480-Q, 480-R, 480-S, 480-T, 480-U, 480-V

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

480

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

490-A, 490-B, 490-C, 490-D, 490-E, 490-F, 490-G, 490-H, 490-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

490

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

500-A, 500-B, 500-C, 500-D, 500-E, 500-F, 500-G, 500-H, 500-I, 500-J, 500-K, 500-L, 500-M, 500-N

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

500

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

510-A, 510-B, 510-C, 510-D, 510-E, 510-F, 510-G, 510-H, 510-I, 510-J, 510-K, 510-L, 510-M, 510-N

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

510

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

520-A, 520-B, 520-C, 520-D, 520-E, 520-F, 520-G, 520-H, 520-I, 520-J

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

520

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

530-A, 530-B, 530-C, 530-D, 530-E, 530-F, 530-G, 530-H, 530-I, 530-J, 530-K, 530-L, 530-M, 530-N, 530-O, 530-P, 530-Q, 530-R, 530-S, 530-T, 530-U, 530-V, 530-W, 530-X, 530-Y, 530-Z, 530-AA, 530-BB

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

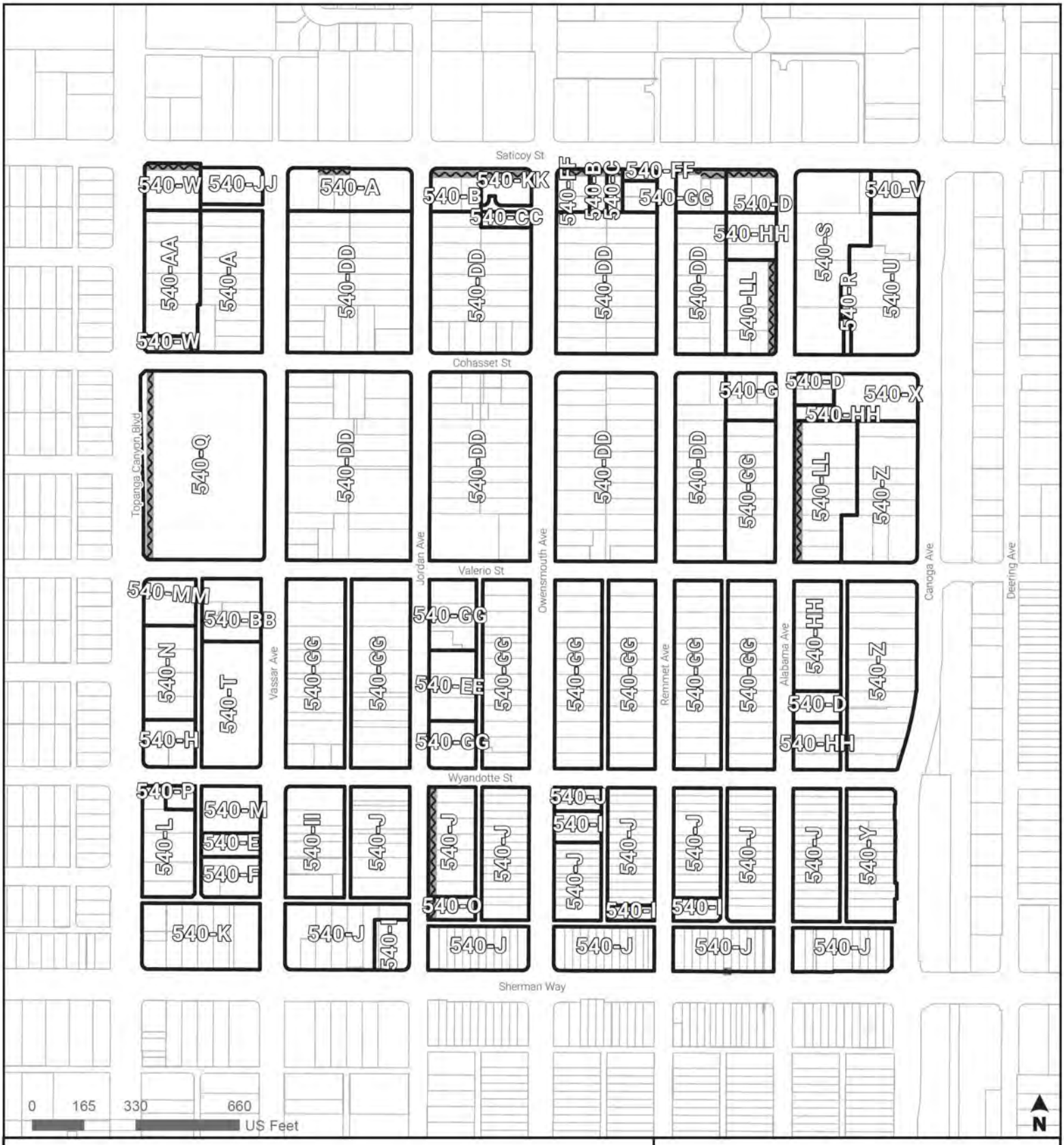
MA / AUG 2026

Section:

530

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

540-A, 540-B, 540-C, 540-D, 540-E, 540-F, 540-G, 540-H, 540-I, 540-J, 540-K, 540-L, 540-M, 540-N, 540-O, 540-P, 540-Q, 540-R, 540-S, 540-T, 540-U, 540-V, 540-W, 540-X, 540-Y, 540-Z, 540-AA, 540-BB, 540-CC, 540-DD, 540-EE, 540-FF, 540-GG, 540-HH, 540-II, 540-JJ, 540-KK, 540-LL, 540-MM

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

540

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

550-A, 550-B, 550-C, 550-D, 550-E, 550-F, 550-G, 550-H, 550-I, 550-J, 550-K, 550-L, 550-M, 550-N, 550-O, 550-P, 550-Q, 550-R, 550-S, 550-T, 550-U, 550-V, 550-W, 550-X, 550-Y, 550-Z, 550-AA, 550-BB, 550-CC, 550-DD, 550-EE, 550-FF, 550-GG, 550-HH, 550-II, 550-JJ, 550-KK, 550-LL

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

550

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

560-A, 560-B

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

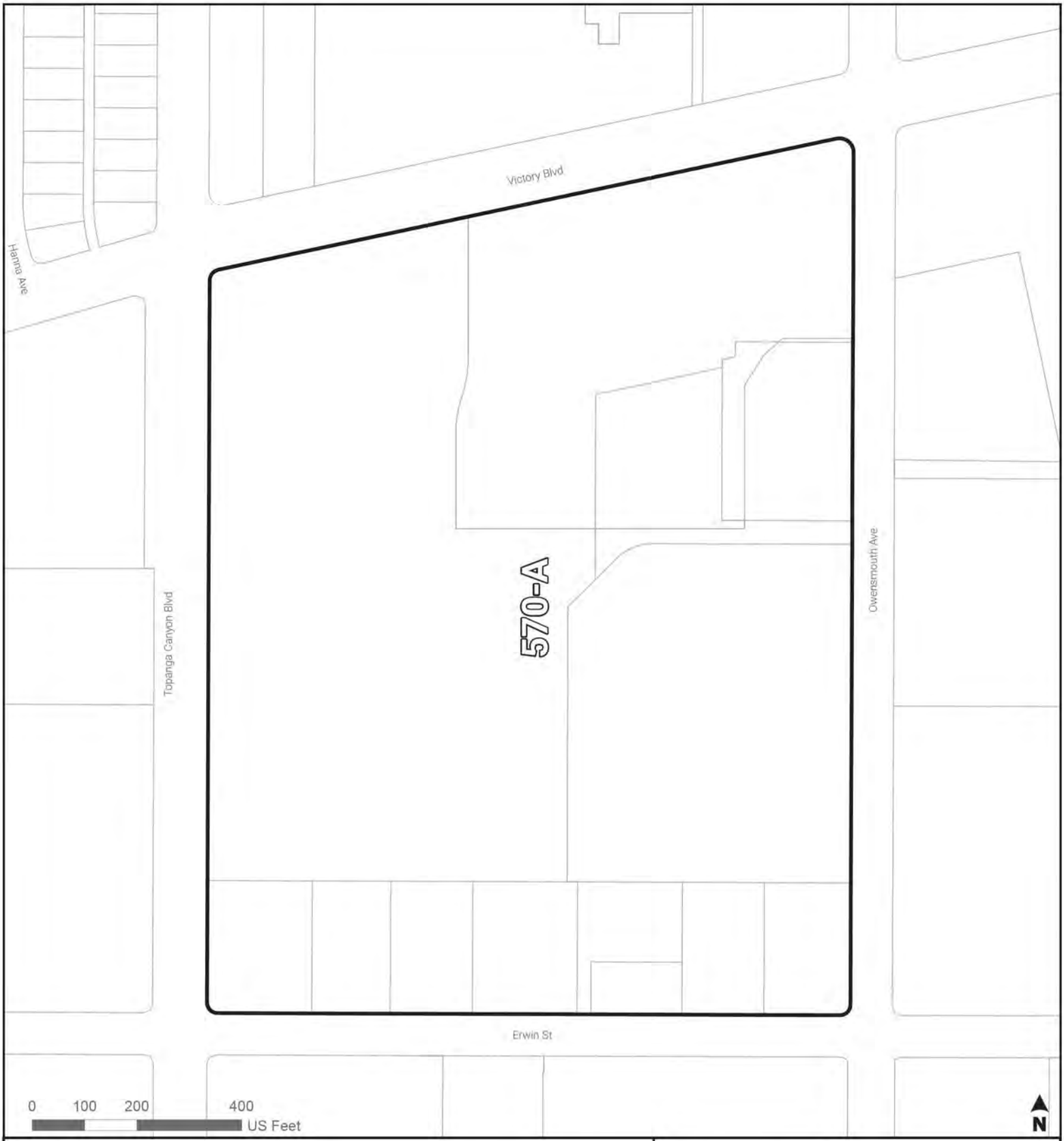
MA / AUG 2026

Section:

560

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

570-A

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

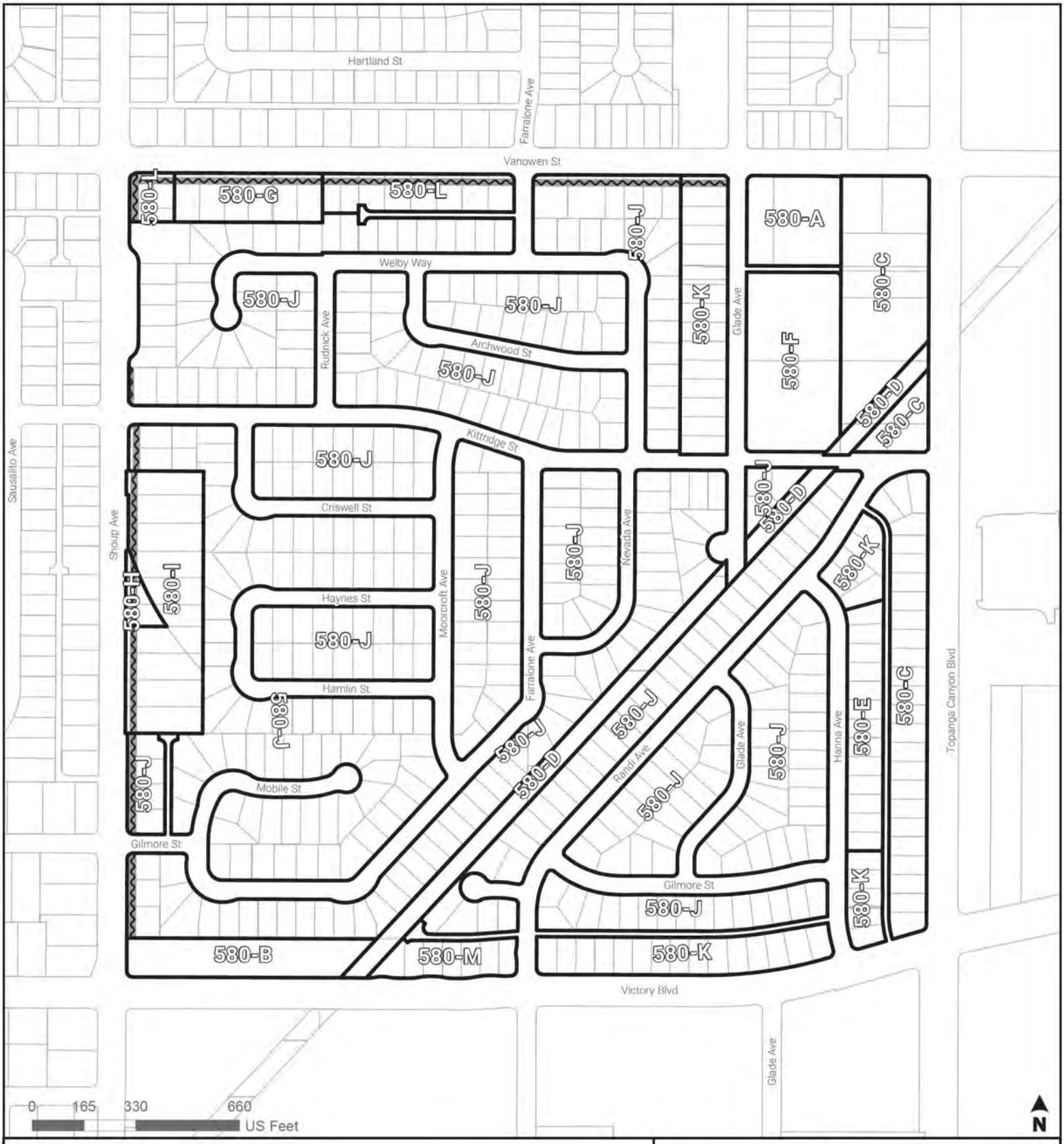
MA / AUG 2026

Section:

570

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

580-A, 580-B, 580-C, 580-D, 580-E, 580-F, 580-G, 580-H, 580-I, 580-J, 580-K, 580-L, 580-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

580

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

590-A

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

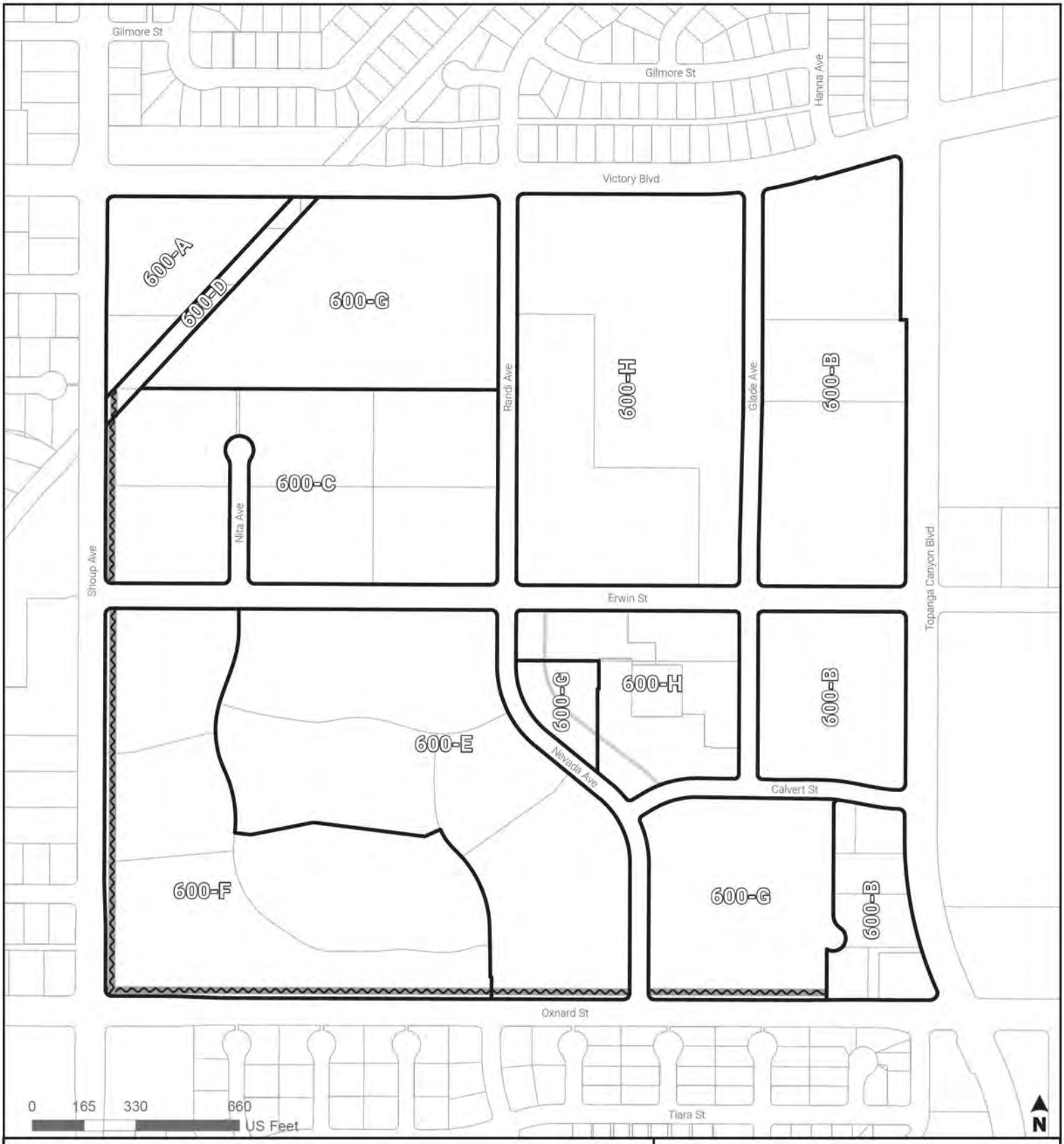
MA / AUG 2026

Section:

590

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

600-A, 600-B, 600-C, 600-D, 600-E, 600-F, 600-G, 600-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

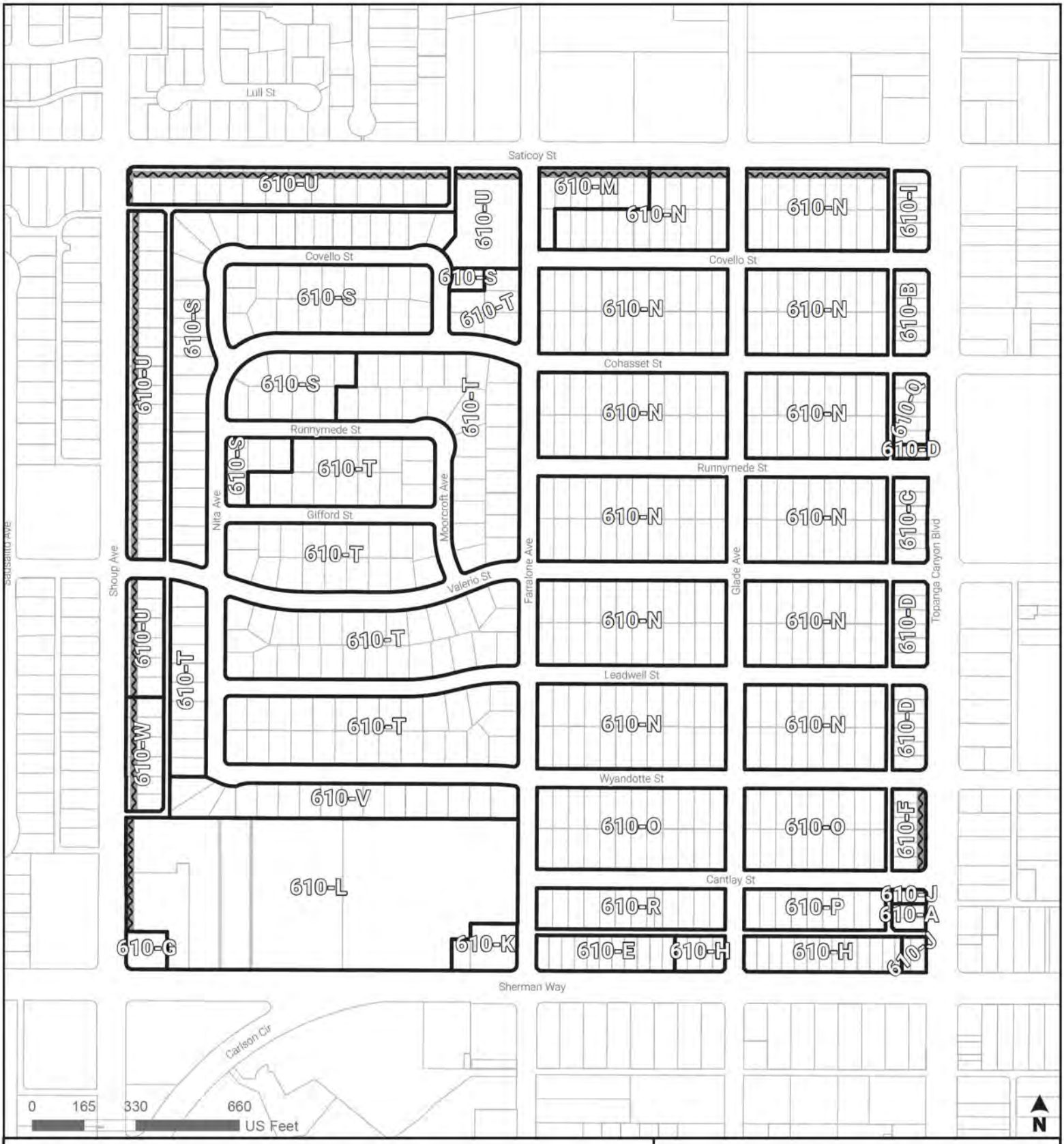
MA / AUG 2026

Section:

600

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

610-A, 610-B, 610-C, 610-D, 610-E, 610-F, 610-G, 610-H, 610-I, 610-J, 610-K, 610-L, 610-M, 610-N, 610-O, 610-P, 610-Q, 610-R, 610-S, 610-T, 610-U, 610-V, 610-W

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

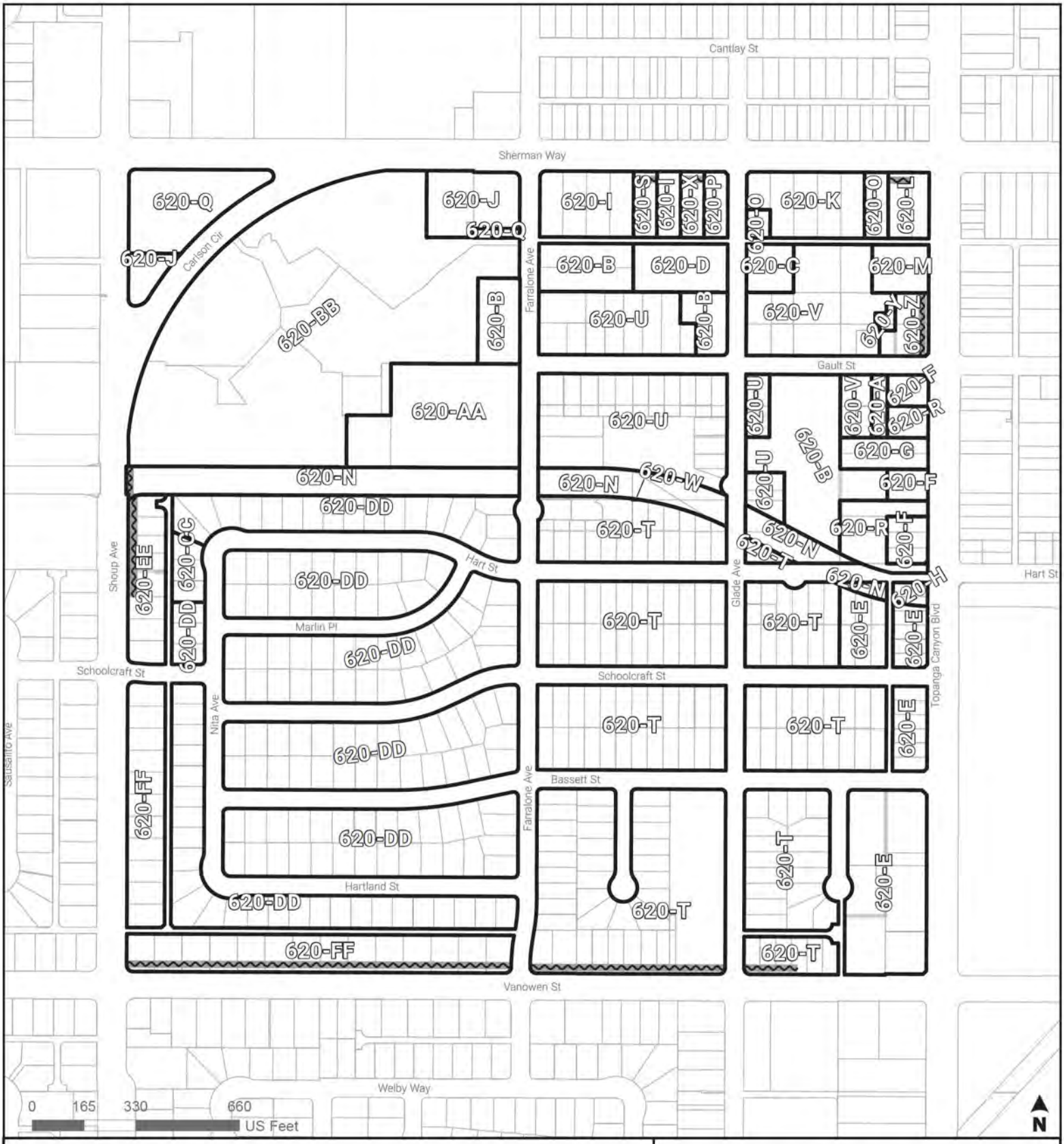
MA / AUG 2026

Section:

610

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

620-A, 620-B, 620-C, 620-D, 620-E, 620-F, 620-G, 620-H, 620-I, 620-J, 620-K, 620-L, 620-M, 620-N, 620-O, 620-P, 620-Q, 620-R, 620-S, 620-T, 620-U, 620-V, 620-W, 620-X, 620-Y, 620-Z, 620-AA, 620-BB, 620-CC, 620-DD, 620-EE, 620-FF

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

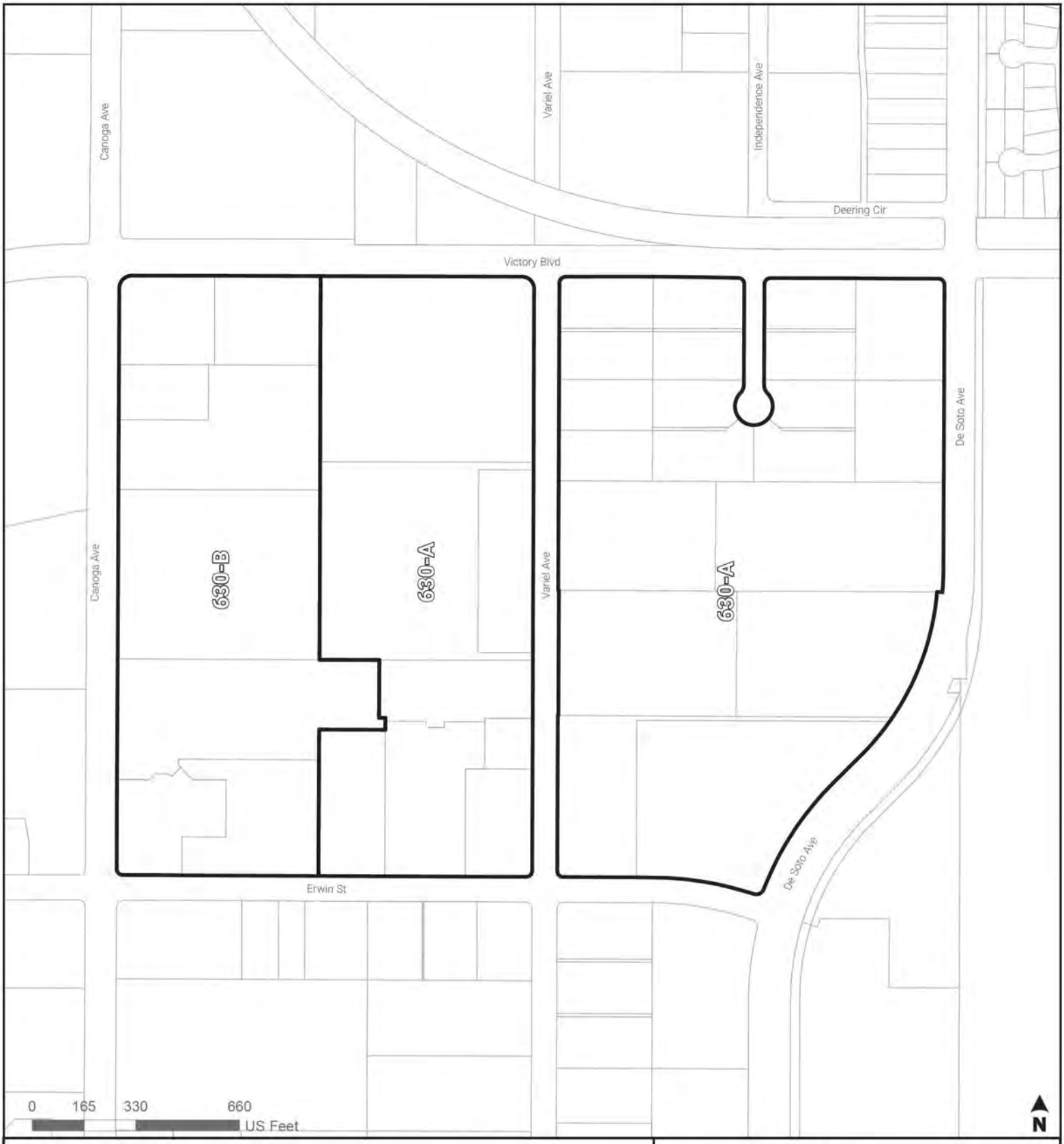
MA / AUG 2026

Section:

620

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

630-A, 630-B

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

630

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

640-A

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

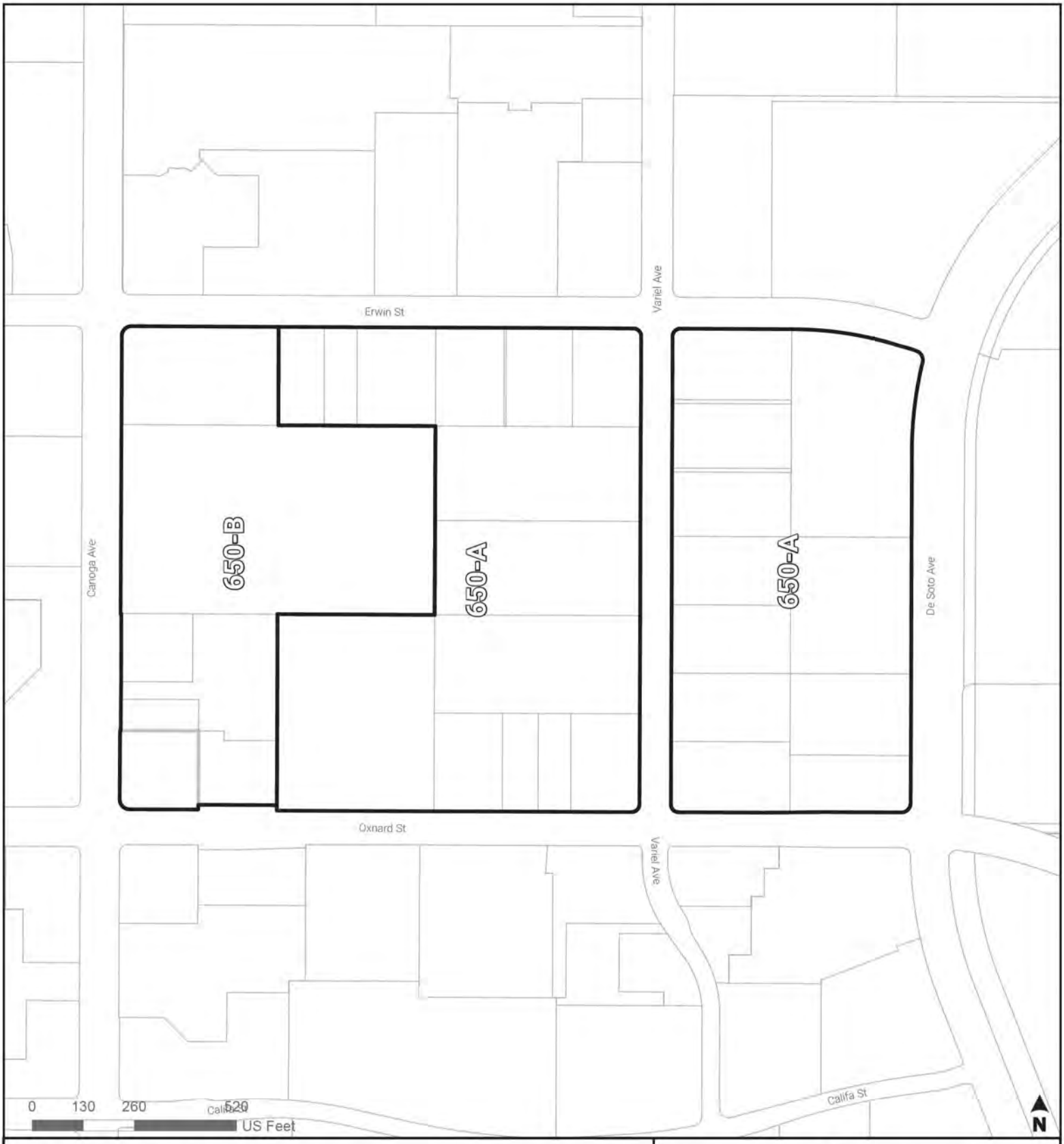
MA / AUG 2026

Section:

640

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

650-A, 650-B

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

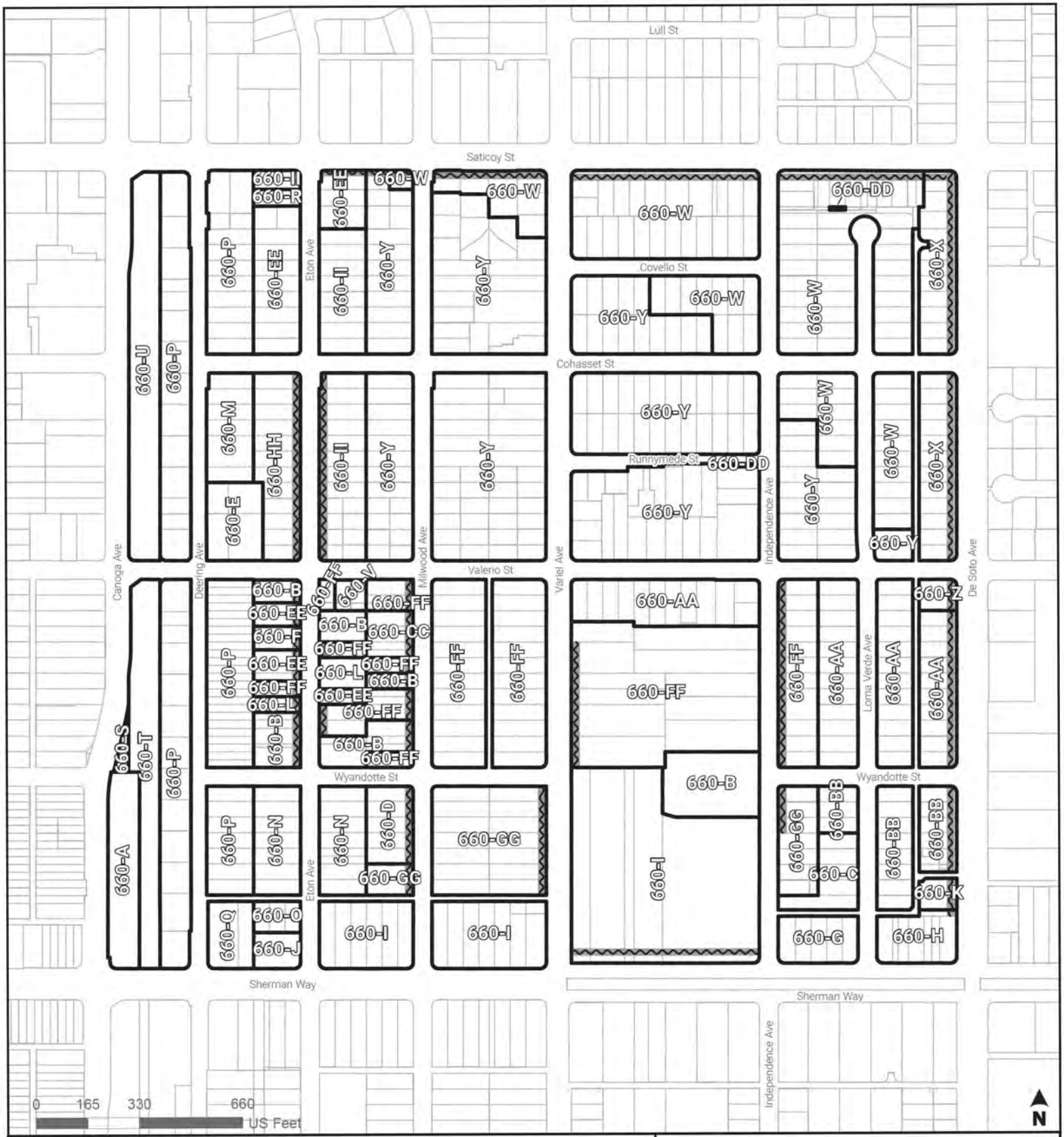
MA / AUG 2026

Section:

650

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

660-A, 660-B, 660-C, 660-D, 660-E, 660-F, 660-G, 660-H, 660-I, 660-J, 660-K, 660-L, 660-M, 660-N, 660-O, 660-P, 660-Q, 660-R, 660-S, 660-T, 660-U, 660-V, 660-W, 660-X, 660-Y, 660-Z, 660-AA, 660-BB, 660-CC, 660-DD, 660-EE, 660-FF, 660-GG, 660-HH, 660-II

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

660

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

670-A, 670-B, 670-C, 670-D, 670-E, 670-F, 670-G, 670-H, 670-I, 670-J, 670-K, 670-L, 670-M, 670-N, 670-O, 670-P

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

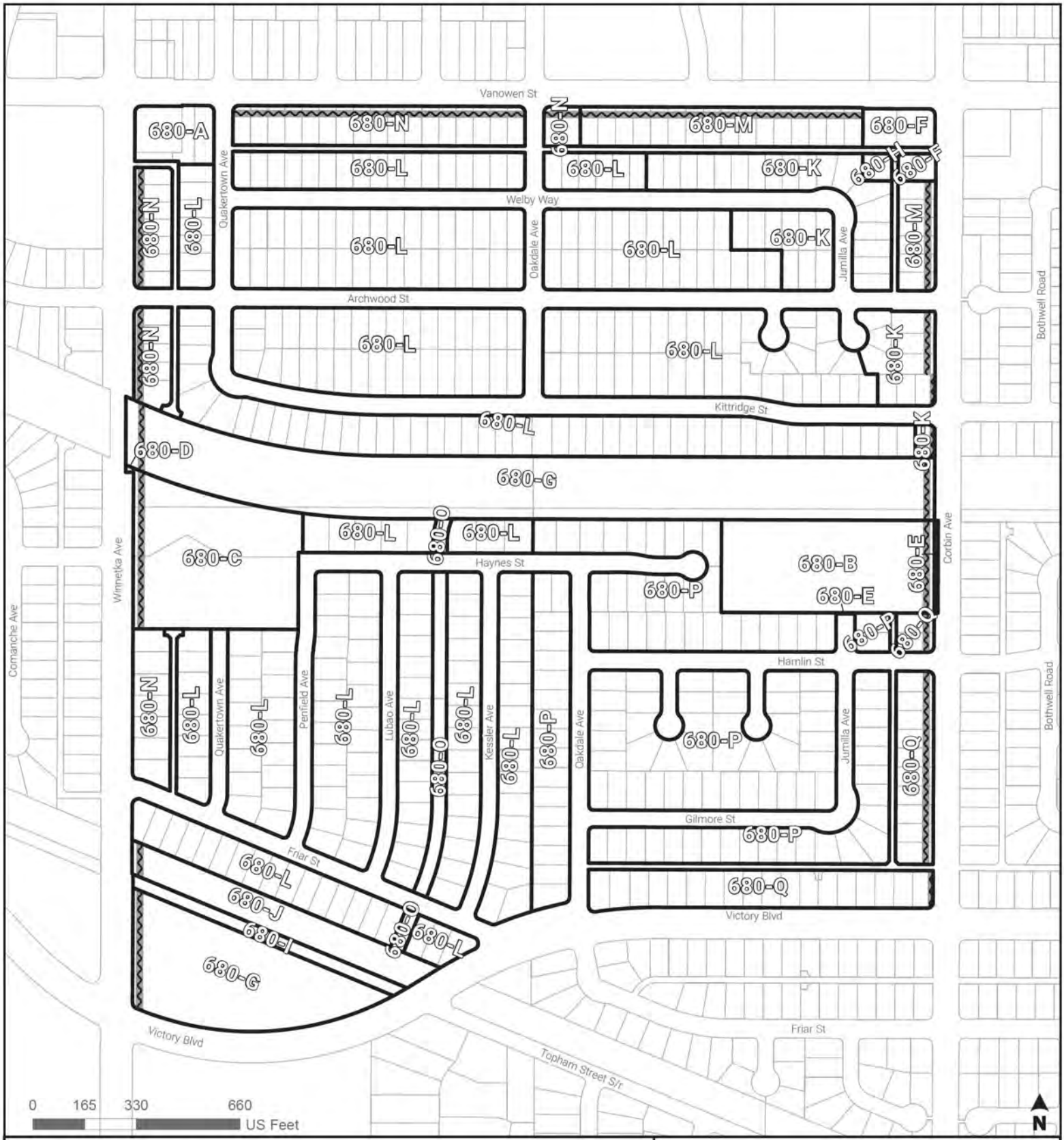
MA / AUG 2026

Section:

670

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

680-A, 680-B, 680-C, 680-D, 680-E, 680-F, 680-G, 680-H, 680-I, 680-J, 680-K, 680-L, 680-M, 680-N, 680-O, 680-P, 680-Q

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

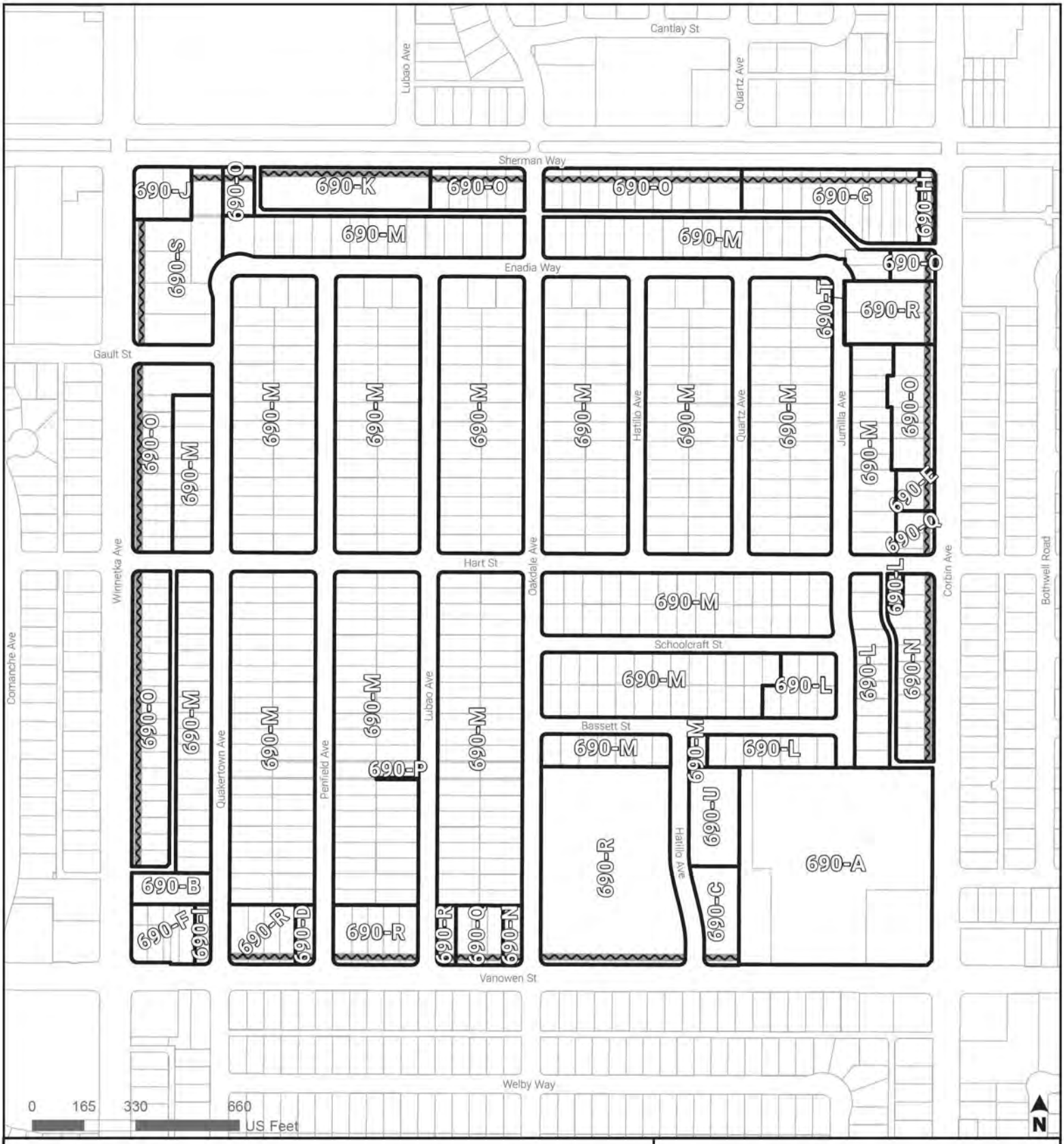
MA / AUG 2026

Section:

680

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

690-A, 690-B, 690-C, 690-D, 690-E, 690-F, 690-G, 690-H, 690-I, 690-J, 690-K, 690-L, 690-M, 690-N, 690-O, 690-P, 690-Q, 690-R, 690-S, 690-T, 690-U

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

690

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

700-A, 700-B, 700-C, 700-D, 700-E, 700-F, 700-G, 700-H, 700-I, 700-J

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

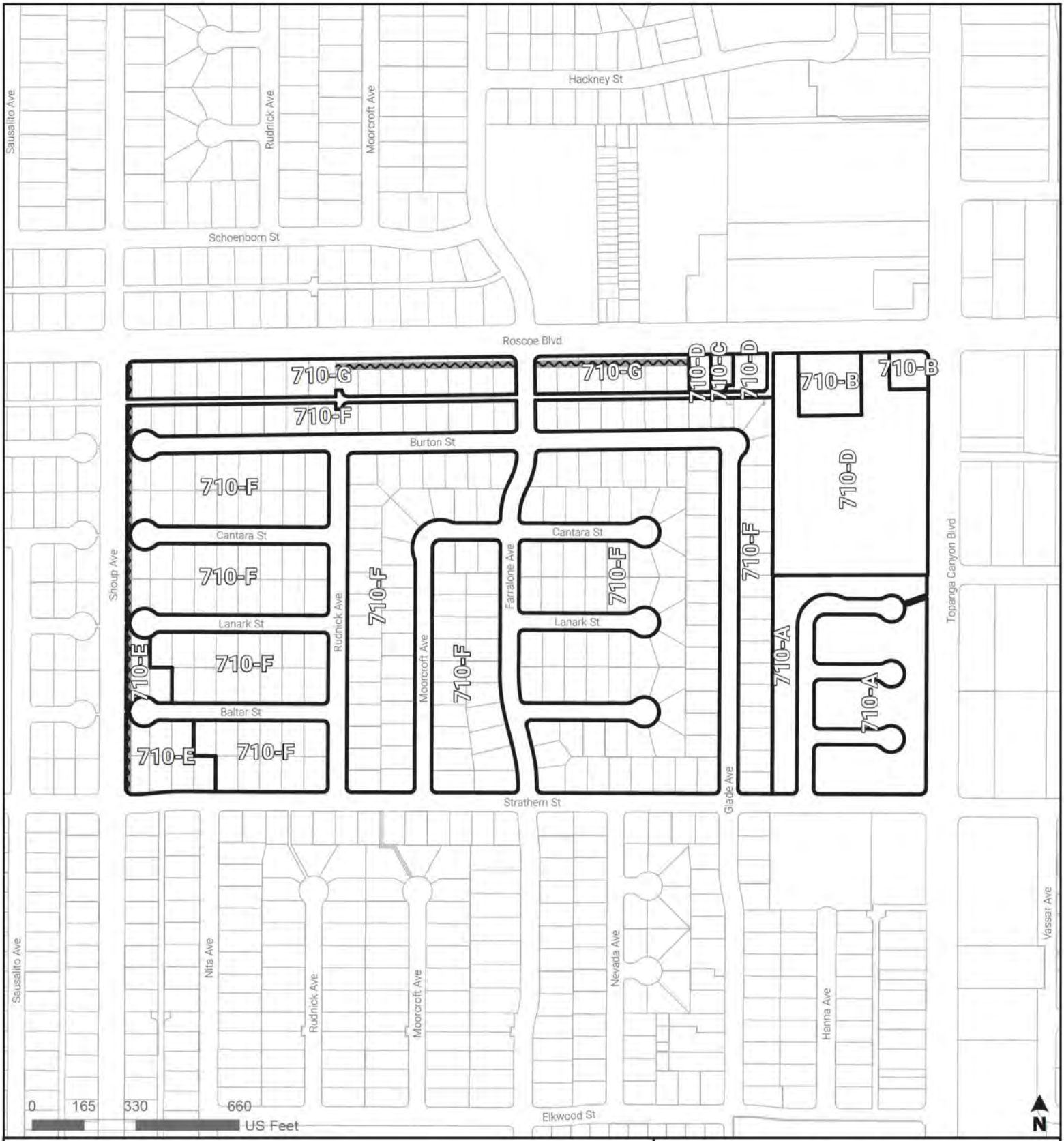
MA / AUG 2026

Section:

700

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

710-A, 710-B, 710-C, 710-D, 710-E, 710-F, 710-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

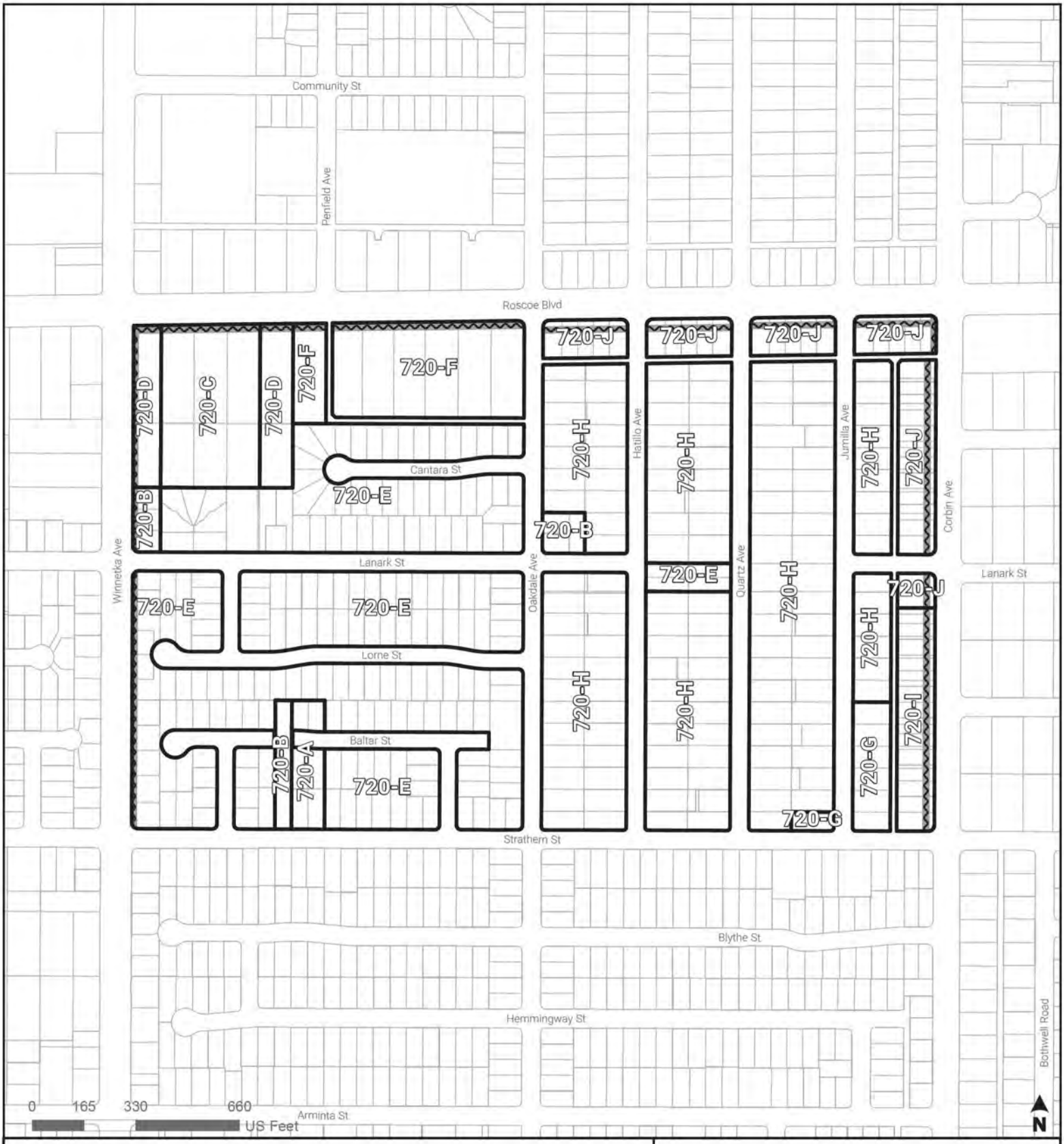
MA / AUG 2026

Section:

710

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

720-A, 720-B, 720-C, 720-D, 720-E, 720-F, 720-G, 720-H, 720-I, 720-J

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

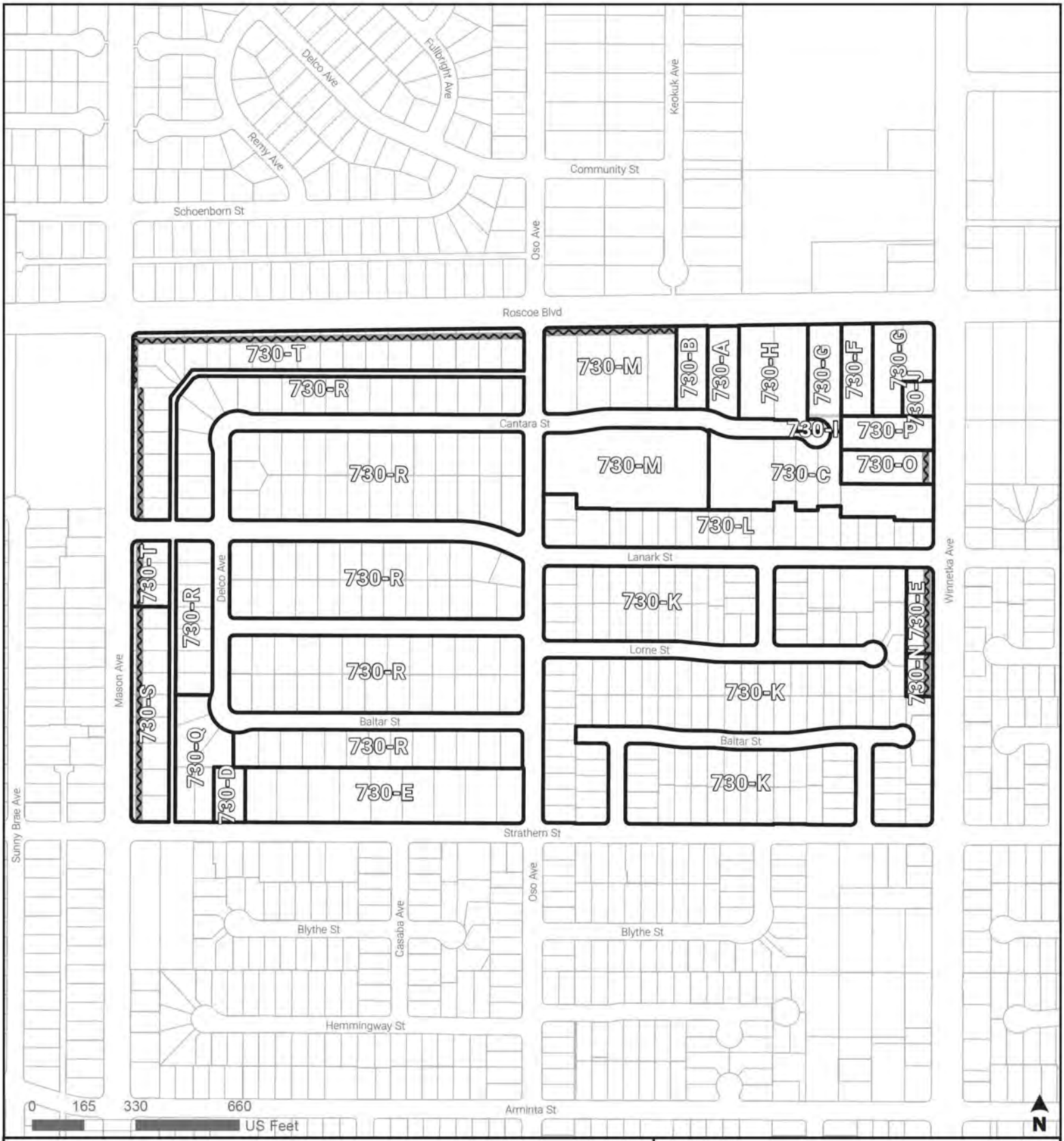
MA / AUG 2026

Section:

720

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

730-A, 730-B, 730-C, 730-D, 730-E, 730-F, 730-G, 730-H, 730-I, 730-J, 730-K, 730-L, 730-M, 730-N, 730-O, 730-P, 730-Q, 730-R, 730-S, 730-T

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

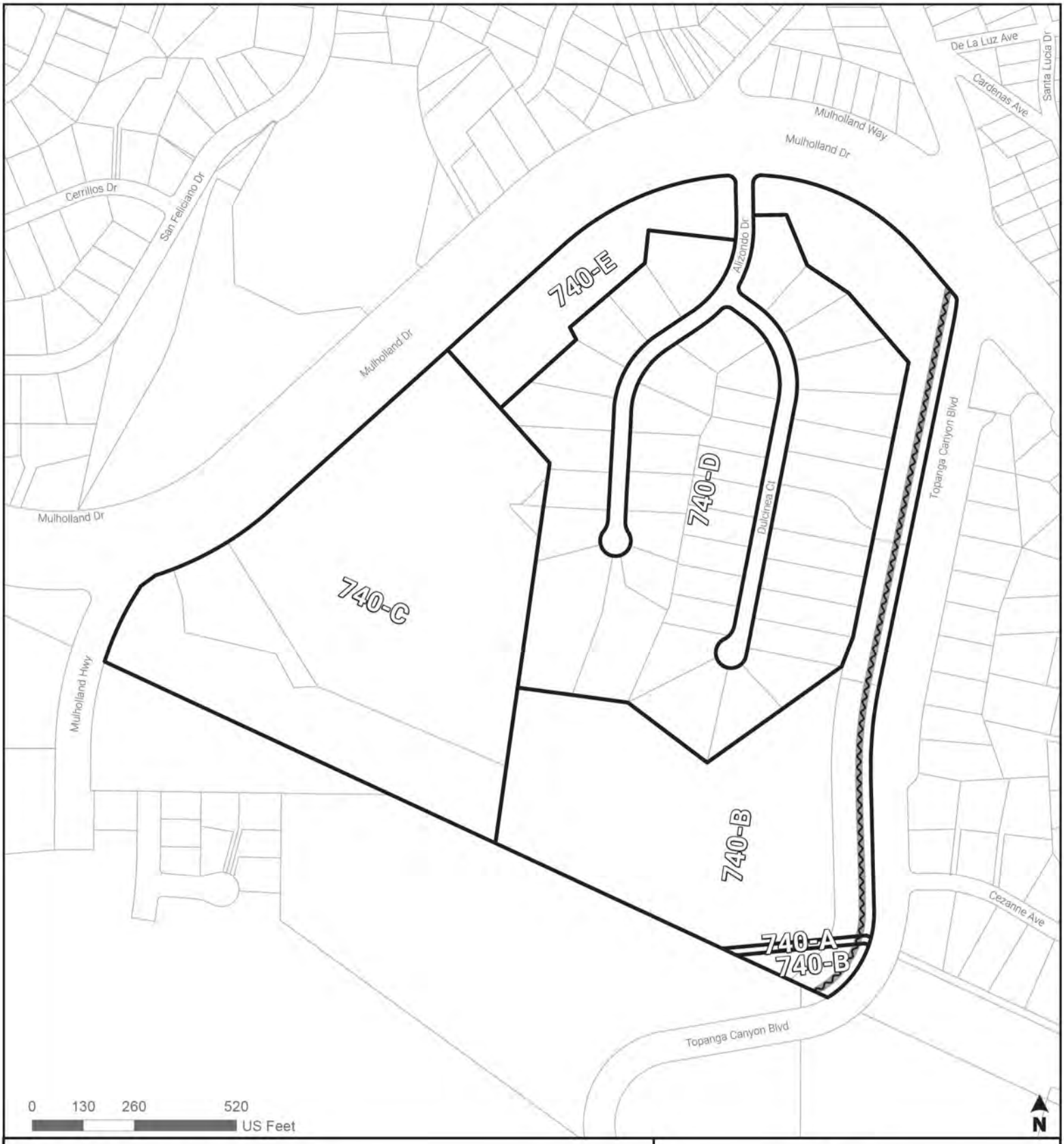
MA / AUG 2026

Section:

730

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

740-A, 740-B, 740-C, 740-D, 740-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

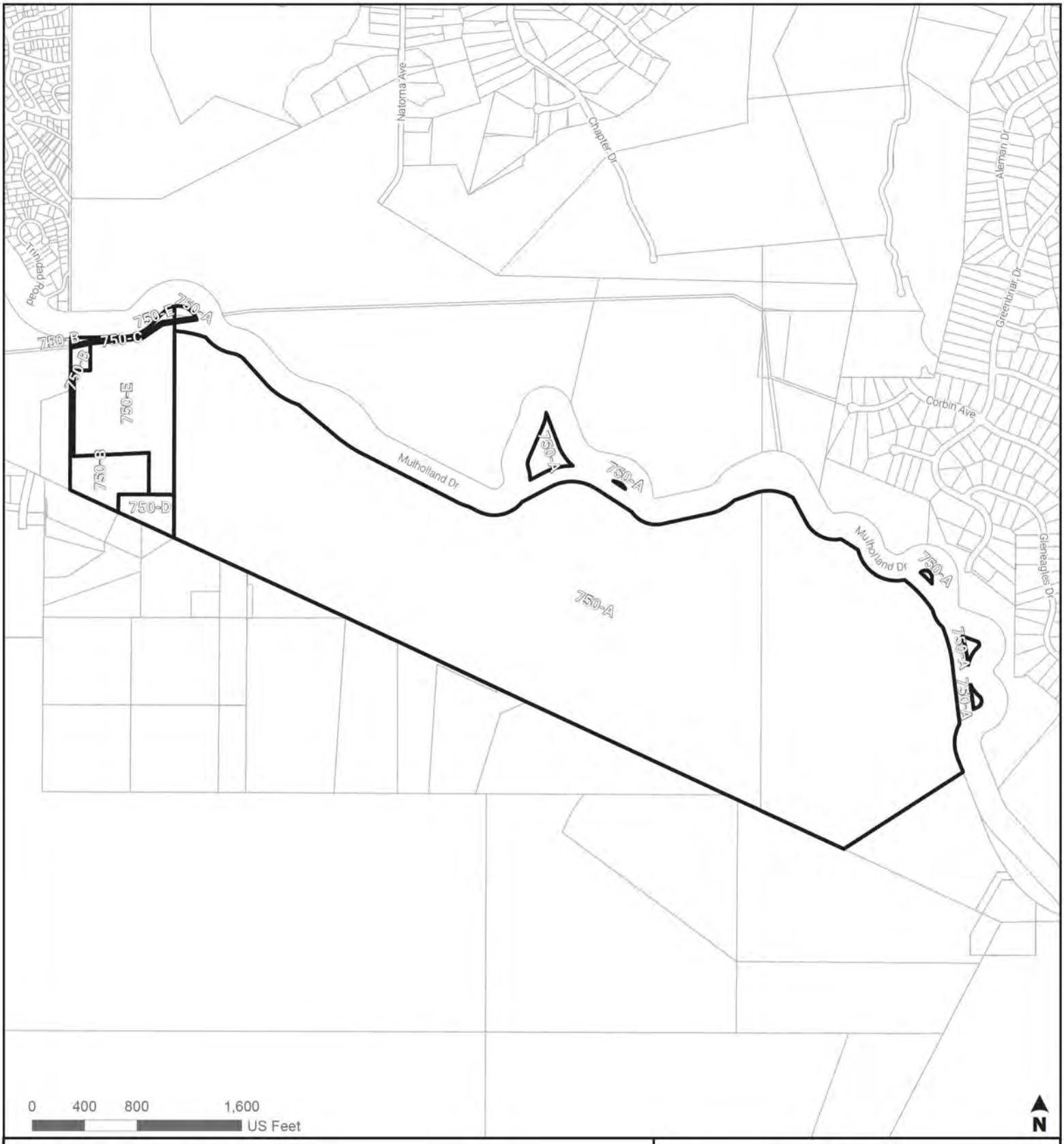
MA / AUG 2026

Section:

740

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

750-A, 750-B, 750-C, 750-D, 750-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

750

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

760-A, 760-B, 760-C, 760-D, 760-E, 760-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

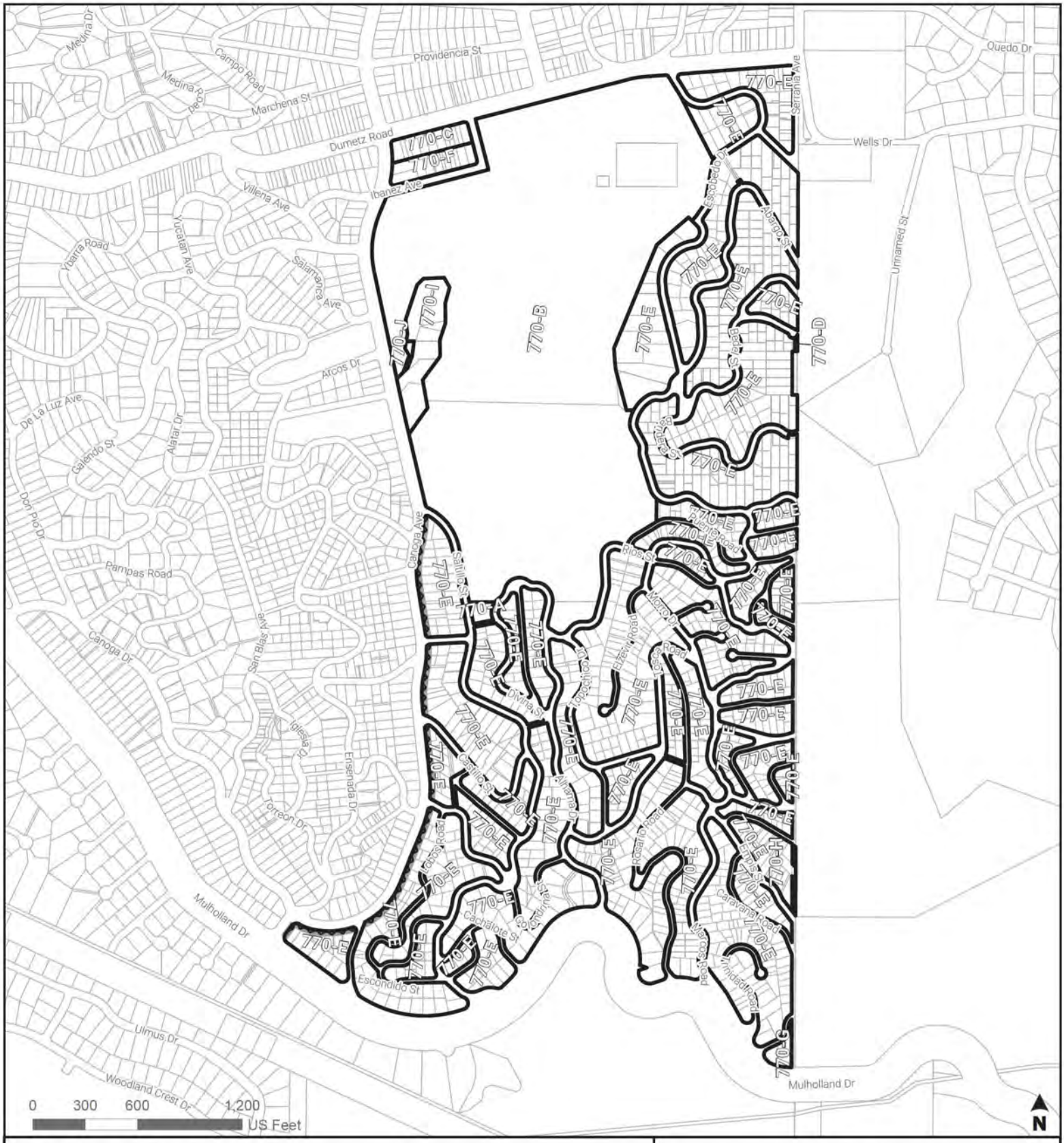
MA / AUG 2026

Section:

760

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

770-A, 770-B, 770-C, 770-D, 770-E, 770-F, 770-G, 770-H, 770-I, 770-J

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

770

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

780-A, 780-B, 780-C, 780-D, 780-E, 780-F, 780-G, 780-H, 780-I, 780-J, 780-K, 780-L

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

780

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

790-A, 790-B, 790-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

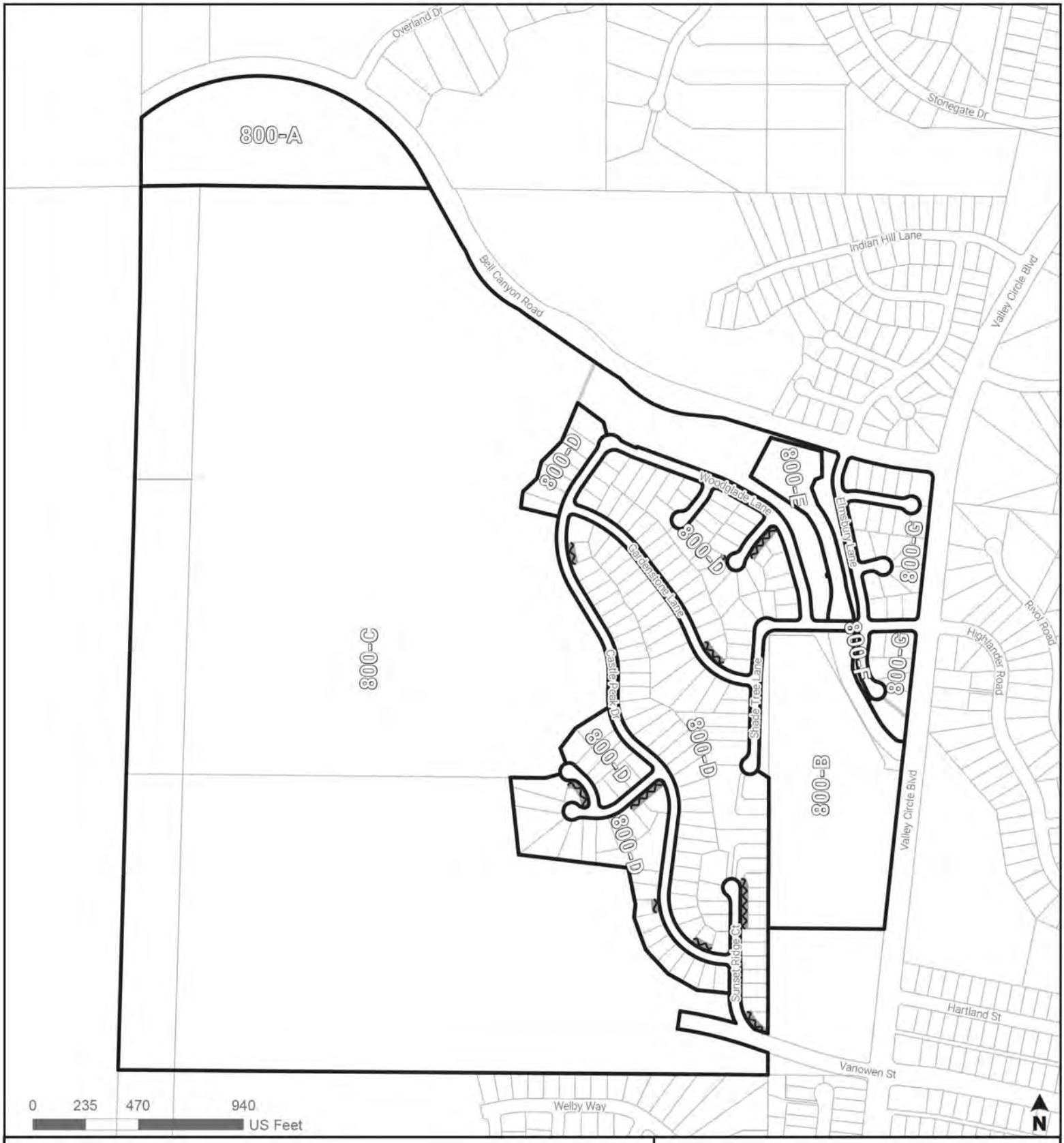
MA / AUG 2026

Section:

790

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

800-A, 800-B, 800-C, 800-D, 800-E, 800-F, 800-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

800

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

810-A, 810-B, 810-C, 810-D, 810-E, 810-F, 810-G, 810-H, 810-I, 810-J, 810-K

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

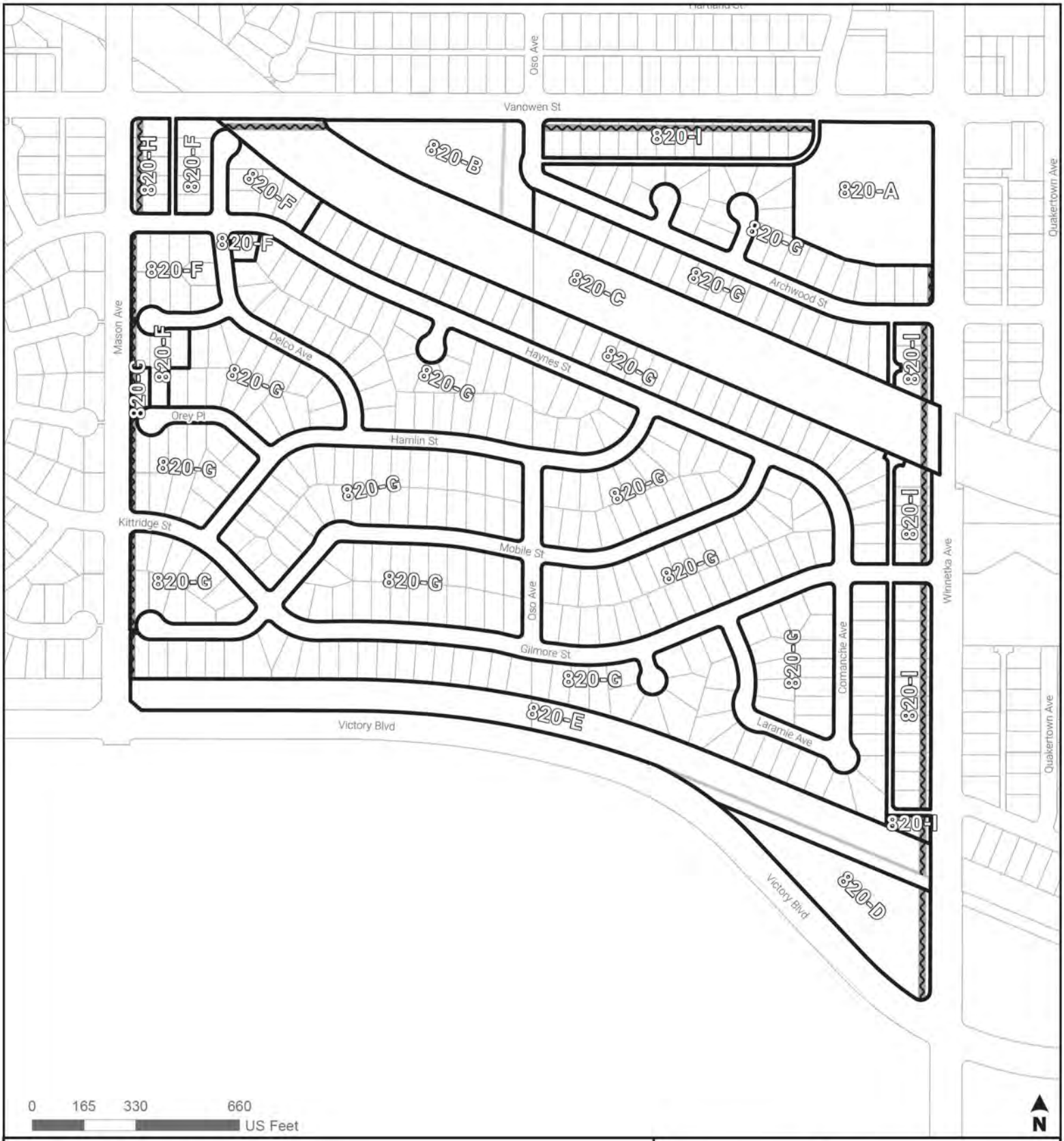
MA / AUG 2026

Section:

810

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

820-A, 820-B, 820-C, 820-D, 820-E, 820-F, 820-G, 820-H, 820-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

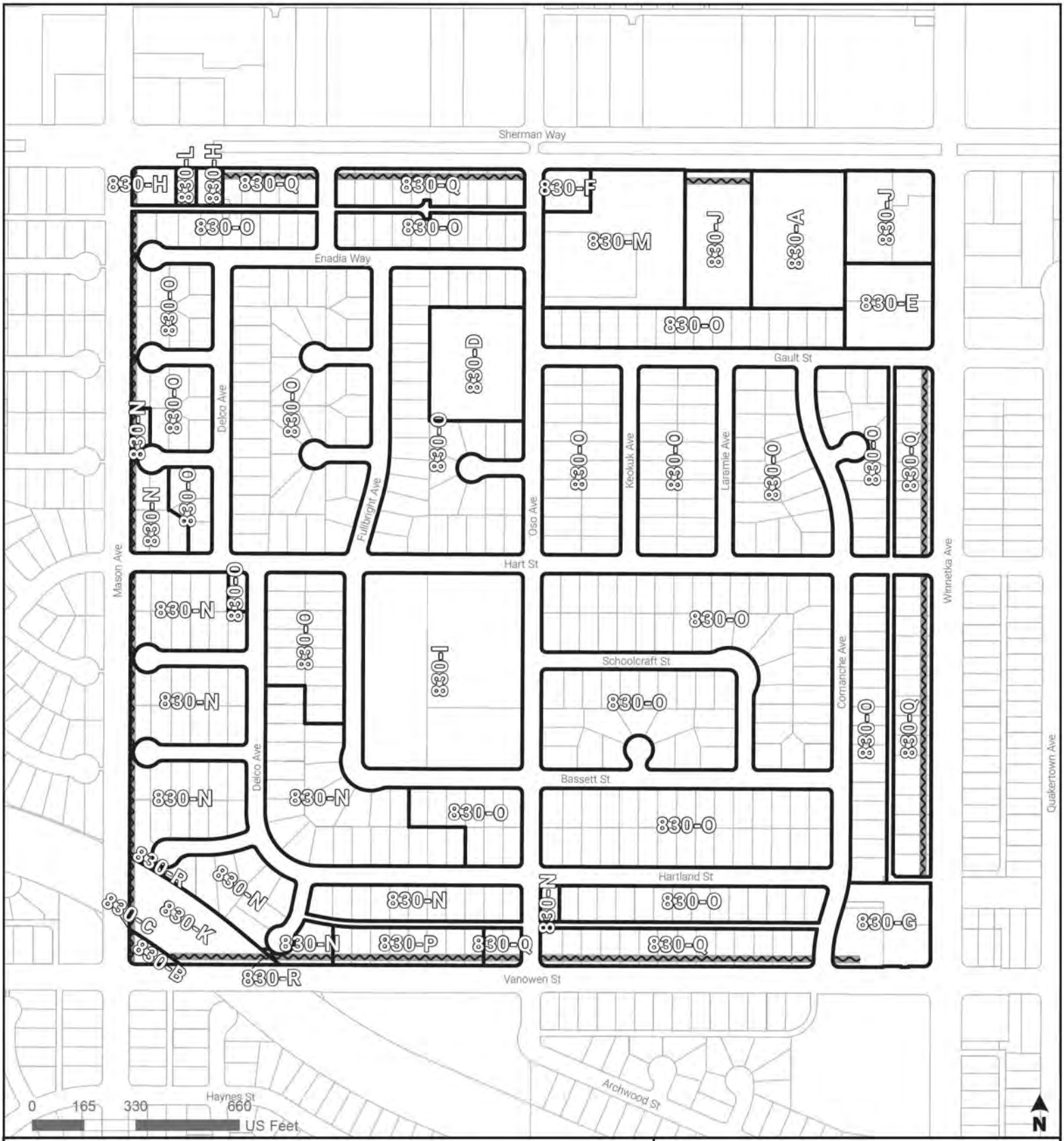
MA / AUG 2026

Section:

820

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

830-A, 830-B, 830-C, 830-D, 830-E, 830-F, 830-G, 830-H, 830-I, 830-J, 830-K, 830-L, 830-M, 830-N, 830-O, 830-P, 830-Q, 830-R

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

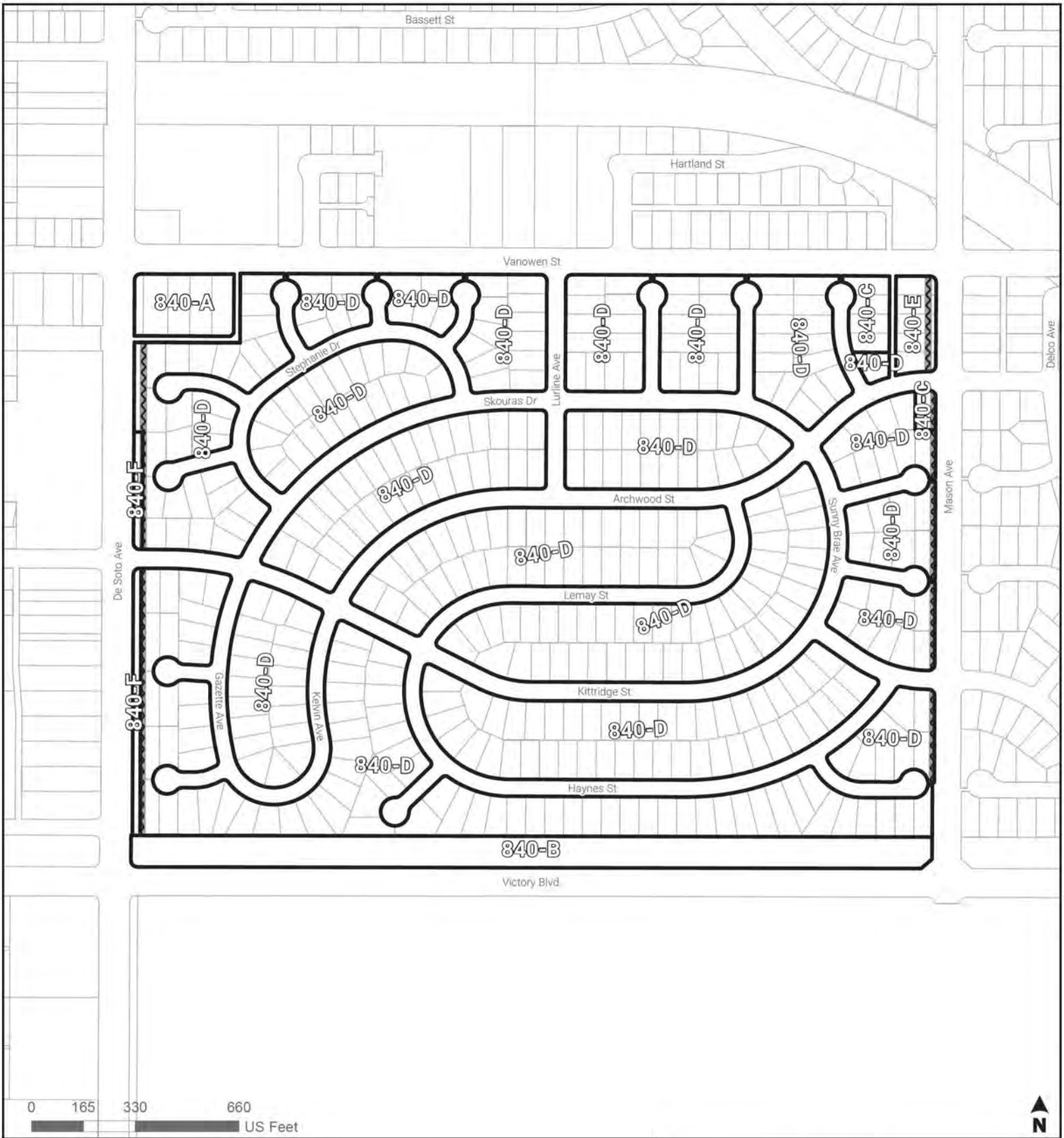
MA / AUG 2026

Section:

830

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

840-A, 840-B, 840-C, 840-D, 840-E, 840-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

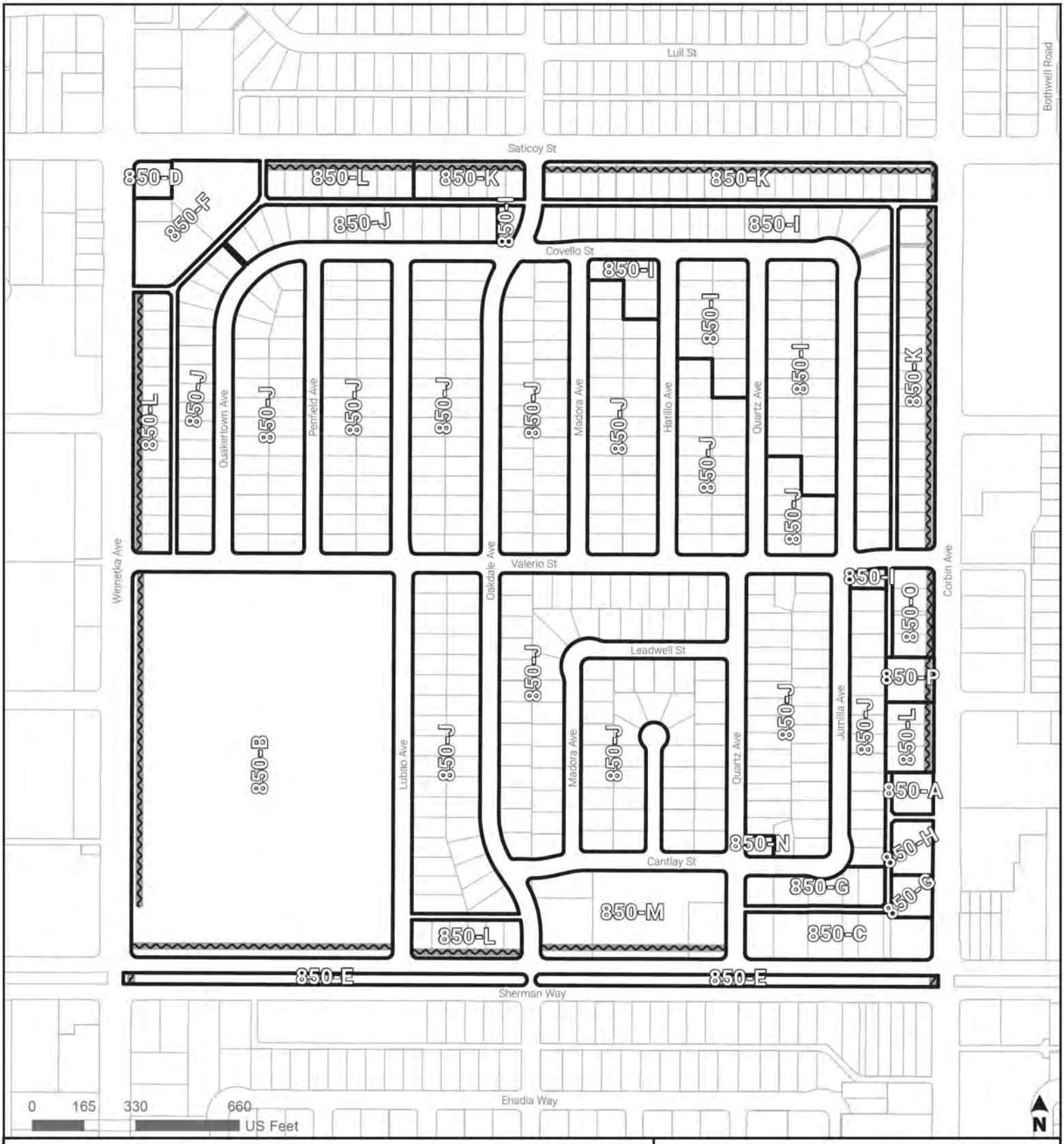
MA / AUG 2026

Section:

840

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

850-A, 850-B, 850-C, 850-D, 850-E, 850-F, 850-G, 850-H, 850-I, 850-J, 850-K, 850-L, 850-M, 850-N, 850-O, 850-P

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

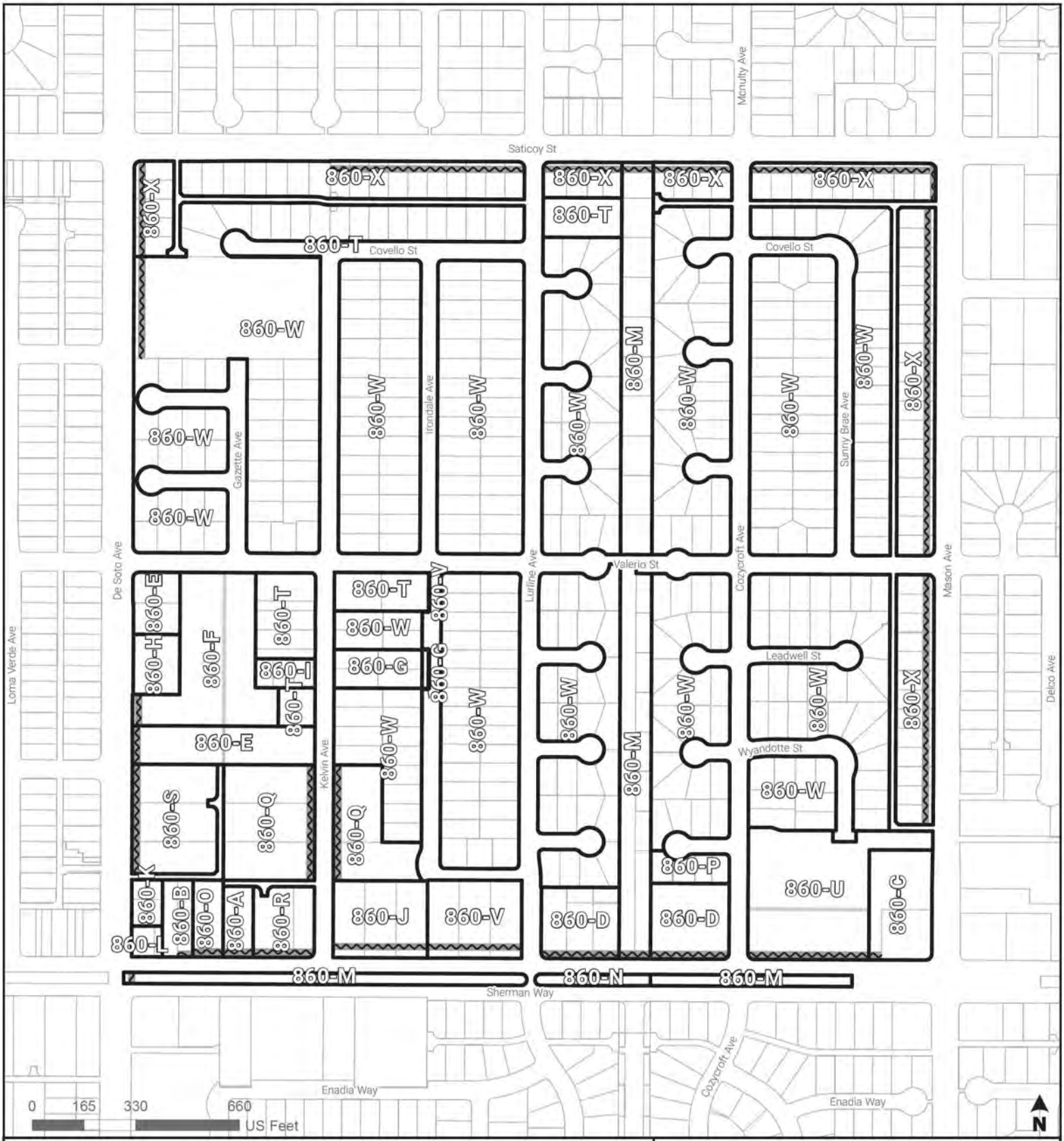
MA / AUG 2026

Section:

850

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

860-A, 860-B, 860-C, 860-D, 860-E, 860-F, 860-G, 860-H, 860-I, 860-J, 860-K, 860-L, 860-M, 860-N, 860-O, 860-P, 860-Q, 860-R, 860-S, 860-T, 860-U, 860-V, 860-W, 860-X

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

860

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

870-A, 870-B, 870-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

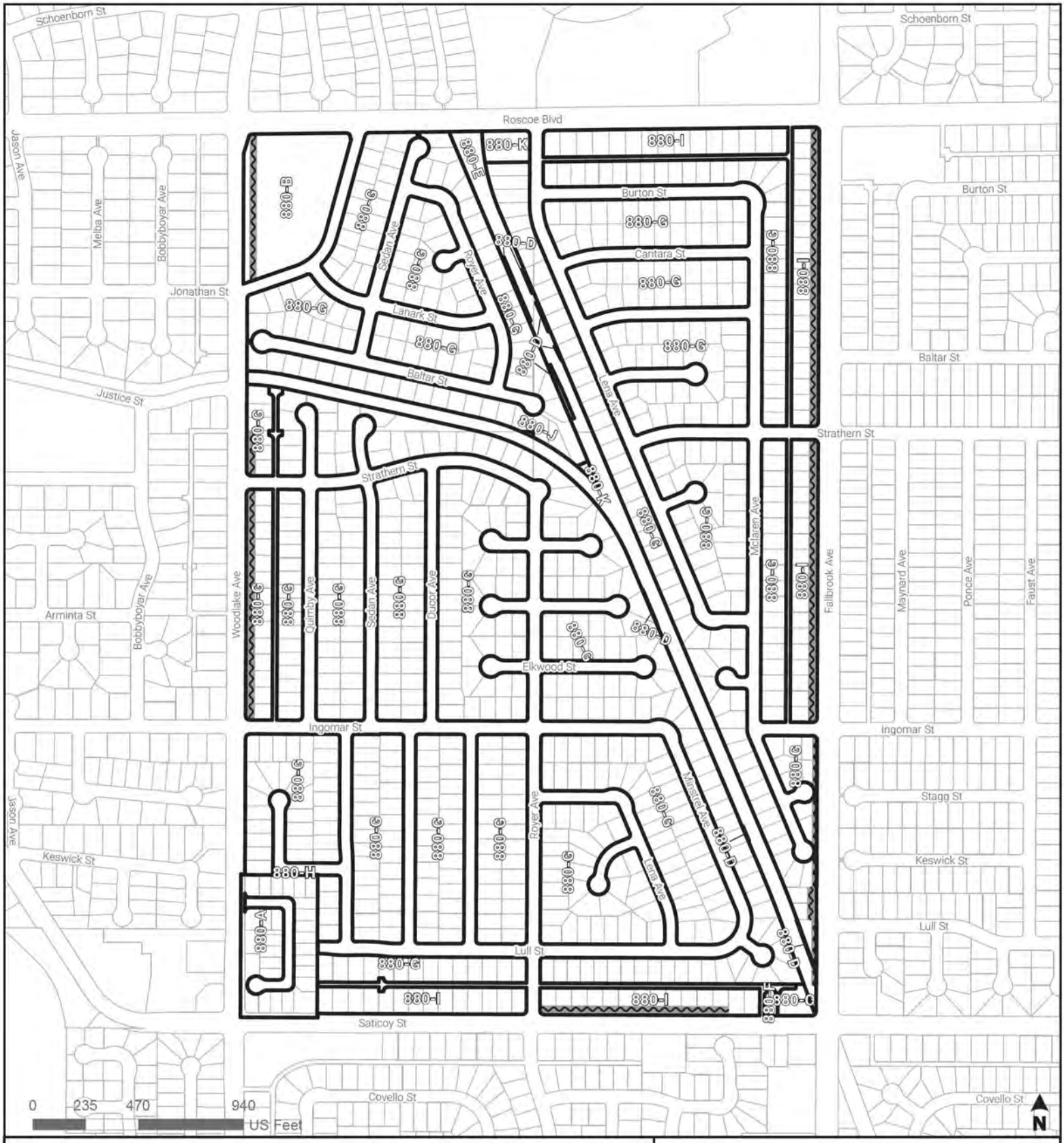
MA / AUG 2026

Section:

870

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

880-A, 880-B, 880-C, 880-D, 880-E, 880-F, 880-G, 880-H, 880-I, 880-J, 880-K

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

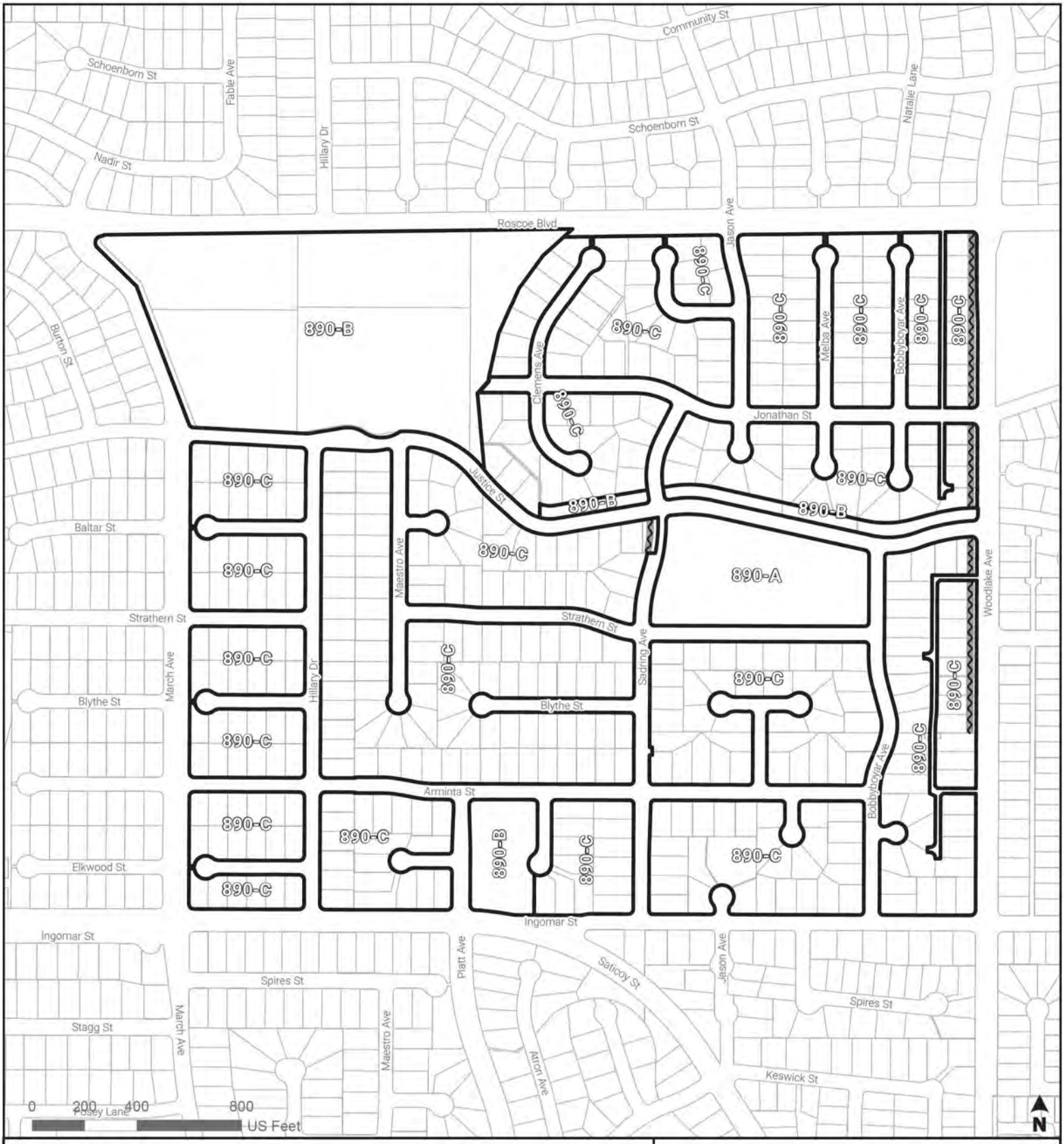
MA / AUG 2026

Section:

880

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

890-A, 890-B, 890-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

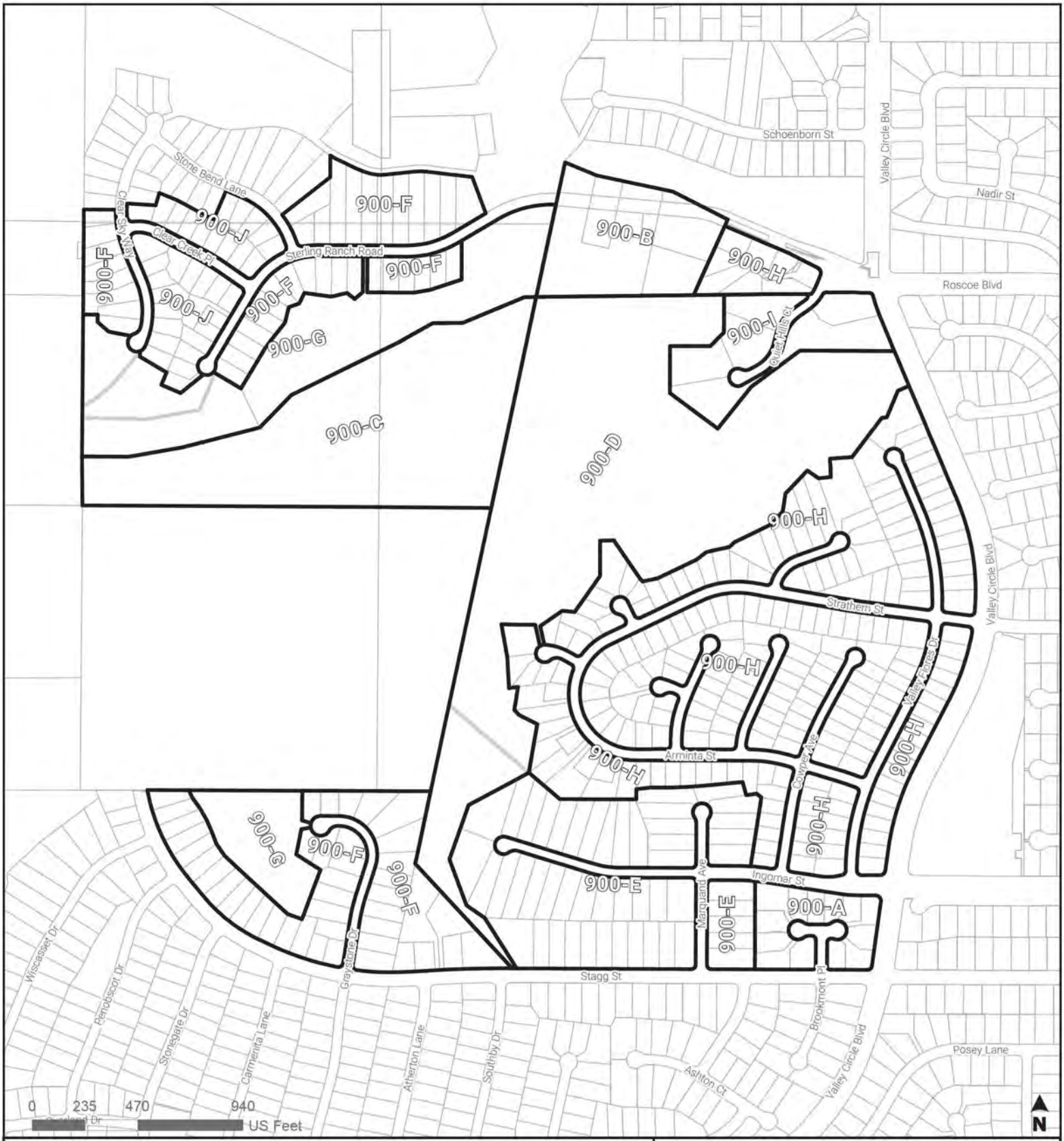
MA / AUG 2026

Section:

890

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

900-A, 900-B, 900-C, 900-D, 900-E, 900-F, 900-G, 900-H, 900-I, 900-J

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

900

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

910-A, 910-B, 910-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

910

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

920-A, 920-B, 920-C, 920-D, 920-E, 920-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

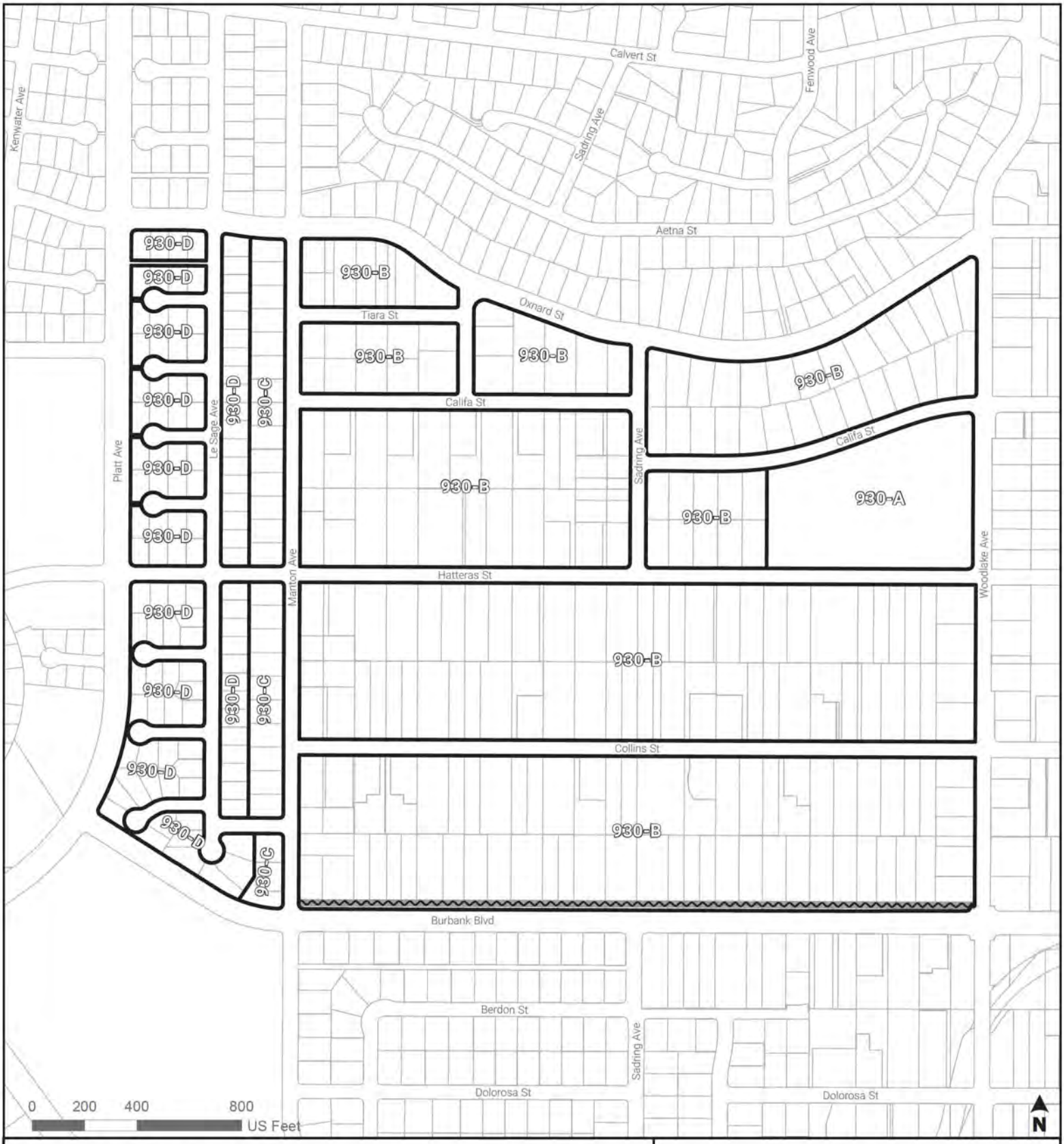
MA / AUG 2026

Section:

920

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

930-A, 930-B, 930-C, 930-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

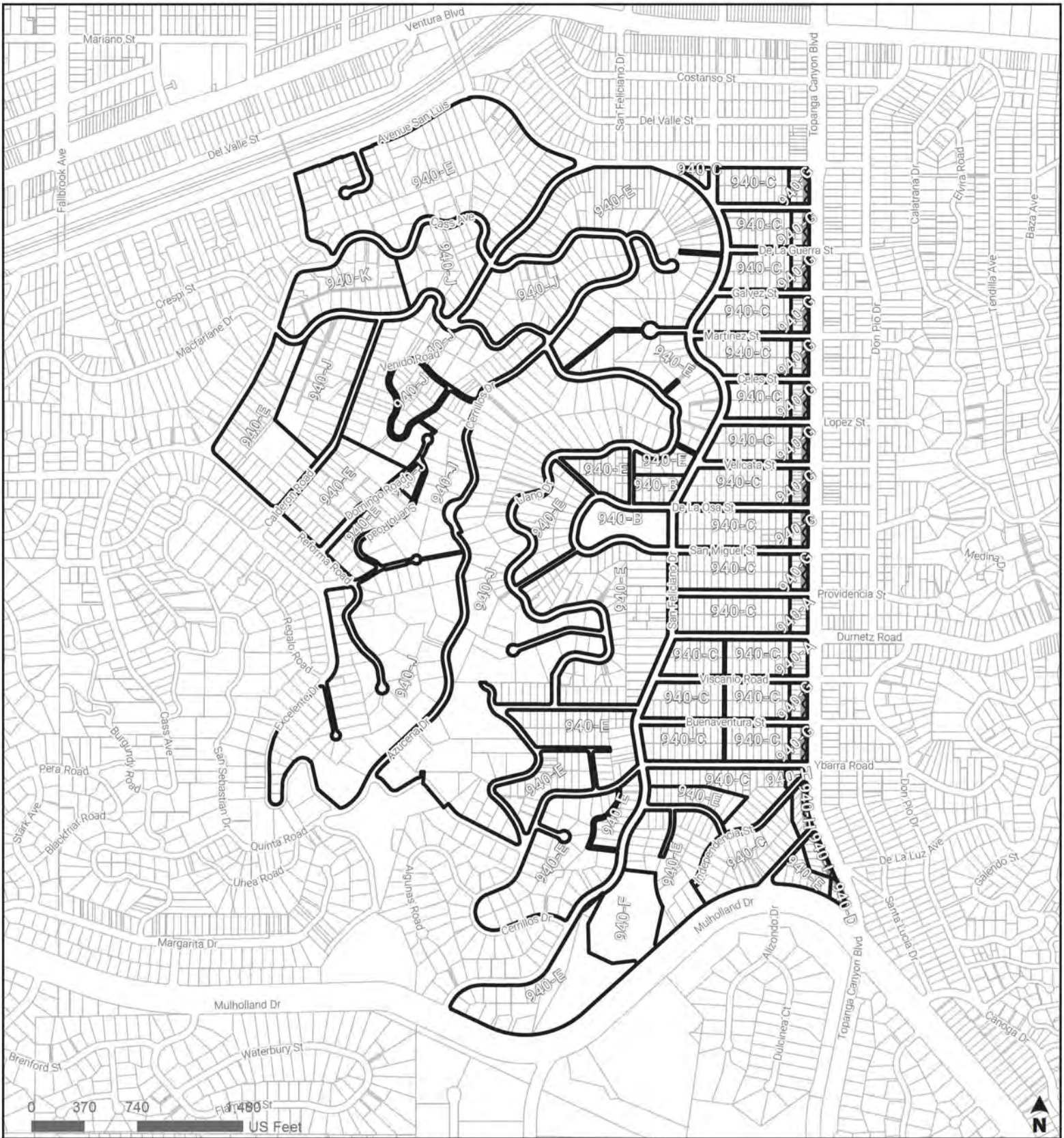
MA / AUG 2026

Section:

930

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

940-A, 940-B, 940-C, 940-D, 940-E, 940-F, 940-G, 940-H, 940-I, 940-J, 940-K

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

940

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

950-A, 950-B, 950-C, 950-D, 950-E, 950-F, 950-G, 950-H, 950-I, 950-J, 950-K, 950-L, 950-M, 950-N, 950-O, 950-P, 950-Q, 950-R, 950-S, 950-T, 950-U, 950-V, 950-W, 950-X, 950-Y, 950-Z, 950-AA, 950-BB, 950-CC, 950-DD

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

950

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

960-A, 960-B, 960-C, 960-D, 960-E, 960-F, 960-G, 960-H, 960-I, 960-J

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

960

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

970-A, 970-B, 970-C, 970-D, 970-E, 970-F, 970-G, 970-H, 970-I, 970-J, 970-K, 970-L, 970-M, 970-N, 970-O, 970-P, 970-Q, 970-R, 970-S, 970-T, 970-U, 970-V, 970-W, 970-X, 970-Y, 970-Z

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

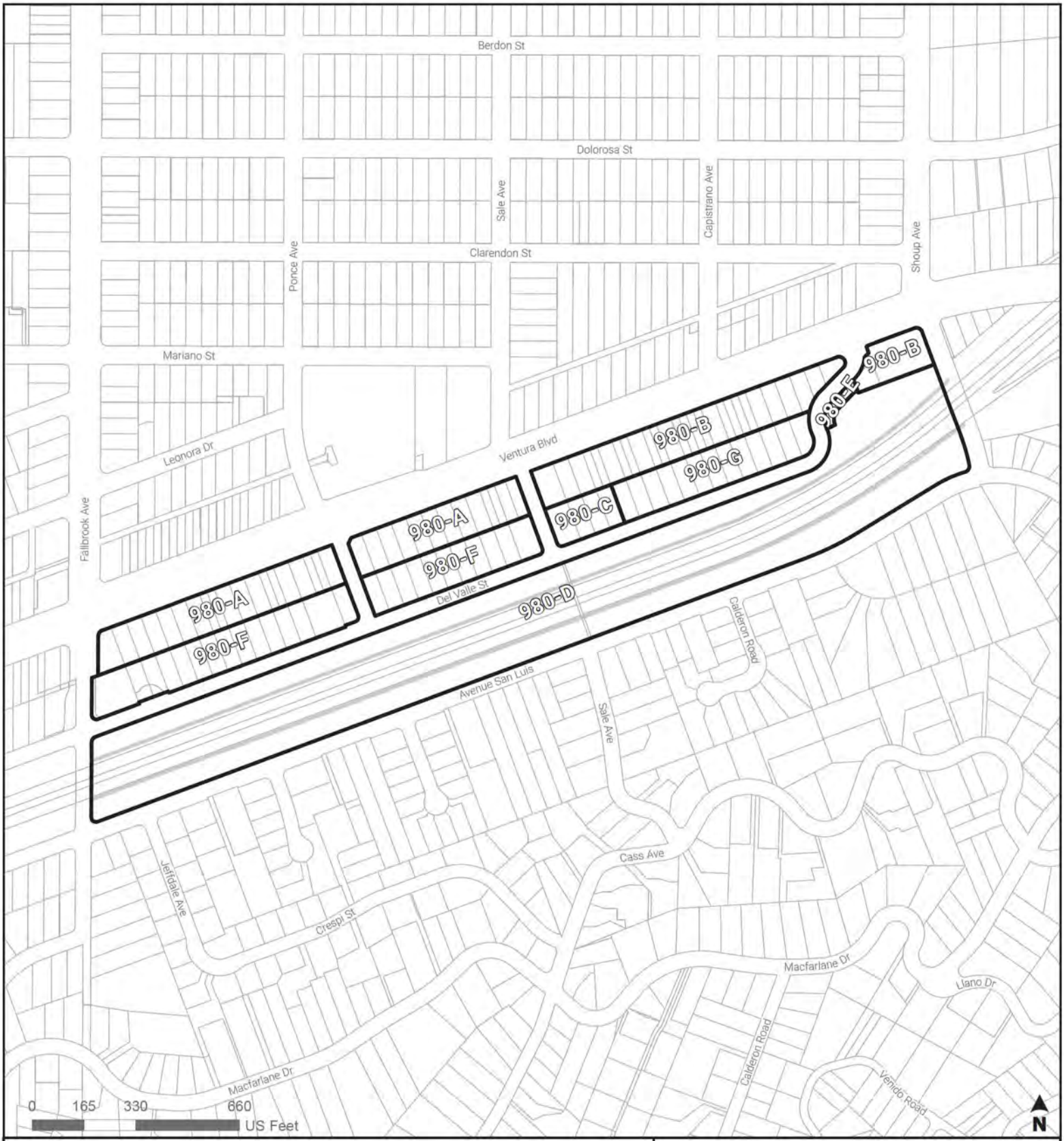
MA / AUG 2026

Section:

970

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

980-A, 980-B, 980-C, 980-D, 980-E, 980-F, 980-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

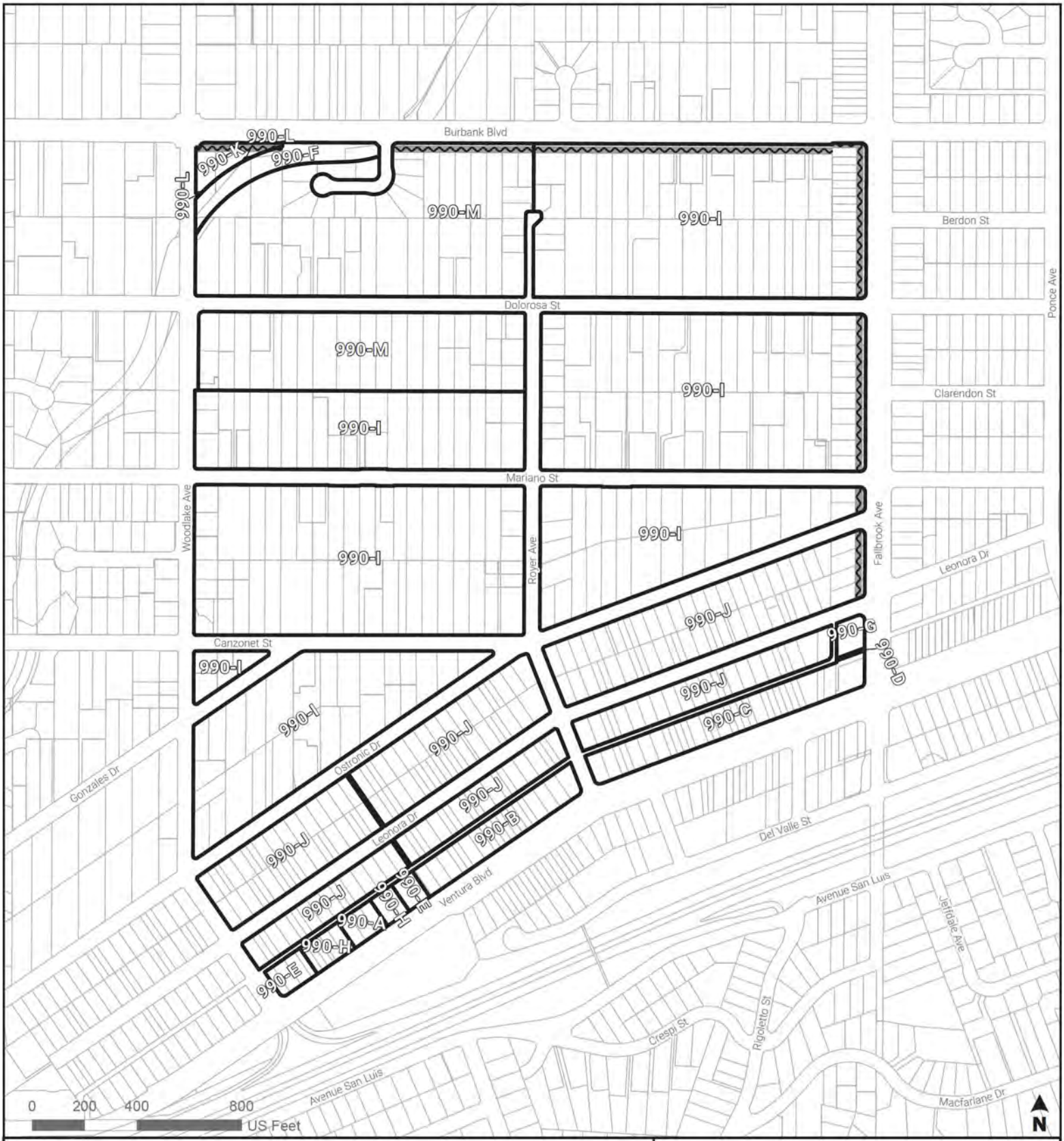
MA / AUG 2026

Section:

980

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

990-A, 990-B, 990-C, 990-D, 990-E, 990-F, 990-G, 990-H, 990-I, 990-J, 990-K, 990-L, 990-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

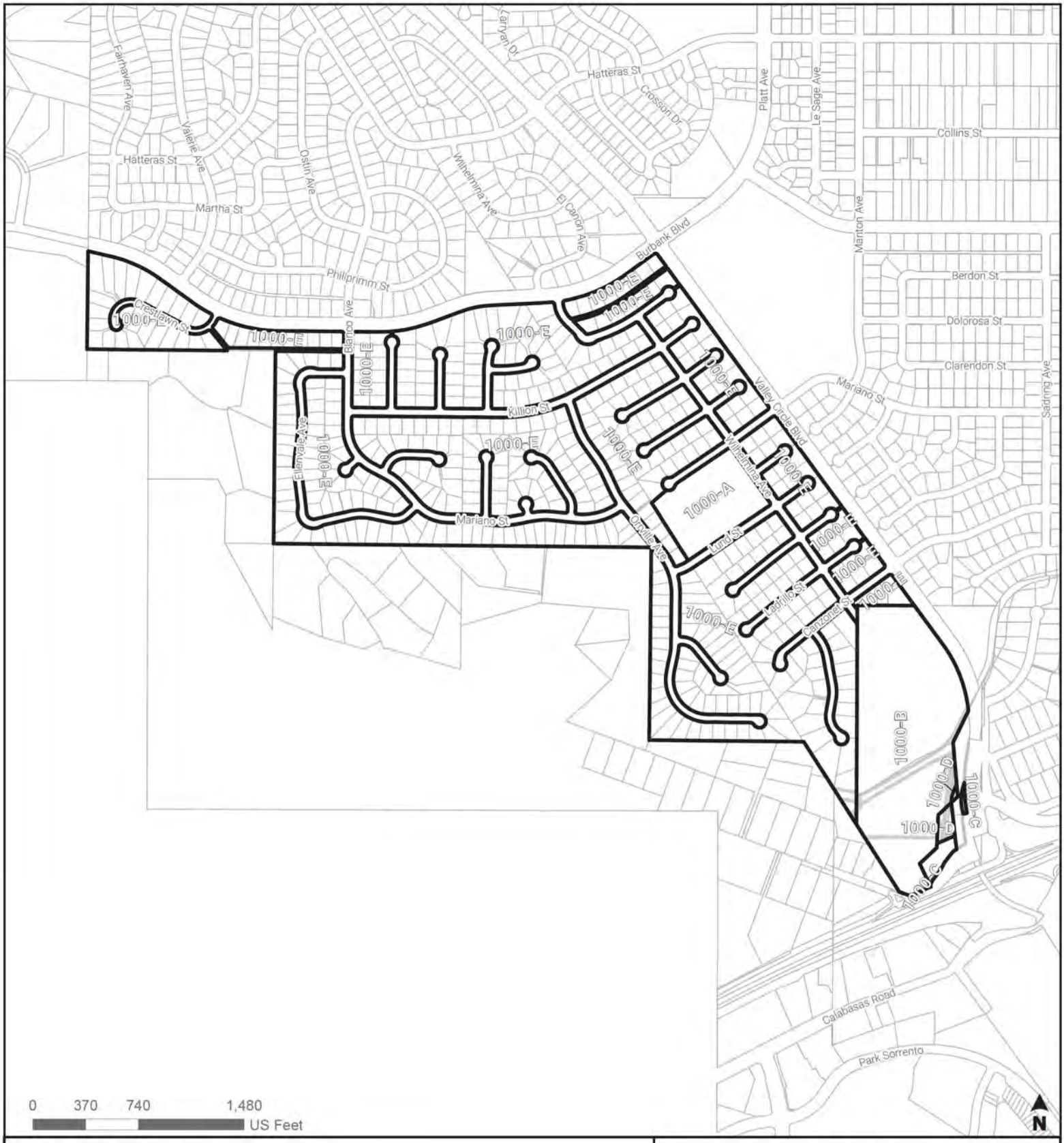
MA / AUG 2026

Section:

990

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

1000-A, 1000-B, 1000-C, 1000-D, 1000-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

1000

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

1010-A, 1010-B, 1010-C, 1010-D, 1010-E, 1010-F, 1010-G, 1010-H, 1010-I, 1010-J, 1010-K, 1010-L, 1010-M, 1010-N, 1010-O, 1010-P, 1010-Q, 1010-R, 1010-S, 1010-T, 1010-U

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

1010

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

1020-A, 1020-B, 1020-C, 1020-D, 1020-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

1020

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

1030-A, 1030-B, 1030-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

1030

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

1040-A, 1040-B, 1040-C, 1040-D, 1040-E, 1040-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

1040

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

1050-A, 1050-B, 1050-C, 1050-D, 1050-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

1050

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

1060-A, 1060-B, 1060-C, 1060-D, 1060-E, 1060-F, 1060-G, 1060-H, 1060-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

1060

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

1070-A, 1070-B, 1070-C, 1070-D, 1070-E, 1070-F, 1070-G, 1070-H, 1070-I, 1070-J, 1070-K, 1070-L, 1070-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

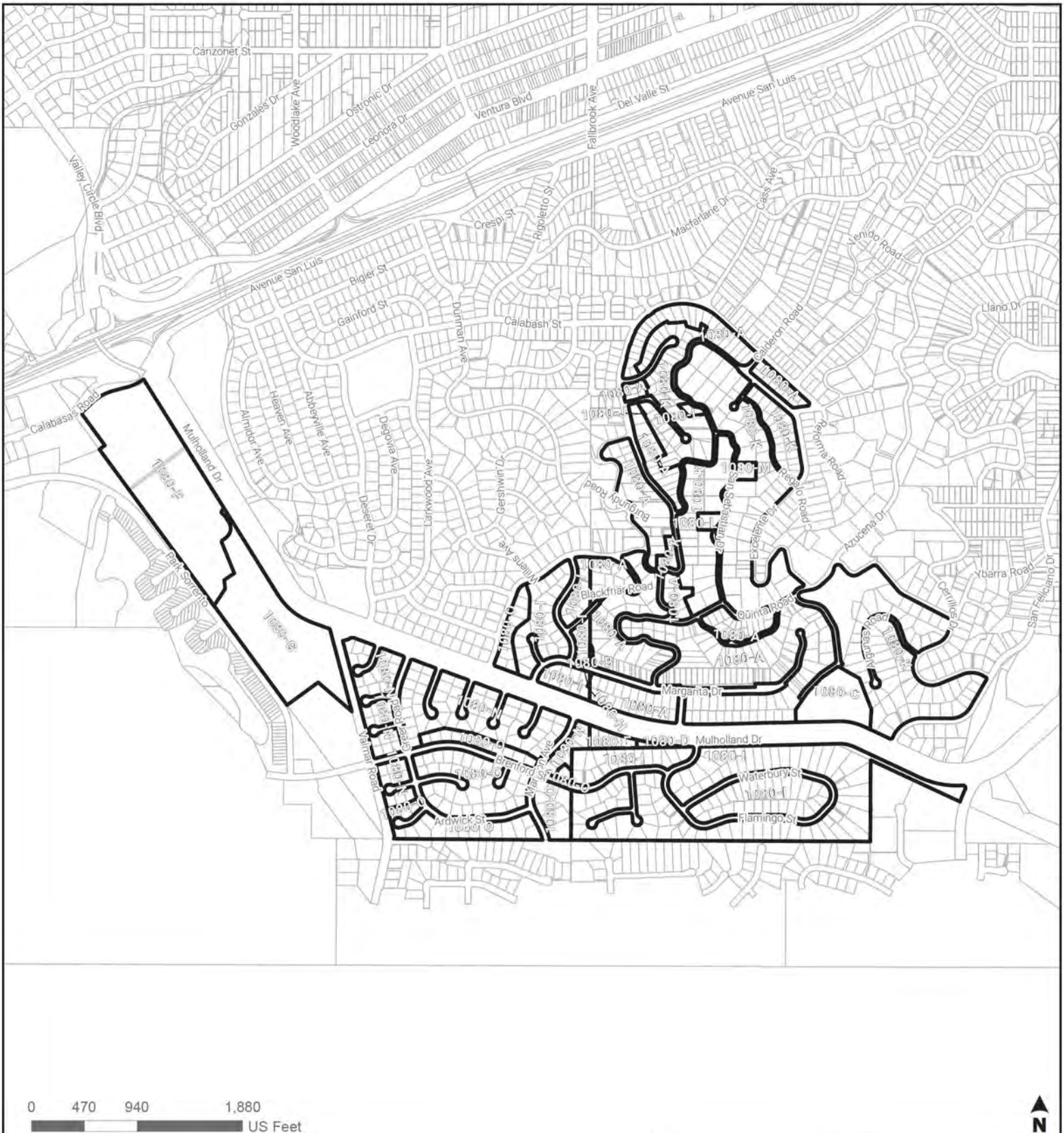
MA / AUG 2026

Section:

1070

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

1080-A, 1080-B, 1080-C, 1080-D, 1080-E, 1080-F, 1080-G, 1080-H, 1080-I, 1080-J, 1080-K, 1080-L, 1080-M, 1080-N, 1080-O

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

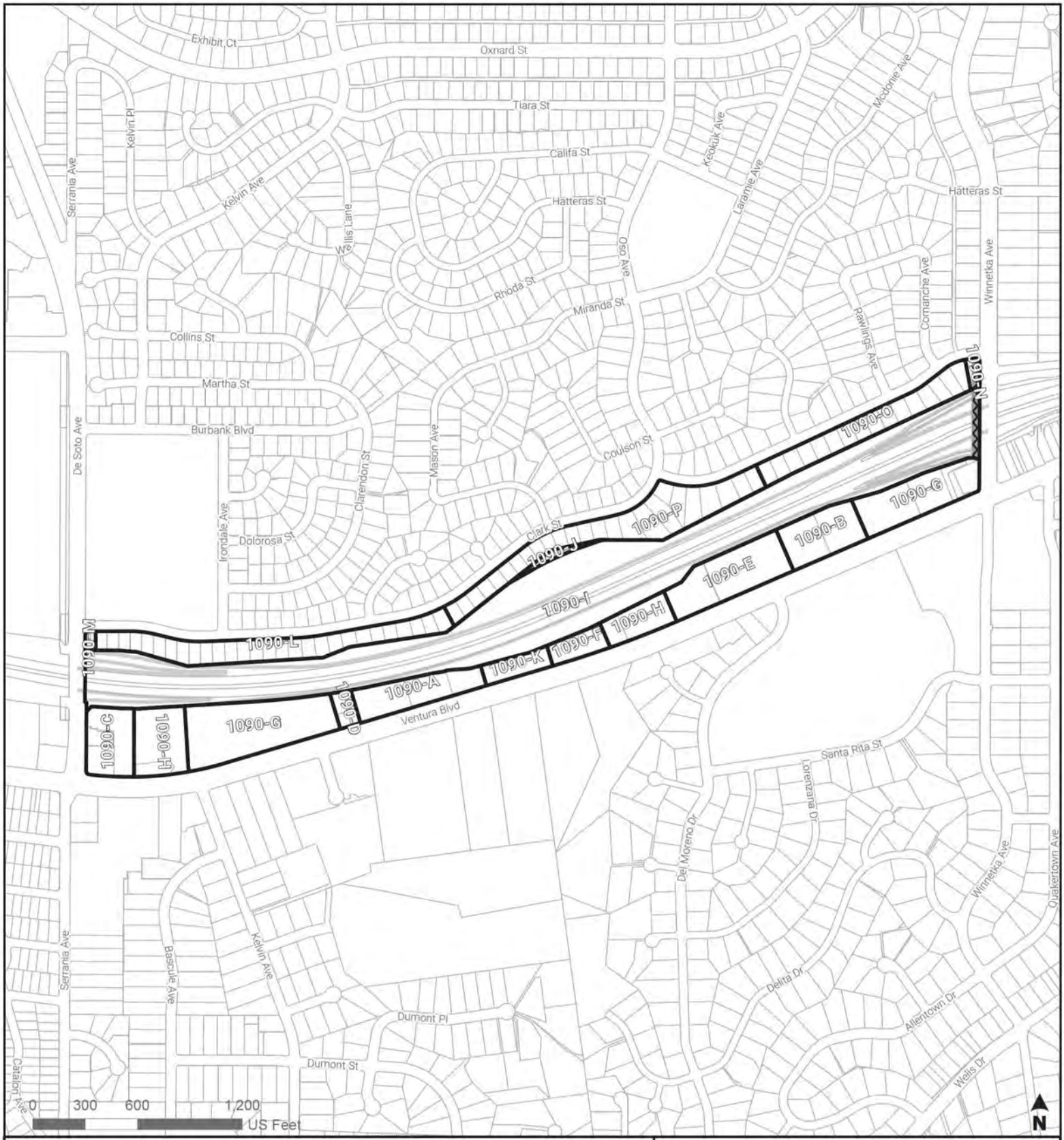
MA / AUG 2026

Section:

1080

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

1090-A, 1090-B, 1090-C, 1090-D, 1090-E, 1090-F, 1090-G, 1090-H, 1090-I, 1090-J, 1090-K, 1090-L, 1090-M, 1090-N, 1090-O, 1090-P

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

MA / AUG 2026

Section:

1090

CPC-2019-1742-CPU

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-100-A	A1-1 , RE11-1-H	[HH2-FY3-21][RG2-1L]
CPK-100-B	A1-1	[HLG1-FY3-21][RG2-1L]
CPK-100-C	A1-1 , A1-1XL, RE15-1-H, RE11-1-H	[VF2-FX2-21][OS1-N]
CPK-100-D	A1-1XL	[HLG5-FX2-21][A2-1L]
CPK-100-E	A1-1XL	[VF2-FX2-21][OS1-N]
CPK-100-F	OS-1XL	[VF2-FX2-21][OS1-N]
CPK-100-G	RE11-1-H	[HH2-FY3-21][RG2-1L]
CPK-100-H	RE11-1-H , A1-1	[HH2-FY3-21][RG2-1L]
CPK-100-I	RE11-1-H	[VF2-FX2-15][P1-FA]
CPK-100-J	RE15-1-H	[HLG1-FY3-21][RG2-1L]
CPK-100-K	RE20-1	[HLG3-FY3-21][RG2-1L]
CPK-100-L	RE20-1	[VF2-FX2-15][P1-FA]
CPK-110-A	[Q]C2-1VL	[LM9-SH6-14][CX6-4]
CPK-110-B	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-110-C	A1-1	[H4-FY1-2][RG2-4L]
CPK-110-D	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-110-E	R1-1	[H1V1-FY2-2][RG2-1L]

Subarea ID	Existing Zone	Proposed Zone
CPK-110-F	R1-1	[VF2-FX2-15][P1-FA]
CPK-110-G	RA-1	[H1V1-FY2-2][RG2-1L]
CPK-110-H	RA-1	[LG7-FY2-2][RG3-1L]
CPK-110-I	RA-1	[LM9-SH6-14][CX6-4]
CPK-110-J	RE11-1	[H1V1-FY2-2][RG2-1L]
CPK-110-K	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-110-L	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-120-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-120-B	A1-1	[LG7-FY2-2][RG3-1L]
CPK-120-C	A1-1XL	[H1V1-FY2-2][RG2-1L]
CPK-120-D	A1-1XL	[LG5-FX2-2][A2-1L]
CPK-120-E	A1-1XL	[LG7-FY2-2][RG3-1L]
CPK-120-F	A1-1XL	[VF2-FX2-15][OS1-N]
CPK-120-G	CR-1VL	[LM9-SH6-8][CX7-4]
CPK-120-H	CR-1VLD , P-1VLD	[LM9-SH6-8][CX7-4]
CPK-120-I	OS-1XL	[H1V1-FY2-2][RG2-1L]
CPK-120-J	OS-1XL	[LG5-FX2-2][A2-1L]

Subarea ID	Existing Zone	Proposed Zone
CPK-120-K	OS-1XL	[LG7-FY2-2][RG3-1L]
CPK-120-L	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-120-M	OS-1XL	[VF2-FX2-15][P1-FA]
CPK-120-N	PF-1XL	[VF2-FX2-15][P1-FA]
CPK-120-O	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-120-P	R1-1	[H4-FY1-2][RG2-4L]
CPK-120-Q	R1-1	[VF2-FX2-15][P1-FA]
CPK-120-R	R1-1VL	[LM9-SH6-8][CX7-4]
CPK-120-S	RA-1	[H1V1-FY2-2][RG2-1L]
CPK-120-T	RA-1	[H4-FY1-2][RG2-4L]
CPK-120-U	RA-1	[LG7-FY2-2][RG3-1L]
CPK-120-V	RA-1 , RS-1	[LG7-FY2-2][RG3-1L]
CPK-120-W	RA-1	[VF2-FX2-15][OS1-N]
CPK-120-X	RA-1	[VF2-FX2-15][P1-FA]
CPK-120-Y	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-120-Z	RE11-1	[VF2-FX2-15][OS1-N]
CPK-120-AA	RE11-1	[VF2-FX2-15][P1-FA]

Subarea ID	Existing Zone	Proposed Zone
CPK-120-BB	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-120-CC	RS-1 , RA-1	[H1V1-FY2-2][RG2-1L]
CPK-120-DD	RS-1	[H4-FY1-2][RG2-4L]
CPK-120-EE	RS-1	[VF2-FX2-15][OS1-N]
CPK-120-FF	RS-1	[VF2-FX2-15][P1-FA]
CPK-130-A	(Q)RD3-1	[H4-FY1-21][RG2-4L]
CPK-130-B	(Q)RD6-1 , RE11-1-H	[H4-FY1-21][RG2-2L]
CPK-130-C	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-130-D	RE11-1	[HH2-FY3-21][RG2-1L]
CPK-130-E	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-130-F	RE11-1	[VF2-FX2-15][OS1-N]
CPK-140-A	(Q)CR-1VL	[LM12-MU4-21][RG2-8]
CPK-140-B	(Q)CR-1VL	[VF2-FX2-15][P1-FA]
CPK-140-C	(Q)P-1VL , (Q)CR-1VL	[LM13-SH6-10][CX9-4]
CPK-140-D	(Q)RD3-1	[LM12-MU4-21][RG2-8]
CPK-140-E	(T)(Q)CR-1	[LM13-SH6-10][CX9-4]
CPK-140-F	(T)(Q)CR-1 , (T)(Q)CR-1	[LM13-SH6-10][CX9-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-140-G	A1-1	[H4-FY1-22][RX3-4L]
CPK-140-H	A1-1	[HLG5-FY3-21][A2-1L]
CPK-140-I	A1-1 , P-1	[LM13-SH6-10][CX9-4]
CPK-140-J	A1-1	[LM9-SH6-10][CX9-4]
CPK-140-K	A2-1	[H4-FY1-2][RX3-4L]
CPK-140-L	C2-1VL	[LM13-SH6-12][CX6-4]
CPK-140-M	CR-1VL , P-1VL, (Q)CR-1VL	[LM13-SH6-10][CX9-4]
CPK-140-N	P-1 , CR-1VL	[LM13-SH6-10][CX9-4]
CPK-140-O	P-1VL , CR-1VL	[LM13-SH6-10][CX9-4]
CPK-140-P	P-1VL , C2-1VL	[LM13-SH6-12][CX6-4]
CPK-140-Q	QC1-1VL	[LM13-SH6-10][CX9-4]
CPK-140-R	QCR-1 , QP-1	[LM13-SH6-10][CX9-4]
CPK-140-S	QP-1 , QC2-1	[LM13-SH6-10][CX9-4]
CPK-140-T	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-140-U	R1-1	[H1V1-FY2-22][RG2-1L]
CPK-140-V	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-140-W	RS-1	[H1V1-FY2-22][RG2-1L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-140-X	RS-1	[H4-FY1-2][RX3-4L]
CPK-140-Y	RS-1	[H4-FY1-22][RX3-4L]
CPK-150-A	(Q)RD2-1	[LM12-MU4-7][RG2-8]
CPK-150-B	A1-1	[H4-FY1-2][RX3-4L]
CPK-150-C	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-150-D	P-1VL , C2-1VL	[LM13-SH6-12][CX6-4]
CPK-150-E	QRD3-1	[LM12-MU4-7][RG2-8]
CPK-150-F	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-150-G	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-150-H	RS-1	[H4-FY1-2][RX3-4L]
CPK-150-I	RS-1	[H4-FY1-22][RX3-4L]
CPK-160-A	(Q)RD1.5-1	[LM12-MU4-7][RG2-8]
CPK-160-B	(Q)RD6-1	[LM12-MU4-7][RG2-8]
CPK-160-C	(T)(Q)R1-1	[H1V1-FY2-22][RG2-1L]
CPK-160-D	(T)(Q)R1-1	[H4-FY1-2][RX3-4L]
CPK-160-E	(T)(Q)R1-1	[H4-FY1-22][RX3-4L]
CPK-160-F	A1-1	[H4-FY1-22][RG2-4L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-160-G	A1-1	[H4-FY1-22][RX3-4L]
CPK-160-H	A1-1	[VF2-FX2-15][P1-FA]
CPK-160-I	C4-1VL	[LM13-SH6-10][CX9-4]
CPK-160-J	OS-1XL	[H1V1-FY2-22][RG2-1L]
CPK-160-K	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-160-L	R1-1	[H1V1-FY2-22][RG2-1L]
CPK-160-M	R1-1	[VF2-FX2-15][P1-FA]
CPK-160-N	RD1.5-1	[LM12-MU4-7][RG2-8]
CPK-160-O	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-160-P	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-160-Q	RS-1	[H4-FY1-2][RX3-4L]
CPK-160-R	RS-1	[H4-FY1-22][RX3-4L]
CPK-160-S	RS-1	[VF2-FX2-15][OS1-N]
CPK-160-T	RS-1	[VF2-FX2-15][P1-FA]
CPK-170-A	(Q)R3-1	[H4-FY1-2][RX3-4L]
CPK-170-B	(Q)RD3-1	[H4-FY1-2][RX3-4L]
CPK-170-C	(Q)RD5-1	[H4-FY1-2][RX3-4L]

Subarea ID	Existing Zone	Proposed Zone
CPK-170-D	[Q]C1-1VL , P-1VL	[LM9-SH6-8][CX9-4]
CPK-170-E	[Q]C1-1VL , P-1VL, [Q]C1.5-1VL	[LM9-SH6-8][CX9-4]
CPK-170-F	[Q]C1.5-1VL , P-1VL	[LM9-SH6-8][CX9-4]
CPK-170-G	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-170-H	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-170-I	P-1VL	[LM9-SH6-8][CX9-4]
CPK-170-J	P-1VL , [Q]C1-1VL	[LM9-SH6-8][CX9-4]
CPK-170-K	P-1VL , [Q]CR-1VL	[LM9-SH6-8][CX9-4]
CPK-170-L	RA-1	[H1V1-FY2-2][RG2-1L]
CPK-170-M	RA-1	[H4-FY1-2][RX3-4L]
CPK-170-N	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-170-O	RS-1 , (Q)RD5-1	[H1V1-FY2-2][RG2-1L]
CPK-170-P	RS-1	[H4-FY1-2][RX3-4L]
CPK-170-Q	RS-1	[VF2-FX2-15][P1-FA]
CPK-180-A	(Q)C1.5-1VL , (Q)C1.5-1VL, (Q)P-1VL,	[LM9-SH6-8][CX9-4]
CPK-180-B	(Q)C1.5-1VL , (Q)P-1VL, (Q)C1.5-1VL,	[LM9-SH6-8][CX9-4]
CPK-180-C	(Q)C1.5-1VL , (Q)P-1VL, (Q)P-1VL,	[LM9-SH6-8][CX9-4]

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Subarea ID	Existing Zone	Proposed Zone
CPK-180-D	(Q)P-1VL	[LM9-SH6-8][CX9-4]
CPK-180-E	(Q)P-1VL , (Q)C1.5-1VL, (Q)P-1VL	[LM9-SH6-8][CX9-4]
CPK-180-F	(Q)P-1VL , (Q)P-1VL	[LM9-SH6-8][CX9-4]
CPK-180-G	(Q)P-1VL , (Q)P-1VL, (Q)C1.5-1VL	[LM9-SH6-8][CX9-4]
CPK-180-H	(Q)P-1VL , (Q)P-1VL, (Q)C1.5-1VL,	[LM9-SH6-8][CX9-4]
CPK-180-I	(Q)R3-1	[LM8-MU4-23][RG2-8]
CPK-180-J	(Q)RD6-1	[H1V1-FY2-2][RG2-1L]
CPK-180-K	(T)(Q)R1-1	[H1V1-FY2-2][RG2-1L]
CPK-180-L	(T)R1-1	[H1V1-FY2-2][RG2-1L]
CPK-180-M	(T)R1-1	[H1V1-FY2-22][RG2-1L]
CPK-180-N	C1-1VL	[LM9-SH6-8][CX9-4]
CPK-180-O	C1-1VL , P-1VL	[LM9-SH6-8][CX9-4]
CPK-180-P	C1.5-1VL , (Q)C1.5-1	[LM9-SH6-8][CX9-4]
CPK-180-Q	C1.5-1VL , P-1VL	[LM9-SH6-8][CX9-4]
CPK-180-R	P-1VL , C1-1VL	[LM9-SH6-8][CX9-4]
CPK-180-S	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-180-T	R1-1	[H1V1-FY2-22][RG2-1L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-180-U	R1-1	[VF2-FX2-15][P1-FA]
CPK-180-V	R3-1	[LM8-MU4-23][RG2-8]
CPK-180-W	R3-1	[VF2-FX2-15][P2-FA]
CPK-180-X	RA-1	[H1V1-FY2-2][RG2-1L]
CPK-180-Y	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-180-Z	RS-1	[VF2-FX2-15][P1-FA]
CPK-190-A	(Q)CR-1VL	[LM13-SH6-10][CX9-4]
CPK-190-B	(T)(Q)RD5-1	[LM12-MU4-7][RG2-8]
CPK-190-C	[Q]C4-1VL , P-1VL	[LM13-SH6-10][CX9-4]
CPK-190-D	[Q]CR-1VL	[LM13-SH6-10][CX9-4]
CPK-190-E	[Q]CR-1VL , P-1VL	[LM13-SH6-10][CX9-4]
CPK-190-F	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-190-G	A1-1	[H1V1-FY2-22][RG2-1L]
CPK-190-H	C2-1VL	[LM13-SH6-10][CX9-4]
CPK-190-I	CR-1VL	[LM13-SH6-10][CX9-4]
CPK-190-J	P-1VL , [Q]CR-1VL	[LM13-SH6-10][CX9-4]
CPK-190-K	RA-1	[H1V1-FY2-22][RG2-1L]

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Subarea ID	Existing Zone	Proposed Zone
CPK-190-L	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-190-M	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-190-N	RS-1	[H4-FY1-2][RX3-4L]
CPK-190-O	RS-1	[H4-FY1-22][RX3-4L]
CPK-190-P	RS-1 , (T)(Q)RD5-1	[LM12-MU4-7][RG2-8]
CPK-190-Q	RS-1VL	[LM9-SH6-10][CX9-4]
CPK-200-A	(T)R1-1	[H1V1-FY2-2][RG2-1L]
CPK-200-B	[Q]C2-1VL	[LM9-SH6-14][CX6-4]
CPK-200-C	A1-1XL	[H1V1-FY2-2][RG2-1L]
CPK-200-D	A1-1XL	[LG5-FX2-2][A2-1L]
CPK-200-E	A1-1XL	[LG7-FY2-2][RG3-1L]
CPK-200-F	A1-1XL	[VF2-FX2-15][OS1-N]
CPK-200-G	OS-1XL	[LG5-FX2-2][A2-1L]
CPK-200-H	OS-1XL	[LG7-FY2-2][RG3-1L]
CPK-200-I	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-200-J	OS-1XL , A1-1XL	[VF2-FX2-15][OS1-N]
CPK-200-K	R1-1	[H1V1-FY2-2][RG2-1L]

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Subarea ID	Existing Zone	Proposed Zone
CPK-200-L	RA-1	[H1V1-FY2-2][RG2-1L]
CPK-200-M	RA-1	[LG7-FY2-2][RG3-1L]
CPK-200-N	RA-1	[VF2-FX2-15][OS1-N]
CPK-200-O	RA-1	[VF2-FX2-15][P1-FA]
CPK-200-P	RE9-1	[H1V1-FY2-2][RG2-1L]
CPK-210-A	(T)(Q)R1-1	[H1V1-FY2-22][RG2-1L]
CPK-210-B	(T)R1-1	[H1V1-FY2-2][RG2-1L]
CPK-210-C	(T)R1-1	[H1V1-FY2-22][RG2-1L]
CPK-210-D	(T)R1-1 , R1-1	[H1V1-FY2-22][RG2-1L]
CPK-210-E	(T)R1-1	[VF2-FX2-15][P1-FA]
CPK-210-F	C2-1VL	[LM9-SH6-8][CX9-4]
CPK-210-G	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-210-H	R1-1	[H1V1-FY2-22][RG2-1L]
CPK-210-I	R1-1	[H4-FY1-2][RX3-4L]
CPK-210-J	R1-1	[VF2-FX2-15][P1-FA]
CPK-210-K	R3-1	[LM8-MU4-23][RG2-8]
CPK-210-L	RA-1	[H1V1-FY2-2][RG2-1L]

Subarea ID	Existing Zone	Proposed Zone
CPK-210-M	RA-1	[H4-FY1-2][RX3-4L]
CPK-210-N	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-210-O	RS-1	[H4-FY1-2][RX3-4L]
CPK-220-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-220-B	P-1VL , [Q]C2-1VL	[LM9-SH6-14][CX6-4]
CPK-220-C	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-220-D	RS-1	[H4-FY1-2][RX3-4L]
CPK-230-A	(Q)C2-1VL	[VF2-FX1-17][I6-N]
CPK-230-B	(Q)MR1-1VL	[VF2-FX1-17][I6-N]
CPK-230-C	(Q)MR1-1VL , (Q)MR1-1VL	[VF2-FX1-17][I6-N]
CPK-230-D	(Q)R3-1	[LM8-MU4-23][RG2-8]
CPK-230-E	(Q)R3-1	[VF2-FX1-17][I6-N]
CPK-230-F	(Q)RD1.5-1	[H4-FY1-2][RG2-4L]
CPK-230-G	(Q)RD1.5-1 , (T)R1-1	[H4-FY1-2][RG2-4L]
CPK-230-H	(Q)RD1.5-1	[LM12-MU4-7][RG2-8]
CPK-230-I	(T)R1-1	[H1V1-FY2-2][RG2-1L]
CPK-230-J	C2-1VL	[LM9-SH6-8][CX9-4]

Subarea ID	Existing Zone	Proposed Zone
CPK-230-K	C2-1VL , P-1VL	[LM9-SH6-8][CX9-4]
CPK-230-L	MR1-1VL	[VF2-FX1-15][I6-N]
CPK-230-M	MR1-1VL	[VF2-FX1-17][I6-N]
CPK-230-N	MR1-1VL , P-1VL	[VF2-FX1-17][I6-N]
CPK-230-O	MR1-1VL	[VF2-FX2-15][P2-FA]
CPK-230-P	P-1VL , C2-1VL	[LM9-SH6-8][CX9-4]
CPK-230-Q	P-1VL , (Q)C2-1VL	[VF2-FX1-17][I6-N]
CPK-230-R	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-230-S	R3-1	[LM8-MU4-23][RG2-8]
CPK-230-T	RA-1	[H4-FY1-22][RG2-4L]
CPK-230-U	RA-1	[LM12-MU4-7][RG2-8]
CPK-230-V	RD2-1 , RS-1	[LM12-MU4-7][RG2-8]
CPK-230-W	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-230-X	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-230-Y	RS-1	[H4-FY1-2][RG2-4L]
CPK-230-Z	RS-1	[H4-FY1-22][RG2-4L]
CPK-240-A	(Q)R3-1	[LM12-MU4-7][RG2-8]

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Subarea ID	Existing Zone	Proposed Zone
CPK-240-B	(Q)RD3-1	[H4-FY1-2][RG2-4L]
CPK-240-C	(T)(Q)R4-1	[LM12-MU4-7][RG2-8]
CPK-240-D	(T)RS-1	[H4-FY1-2][RX3-4L]
CPK-240-E	(T)RS-1	[VF2-FX2-15][P1-FA]
CPK-240-F	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-240-G	A1-1	[H4-FY1-22][RG2-4L]
CPK-240-H	A1-1	[VF2-FX2-15][P1-FA]
CPK-240-I	C2-1VL	[LM9-SH6-8][CX9-4]
CPK-240-J	P-1VL , C2-1VL	[LM9-SH6-8][CX9-4]
CPK-240-K	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-240-L	R3-1	[LM12-MU4-7][RG2-8]
CPK-240-M	R4-1	[LM9-SH6-8][CX9-4]
CPK-240-N	R4-1 , P-1VL	[LM9-SH6-8][CX9-4]
CPK-240-O	RA-1	[H4-FY1-2][RG2-4L]
CPK-240-P	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-240-Q	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-240-R	RS-1	[H4-FY1-2][RX3-4L]

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Subarea ID	Existing Zone	Proposed Zone
CPK-250-A	C2-1VL	[LM9-SH6-14][CX6-4]
CPK-250-B	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-250-C	RS-1	[H4-FY1-2][RX3-4L]
CPK-260-A	(Q)P-1VL , (Q)C2-1VL	[LM13-SH6-10][CX9-4]
CPK-260-B	(Q)P-1VL , [Q]CR-1VL	[LM13-SH6-12][CX6-4]
CPK-260-C	(Q)RD2-1	[H4-FY1-2][RG2-2L]
CPK-260-D	(Q)RD2-1	[LM12-MU4-7][RG2-8]
CPK-260-E	(T)(Q)C2-1VL , (T)(Q)C2-1VL	[LM13-SH6-10][CX9-4]
CPK-260-F	[Q]C2-1VL	[LM13-SH6-12][CX6-4]
CPK-260-G	[Q]CR-1VL	[LM13-SH6-12][CX6-4]
CPK-260-H	A1-1	[H1V1-FY2-2][RG2-1L]
CPK-260-I	A1-1	[H1V1-FY2-22][RG2-1L]
CPK-260-J	A1-1	[H4-FY1-2][RG2-4L]
CPK-260-K	C2-1VL	[LM13-SH6-10][CX9-4]
CPK-260-L	C2-1VL , P-1VL	[LM13-SH6-10][CX9-4]
CPK-260-M	C4-1VL	[LM13-SH6-10][CX9-4]
CPK-260-N	OS-1XL	[H1V1-FY2-22][RG2-1L]

Subarea ID	Existing Zone	Proposed Zone
CPK-260-O	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-260-P	P-1VL	[LM13-SH6-10][CX9-4]
CPK-260-Q	P-1VL , C2-1VL	[LM13-SH6-10][CX9-4]
CPK-260-R	P-1VL , CR-1VL	[LM13-SH6-10][CX9-4]
CPK-260-S	RA-1	[LG7-FY2-22][RG3-1L]
CPK-260-T	RE11-1	[H1V1-FY2-2][RG2-1L]
CPK-260-U	RE11-1	[H1V1-FY2-22][RG2-1L]
CPK-260-V	RE11-1	[H4-FY1-2][RG2-4L]
CPK-270-A	(T)(Q)RD3-1VL , (T)(Q)RD3-1VL	[MM4-MU4-7][RG2-8]
CPK-270-B	[Q]C1-1VL	[MM7-SH6-10][CX9-4]
CPK-270-C	M2-1VL	[VF2-FX1-15][I6-N]
CPK-270-D	M2-1VL , P-1VL	[VF2-FX1-15][I6-N]
CPK-270-E	MR1-1VL	[VF2-FX1-15][I6-N]
CPK-270-F	MR1-1VL	[VF2-FX1-17][I6-N]
CPK-270-G	P-1VL , [Q]C1-1VL, [Q]C2-1VL	[MM7-SH6-10][CX9-4]
CPK-270-H	P-1VL , M2-1VL	[VF2-FX1-15][I6-N]
CPK-270-I	PF-1XL	[VF2-FX2-15][P2-FA]

Subarea ID	Existing Zone	Proposed Zone
CPK-270-J	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-270-K	R3-1	[LM8-MU4-23][RG2-8]
CPK-270-L	RS-1	[H1V1-FY2-12][RG2-1L]
CPK-270-M	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-270-N	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-270-O	RS-1	[H4-FY1-2][RG2-4L]
CPK-270-P	RS-1	[H4-FY1-2][RX3-4L]
CPK-270-Q	RS-1	[H4-FY1-22][RG2-4L]
CPK-270-R	RS-1	[H4-FY1-22][RX3-4L]
CPK-280-A	[Q]C2-1VL	[LM9-SH6-14][CX6-4]
CPK-280-B	[Q]C2-1VL , P-1VL	[LM9-SH6-14][CX6-4]
CPK-280-C	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-280-D	C1.5-1VL	[LM9-SH6-14][CX9-4]
CPK-280-E	C2-1VL , P-1VL	[LM9-SH6-14][CX6-4]
CPK-280-F	P-1VL , [Q]C2-1VL	[LM9-SH6-14][CX6-4]
CPK-280-G	P-1VL , C1.5-1VL	[LM9-SH6-14][CX9-4]
CPK-280-H	P-1VL , QC1-1VL	[LM9-SH6-14][CX9-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-280-I	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-280-J	RS-1	[H4-FY1-2][RX3-4L]
CPK-280-K	RS-1	[VF2-FX2-15][P2-FA]
CPK-290-A	(Q)C1-1VL , (Q)C1-1VL	[LM9-SH6-14][CX9-4]
CPK-290-B	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-290-C	C1.5-1VL	[LM9-SH6-14][CX9-4]
CPK-290-D	C2-1VL , P-1VL	[LM9-SH6-14][CX6-4]
CPK-290-E	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-290-F	P-1VL , C1-1VL	[LM9-SH6-14][CX9-4]
CPK-290-G	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-290-H	RS-1	[H4-FY1-2][RX3-4L]
CPK-300-A	(Q)RD3-1	[H4-FY1-2][RG2-2L]
CPK-300-B	(T)RE11-1-H	[H4-FY1-21][RG2-4L]
CPK-300-C	(T)RE11-1	[LG1-FY2-2][RG2-1L]
CPK-300-D	(T)RE11-1	[VF2-FX2-15][P1-FA]
CPK-300-E	A1-1	[LG1-FY2-2][RG2-1L]
CPK-300-F	RE11-1-H	[HH2-FY3-21][RG2-1L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-300-G	RE11-1	[H4-FY1-21][RG2-4L]
CPK-300-H	RE11-1 , A1-1	[H4-FY1-21][RG2-4L]
CPK-300-I	RE11-1	[HH2-FY3-21][RG2-1L]
CPK-300-J	RE11-1 , RE11-1-H	[HH2-FY3-21][RG2-1L]
CPK-300-K	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-300-L	RE11-1	[VF2-FX2-15][P1-FA]
CPK-300-M	RS-1	[H4-FY1-2][RG2-4L]
CPK-300-N	RS-1	[HH1-FY3-21][RG2-1L]
CPK-310-A	(Q)RD5-1	[H4-FY1-2][RG2-2L]
CPK-310-B	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-310-C	QRD5-1	[H4-FY1-2][RG2-2L]
CPK-310-D	R1-1	[H4-FY1-2][RG2-4L]
CPK-310-E	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-310-F	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-310-G	RS-1	[H4-FY1-2][RG2-4L]
CPK-320-A	C1.5-1VL	[LM9-SH6-14][CX9-4]
CPK-320-B	OS-1XL	[VF2-FX2-15][OS1-N]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-320-C	P-1VL , CR-1VL	[LF2-FX2-15][P2-FA]
CPK-320-D	P-1VL , C1.5-1VL	[LM9-SH6-14][CX9-4]
CPK-320-E	RA-1	[H1V1-FY2-2][RG2-1L]
CPK-320-F	RA-1	[H1V1-FY2-22][RG2-1L]
CPK-320-G	RA-1	[LG7-FY2-2][RG3-1L]
CPK-320-H	RA-1	[LG7-FY2-22][RG3-1L]
CPK-320-I	RE11-1	[H1V1-FY2-2][RG2-1L]
CPK-320-J	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-320-K	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-320-L	RS-1	[H4-FY1-2][RX3-4L]
CPK-330-A	(Q)RD1.5-1	[LM12-MU4-7][RG2-8]
CPK-330-B	(Q)RD2-1 , (Q)RD2-1	[LM12-MU4-7][RG2-8]
CPK-330-C	(T)(Q)RD3-1	[H4-FY1-2][RG2-2L]
CPK-330-D	(T)(Q)RD3-1	[H4-FY1-2][RG2-4L]
CPK-330-E	(T)(Q)RD5-1	[LM12-MU4-7][RG2-8]
CPK-330-F	[Q]C2-1VL	[LM9-SH6-14][CX6-4]
CPK-330-G	[Q]PF-1XL	[VF2-FX2-15][P1-FA]

Subarea ID	Existing Zone	Proposed Zone
CPK-330-H	A1-1	[H4-FY1-22][RG2-4L]
CPK-330-I	A1-1	[VF2-FX2-15][P1-FA]
CPK-330-J	C4-1VL	[LM13-SH6-10][CX9-4]
CPK-330-K	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-330-L	OS-1XL	[VF2-FX2-21][OS1-N]
CPK-330-M	RD2-1	[H4-FY1-2][RX3-2L]
CPK-330-N	RD2-1	[LM12-MU4-7][RG2-8]
CPK-330-O	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-330-P	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-330-Q	RS-1	[H4-FY1-2][RX3-4L]
CPK-330-R	RS-1	[H4-FY1-22][RX3-4L]
CPK-330-S	RS-1	[HH1-FY3-21][RG2-1L]
CPK-340-A	(Q)RD2-1	[LM9-SH6-14][CX9-4]
CPK-340-B	(T)(Q)C4-1VL	[LM9-SH6-14][CX9-4]
CPK-340-C	(T)(Q)C4-1VL , (T)(Q)C4-1VL	[LM9-SH6-14][CX9-4]
CPK-340-D	(T)(Q)C4-1VL , (T)(Q)C4-1VL, (T)	[LM9-SH6-14][CX9-4]
CPK-340-E	[Q]C2-1VL	[LM9-SH6-14][CX6-4]

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Subarea ID	Existing Zone	Proposed Zone
CPK-340-F	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-340-G	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-340-H	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-340-I	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-340-J	RS-1	[H4-FY1-2][RX3-4L]
CPK-340-K	RS-1	[H4-FY1-22][RX3-4L]
CPK-350-A	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-350-B	QC2-1VL	[MM8-SH6-10][CX9-4]
CPK-350-C	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-350-D	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-350-E	RS-1	[H4-FY1-2][RX3-4L]
CPK-350-F	RS-1	[H4-FY1-22][RX3-4L]
CPK-360-A	[Q]C2-1VL	[LM13-SH6-12][CX6-4]
CPK-360-B	C2-1VL	[LM13-SH6-10][CX9-4]
CPK-360-C	C2-1VL , P-1VL	[LM13-SH6-10][CX9-4]
CPK-360-D	P-1VL	[LM13-SH6-10][CX9-4]
CPK-360-E	P-1VL , C2-1VL, C2-1	[LM13-SH6-10][CX9-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-360-F	RA-1	[H1V1-FY2-22][RG2-1L]
CPK-360-G	RA-1	[LG7-FY2-2][RG3-1L]
CPK-360-H	RA-1	[LG7-FY2-22][RG3-1L]
CPK-360-I	RA-1VL	[LF2-FX2-15][P2-FA]
CPK-360-J	RA-1VL	[LM9-SH6-10][CX9-4]
CPK-360-K	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-370-A	(Q)RD6-1 , (Q)RD6-1, (Q)RD6-1	[H4-FY1-2][RG2-2L]
CPK-370-B	(WC)TOPANGA-SN	[(WC)TOPANGA]
CPK-370-C	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-370-D	A1-1	[H4-FY1-2][RG2-4L]
CPK-370-E	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-370-F	QR3-1	[LM8-MU4-23][RG2-8]
CPK-370-G	R3-1	[LM8-MU4-23][RG2-8]
CPK-370-H	R3-1 , A2-1	[LM8-MU4-23][RG2-8]
CPK-370-I	RD2-1	[LM8-MU4-2][RG2-8]
CPK-370-J	RE11-1	[H1V1-FY2-2][RG2-1L]
CPK-370-K	RE11-1	[H4-FY1-2][RG2-4L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-370-L	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-370-M	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-370-N	RS-1	[H4-FY1-2][RG2-4L]
CPK-380-A	(WC)DOWNTOWN-SN	[(WC)DOWNTOWN]
CPK-380-B	(WC)PARK-SN	[(WC)PARK]
CPK-390-A	(WC)DOWNTOWN-SN	[(WC)DOWNTOWN]
CPK-390-B	(WC)PARK-SN	[(WC)PARK]
CPK-400-A	(WC)DOWNTOWN-SN	[(WC)DOWNTOWN]
CPK-410-A	(WC)DOWNTOWN-SN	[(WC)DOWNTOWN]
CPK-420-A	(Q)P-1VL	[LM9-SH6-8][CX9-4]
CPK-420-B	(Q)R1-1	[H4-FY1-2][RX3-4L]
CPK-420-C	(Q)R3-1	[LM12-MU4-7][RG2-8]
CPK-420-D	(Q)R3-1 , R3-1	[LM12-MU4-7][RG2-8]
CPK-420-E	(Q)R3-1	[LM8-MU4-23][RG2-8]
CPK-420-F	(T)(Q)C2-1VL , (T)(Q)C2-1VL	[LM13-SH6-10][CX9-4]
CPK-420-G	(T)(Q)R1-1	[H4-FY1-2][RX3-4L]
CPK-420-H	[Q]C4-1VL , P-1VL	[LM13-SH6-10][CX7-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-420-I	C2-1VL	[LM13-SH6-10][CX9-4]
CPK-420-J	C2-1VL , (Q)P-1VL	[LM13-SH6-10][CX9-4]
CPK-420-K	C2-1VL , P-1VL	[LM13-SH6-10][CX9-4]
CPK-420-L	C2-1VL , RA-1VL	[LM13-SH6-10][CX9-4]
CPK-420-M	C2-1VL	[LM9-SH6-8][CX9-4]
CPK-420-N	C4-1VL	[LM13-SH6-10][CX7-4]
CPK-420-O	C4-1VL , P-1VL	[LM13-SH6-10][CX7-4]
CPK-420-P	C4-1VL , P-1VL	[LM9-SH6-8][CX9-4]
CPK-420-Q	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-420-R	P-1VL	[LM13-SH6-10][CX7-4]
CPK-420-S	P-1VL , [Q]C4-1VL	[LM13-SH6-10][CX7-4]
CPK-420-T	P-1VL , C4-1VL	[LM13-SH6-10][CX7-4]
CPK-420-U	P-1VL , C4-1VL	[LM9-SH6-8][CX9-4]
CPK-420-V	QRD1.5-1 , R3-1	[LM12-MU4-7][RG2-8]
CPK-420-W	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-420-X	R1-1	[H1V1-FY2-22][RG2-1L]
CPK-420-Y	R1-1	[H4-FY1-2][RX3-4L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-420-Z	R1-1	[H4-FY1-22][RX3-4L]
CPK-420-AA	R3-1 , (T)R1-1	[H4-FY1-2][RX3-4L]
CPK-420-BB	R3-1	[LM12-MU4-7][RG2-8]
CPK-420-CC	R3-1	[LM8-MU4-23][RG2-8]
CPK-420-DD	RA-1	[H1V1-FY2-22][RG2-1L]
CPK-420-EE	RA-1	[H4-FY1-2][RX3-4L]
CPK-420-FF	RA-1	[H4-FY1-22][RX3-4L]
CPK-420-GG	RA-1 , RA-1VL	[LM12-MU4-7][RG2-8]
CPK-420-HH	RA-1 , C2-1VL, RA-1VL	[LM13-SH6-10][CX9-4]
CPK-420-II	RD1.5-1	[LM12-MU4-7][RG2-8]
CPK-420-JJ	RD3-1	[LM12-MU4-7][RG2-8]
CPK-420-KK	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-420-LL	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-420-MM	RS-1	[H4-FY1-2][RX3-4L]
CPK-420-NN	RS-1	[H4-FY1-22][RX3-4L]
CPK-420-OO	RS-1	[VF2-FX2-15][P1-FA]
CPK-430-A	RA-1	[LG7-FY2-2][RG3-1L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-430-B	RA-1	[LG7-FY2-22][RG3-1L]
CPK-440-A	(Q)RD2-1 , RS-1	[H4-FY1-2][RG2-4L]
CPK-440-B	A1-1	[H4-FY1-2][RG2-4L]
CPK-440-C	PF-1XL	[LF2-FX2-15][P2-FA]
CPK-440-D	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-440-E	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-450-A	(Q)C1-1VLD	[LM9-SH6-8][CX7-4]
CPK-450-B	(Q)C1-1VLD , (Q)A1-1VLD	[LM9-SH6-8][CX7-4]
CPK-450-C	(Q)C1-1VLD , (Q)C1.5-1VLD	[LM9-SH6-8][CX7-4]
CPK-450-D	(Q)C1.5-1VLD	[LM9-SH6-8][CX7-4]
CPK-450-E	(Q)C1.5-1VLD , (Q)C1-1VLD	[LM9-SH6-8][CX7-4]
CPK-450-F	(Q)C1.5-1VLD , P-1VLD	[LM9-SH6-8][CX7-4]
CPK-450-G	(Q)CR-1	[LM9-SH6-8][CX7-4]
CPK-450-H	(Q)CR-1 , (Q)P-1	[LM9-SH6-8][CX7-4]
CPK-450-I	(Q)CR-1VLD , (Q)P-1VLD	[LM9-SH6-8][CX7-4]
CPK-450-J	(Q)RAS4-1 , (Q)RAS4-1, (Q)RAS4-1,	[LM9-SH6-8][CX7-4]
CPK-450-K	(Q)RD2-1LD	[LM9-SH6-8][CX7-4]

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Subarea ID	Existing Zone	Proposed Zone
CPK-450-L	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-450-M	R3-1	[LM9-SH6-8][CX7-4]
CPK-450-N	R4-1	[LM9-SH6-8][CX7-4]
CPK-450-O	RA-1	[H4-FY1-21][RG2-4L]
CPK-450-P	RA-1	[HLG2-FY3-21][RG3-1L]
CPK-450-Q	RA-1 , RE40-1	[HLG2-FY3-21][RG3-1L]
CPK-450-R	RA-1	[LG7-FY2-2][RG3-1L]
CPK-450-S	RA-1	[LM9-SH6-8][CX7-4]
CPK-450-T	RA-1 , RA-1VL	[LM9-SH6-8][CX7-4]
CPK-450-U	RA-1VL	[H4-FY1-21][RG2-4L]
CPK-450-V	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-450-W	RE40-1	[HLG4-FY3-21][RG2-1L]
CPK-450-X	RE40-1 , RA-1	[HLG4-FY3-21][RG2-1L]
CPK-450-Y	RE40-1	[VF2-FX2-21][OS1-N]
CPK-460-A	(WC)COMMERCE-SN	[(WC)COMMERCE]
CPK-460-B	(WC)DOWNTOWN-SN	[(WC)DOWNTOWN]
CPK-470-A	(Q)C4-2D	[LM9-SH6-10][CX7-4]

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Subarea ID	Existing Zone	Proposed Zone
CPK-470-B	(Q)R4-2D	[LM9-SH6-10][CX7-4]
CPK-470-C	OS-1XL	[LF2-FX2-15][P2-FA]
CPK-470-D	OS-1XL , [Q]PF-1XL, (Q)C4-2D	[VF2-FX2-15][P2-FA]
CPK-470-E	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-480-A	(Q)R3-1-RIO	[MM4-MU4-7][RG2-8]
CPK-480-B	(T)RS-1-RIO	[LF2-FX2-15][P2-FA]
CPK-480-C	(T)RS-1-RIO	[LM8-MU4-23][RG2-8]
CPK-480-D	(WC)RIVER-SN-RIO	[(WC)RIVER]
CPK-480-E	[Q]C1.5-1-RIO	[LM9-SH4-8][CX7-4]
CPK-480-F	[Q]C4-1VL-RIO	[LM9-SH6-8][CX7-4]
CPK-480-G	C2-1VL-RIO	[LM9-SH4-8][CX7-4]
CPK-480-H	C2-1VL-RIO	[MM7-SH4-10][CX7-4]
CPK-480-I	C2-1VL-RIO , (Q)C2-1VL-RIO, P-1VL-	[MM7-SH4-10][CX7-4]
CPK-480-J	CR-1VL-RIO , P-1VL-RIO	[LM9-SH4-8][CX7-4]
CPK-480-K	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
CPK-480-L	P-1VL-RIO	[VF2-FX2-15][P1-FA]
CPK-480-M	QC1-1VL-RIO	[MM7-SH4-10][CX7-4]

Subarea ID	Existing Zone	Proposed Zone
CPK-480-N	R3-1-RIO	[LM8-MU4-23][RG2-8]
CPK-480-O	R3-1-RIO	[MM4-MU4-7][RG2-8]
CPK-480-P	R3-1-RIO	[VF2-FX2-15][P2-FA]
CPK-480-Q	RA-1-RIO	[VF2-FX2-15][OS1-N]
CPK-480-R	RS-1-RIO	[H1V1-FY2-2][RG2-1L]
CPK-480-S	RS-1-RIO	[H1V1-FY2-22][RG2-1L]
CPK-480-T	RS-1-RIO	[H4-FY1-2][RX3-4L]
CPK-480-U	RS-1-RIO	[LM8-MU4-23][RG2-8]
CPK-480-V	RS-1-RIO	[VF2-FX2-15][OS1-N]
CPK-480-W	RS-1-RIO	[VF2-FX2-15][P1-FA]
CPK-490-A	(Q)C4-1LD , (Q)C4-1LD	[MM8-SH4-8][CX7-4]
CPK-490-B	(Q)PB-1LD , C4-1LD, P-1LD	[MM8-SH4-8][CX7-4]
CPK-490-C	(T)(Q)C4-1L , (T)(Q)C4-1L	[MM8-SH4-8][CX7-4]
CPK-490-D	(WC)PARK-SN	[(WC)PARK]
CPK-490-E	[T][Q]C4-1L	[MM8-SH4-8][CX7-4]
CPK-490-F	C4-1LD	[MM8-SH4-8][CX7-4]
CPK-490-G	P-1LD , C4-1LD	[MM8-SH4-8][CX7-4]

Subarea ID	Existing Zone	Proposed Zone
CPK-490-H	PF-1XL	[FWY]
CPK-490-I	PF-1XL	[PF]
CPK-500-A	[Q]C1-1VL	[LM9-SH6-14][CX6-4]
CPK-500-B	C2-1VLD	[LM9-SH4-8][CX7-4]
CPK-500-C	C2-1VLD , P-1VLD	[LM9-SH4-8][CX7-4]
CPK-500-D	C4-1VLD	[LM9-SH4-8][CX7-4]
CPK-500-E	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-500-F	R1-1	[H4-FY1-2][RG2-4L]
CPK-500-G	R1-1	[H4-FY1-21][RG2-4L]
CPK-500-H	R1-1	[HH1-FY3-21][RG2-1L]
CPK-500-I	R1-1 , R2-1	[HH1-FY3-21][RG2-1L]
CPK-500-J	R2-1	[H4-FY1-2][RG2-2L]
CPK-500-K	R2-1	[H4-FY1-2][RX3-2L]
CPK-500-L	R2-1	[H4-FY1-21][RG2-4L]
CPK-500-M	R2-1 , R1-1	[H4-FY1-21][RG2-4L]
CPK-500-N	R2-1	[HH1-FY3-21][RG2-1L]
CPK-500-O	R2P-1VLD	[LF2-FX2-15][P2-FA]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-500-P	R2P-1VLD	[LM9-SH4-8][CX7-4]
CPK-500-Q	RE40-1	[HLG4-FY3-21][RG2-1L]
CPK-510-A	(Q)C1-1	[LM9-SH4-8][CX7-4]
CPK-510-B	C4-1VLD	[LM9-SH4-8][CX7-4]
CPK-510-C	C4-1VLD	[VF2-FX2-15][P1-FA]
CPK-510-D	CR-1VLD	[LM9-SH4-8][CX7-4]
CPK-510-E	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-510-F	R1-1	[H4-FY1-2][RG2-4L]
CPK-510-G	R1-1	[HH1-FY3-21][RG2-1L]
CPK-510-H	R2-1	[H4-FY1-2][RG2-2L]
CPK-510-I	R2-1	[H4-FY1-2][RG2-4L]
CPK-510-J	R2-1	[LF2-FX2-15][P2-FA]
CPK-510-K	R2-1	[LM9-SH4-8][CX7-4]
CPK-510-L	R2-1VL	[LM9-SH4-8][CX7-4]
CPK-510-M	RE40-1	[HH1-FY3-21][RG2-1L]
CPK-510-N	RE40-1	[HLG4-FY3-21][RG2-1L]
CPK-520-A	(T)(Q)C4-1LD , (T)(Q)C4-1LD	[MM8-SH4-8][CX7-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-520-B	(T)(Q)C4-1LD , (T)(Q)C4-1LD, (T)	[MM8-SH4-8][CX7-4]
CPK-520-C	(WC)COMMERCE-SN	[(WC)COMMERCE]
CPK-520-D	A1-1	[VF2-FX2-15][P2-FA]
CPK-520-E	C4-1LD	[MM8-SH4-8][CX7-4]
CPK-520-F	C4-1LD , P-1LD	[MM8-SH4-8][CX7-4]
CPK-520-G	P-1LD	[MM8-SH4-8][CX7-4]
CPK-520-H	P-1LD , C4-1LD	[MM8-SH4-8][CX7-4]
CPK-520-I	P-1LD	[VF2-FX2-15][P1-FA]
CPK-520-J	P-1LD , C4-1LD	[VF2-FX2-15][P2-FA]
CPK-520-K	PB-1LD , C4-1LD	[MM8-SH4-8][CX7-4]
CPK-520-L	PF-1XL	[FWY]
CPK-520-M	R1-1	[VF2-FX2-15][P2-FA]
CPK-530-A	(Q)R3-1-RIO	[MM4-MU4-7][RG2-8]
CPK-530-B	(Q)R3-1-RIO	[MM4-MU4-7][RX4-8]
CPK-530-C	(Q)RD3-1-RIO	[MM4-MU4-7][RG2-8]
CPK-530-D	(Q)RD5-1-RIO	[MM4-MU4-7][RG2-8]
CPK-530-E	(T)(Q)CR-1XL-RIO	[MM7-SH4-10][CX7-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-530-F	(WC)RIVER-SN-RIO	[(WC)RIVER]
CPK-530-G	(WC)RIVER-SN-RIO , PF-1XL-RIO	[(WC)RIVER]
CPK-530-H	[Q]C2-1VL-CDO-RIO , [Q]P-1VL-CDO-	[MM7-SH4-10][CX7-4]
CPK-530-I	[Q]C2-1VL-CDO-RIO , [Q]R1-1VL-CDO-	[MM7-SH4-10][CX7-4]
CPK-530-J	[Q]C2-1VL-CDO-RIO	[MM8-SH4-10][CX7-4]
CPK-530-K	[Q]C2-1VL-CDO-RIO , [Q]P-1VL-CDO-	[MM8-SH4-10][CX7-4]
CPK-530-L	[Q]C2-1VL-CDO-RIO , [Q]R2-1-CDO-	[MM8-SH4-10][CX7-4]
CPK-530-M	[Q]MR1-1VL-RIO	[LB3-G4-7][I5-N]
CPK-530-N	[Q]OS-1XL-CDO	[VF2-FX2-15][P1-FA]
CPK-530-O	[Q]P-1VL-CDO-RIO	[MM7-SH4-10][CX7-4]
CPK-530-P	[Q]P-1VL-CDO-RIO , [Q]C2-1VL-CDO-	[MM7-SH4-10][CX7-4]
CPK-530-Q	[Q]P-1VL-CDO-RIO , [Q]C2-1VL-CDO-	[MM8-SH4-10][CX7-4]
CPK-530-R	[Q]PF-1XL-RIO	[VF2-FX2-15][P1-FA]
CPK-530-S	[T][Q]M1-1VL-RIO	[LB3-G4-7][I5-N]
CPK-530-T	[T][Q]MR1-1VL-RIO	[LB3-G4-7][I5-N]
CPK-530-U	MR1-1VL-RIO	[LB3-G4-7][I5-N]
CPK-530-V	MR1-1VL-RIO	[LM9-SH4-10][CX7-4]

Subarea ID	Existing Zone	Proposed Zone
CPK-530-W	MR1-1VL-RIO	[MM8-SH4-10][CX7-4]
CPK-530-X	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
CPK-530-Y	PF-1XL-RIO	[VF2-FX2-15][P2-FA]
CPK-530-Z	R1-1-RIO	[H4-FY1-22][RG2-4L]
CPK-530-AA	R1-1-RIO	[LM8-MU4-7][RG2-8]
CPK-530-BB	R1-1-RIO	[MM4-MU4-7][RG2-8]
CPK-530-CC	R1-1-RIO	[MM4-MU4-7][RX4-8]
CPK-530-DD	R2-1-RIO	[MM4-MU4-7][RX4-8]
CPK-530-EE	R3-1-RIO	[MM4-MU4-7][RG2-8]
CPK-530-FF	R3-1-RIO	[MM4-MU4-7][RX4-8]
CPK-530-GG	RD5-1-RIO	[MM4-MU4-7][RG2-8]
CPK-540-A	(Q)R3-1	[LM12-MU4-7][RG2-8]
CPK-540-B	(Q)R3-1	[LM8-MU4-23][RG2-8]
CPK-540-C	(Q)R3-1	[LM8-MU4-7][RG2-8]
CPK-540-D	(Q)R3-1	[MM4-MU4-7][RG2-8]
CPK-540-E	(Q)R3-1VL-CDO	[MM7-SH6-10][CX9-4]
CPK-540-F	(Q)R3P-1VL-CDO	[MM7-SH6-10][CX9-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-540-G	(T)(Q)RZ3-1	[LM8-MU4-7][RG2-8]
CPK-540-H	[Q]C1.5-1	[MM7-SH6-10][CX9-4]
CPK-540-I	[Q]C2-1VL-CDO	[LF2-FX2-15][P2-FA]
CPK-540-J	[Q]C2-1VL-CDO	[MM13-SH4-10][CX6-4]
CPK-540-K	[Q]C2-1VL-CDO	[MM7-SH4-10][CX7-4]
CPK-540-L	[Q]C2-1VL-CDO , [Q]P-1VL-CDO	[MM7-SH6-10][CX9-4]
CPK-540-M	[Q]CR-1VL-CDO , P-1VL-CDO	[MM7-SH6-10][CX9-4]
CPK-540-N	[Q]CR-1VL	[MM7-SH6-10][CX9-4]
CPK-540-O	[Q]P-1VL-CDO	[LF2-FX2-15][P2-FA]
CPK-540-P	[Q]P-1VL-CDO , [Q]C2-1VL-CDO	[MM7-SH6-10][CX9-4]
CPK-540-Q	[Q]PF-1XL	[LF2-FX2-15][P2-FA]
CPK-540-R	[Q]R3-1	[MM4-FX2-15][P2-FA]
CPK-540-S	[Q]R3-1	[MM4-MU4-7][RG2-8]
CPK-540-T	[Q]RD2-1	[MM4-MU4-7][RG2-8]
CPK-540-U	[T][Q]C2-1VL	[MM4-FX2-15][P2-FA]
CPK-540-V	[T][Q]C2-1VL	[MM8-SH4-10][CX9-4]
CPK-540-W	C2-1VL	[LM13-SH6-10][CX9-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-540-X	C2-1VL , P-1VL	[LM13-SH6-10][CX9-4]
CPK-540-Y	MR1-1VL	[LF2-FX2-15][P2-FA]
CPK-540-Z	MR1-1VL	[MM13-SH4-10][CX6-4]
CPK-540-AA	MR1-1VL	[MM8-SH4-10][CX9-4]
CPK-540-BB	MR1-1VL , R3-1	[MM8-SH4-10][CX9-4]
CPK-540-CC	P-1VL , C2-1VL	[LM13-SH6-10][CX9-4]
CPK-540-DD	PF-1XL	[LF2-FX2-15][P2-FA]
CPK-540-EE	R1-1	[H4-FY1-2][RG2-4L]
CPK-540-FF	R1-1	[H4-FY1-22][RG2-4L]
CPK-540-GG	R1-1	[LF2-FX2-15][P2-FA]
CPK-540-HH	R1-1	[LM8-MU4-23][RG2-8]
CPK-540-II	R1-1	[LM8-MU4-7][RG2-8]
CPK-540-JJ	R1-1	[MM4-MU4-7][RG2-8]
CPK-540-KK	R3-1-CDO	[MM13-SH4-10][CX6-4]
CPK-540-LL	R3-1	[LM12-MU4-7][RG2-8]
CPK-540-MM	R3-1	[LM8-MU4-23][RG2-8]
CPK-540-NN	R3-1	[MM4-MU4-7][RG2-8]

Subarea ID	Existing Zone	Proposed Zone
CPK-540-OO	RD1.5-1	[MM7-SH6-10][CX9-4]
CPK-550-A	(Q)C2-1VL-RIO , (Q)C2-1VL-RIO	[LM9-SH6-10][CX9-4]
CPK-550-B	(Q)C2-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-550-C	(Q)C2-1VL-RIO , (Q)C2-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-550-D	(Q)MR1-1VL-RIO	[MM8-SH4-10][CX7-4]
CPK-550-E	(Q)P-1VL-RIO , [Q]C1-1VL-RIO	[MM7-SH4-10][CX7-4]
CPK-550-F	(Q)R3-1-RIO	[MM4-MU4-7][RX4-8]
CPK-550-G	(Q)RAS4-1VL-RIO	[MM7-SH4-10][CX7-4]
CPK-550-H	(Q)RD1.5-1-RIO	[MM4-MU4-7][RX4-8]
CPK-550-I	(T)(Q)C2-1VL-RIO	[MM7-SH4-10][CX7-4]
CPK-550-J	(T)(Q)R3-1-RIO	[MM4-MU4-7][RX4-8]
CPK-550-K	(T)(Q)RAS4-1VL-RIO	[MM7-SH4-10][CX7-4]
CPK-550-L	(T)(Q)RD1.5-1-CDO-RIO	[MM7-SH6-10][CX9-4]
CPK-550-M	(T)(Q)RD1.5-1-RIO	[MM4-MU4-7][RX4-8]
CPK-550-N	(WC)RIVER-SN-RIO	[(WC)RIVER]
CPK-550-O	(WC)RIVER-SN-RIO , [Q]PF-1XL-RIO	[(WC)RIVER]
CPK-550-P	(WC)RIVER-SN-RIO , [Q]PF-1XL-RIO,	[(WC)RIVER]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-550-Q	[Q]C1-1VL-CDO-RIO	[MM13-SH4-10][CX6-4]
CPK-550-R	[Q]C1-1VL-RIO	[MM7-SH4-10][CX7-4]
CPK-550-S	[Q]C1-1VL-RIO , (Q)P-1VL-RIO	[MM7-SH4-10][CX7-4]
CPK-550-T	[Q]C1-1VL-RIO , P-1VL-RIO	[MM7-SH4-10][CX7-4]
CPK-550-U	[Q]C1-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-550-V	[Q]C1-1VL-RIO , P-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-550-W	[Q]C2-1VL-CDO-RIO	[LF2-FX2-15][P2-FA]
CPK-550-X	[Q]C2-1VL-CDO-RIO	[MM13-SH4-10][CX6-4]
CPK-550-Y	[Q]C2-1VL-CDO-RIO	[MM7-FX2-15][P2-FA]
CPK-550-Z	[Q]C2-1VL-CDO-RIO	[MM7-SH4-10][CX7-4]
CPK-550-AA	[Q]C2-1VL-CDO-RIO	[MM7-SH6-10][CX9-4]
CPK-550-BB	[Q]C2-1VL-RIO	[MM8-SH4-10][CX7-4]
CPK-550-CC	[Q]P-1VL-CDO-RIO	[MM7-SH4-10][CX7-4]
CPK-550-DD	[Q]P-1VL-CDO-RIO , [Q]C2-1VL-CDO-	[MM7-SH4-10][CX7-4]
CPK-550-EE	[Q]PF-1XL-RIO	[LF2-FX2-15][P2-FA]
CPK-550-FF	[Q]PF-1XL-RIO , OS-1XL-RIO	[LF2-FX2-15][P2-FA]
CPK-550-GG	[Q]R3-1-CDO-RIO	[LF2-FX2-15][P2-FA]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-550-HH	[Q]R3-1-CDO-RIO	[MM13-SH4-10][CX6-4]
CPK-550-II	MR1-1VL-RIO	[MM8-SH4-10][CX7-4]
CPK-550-JJ	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
CPK-550-KK	OS-1XL-RIO , [Q]PF-1XL-RIO	[VF2-FX2-15][OS1-N]
CPK-550-LL	P-1VL-RIO , [Q]C1-1VL-RIO	[MM7-SH4-10][CX7-4]
CPK-550-MM	P-1VL-RIO , [Q]C1-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-550-NN	QR3-1-RIO	[MM4-MU4-7][RX4-8]
CPK-550-OO	R1-1-RIO	[MM4-MU4-7][RX4-8]
CPK-550-PP	R1-1VL-RIO	[MM7-SH4-10][CX7-4]
CPK-550-QQ	R2-1-CDO-RIO	[MM13-SH4-10][CX6-4]
CPK-550-RR	R2-1-RIO	[MM4-MU4-7][RX4-8]
CPK-550-SS	R3-1-RIO	[MM4-MU4-7][RX4-8]
CPK-550-TT	RD1.5-1-RIO	[MM4-MU4-7][RX4-8]
CPK-550-UU	RD1.5-2-CDO-RIO	[MM7-SH6-10][CX9-4]
CPK-560-A	(WC)UPTOWN-SN-RIO	[(WC)UPTOWN]
CPK-560-B	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
CPK-570-A	(WC)DOWNTOWN-SN	[(WC)DOWNTOWN]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-580-A	(Q)R3-1-RIO	[LM12-MU4-7][RG2-8]
CPK-580-B	(Q)RD2-1-RIO	[LM12-MU4-7][RG2-8]
CPK-580-C	(WC)TOPANGA-SN-RIO	[(WC)TOPANGA]
CPK-580-D	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
CPK-580-E	R1-1-RIO	[H4-FY1-22][RG2-4L]
CPK-580-F	R3-1-RIO	[LM12-MU4-7][RG2-8]
CPK-580-G	RA-1-RIO	[H4-FY1-22][RX3-4L]
CPK-580-H	RA-1-RIO	[LG7-FY2-2][RG3-1L]
CPK-580-I	RA-1-RIO	[LG7-FY2-22][RG3-1L]
CPK-580-J	RS-1-RIO	[H1V1-FY2-22][RG2-1L]
CPK-580-K	RS-1-RIO	[H4-FY1-22][RG2-4L]
CPK-580-L	RS-1-RIO	[H4-FY1-22][RX3-4L]
CPK-580-M	RS-1-RIO	[VF2-FX2-15][P1-FA]
CPK-590-A	(WC)UPTOWN-SN-RIO	[(WC)UPTOWN]
CPK-600-A	(Q)RD2-1	[LM12-MU4-7][RG2-8]
CPK-600-B	(WC)TOPANGA-SN	[(WC)TOPANGA]
CPK-600-C	[Q]R3-1	[LM12-MU4-7][RG2-8]

Subarea ID	Existing Zone	Proposed Zone
CPK-600-D	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-600-E	QRD2-1	[LM12-MU4-7][RG2-8]
CPK-600-F	QRD2-1	[LM8-MU4-2][RG2-8]
CPK-600-G	R3-1	[LM12-MU4-7][RG2-8]
CPK-600-H	R3-1 , (WC)TOPANGA-SN	[LM12-MU4-7][RG2-8]
CPK-600-I	R3-1 , R4-1	[LM12-MU4-7][RG2-8]
CPK-600-J	R4-1	[LM12-MU4-7][RG2-8]
CPK-600-K	R4-1 , R3-1	[LM12-MU4-7][RG2-8]
CPK-610-A	(T)(Q)C2-1VL	[MM7-SH4-10][CX7-4]
CPK-610-B	[Q]C1.5-1VL	[LM13-SH6-10][CX9-4]
CPK-610-C	[Q]C1.5-1VL , P-1VL	[LM13-SH6-10][CX9-4]
CPK-610-D	[Q]C2-1VL	[LM13-SH6-10][CX9-4]
CPK-610-E	[Q]CR-1VL	[LM13-SH6-10][CX9-4]
CPK-610-F	C1-1VL	[LM13-SH4-10][CX7-4]
CPK-610-G	C1-1VL , P-1VL	[MM7-SH6-10][CX9-4]
CPK-610-H	C1.5-1VL	[LM13-SH6-12][CX9-4]
CPK-610-I	C2-1VL	[LM13-SH4-10][CX7-4]

Subarea ID	Existing Zone	Proposed Zone
CPK-610-J	C2-1VL	[LM13-SH6-10][CX9-4]
CPK-610-K	C2-1VL	[MM7-SH4-10][CX7-4]
CPK-610-L	CR-1VL	[LM13-SH6-12][CX9-4]
CPK-610-M	P-1VL , C1-1VL	[LM13-SH6-12][CX9-4]
CPK-610-N	P-1VL , C1-1VL, C1-1VL	[LM13-SH6-12][CX9-4]
CPK-610-O	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-610-P	R1-1	[H1V1-FY2-22][RG2-1L]
CPK-610-Q	R1-1	[H4-FY1-22][RG2-4L]
CPK-610-R	R1-1	[LM9-SH4-10][CX7-4]
CPK-610-S	R1-1	[LM9-SH6-10][CX9-4]
CPK-610-T	R1P-1VL	[LM9-SH4-10][CX7-4]
CPK-610-U	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-610-V	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-610-W	RS-1	[H4-FY1-2][RX3-4L]
CPK-610-X	RS-1	[H4-FY1-22][RG2-4L]
CPK-610-Y	RS-1	[H4-FY1-22][RX3-4L]
CPK-620-A	(Q)C1.5-1-RIO	[LM13-SH6-10][CX9-4]

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Subarea ID	Existing Zone	Proposed Zone
CPK-620-B	(Q)RD2-1-RIO	[LM12-MU4-7][RG2-8]
CPK-620-C	(Q)RD2-1-RIO , (Q)RD2-1-RIO	[LM12-MU4-7][RG2-8]
CPK-620-D	(Q)RD2-1-RIO , R1-1-RIO	[LM12-MU4-7][RG2-8]
CPK-620-E	(Q)RD2-1-RIO	[LM13-SH6-10][CX9-4]
CPK-620-F	(T)(Q)RD2-1-RIO	[LM12-MU4-7][RG2-8]
CPK-620-G	(WC)TOPANGA-SN-RIO	[(WC)TOPANGA]
CPK-620-H	[Q]C1-1VL-RIO , P-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-620-I	[Q]C1.5-1VL-RIO , [Q]C1-1VL-RIO,	[MM7-SH6-10][CX9-4]
CPK-620-J	[Q]C1.5-1VL-RIO	[VF2-FX2-15][OS1-N]
CPK-620-K	C1-1VL-RIO , P-1VL-RIO	[LM13-SH6-10][CX7-4]
CPK-620-L	C1-1VL-RIO	[LM13-SH6-12][CX9-4]
CPK-620-M	C1-1VL-RIO , P-1VL-RIO	[LM13-SH6-12][CX9-4]
CPK-620-N	C2-1VL-RIO	[LM13-SH4-10][CX7-4]
CPK-620-O	C2-1VL-RIO , P-1VL-RIO	[LM13-SH4-10][CX7-4]
CPK-620-P	C2-1VL-RIO , QC1.5-1VL-RIO	[LM13-SH4-10][CX7-4]
CPK-620-Q	C2-1VL-RIO	[MM7-SH4-10][CX7-4]
CPK-620-R	C2-1VL-RIO	[MM7-SH6-10][CX9-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-620-S	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
CPK-620-T	P-1VL-RIO	[LM13-SH4-10][CX7-4]
CPK-620-U	P-1VL-RIO , C1-1VL-RIO	[LM13-SH6-10][CX7-4]
CPK-620-V	P-1VL-RIO	[LM13-SH6-12][CX9-4]
CPK-620-W	P-1VL-RIO , C1-1VL-RIO	[LM13-SH6-12][CX9-4]
CPK-620-X	P-1VL-RIO , [Q]C1-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-620-Y	QC1-1VL-RIO , P-1VL-RIO	[LM13-SH6-10][CX7-4]
CPK-620-Z	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
CPK-620-AA	R1-1-RIO	[LM12-MU4-7][RG2-8]
CPK-620-BB	R1-1-RIO	[LM13-SH6-10][CX9-4]
CPK-620-CC	R1-1-RIO , R2-1VL-RIO	[LM13-SH6-10][CX9-4]
CPK-620-DD	R1-1-RIO	[VF2-FX2-15][P1-FA]
CPK-620-EE	R2-1VL-RIO	[LM13-SH6-10][CX7-4]
CPK-620-FF	R2-1VL-RIO , R1-1-RIO	[LM13-SH6-10][CX9-4]
CPK-620-GG	R2-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-620-HH	R2-1VL-RIO , R1-1-RIO	[MM7-SH6-10][CX9-4]
CPK-620-II	RA-1-RIO	[LM12-MU4-7][RG2-8]

Subarea ID	Existing Zone	Proposed Zone
CPK-620-JJ	RD2-1-RIO	[LM12-MU4-7][RG2-8]
CPK-620-KK	RS-1-RIO	[H1V1-FY2-2][RG2-1L]
CPK-620-LL	RS-1-RIO	[H1V1-FY2-22][RG2-1L]
CPK-620-MM	RS-1-RIO	[H4-FY1-2][RX3-4L]
CPK-620-NN	RS-1-RIO	[H4-FY1-22][RX3-4L]
CPK-630-A	(WC)COLLEGE-SN	[(WC)COLLEGE]
CPK-630-B	(WC)DOWNTOWN-SN	[(WC)DOWNTOWN]
CPK-640-A	(WC)DOWNTOWN-SN	[(WC)DOWNTOWN]
CPK-650-A	(WC)COLLEGE-SN	[(WC)COLLEGE]
CPK-650-B	(WC)DOWNTOWN-SN	[(WC)DOWNTOWN]
CPK-660-A	(Q)M1-1VL	[MM8-SH4-10][CX7-4]
CPK-660-B	(Q)R3-1	[MM4-MU4-7][RG2-8]
CPK-660-C	(Q)R3-1	[MM4-MU4-7][RX4-8]
CPK-660-D	(Q)R3P-1	[MM4-MU4-7][RX4-8]
CPK-660-E	(T)(Q)M1-1VL	[VF2-FX1-15][I6-N]
CPK-660-F	(T)(Q)M1-1VL , (T)(Q)M1-1VL	[VF2-FX1-15][I6-N]
CPK-660-G	(T)(Q)R3-1	[MM4-MU4-7][RG2-8]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-660-H	[Q]C2-1VL-CDO	[LF2-FX2-15][P2-FA]
CPK-660-I	[Q]C2-1VL-CDO	[MM7-SH4-10][CX7-4]
CPK-660-J	[Q]C2-1VL-CDO , [Q]P-1VL-CDO	[MM7-SH4-10][CX7-4]
CPK-660-K	[Q]C2-1VL-CDO	[MM8-SH4-10][CX7-4]
CPK-660-L	[Q]C2-1VL-CDO , [Q]P-1VL-CDO	[MM8-SH4-10][CX7-4]
CPK-660-M	[Q]C2-1VL-CDO , [Q]P-1VL-CDO,	[MM8-SH4-10][CX7-4]
CPK-660-N	[Q]C2-1VL-CDO , [Q]R3-1-CDO,	[MM8-SH4-10][CX7-4]
CPK-660-O	[Q]M1-1VL	[MM8-SH4-10][CX7-4]
CPK-660-P	[Q]P-1VL-CDO , [Q]C2-1VL-CDO	[MM7-SH4-10][CX7-4]
CPK-660-Q	[Q]R3-1	[MM4-MU4-7][RG2-8]
CPK-660-R	M1-1	[VF2-FX1-15][I6-N]
CPK-660-S	MR1-1VL	[LB3-G4-7][I5-N]
CPK-660-T	MR1-1VL	[MM8-SH4-10][CX7-4]
CPK-660-U	MR1-1VL	[VF2-FX1-15][I6-N]
CPK-660-V	MR1-1VL	[VF2-FX2-15][P1-FA]
CPK-660-W	P-1	[MM4-MU4-7][RG2-8]
CPK-660-X	PF-1XL	[MM8-SH4-10][CX7-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-660-Y	PF-1XL	[VF2-FX2-15][P1-FA]
CPK-660-Z	PF-1XL	[VF2-FX2-15][P2-FA]
CPK-660-AA	QR3-1	[MM4-MU4-7][RG2-8]
CPK-660-BB	R1-1	[H4-FY1-2][RG2-4L]
CPK-660-CC	R1-1	[H4-FY1-2][RX3-4L]
CPK-660-DD	R1-1	[H4-FY1-22][RG2-4L]
CPK-660-EE	R1-1	[LM8-MU4-23][RG2-8]
CPK-660-FF	R1-1	[LM8-MU4-7][RG2-8]
CPK-660-GG	R1-1	[LM8-MU4-7][RX4-8]
CPK-660-HH	R1-1	[MM4-MU4-7][RG2-8]
CPK-660-II	R1-1	[VF2-FX2-15][P1-FA]
CPK-660-JJ	R2-1	[MM4-MU4-7][RG2-8]
CPK-660-KK	R3-1	[MM4-MU4-7][RG2-8]
CPK-660-LL	R3-1	[MM4-MU4-7][RX4-8]
CPK-660-MM	RD3-1	[MM4-MU4-7][RG2-8]
CPK-660-NN	RD5-1	[MM4-MU4-7][RG2-8]
CPK-660-OO	RD5-1 , P-1	[MM4-MU4-7][RG2-8]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-670-A	(Q)C4-1VLD , (Q)C4-1VL	[LM9-SH6-13][CX9-4]
CPK-670-B	(Q)CR-1VLD , (Q)P-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-C	(Q)P-1VLD , (Q)CR-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-D	(Q)RD2-1	[LM8-MU4-23][RG2-8]
CPK-670-E	(T)(Q)C1-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-F	(T)(Q)C1-1VLD , (T)(Q)C1-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-G	C1-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-H	C1-1VLD , P-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-I	C1-1VLD , R3-1, R4-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-J	C1.5-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-K	C4-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-L	C4-1VLD , P-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-M	P-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-N	P-1VLD , C1-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-O	P-1VLD , C4-1VLD	[LM9-SH6-13][CX9-4]
CPK-670-P	R3-1	[LM8-MU4-23][RG2-8]
CPK-670-Q	R3P-1VLD	[LM8-MU4-23][RG2-8]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-670-R	RA-1	[H4-FY1-2][RG2-4L]
CPK-670-S	RA-1	[H4-FY1-21][RG2-4L]
CPK-670-T	RA-1	[HLG2-FY3-21][RG3-1L]
CPK-670-U	RA-1	[LF2-FX2-15][P2-FA]
CPK-670-V	RA-1	[LG7-FY2-2][RG3-1L]
CPK-680-A	[Q]C2-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-680-B	[Q]C2-1VL-RIO , P-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-680-C	A1-1-RIO	[H1V1-FY2-22][RG2-1L]
CPK-680-D	A1-1-RIO	[H4-FY1-22][RX3-4L]
CPK-680-E	A1-1-RIO	[VF2-FX2-15][OS1-N]
CPK-680-F	A1-1-RIO	[VF2-FX2-15][P1-FA]
CPK-680-G	C4-1VL-RIO	[LM9-SH6-8][CX9-4]
CPK-680-H	C4-1VL-RIO , P-1VL-RIO	[LM9-SH6-8][CX9-4]
CPK-680-I	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
CPK-680-J	P-1VL-RIO	[LM9-SH6-8][CX9-4]
CPK-680-K	PF-1XL-RIO , OS-1XL-RIO	[VF2-FX2-15][OS1-N]
CPK-680-L	PF-1XL-RIO	[VF2-FX2-15][P1-FA]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-680-M	R1-1-RIO	[H1V1-FY2-2][RG2-1L]
CPK-680-N	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
CPK-680-O	R1-1-RIO	[H4-FY1-2][RX3-4L]
CPK-680-P	R1-1-RIO	[H4-FY1-22][RX3-4L]
CPK-680-Q	R1-1-RIO	[VF2-FX2-15][P1-FA]
CPK-680-R	RS-1-RIO	[H1V1-FY2-22][RG2-1L]
CPK-680-S	RS-1-RIO	[H4-FY1-22][RX3-4L]
CPK-690-A	(Q)C4-1VL-RIO	[LM9-SH6-8][CX9-4]
CPK-690-B	(Q)C4-1VL-RIO , (Q)C4-1VL-RIO	[LM9-SH6-8][CX9-4]
CPK-690-C	(Q)R3-1-RIO	[MM4-MU4-7][RG2-8]
CPK-690-D	(T)(Q)C4-1VL-RIO , (T)(Q)C4-1VL-RIO	[LM9-SH6-8][CX9-4]
CPK-690-E	(T)(Q)R1-1-RIO	[H4-FY1-22][RX3-4L]
CPK-690-F	(T)R1-1-RIO	[H4-FY1-2][RX3-4L]
CPK-690-G	[Q]C2-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-690-H	C4-1VL-RIO , P-1VL-RIO	[LM13-SH6-12][CX9-4]
CPK-690-I	P-1VL-RIO	[LM13-SH6-12][CX9-4]
CPK-690-J	P-1VL-RIO , [Q]C2-1VL-RIO	[MM7-SH6-10][CX9-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-690-K	QP-1VL-RIO , C2-1VL-RIO	[LM13-SH6-12][CX7-4]
CPK-690-L	QP-1VL-RIO , C2-1VL-RIO, C2-1-RIO	[LM13-SH6-12][CX7-4]
CPK-690-M	QRD2-1-RIO	[LM12-MU4-7][RG2-8]
CPK-690-N	R1-1-RIO	[H1V1-FY2-2][RG2-1L]
CPK-690-O	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
CPK-690-P	R1-1-RIO	[H4-FY1-2][RX3-4L]
CPK-690-Q	R1-1-RIO	[H4-FY1-22][RX3-4L]
CPK-690-R	R1-1-RIO	[VF2-FX2-15][P1-FA]
CPK-690-S	RA-1-RIO	[H4-FY1-2][RX3-4L]
CPK-690-T	RA-1-RIO	[H4-FY1-22][RX3-4L]
CPK-690-U	RA-1-RIO	[LM9-SH6-12][CX7-4]
CPK-690-V	RA-1-RIO	[VF2-FX2-15][P1-FA]
CPK-690-W	RD2-1-RIO	[H4-FY1-2][RG2-4L]
CPK-700-A	(Q)C1.5-1 , [Q]C1.5-1VL	[MM7-SH6-10][CX7-4]
CPK-700-B	(Q)C2-1VL	[VF2-FX1-15][I6-N]
CPK-700-C	[Q]CM-1VL	[VF2-FX1-15][I6-N]
CPK-700-D	[Q]CR-1VL , P-1	[MM7-SH6-10][CX7-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-700-E	MR1-1VL	[VF2-FX1-15][I6-N]
CPK-700-F	MR1-1VL	[VF2-FX2-15][P2-FA]
CPK-700-G	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-700-H	P-1 , [Q]C1.5-1VL	[MM7-SH6-10][CX7-4]
CPK-700-I	R3-1	[MM4-MU4-7][RG2-8]
CPK-700-J	RA-1	[VF2-FX1-15][I6-N]
CPK-710-A	(Q)RD3-1	[LM12-MU4-7][RG2-8]
CPK-710-B	[Q]C1-1VL	[LM13-SH6-10][CX7-4]
CPK-710-C	[Q]C1-1VL , P-1VL	[LM13-SH6-10][CX7-4]
CPK-710-D	CR-1VL , P-1VL	[LM13-SH6-10][CX7-4]
CPK-710-E	P-1VL	[LM13-SH6-10][CX7-4]
CPK-710-F	P-1VL , [Q]C1.5-1VL, [Q]C1-1VL	[LM13-SH6-10][CX7-4]
CPK-710-G	P-1VL , CR-1VL	[LM13-SH6-10][CX7-4]
CPK-710-H	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-710-I	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-710-J	RS-1	[H4-FY1-22][RX3-4L]
CPK-720-A	(T)(Q)R1-1	[H1V1-FY2-22][RG2-1L]

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Subarea ID	Existing Zone	Proposed Zone
CPK-720-B	(T)R1-1	[H1V1-FY2-22][RG2-1L]
CPK-720-C	[Q]PF-1XL	[LF2-FX2-15][P2-FA]
CPK-720-D	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-720-E	R1-1	[H1V1-FY2-22][RG2-1L]
CPK-720-F	R3-1	[LM12-MU4-7][RG2-8]
CPK-720-G	RA-1	[H1V1-FY2-2][RG2-1L]
CPK-720-H	RA-1	[H1V1-FY2-22][RG2-1L]
CPK-720-I	RA-1	[H4-FY1-2][RX3-4L]
CPK-720-J	RA-1	[H4-FY1-22][RX3-4L]
CPK-730-A	(Q)C2-1VL	[LM13-SH6-10][CX9-4]
CPK-730-B	(Q)R3-1	[LM12-MU4-7][RG2-8]
CPK-730-C	(Q)RD1.5-1	[LM12-MU4-7][RG2-8]
CPK-730-D	(T)R1-1	[H1V1-FY2-2][RG2-1L]
CPK-730-E	(T)R1-1	[H1V1-FY2-22][RG2-1L]
CPK-730-F	[Q]C1-1VL	[LM13-SH6-10][CX9-4]
CPK-730-G	[Q]C1.5-1VL	[LM13-SH6-10][CX9-4]
CPK-730-H	[Q]C1.5-1VL , P-1VL	[LM13-SH6-10][CX9-4]

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Subarea ID	Existing Zone	Proposed Zone
CPK-730-I	[Q]C4-1VL	[LM13-SH6-10][CX9-4]
CPK-730-J	[Q]C4-1VL	[VF2-FX2-15][P1-FA]
CPK-730-K	P-1VL , [Q]C1.5-1VL	[LM13-SH6-10][CX9-4]
CPK-730-L	R1-1	[H1V1-FY2-22][RG2-1L]
CPK-730-M	R1-1	[H4-FY1-22][RG2-4L]
CPK-730-N	R3-1	[LM12-MU4-7][RG2-8]
CPK-730-O	RA-1	[H1V1-FY2-22][RG2-1L]
CPK-730-P	RA-1	[LM12-MU4-7][RG2-8]
CPK-730-Q	RD2-1	[LM12-MU4-7][RG2-8]
CPK-730-R	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-730-S	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-730-T	RS-1	[H4-FY1-2][RX3-4L]
CPK-730-U	RS-1	[H4-FY1-22][RX3-4L]
CPK-740-A	OS-1XL	[HLG5-FX2-21][A2-1L]
CPK-740-B	OS-1XL	[VF2-FX2-21][OS1-N]
CPK-740-C	RE15-1-H	[HLG1-FY3-21][RG2-1L]
CPK-740-D	RE15-1-RPD-2.9-H	[HLG1-FY3-21][RG2-1L]

Subarea ID	Existing Zone	Proposed Zone
CPK-740-E	RE15-1-RPD-2.9-H	[VF2-FX2-21][OS1-N]
CPK-750-A	OS-1XL	[VF2-FX2-21][OS1-N]
CPK-750-B	RE15-1-H	[HLG4-FY3-21][RG2-1L]
CPK-750-C	RE15-1-H , OS-1XL	[HLG5-FX2-21][A2-1L]
CPK-750-D	RE15-1-H	[VF2-FX2-15][P1-FA]
CPK-750-E	RE15-1-H	[VF2-FX2-21][OS1-N]
CPK-760-A	[Q]C1-1VL	[LM9-SH6-14][CX6-4]
CPK-760-B	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-760-C	R1-1	[H4-FY1-2][RX3-4L]
CPK-760-D	R1-1	[HH1-FY3-21][RG2-1L]
CPK-760-E	R2-1	[H4-FY1-2][RX3-2L]
CPK-760-F	R2-1	[H4-FY1-2][RX3-4L]
CPK-770-A	A1-1XL	[HH1-FY3-21][RG2-1L]
CPK-770-B	A1-1XL	[HLG5-FX2-21][A2-1L]
CPK-770-C	C1-1	[LM9-SH6-14][CX6-4]
CPK-770-D	OS-1XL	[VF2-FX2-21][OS1-N]
CPK-770-E	R1-1	[HH1-FY3-21][RG2-1L]

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Subarea ID	Existing Zone	Proposed Zone
CPK-770-F	R1-1 , RA-1	[HH1-FY3-21][RG2-1L]
CPK-770-G	R1-1	[LM8-MU4-23][RX4-8]
CPK-770-H	R1-1	[VF2-FX2-21][OS1-N]
CPK-770-I	RA-1 , R1-1	[HH1-FY3-21][RG2-1L]
CPK-770-J	RE20-1	[HLG1-FY3-21][RG2-1L]
CPK-770-K	RE20-1	[HLG5-FX2-21][A2-1L]
CPK-780-A	OS-1XL	[VF2-FX2-21][OS1-N]
CPK-780-B	RA-1	[HLG2-FY3-21][RG3-1L]
CPK-780-C	RA-1 , RE40-1	[HLG2-FY3-21][RG3-1L]
CPK-780-D	RA-1	[LG7-FY2-2][RG3-1L]
CPK-780-E	RA-1	[VF2-FX2-15][P1-FA]
CPK-780-F	RA-1	[VF2-FX2-21][OS1-N]
CPK-780-G	RA-1VL	[HLG2-FY3-21][RG3-1L]
CPK-780-H	RA-1VL	[LG7-FY2-2][RG3-1L]
CPK-780-I	RA-1VL	[VF2-FX2-15][P1-FA]
CPK-780-J	RE40-1	[HLG2-FY3-21][RG3-1L]
CPK-780-K	RE40-1	[HLG3-FY3-21][RG2-1L]

Subarea ID	Existing Zone	Proposed Zone
CPK-780-L	RE40-1	[HLG4-FY3-21][RG2-1L]
CPK-780-M	RE40-1 , OS-1XL	[HLG4-FY3-21][RG2-1L]
CPK-780-N	RE40-1	[VF2-FX2-21][OS1-N]
CPK-790-A	RE15-1-H	[HLG1-FY3-21][RG2-1L]
CPK-790-B	RE15-1-H	[VF2-FX2-15][P1-FA]
CPK-790-C	RE15-1-H	[VF2-FX2-21][OS1-N]
CPK-800-A	A1-1XL	[HLG5-FX2-21][A2-1L]
CPK-800-B	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-800-C	OS-1XL	[VF2-FX2-21][OS1-N]
CPK-800-D	OS-1XL , RE11-1	[VF2-FX2-21][OS1-N]
CPK-800-E	RE11-1	[HH2-FY3-21][RG2-1L]
CPK-800-F	RE11-1	[VF2-FX2-21][OS1-N]
CPK-800-G	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-800-H	RS-1	[HH1-FY3-21][RG2-1L]
CPK-810-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-810-B	PF-1XL-RIO	[VF2-FX2-15][P1-FA]
CPK-810-C	PF-1XL	[VF2-FX2-15][P1-FA]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-810-D	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
CPK-810-E	RA-1	[LG7-FY2-2][RG3-1L]
CPK-810-F	RA-1	[LG7-FY2-22][RG3-1L]
CPK-810-G	RA-1VL	[LG7-FY2-22][RG3-1L]
CPK-810-H	RS-1-RIO	[H1V1-FY2-22][RG2-1L]
CPK-810-I	RS-1-RIO	[H4-FY1-22][RX3-4L]
CPK-810-J	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-810-K	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-820-A	(T)(Q)C2-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-820-B	[Q]RD3-1-RIO	[MM4-MU4-7][RG2-8]
CPK-820-C	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
CPK-820-D	OS-1XL-RIO , [Q]RD3-1-RIO	[VF2-FX2-15][OS1-N]
CPK-820-E	OS-1XL-RIO	[VF2-FX2-15][P2-FA]
CPK-820-F	PF-1XL-RIO	[VF2-FX2-15][P1-FA]
CPK-820-G	PF-1XL-RIO , OS-1XL-RIO	[VF2-FX2-15][P1-FA]
CPK-820-H	RS-1-RIO	[H1V1-FY2-2][RG2-1L]
CPK-820-I	RS-1-RIO	[H1V1-FY2-22][RG2-1L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-820-J	RS-1-RIO	[H4-FY1-2][RX3-4L]
CPK-820-K	RS-1-RIO	[H4-FY1-22][RX3-4L]
CPK-830-A	(Q)C2-1VL-RIO	[LM13-SH6-10][CX7-4]
CPK-830-B	(Q)R3-1-RIO	[LM8-MU4-23][RG2-8]
CPK-830-C	(Q)R3-1-RIO	[VF2-FX2-15][OS1-N]
CPK-830-D	(Q)RD6-1-RIO	[LM12-MU4-7][RG2-8]
CPK-830-E	(T)(Q)RAS4-1VL-RIO , (T)(Q)RAS4-1VL-	[LM13-SH6-10][CX7-4]
CPK-830-F	[Q]C2-1VL-RIO	[LM13-SH6-10][CX9-4]
CPK-830-G	[Q]C2-1VL-RIO	[MM7-SH6-10][CX9-4]
CPK-830-H	[Q]C4-1VL-RIO , P-1VL-RIO	[LM13-SH6-10][CX7-4]
CPK-830-I	[Q]PF-1XL-RIO	[VF2-FX2-15][P1-FA]
CPK-830-J	C2-1VL-RIO	[LM13-SH6-10][CX7-4]
CPK-830-K	C2-1VL-RIO , (Q)C2-1VL-RIO	[LM13-SH6-10][CX7-4]
CPK-830-L	C2-1VL-RIO , P-1VL-RIO	[LM13-SH6-10][CX7-4]
CPK-830-M	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
CPK-830-N	P-1VL-RIO , [Q]C4-1VL-RIO	[LM13-SH6-10][CX7-4]
CPK-830-O	RD2-1-RIO	[LM12-MU4-7][RG2-8]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-830-P	RS-1-RIO	[H1V1-FY2-2][RG2-1L]
CPK-830-Q	RS-1-RIO	[H1V1-FY2-22][RG2-1L]
CPK-830-R	RS-1-RIO	[H4-FY1-2][RX3-4L]
CPK-830-S	RS-1-RIO	[H4-FY1-22][RX3-4L]
CPK-830-T	RS-1-RIO	[VF2-FX2-15][OS1-N]
CPK-840-A	(WC)RIVER-SN-RIO	[(WC)RIVER]
CPK-840-B	PF-1XL-RIO	[VF2-FX2-15][P1-FA]
CPK-840-C	RS-1-RIO	[H1V1-FY2-2][RG2-1L]
CPK-840-D	RS-1-RIO	[H1V1-FY2-22][RG2-1L]
CPK-840-E	RS-1-RIO	[H4-FY1-2][RX3-4L]
CPK-840-F	RS-1-RIO	[VF2-FX2-15][P1-FA]
CPK-850-A	(Q)RD1.5-1	[LM12-MU4-7][RG2-8]
CPK-850-B	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-850-C	C1-1VL	[LM13-SH6-12][CX9-4]
CPK-850-D	C2-1VL	[LM13-SH6-10][CX9-4]
CPK-850-E	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-850-F	P-1VL , C2-1VL	[LM13-SH6-10][CX9-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-850-G	P-1VL	[LM13-SH6-12][CX9-4]
CPK-850-H	P-1VL , C1-1VL	[LM13-SH6-12][CX9-4]
CPK-850-I	QC1-1VL	[LM13-SH6-12][CX9-4]
CPK-850-J	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-850-K	R1-1	[H1V1-FY2-22][RG2-1L]
CPK-850-L	R1-1	[H4-FY1-2][RX3-4L]
CPK-850-M	R1-1 , RS-1	[H4-FY1-2][RX3-4L]
CPK-850-N	R1-1	[H4-FY1-22][RX3-4L]
CPK-850-O	R1-1 , RS-1	[H4-FY1-22][RX3-4L]
CPK-850-P	R1-1	[LM9-SH6-12][CX7-4]
CPK-850-Q	RA-1	[H1V1-FY2-22][RG2-1L]
CPK-850-R	RD2-1	[H4-FY1-2][RX3-4L]
CPK-850-S	RD2-1	[H4-FY1-22][RX3-4L]
CPK-860-A	(Q)C1-1VL	[LM9-SH4-8][CX7-4]
CPK-860-B	(Q)C2-1VL	[LM9-SH4-8][CX7-4]
CPK-860-C	(Q)C2-1VL , QP-1VL	[LM9-SH4-8][CX7-4]
CPK-860-D	(Q)C4-1VL	[LM9-SH6-8][CX7-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-860-E	(Q)R3-1	[LM8-MU4-23][RG2-8]
CPK-860-F	(Q)RD1.5-1	[LM8-MU4-23][RG2-8]
CPK-860-G	(Q)RD2-1 , (Q)RD6-1	[LM8-MU4-23][RG2-8]
CPK-860-H	(Q)RS-1	[H1V1-FY2-2][RG2-1L]
CPK-860-I	(T)(Q)RD1.5-1	[LM8-MU4-23][RG2-8]
CPK-860-J	(T)(Q)RD5-1	[H1V1-FY2-2][RG2-1L]
CPK-860-K	[T]R3-1	[VF2-FX2-15][P1-FA]
CPK-860-L	C1-1VL	[MM7-SH4-10][CX7-4]
CPK-860-M	C2-1VL	[MM7-SH4-10][CX7-4]
CPK-860-N	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-860-O	OS-1XL	[VF2-FX2-15][P1-FA]
CPK-860-P	P-1VL , CR-1VL	[LM9-SH4-8][CX7-4]
CPK-860-Q	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-860-R	R3-1	[LM8-MU4-23][RG2-8]
CPK-860-S	R3-1 , (Q)R3-1	[LM8-MU4-23][RG2-8]
CPK-860-T	R3-1	[LM9-SH4-8][CX7-4]
CPK-860-U	R3-1	[MM4-MU4-7][RG2-8]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-860-V	RA-1	[H1V1-FY2-2][RG2-1L]
CPK-860-W	RA-1 , RS-1	[LM9-SH6-8][CX7-4]
CPK-860-X	RA-1	[VF2-FX2-15][P1-FA]
CPK-860-Y	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-860-Z	RS-1 , RA-1	[H1V1-FY2-2][RG2-1L]
CPK-860-AA	RS-1	[H4-FY1-2][RX3-4L]
CPK-870-A	(WC)NORTHVILLAGE-SN-RIO	[(WC)NORTHVILLAGE]
CPK-870-B	(WC)UPTOWN-SN-RIO	[(WC)UPTOWN]
CPK-870-C	PF-1XL-RIO	[VF2-FX2-15][P2-FA]
CPK-880-A	(Q)RD5-1	[H4-FY1-2][RG2-2L]
CPK-880-B	A1-1	[H1V1-FY2-2][RG2-1L]
CPK-880-C	C2-1VL , P-1VL	[LM9-SH6-14][CX6-4]
CPK-880-D	OS-1XL	[H1V1-FY2-2][RG2-1L]
CPK-880-E	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-880-F	P-1VL , C2-1VL	[LM9-SH6-14][CX6-4]
CPK-880-G	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-880-H	RS-1	[H4-FY1-2][RG2-4L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-880-I	RS-1	[H4-FY1-2][RX3-4L]
CPK-880-J	RS-1	[VF2-FX2-15][OS1-N]
CPK-880-K	RS-1	[VF2-FX2-15][P1-FA]
CPK-890-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-890-B	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-890-C	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-900-A	(T)RE11-1	[HH2-FY3-21][RG2-1L]
CPK-900-B	A1-1	[HH2-FY3-21][RG2-1L]
CPK-900-C	OS-1	[VF2-FX2-21][OS1-N]
CPK-900-D	OS-1XL-K , A1-1VL	[VF2-FX2-21][OS1-N]
CPK-900-E	RA-1	[HLG2-FY3-21][RG3-1L]
CPK-900-F	RE11-1-H	[HH2-FY3-21][RG2-1L]
CPK-900-G	RE11-1-H	[VF2-FX2-21][OS1-N]
CPK-900-H	RE11-1-H , RE9-1-H	[VF2-FX2-21][OS1-N]
CPK-900-I	RE11-1	[HH2-FY3-21][RG2-1L]
CPK-900-J	RE40-1-H-K	[HLG4-FY3-21][RG2-1L]
CPK-900-K	RE9-1-H	[HH1-FY3-21][RG2-1L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-910-A	OS-1XL	[VF2-FX2-21][OS1-N]
CPK-910-B	RE11-1	[HH2-FY3-21][RG2-1L]
CPK-910-C	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-920-A	[Q]C1.5-1VL	[LM9-SH6-8][CX9-4]
CPK-920-B	A1-1	[LG1-FY2-2][RG2-1L]
CPK-920-C	P-1VL , [Q]C1-1VL	[LM9-SH6-8][CX9-4]
CPK-920-D	RE11-1	[H1V1-FY2-2][RG2-1L]
CPK-920-E	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-920-F	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-930-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-930-B	RA-1	[LG7-FY2-2][RG3-1L]
CPK-930-C	RE11-1	[H1V1-FY2-2][RG2-1L]
CPK-930-D	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-940-A	[Q]C1-1VL	[LM9-SH6-14][CX6-4]
CPK-940-B	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-940-C	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-940-D	R1-1	[H4-FY1-21][RX3-4L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-940-E	R1-1	[HH1-FY3-21][RG2-1L]
CPK-940-F	R1-1	[VF2-FX2-15][P1-FA]
CPK-940-G	R2-1	[H4-FY1-2][RX3-2L]
CPK-940-H	R2-1	[H4-FY1-2][RX3-4L]
CPK-940-I	R2-1	[H4-FY1-21][RX3-4L]
CPK-940-J	RE40-1	[HLG4-FY3-21][RG2-1L]
CPK-940-K	RE9-1	[HH2-FY3-21][RG2-1L]
CPK-950-A	(Q)C2-1VL	[LM9-SH6-8][CX7-4]
CPK-950-B	(Q)C2-1VL , (Q)C2-1VL	[LM9-SH6-8][CX7-4]
CPK-950-C	(Q)CR-1VL	[LM9-SH6-8][CX7-4]
CPK-950-D	(Q)CR-1VLD	[LM9-SH6-8][CX7-4]
CPK-950-E	(Q)R3-1 , (Q)R3-1	[LM8-MU4-23][RG2-8]
CPK-950-F	(Q)RAS4-1L , (T)(Q)RAS4-1L, (T)	[LM9-SH6-8][CX7-4]
CPK-950-G	C2-1VLD	[LM9-SH4-8][CX7-4]
CPK-950-H	C4-1VL	[LM9-SH6-13][CX9-4]
CPK-950-I	C4-1VLD	[LM9-SH6-13][CX9-4]
CPK-950-J	C4-1VLD	[LM9-SH6-8][CX7-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-950-K	C4-1VLD , P-1VLD	[LM9-SH6-8][CX7-4]
CPK-950-L	C4-1VLD , PF-1XL	[LM9-SH6-8][CX7-4]
CPK-950-M	CR-1VLD	[LM9-SH6-8][CX7-4]
CPK-950-N	P-1VLD , C4-1VLD	[LM9-SH6-8][CX7-4]
CPK-950-O	PF-1XL	[FWY]
CPK-950-P	PF-1XL , (Q)C2-1VL	[FWY]
CPK-950-Q	PF-1XL	[LM9-SH6-13][CX9-4]
CPK-950-R	PF-1XL	[LM9-SH6-8][CX7-4]
CPK-950-S	PF-1XL	[VF2-FX2-15][P1-FA]
CPK-950-T	QCR-1VLD	[LM9-SH6-8][CX7-4]
CPK-950-U	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-950-V	R1-1	[H4-FY1-2][RG2-4L]
CPK-950-W	R1-1	[H4-FY1-21][RG2-4L]
CPK-950-X	R1-1	[HH1-FY3-21][RG2-1L]
CPK-950-Y	R1-1	[LM9-SH6-8][CX7-4]
CPK-950-Z	R1-1VL	[LM9-SH6-8][CX7-4]
CPK-950-AA	R1-1VLD	[LF2-FX2-15][P2-FA]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-950-BB	R2-1	[H4-FY1-2][RG2-2L]
CPK-950-CC	R2-1VLD	[LF2-FX2-15][P2-FA]
CPK-950-DD	R2-1XL	[LM9-SH6-13][CX9-4]
CPK-950-EE	R3-1	[LM9-SH6-8][CX7-4]
CPK-950-FF	RA-1	[H4-FY1-2][RG2-4L]
CPK-950-GG	RE11-1	[VF2-FX2-15][P1-FA]
CPK-950-HH	RS-1	[H4-FY1-2][RG2-4L]
CPK-960-A	(Q)C1.5-1VLD , (Q)C1.5-1VLD	[LM17-SH4-8][CX7-4]
CPK-960-B	(T)(Q)C1-1VLD	[LM9-SH6-8][CX7-4]
CPK-960-C	C1.5-1VLD	[LM17-SH4-8][CX7-4]
CPK-960-D	C1.5-1VLD , QP-1VLD	[LM17-SH4-8][CX7-4]
CPK-960-E	C4-1VLD	[LM17-SH4-8][CX7-4]
CPK-960-F	C4-1VLD	[LM9-SH6-13][CX9-4]
CPK-960-G	C4-1VLD	[VF2-FX2-15][P2-FA]
CPK-960-H	P-1VLD	[LM17-SH4-8][CX7-4]
CPK-960-I	P-1VLD , C1.5-1VLD, C4-1VLD	[LM17-SH4-8][CX7-4]
CPK-960-J	QC1-1VLD	[LM9-SH6-8][CX7-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-960-K	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-960-L	R1-1	[H4-FY1-2][RG2-4L]
CPK-970-A	(Q)P-1VLD , (Q)C1-1VLD	[LM9-SH6-8][CX7-4]
CPK-970-B	(Q)R3-1	[LM17-SH4-8][CX7-4]
CPK-970-C	(T)(Q)C2-1VL , (T)(Q)C2-1VL	[LM9-SH6-14][CX6-4]
CPK-970-D	(T)R3-1	[LM9-SH6-8][CX7-4]
CPK-970-E	[Q]R3-1VL	[LM17-SH4-8][CX7-4]
CPK-970-F	A1-1XLD	[VF2-FX2-15][OS1-N]
CPK-970-G	C1-1VL , RA-1VL	[FWY]
CPK-970-H	C1-1VL , RA-1VL	[LM9-SH6-14][CX6-4]
CPK-970-I	C1-1VLD	[LM9-SH6-8][CX7-4]
CPK-970-J	C4-1VLD	[LF2-FX2-15][P2-FA]
CPK-970-K	C4-1VLD	[LM17-SH4-8][CX7-4]
CPK-970-L	C4-1VLD	[LM9-SH6-8][CX7-4]
CPK-970-M	None	[VF2-FX2-15][P1-FA]
CPK-970-N	P-1VLD	[LM17-SH4-8][CX7-4]
CPK-970-O	PF-1XL	[FWY]

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Subarea ID	Existing Zone	Proposed Zone
CPK-970-P	PF-1XL	[LM9-SH6-8][CX7-4]
CPK-970-Q	PF-1XL	[VF2-FX2-15][P1-FA]
CPK-970-R	QCR-1VL	[LM9-SH6-8][CX7-4]
CPK-970-S	QCR-1VL	[VF2-FX2-15][P1-FA]
CPK-970-T	QCR-1VLD	[LM9-SH6-8][CX7-4]
CPK-970-U	R1-1	[LF2-FX2-15][P2-FA]
CPK-970-V	R1-1	[LM9-SH6-8][CX7-4]
CPK-970-W	R3-1	[LM17-SH4-8][CX7-4]
CPK-970-X	R3-1	[LM9-SH6-8][CX7-4]
CPK-970-Y	RA-1	[FWY]
CPK-970-Z	RA-1VL , C1-1VL	[LM9-SH6-14][CX6-4]
CPK-980-A	C4-1VLD	[LM17-SH4-8][CX7-4]
CPK-980-B	C4-1VLD	[LM9-SH6-13][CX9-4]
CPK-980-C	P-1VLD	[LM9-SH6-13][CX9-4]
CPK-980-D	PF-1XL	[FWY]
CPK-980-E	PF-1XL , C4-1VLD	[LM9-SH6-13][CX9-4]
CPK-980-F	R3-1	[LM17-SH4-8][CX7-4]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-980-G	R3-1	[LM9-SH6-13][CX9-4]
CPK-990-A	(Q)CR-1VLD	[LM9-SH6-8][CX7-4]
CPK-990-B	C1-1VLD	[LM9-SH6-8][CX7-4]
CPK-990-C	C4-1VLD	[LM17-SH4-8][CX7-4]
CPK-990-D	C4-1VLD , CR-1VLD, P-1VLD	[LM17-SH4-8][CX7-4]
CPK-990-E	CR-1VLD , P-1VLD	[LM17-SH4-8][CX7-4]
CPK-990-F	CR-1VLD	[LM9-SH6-8][CX7-4]
CPK-990-G	CR-1VLD , P-1VLD	[LM9-SH6-8][CX7-4]
CPK-990-H	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-990-I	P-1VLD , CR-1VLD	[LM17-SH4-8][CX7-4]
CPK-990-J	P-1VLD , CR-1VLD	[LM9-SH6-8][CX7-4]
CPK-990-K	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-990-L	R1-1	[H4-FY1-2][RG2-4L]
CPK-990-M	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-990-N	RE11-1	[VF2-FX2-15][OS1-N]
CPK-990-O	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-1000-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-1000-B	A1-1 , A1-1XL	[LG3-FY2-2][RG2-1L]
CPK-1000-C	A1-1 , RA-1VL, RA-1, A1-1XL	[LG3-FY2-2][RG2-1L]
CPK-1000-D	PF-1XL	[VF2-FX2-15][P1-FA]
CPK-1000-E	RA-1VL	[LG3-FY2-2][RG2-1L]
CPK-1000-F	RA-1VL , A1-1XL	[LG3-FY2-2][RG2-1L]
CPK-1000-G	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-1010-A	(Q)CR-1VL	[LM9-SH6-8][CX7-4]
CPK-1010-B	(Q)RD3-1	[H4-FY1-21][RG2-2L]
CPK-1010-C	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-1010-D	C1.5-1VL , P-1VL	[LM9-SH6-8][CX7-4]
CPK-1010-E	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-1010-F	P-1VL	[LM9-SH6-8][CX7-4]
CPK-1010-G	P-1VL , C1-1VL, C1.5-1VL	[LM9-SH6-8][CX7-4]
CPK-1010-H	R1-1	[HH1-FY3-21][RG2-1L]
CPK-1010-I	R1-1	[LM9-SH6-8][CX7-4]
CPK-1010-J	R3-1	[LM8-MU4-23][RG2-8]
CPK-1010-K	RA-1	[H4-FY1-21][RG2-4L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-1010-L	RA-1	[HH1-FY3-21][RG2-1L]
CPK-1010-M	RA-1	[HLG2-FY3-21][RG3-1L]
CPK-1010-N	RA-1	[VF2-FX2-15][P1-FA]
CPK-1010-O	RA-1VL	[H4-FY1-21][RG2-4L]
CPK-1010-P	RA-1VL	[HLG2-FY3-21][RG3-1L]
CPK-1010-Q	RA-1VL	[VF2-FX2-15][P1-FA]
CPK-1010-R	RE15-1-H	[HLG1-FY3-21][RG2-1L]
CPK-1010-S	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-1010-T	RS-1	[H4-FY1-21][RG2-4L]
CPK-1010-U	RS-1	[HH1-FY3-21][RG2-1L]
CPK-1010-V	RS-1	[LM8-MU4-23][RG2-8]
CPK-1020-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-1020-B	RA-1	[LG7-FY2-2][RG3-1L]
CPK-1020-C	RE11-1	[H1V1-FY2-2][RG2-1L]
CPK-1020-D	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-1020-E	RS-1	[H1V1-FY2-22][RG2-1L]
CPK-1030-A	PF-1XL	[LF2-FX2-15][P2-FA]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-1030-B	RA-1	[HLG2-FY3-21][RG3-1L]
CPK-1030-C	RA-1	[HLG3-FY3-21][RG2-1L]
CPK-1040-A	A1-1	[H1V1-FY2-2][RG2-1L]
CPK-1040-B	OS-1XL	[VF2-FX2-21][OS1-N]
CPK-1040-C	RE11-1	[HH2-FY3-21][RG2-1L]
CPK-1040-D	RE15-1-H	[HLG1-FY3-21][RG2-1L]
CPK-1040-E	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-1040-F	RS-1	[HH1-FY3-21][RG2-1L]
CPK-1050-A	C1-1VLD	[MM8-SH6-13][CX9-4]
CPK-1050-B	C4-1	[MM8-SH6-13][CX9-4]
CPK-1050-C	C4-1VLD	[MM8-SH6-13][CX9-4]
CPK-1050-D	PF-1XL	[FWY]
CPK-1050-E	PF-1XL	[MM8-SH6-13][CX9-4]
CPK-1060-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
CPK-1060-B	OS-1XL	[VF2-FX2-15][OS1-N]
CPK-1060-C	OS-1XL	[VF2-FX2-21][OS1-N]
CPK-1060-D	RE11-1-H	[HH2-FY3-21][RG2-1L]

Subarea ID	Existing Zone	Proposed Zone
CPK-1060-E	RE11-1	[HH2-FY3-21][RG2-1L]
CPK-1060-F	RE11-1	[LG1-FY2-2][RG2-1L]
CPK-1060-G	RE11-1	[VF2-FX2-15][OS1-N]
CPK-1060-H	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-1060-I	RS-1	[H4-FY1-2][RX3-4L]
CPK-1070-A	A1-1-H	[VF2-FX2-21][OS1-N]
CPK-1070-B	OS-1XL	[VF2-FX2-21][OS1-N]
CPK-1070-C	RA-1-H	[HLG2-FY3-21][RG3-1L]
CPK-1070-D	RA-1	[HLG2-FY3-21][RG3-1L]
CPK-1070-E	RA-1	[LG7-FY2-2][RG3-1L]
CPK-1070-F	RA-1	[VF2-FX2-15][P1-FA]
CPK-1070-G	RE40-1-H	[HLG2-FY3-21][RG3-1L]
CPK-1070-H	RE40-1-H	[HLG3-FY3-21][RG2-1L]
CPK-1070-I	RE40-1-H	[HLG4-FY3-21][RG2-1L]
CPK-1070-J	RE40-1-H	[VF2-FX2-21][OS1-N]
CPK-1070-K	RE40-1-H , A1-1-H, A1-1VL, (T)RA-1-H	[VF2-FX2-21][OS1-N]
CPK-1070-L	RE40-1	[HLG3-FY3-21][RG2-1L]

Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-1070-M	RE40-1	[HLG4-FY3-21][RG2-1L]
CPK-1070-N	RE40-1	[VF2-FX2-21][OS1-N]
CPK-1070-O	RE40-1 , RE40-1-H	[VF2-FX2-21][OS1-N]
CPK-1080-A	R1-1	[HH1-FY3-21][RG2-1L]
CPK-1080-B	R1-1	[HLG1-FY3-21][RG2-1L]
CPK-1080-C	R1-1	[VF2-FX2-21][OS1-N]
CPK-1080-D	RA-1	[HLG1-FY3-21][RG2-1L]
CPK-1080-E	RA-1	[LG2-FY2-2][RG2-1L]
CPK-1080-F	RA-1	[LM9-SH6-8][CX7-4]
CPK-1080-G	RA-1 , RA-1XL, R3-1	[LM9-SH6-8][CX7-4]
CPK-1080-H	RA-1XL , (T)RS-1XL, (Q)RD6-1XL, RA-1	[LM9-SH6-8][CX7-4]
CPK-1080-I	RE15-1-H	[HH1-FY3-21][RG2-1L]
CPK-1080-J	RE15-1-H	[HLG1-FY3-21][RG2-1L]
CPK-1080-K	RE40-1	[HH1-FY3-21][RG2-1L]
CPK-1080-L	RE40-1	[HLG4-FY3-21][RG2-1L]
CPK-1080-M	RE40-1	[VF2-FX2-15][P1-FA]
CPK-1080-N	RE40-1	[VF2-FX2-21][OS1-N]

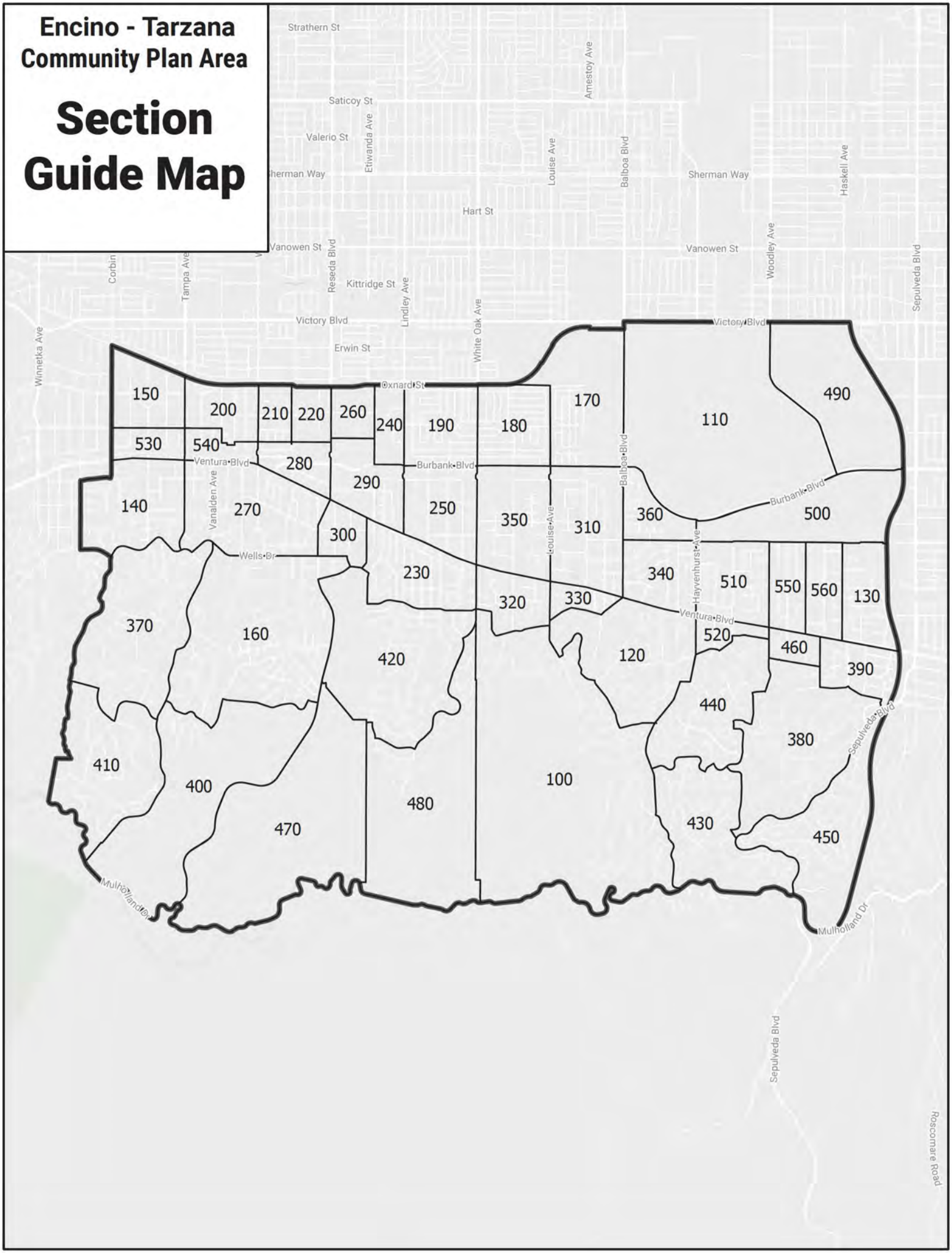
Canoga Park - Winnetka - Woodland Hills - West Hills Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
CPK-1080-O	RS-1	[H1V1-FY2-2][RG2-1L]
CPK-1080-P	RS-1	[HH1-FY3-21][RG2-1L]
CPK-1090-A	(Q)C2-1L , (Q)C2-1L	[MM8-SH6-8][CX7-4]
CPK-1090-B	(Q)C2-1LD , (Q)C2-1LD	[MM8-SH6-8][CX7-4]
CPK-1090-C	(Q)C4-1	[MM8-SH6-8][CX7-4]
CPK-1090-D	(Q)C4-1 , (Q)C4-1	[MM8-SH6-8][CX7-4]
CPK-1090-E	(Q)C4-1LD	[MM8-SH6-8][CX7-4]
CPK-1090-F	(Q)P-1LD	[MM8-SH6-8][CX7-4]
CPK-1090-G	(Q)P-1LD , (Q)C4-1LD	[MM8-SH6-8][CX7-4]
CPK-1090-H	[Q]C4-1L	[MM8-SH6-8][CX7-4]
CPK-1090-I	C4-1LD	[MM8-SH6-8][CX7-4]
CPK-1090-J	C4-1LD , P-1LD	[MM8-SH6-8][CX7-4]
CPK-1090-K	C4-1LD , P-1LD, (Q)C4-1LD	[MM8-SH6-8][CX7-4]
CPK-1090-L	C4-1LD , QP-1LD, QC4-1LD	[MM8-SH6-8][CX7-4]
CPK-1090-M	P-1LD	[MM8-SH6-8][CX7-4]
CPK-1090-N	P-1LD , C4-1LD	[MM8-SH6-8][CX7-4]
CPK-1090-O	P-1LD , C4-1LD, C2-1LD	[MM8-SH6-8][CX7-4]

Subarea ID	Existing Zone	Proposed Zone
CPK-1090-P	PF-1XL	[FWY]
CPK-1090-Q	PF-1XL	[H1V1-FY2-2][RG2-1L]
CPK-1090-R	QC4-1LD	[MM8-SH6-8][CX7-4]
CPK-1090-S	R1-1	[H1V1-FY2-2][RG2-1L]
CPK-1090-T	R1-1	[VF2-FX2-15][P1-FA]
CPK-1090-U	RA-1	[LG1-FY2-2][RG2-1L]
CPK-1090-V	RE11-1	[H1V1-FY2-2][RG2-1L]
CPK-1090-W	RS-1	[H1V1-FY2-2][RG2-1L]

Encino - Tarzana Community Plan Area

Section Guide Map





ZONING MAP AMENDMENTS

SUBAREAS

100-A, 100-B, 100-C, 100-D, 100-E, 100-F, 100-G, 100-H, 100-I, 100-J, 100-K, 100-L, 100-M, 100-N, 100-O

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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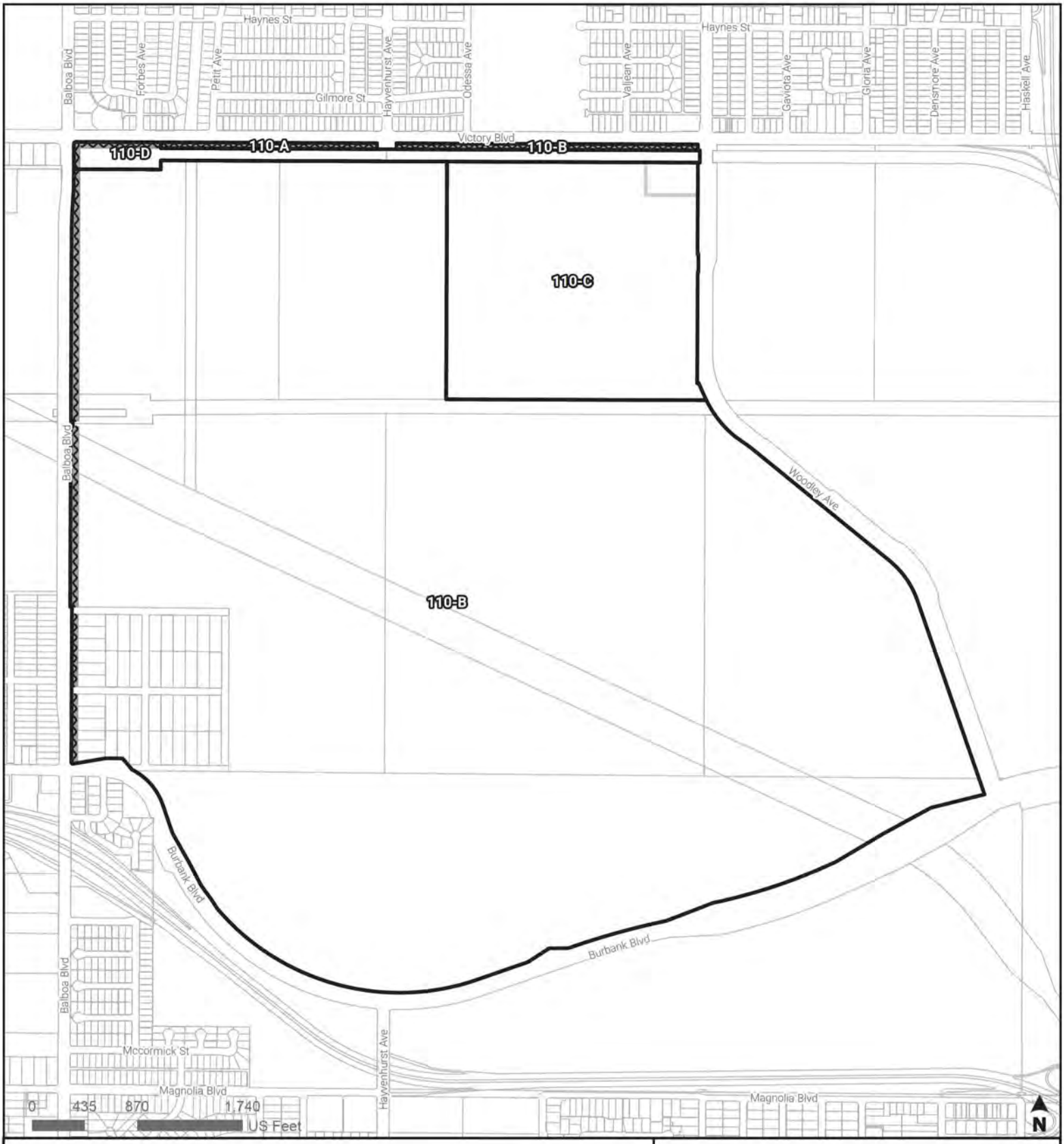
Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

110-A, 110-B, 110-C, 110-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

120-A, 120-B, 120-C, 120-D, 120-E, 120-F, 120-G, 120-H, 120-I, 120-J, 120-K, 120-L, 120-M, 120-N, 120-O, 120-P, 120-Q, 120-R, 120-S, 120-T, 120-U, 120-V, 120-W, 120-X, 120-Y, 120-Z, 120-AA, 120-BB

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

130-A, 130-B, 130-C, 130-D, 130-E, 130-F, 130-G, 130-H, 130-I, 130-J, 130-K, 130-L, 130-M, 130-N, 130-O, 130-P, 130-Q, 130-R, 130-S, 130-T, 130-U, 130-V

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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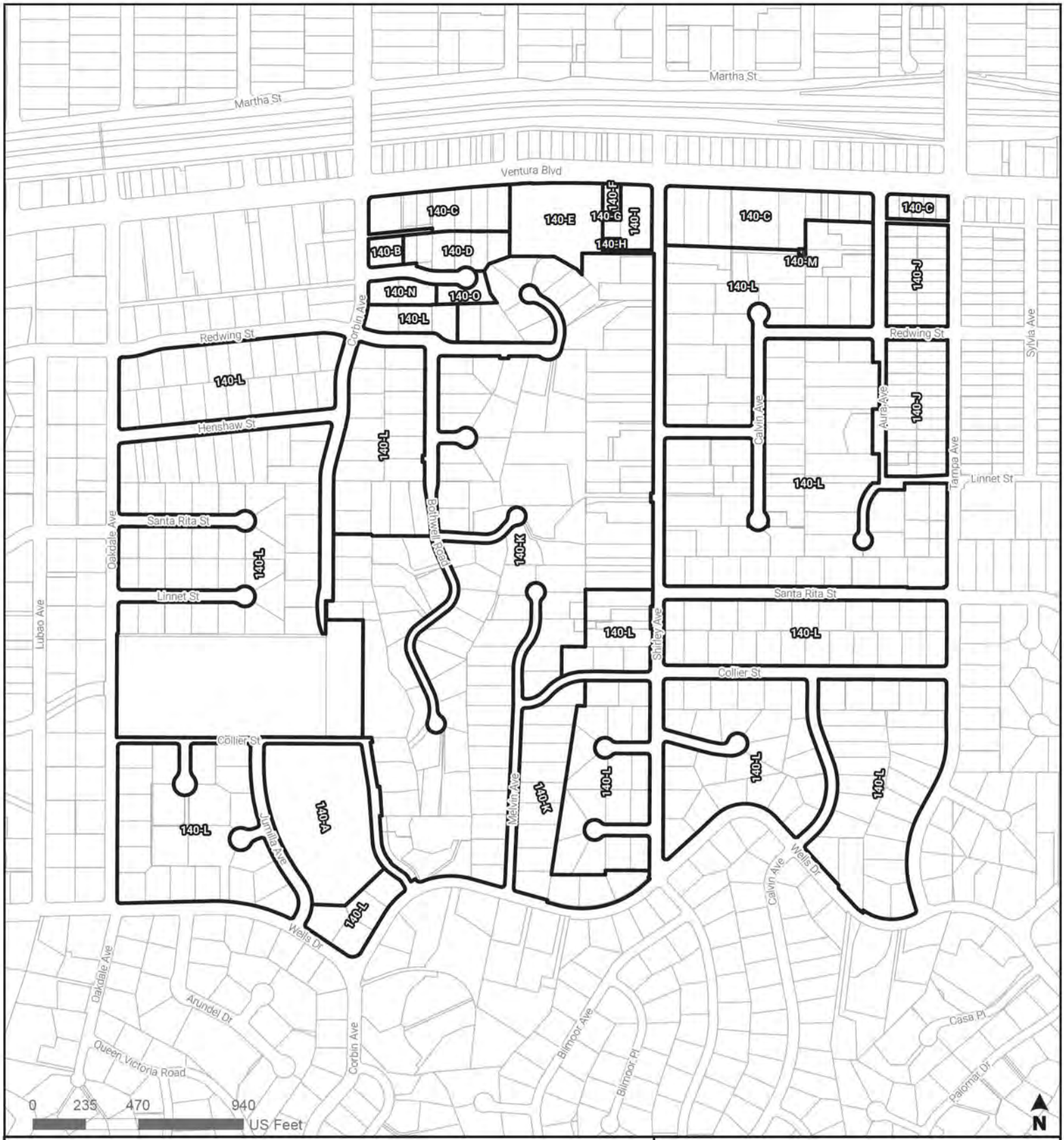
Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

140-A, 140-B, 140-C, 140-D, 140-E, 140-F, 140-G, 140-H, 140-I, 140-J, 140-K, 140-L, 140-M, 140-N, 140-O

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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ZONING MAP AMENDMENTS

SUBAREAS

150-A, 150-B, 150-C, 150-D, 150-E, 150-F, 150-G, 150-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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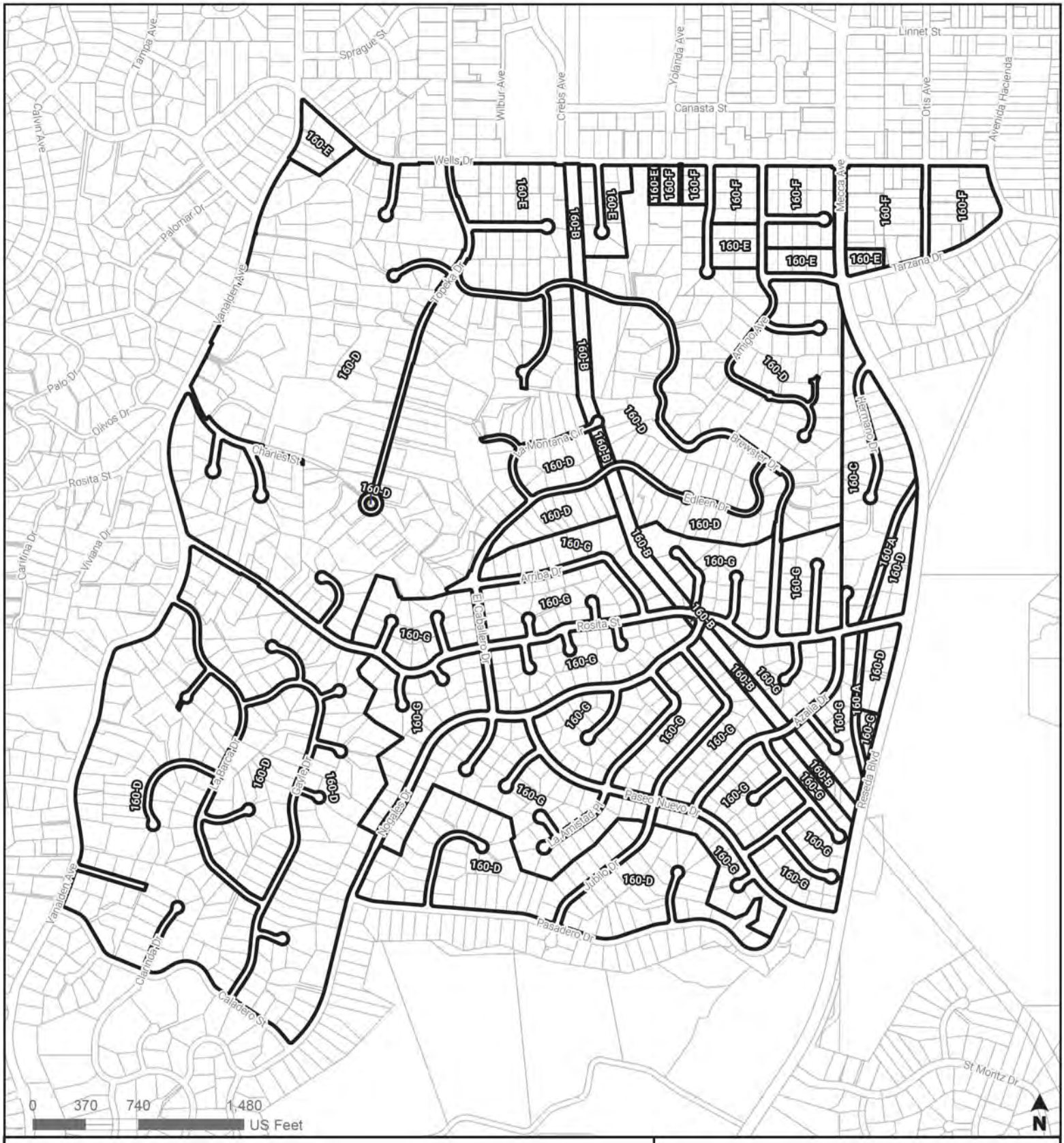
Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

160-A, 160-B, 160-C, 160-D, 160-E, 160-F, 160-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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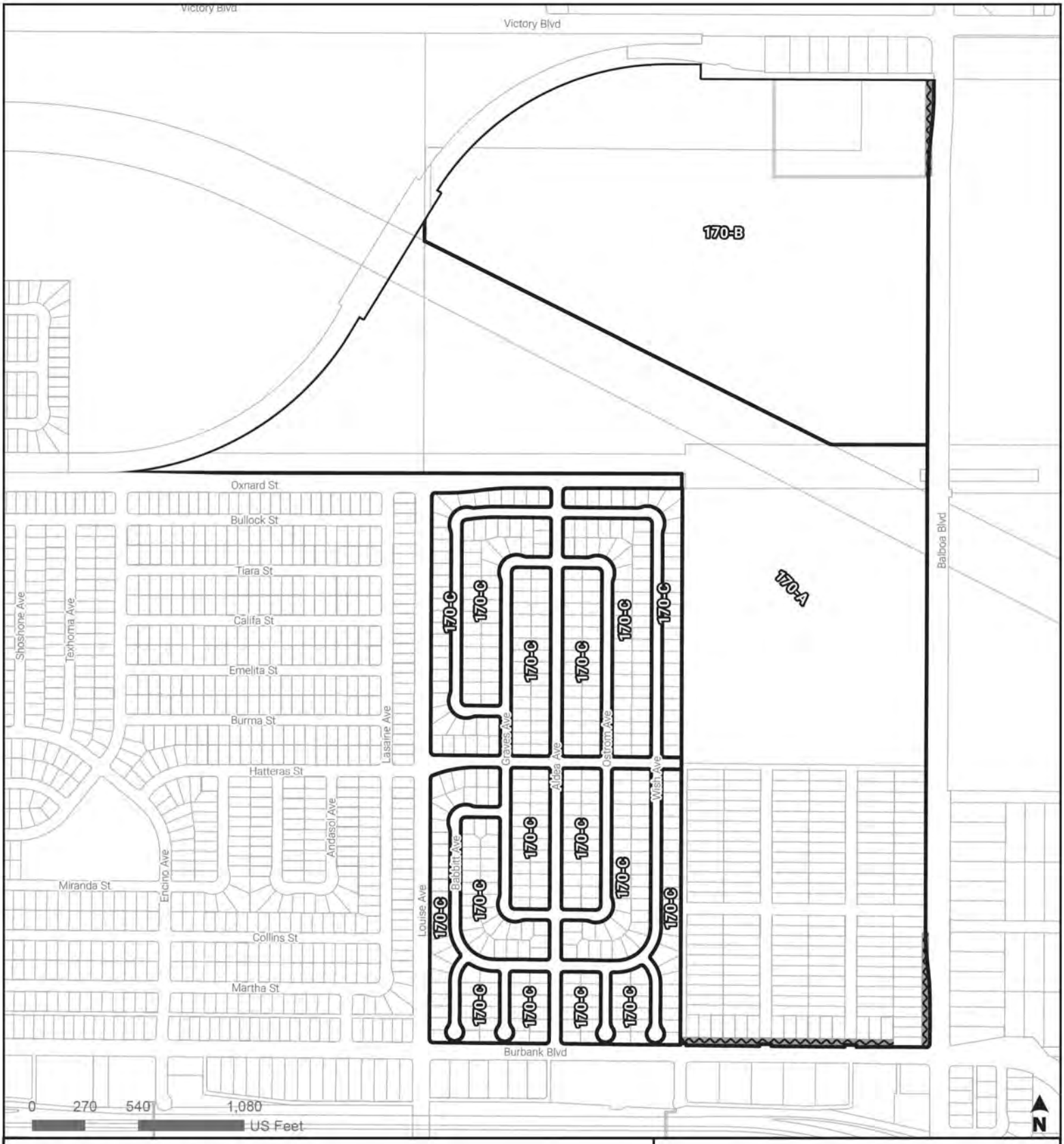
Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

170-A, 170-B, 170-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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ZONING MAP AMENDMENTS

SUBAREAS

180-A, 180-B, 180-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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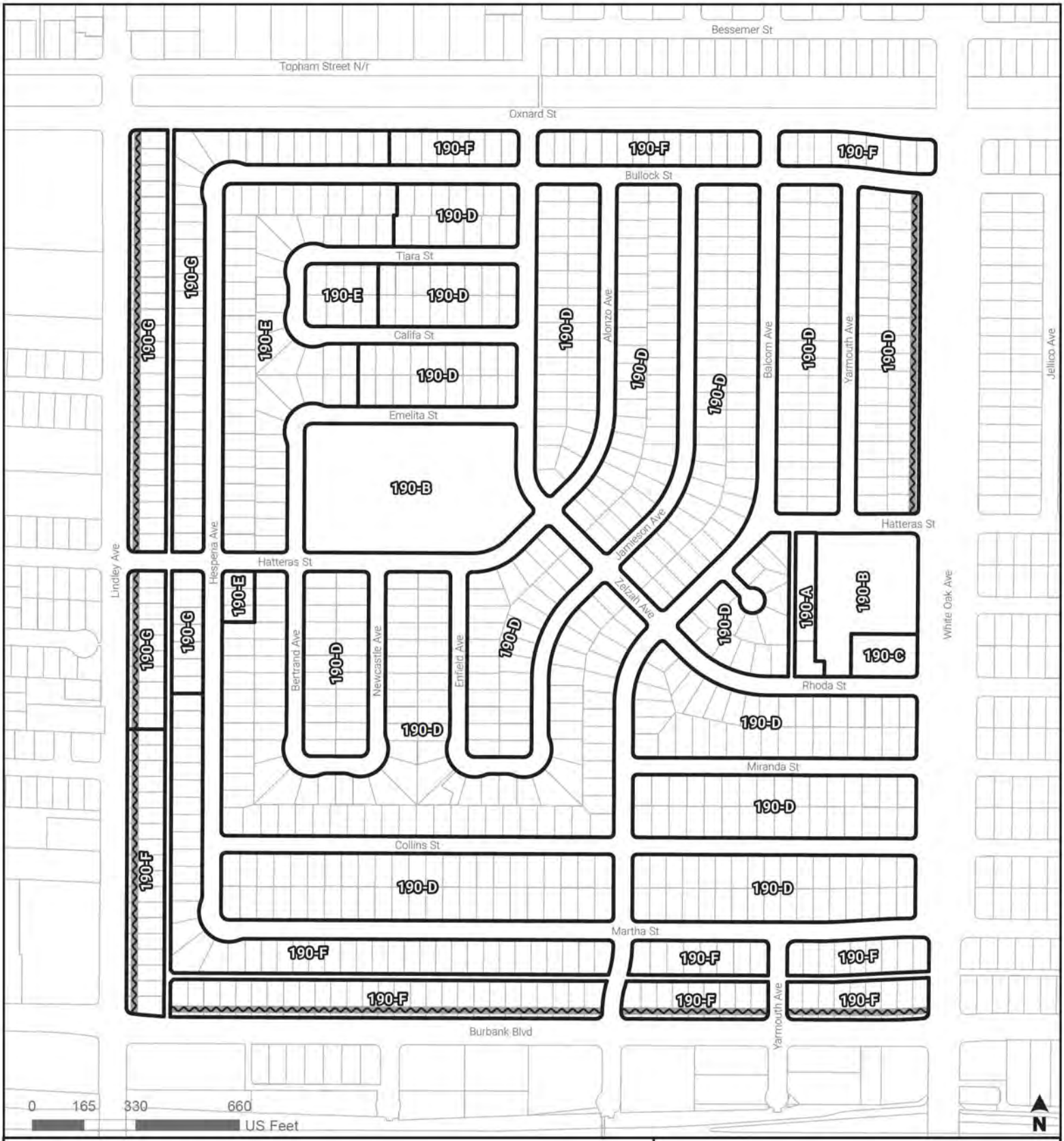
Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

190-A, 190-B, 190-C, 190-D, 190-E, 190-F, 190-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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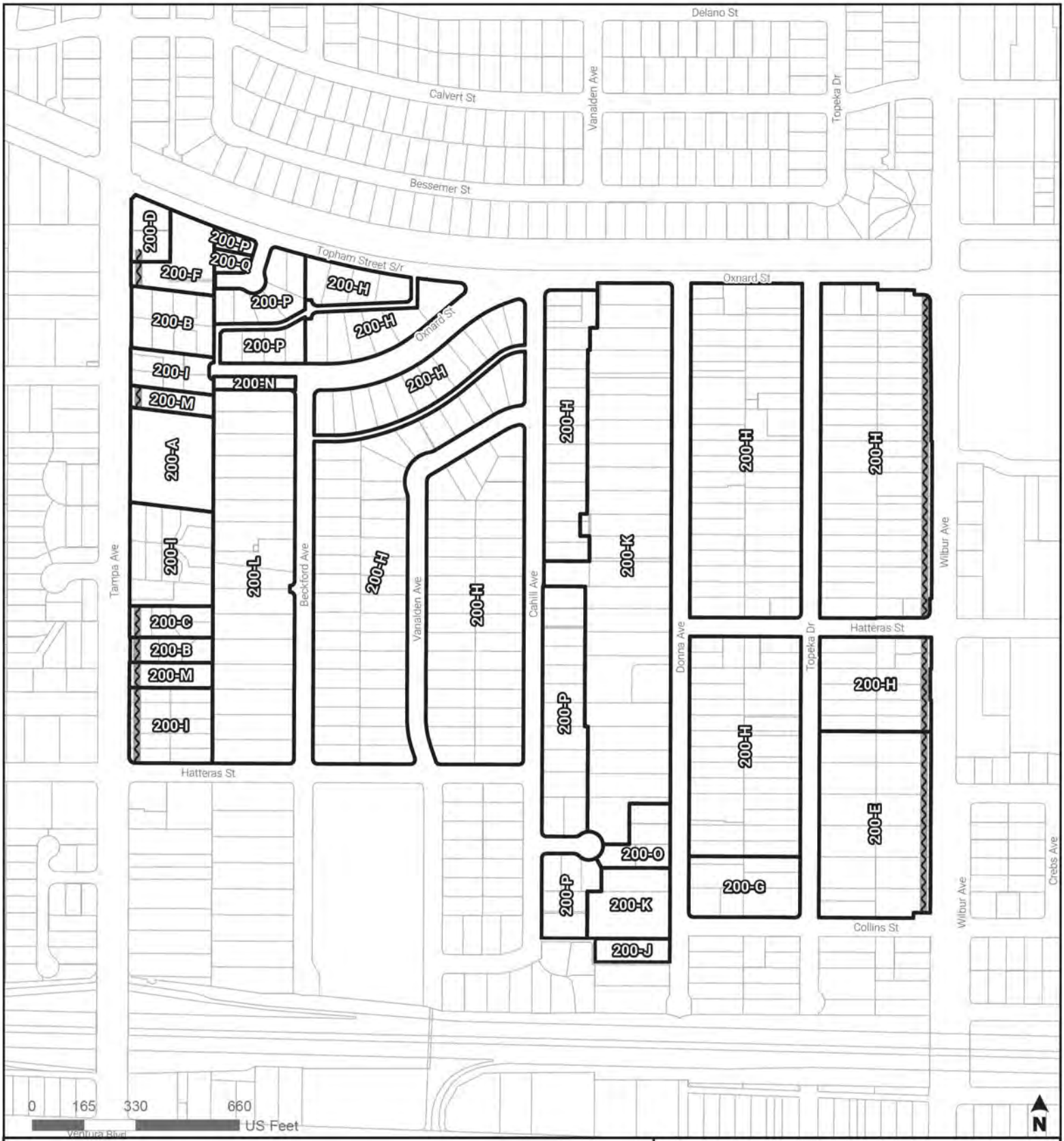
Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

200-A, 200-B, 200-C, 200-D, 200-E, 200-F, 200-G, 200-H, 200-I, 200-J, 200-K, 200-L, 200-M, 200-N, 200-O, 200-P, 200-Q

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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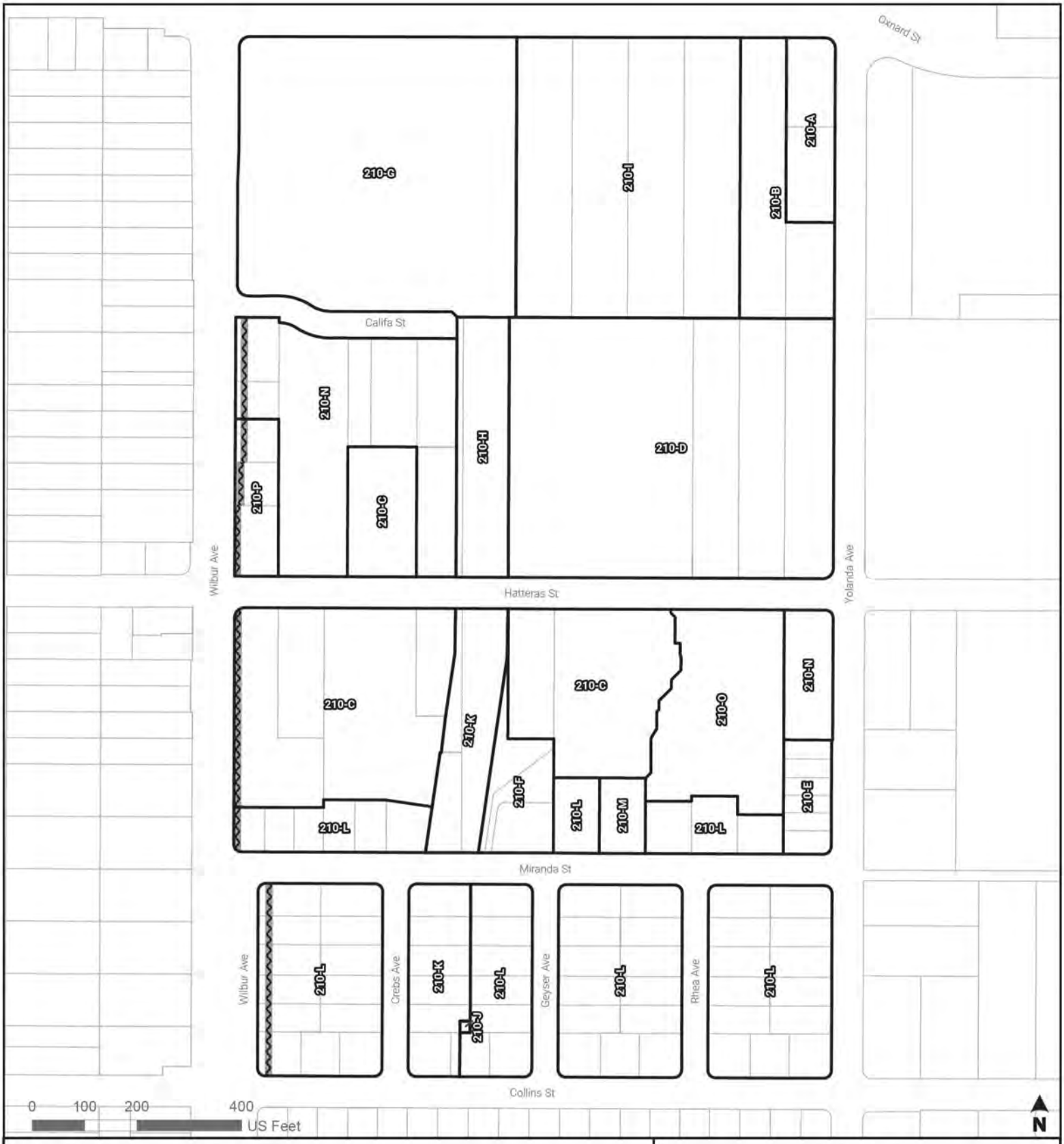
CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

210-A, 210-B, 210-C, 210-D, 210-E, 210-F, 210-G, 210-H, 210-I, 210-J, 210-K, 210-L, 210-M, 210-N, 210-O, 210-P

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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ZONING MAP AMENDMENTS

SUBAREAS

220-A, 220-B, 220-C, 220-D, 220-E, 220-F, 220-G, 220-H, 220-I, 220-J, 220-K, 220-L, 220-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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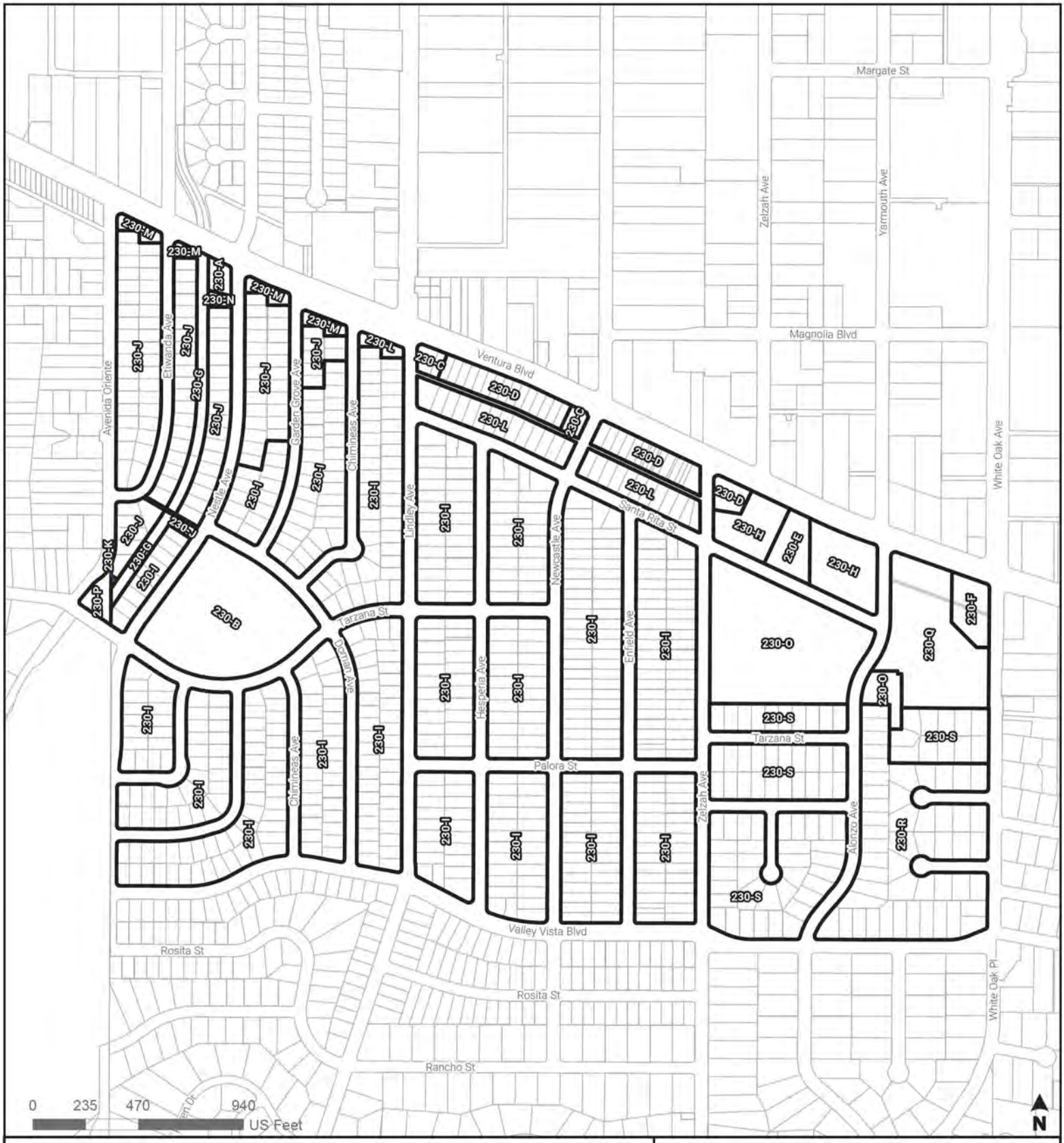
Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

230-A, 230-B, 230-C, 230-D, 230-E, 230-F, 230-G, 230-H, 230-I, 230-J, 230-K, 230-L, 230-M, 230-N, 230-O, 230-P, 230-Q, 230-R, 230-S

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

240-A, 240-B, 240-C, 240-D, 240-E, 240-F, 240-G, 240-H, 240-I, 240-J, 240-K, 240-L, 240-M, 240-N, 240-O, 240-P, 240-Q, 240-R, 240-S, 240-T, 240-U, 240-V, 240-W

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

250-A, 250-B, 250-C, 250-D, 250-E, 250-F, 250-G, 250-H, 250-I, 250-J, 250-K, 250-L, 250-M, 250-N, 250-O, 250-P, 250-Q, 250-R, 250-S, 250-T, 250-U, 250-V, 250-W, 250-X, 250-Y, 250-Z, 250-AA, 250-BB, 250-CC

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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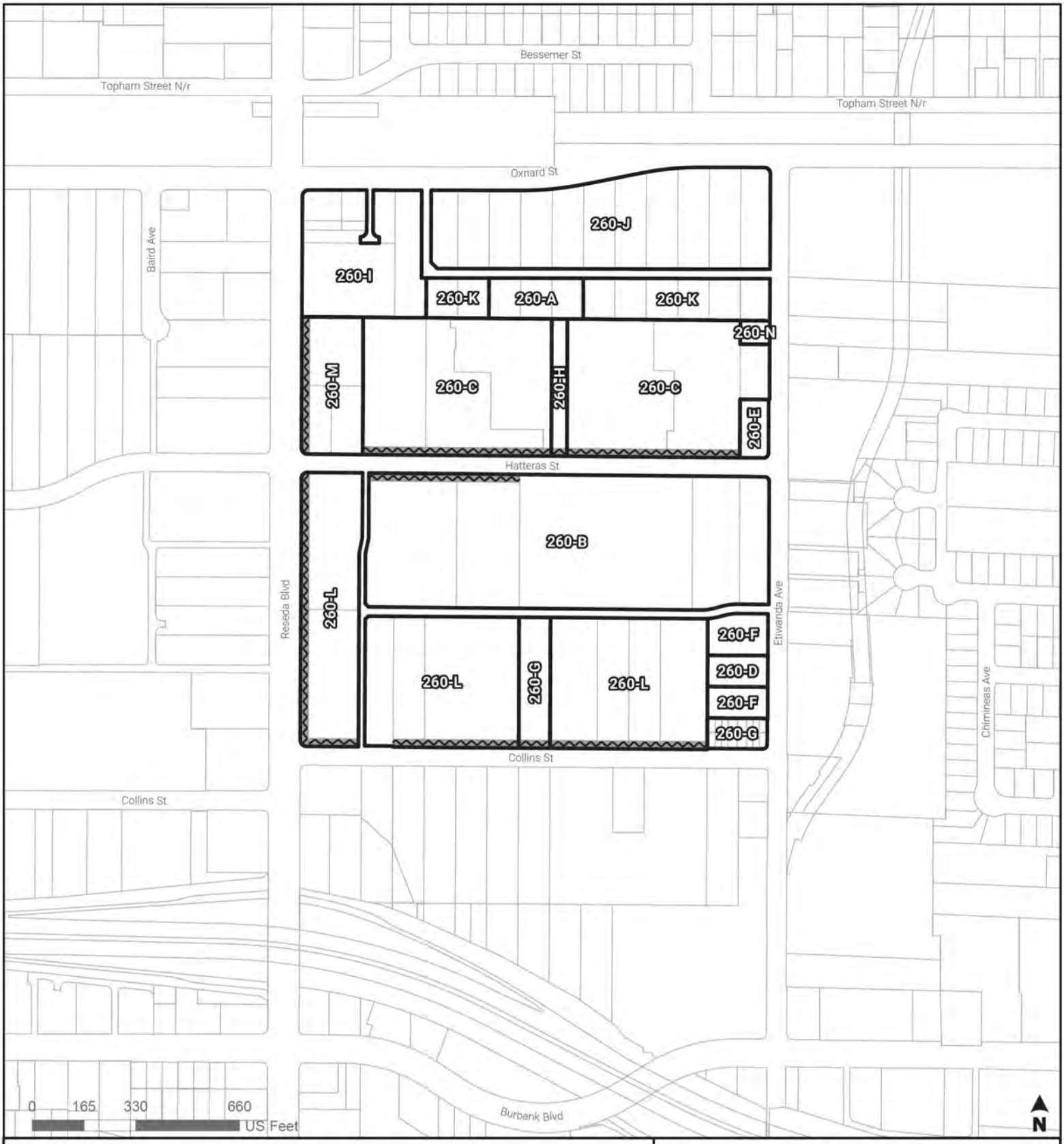
CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

260-A, 260-B, 260-C, 260-D, 260-E, 260-F, 260-G, 260-H, 260-I, 260-J, 260-K, 260-L, 260-M, 260-N

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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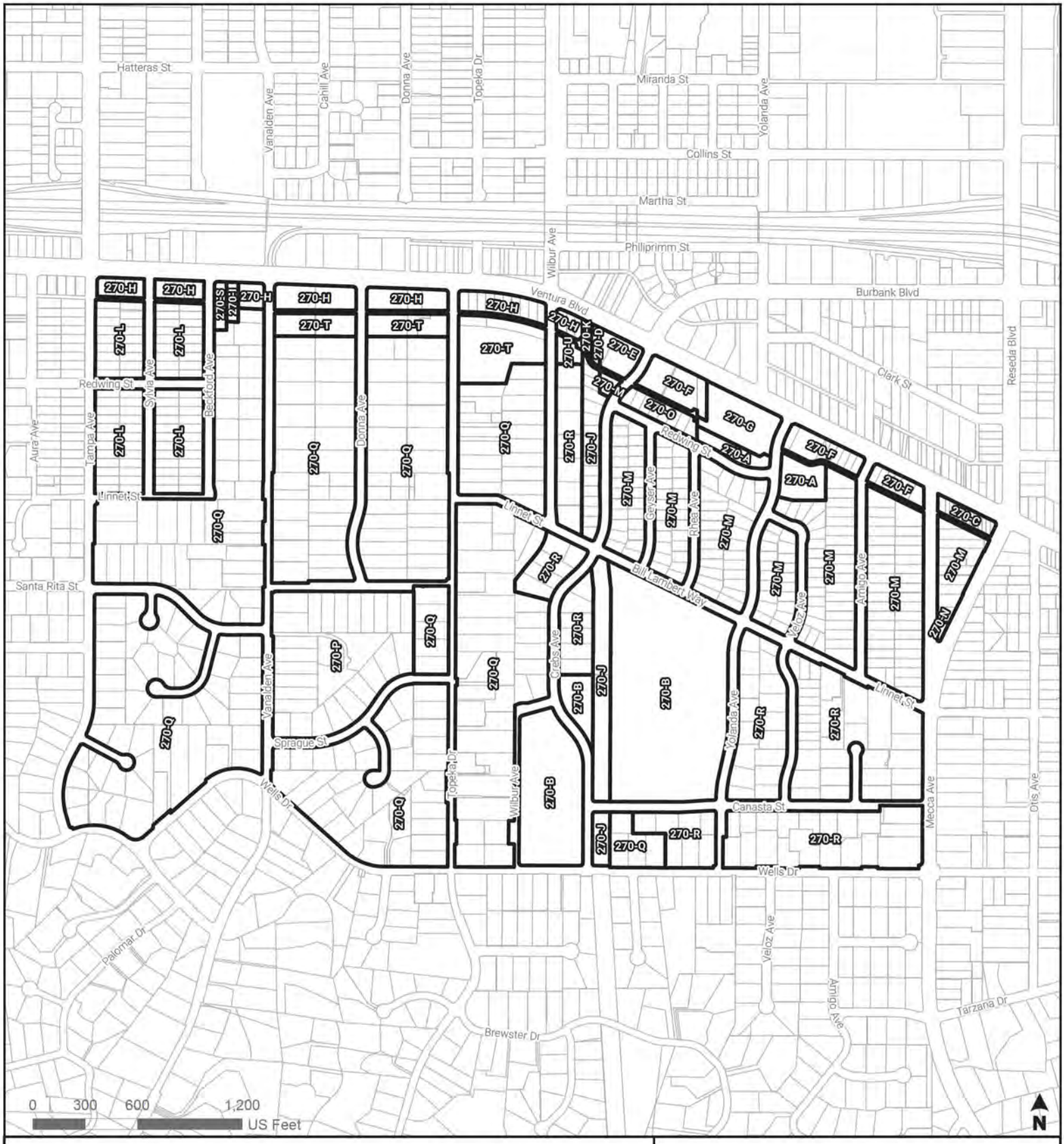
CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

270-A, 270-B, 270-C, 270-D, 270-E, 270-F, 270-G, 270-H, 270-I, 270-J, 270-K, 270-L, 270-M, 270-N, 270-O, 270-P, 270-Q, 270-R, 270-S, 270-T, 270-U

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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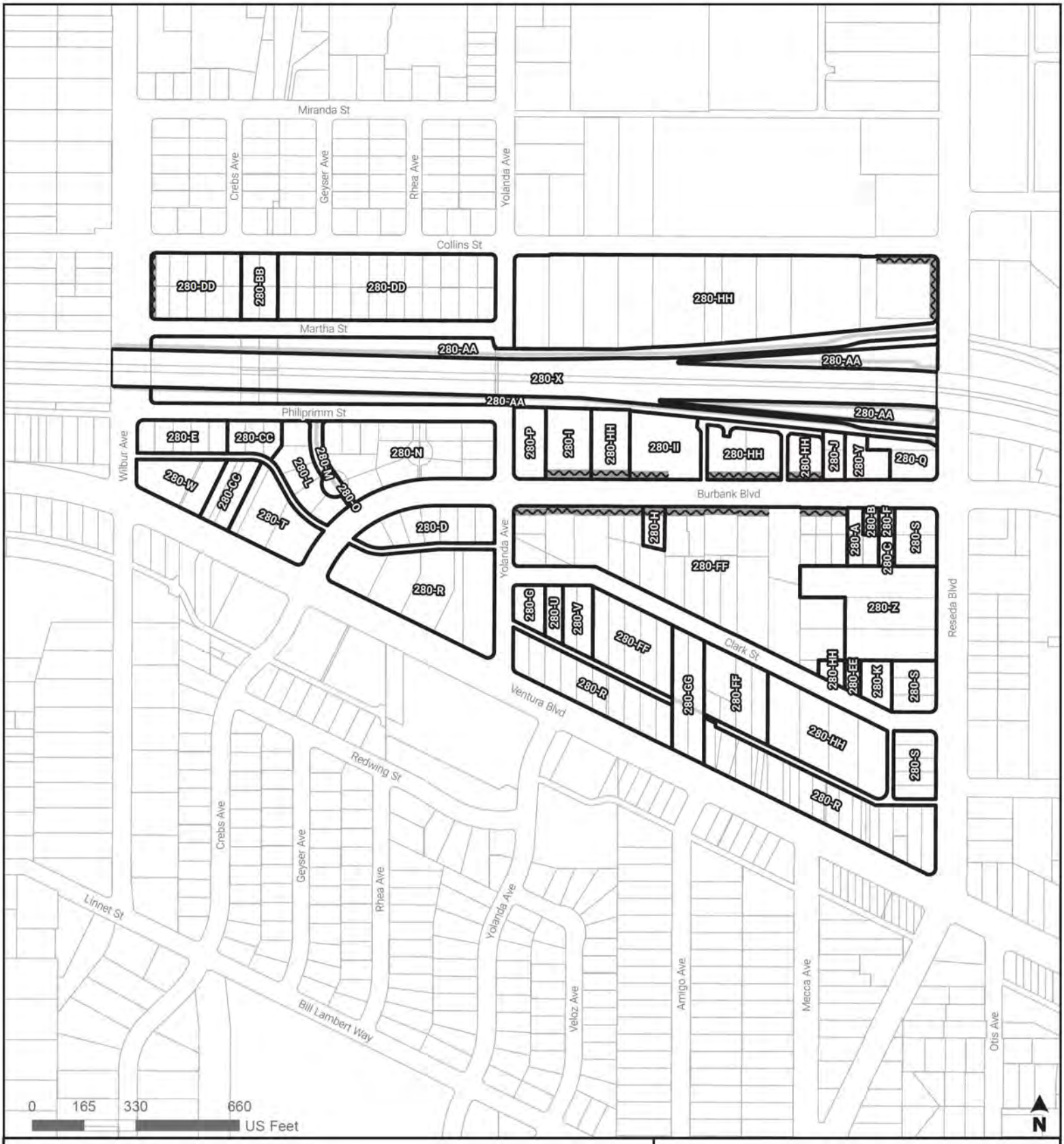
CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

280-A, 280-B, 280-C, 280-D, 280-E, 280-F, 280-G, 280-H, 280-I, 280-J, 280-K, 280-L, 280-M, 280-N, 280-O, 280-P, 280-Q, 280-R, 280-S, 280-T, 280-U, 280-V, 280-W, 280-X, 280-Y, 280-Z, 280-AA, 280-BB, 280-CC, 280-DD, 280-EE, 280-FF, 280-GG, 280-HH, 280-II

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

290-A, 290-B, 290-C, 290-D, 290-E, 290-F, 290-G, 290-H, 290-I, 290-J, 290-K, 290-L, 290-M, 290-N, 290-O, 290-P, 290-Q, 290-R, 290-S, 290-T, 290-U, 290-V, 290-W, 290-X, 290-Y, 290-Z, 290-AA, 290-BB, 290-CC, 290-DD, 290-EE, 290-FF, 290-GG, 290-HH, 290-II, 290-JJ, 290-KK, 290-LL

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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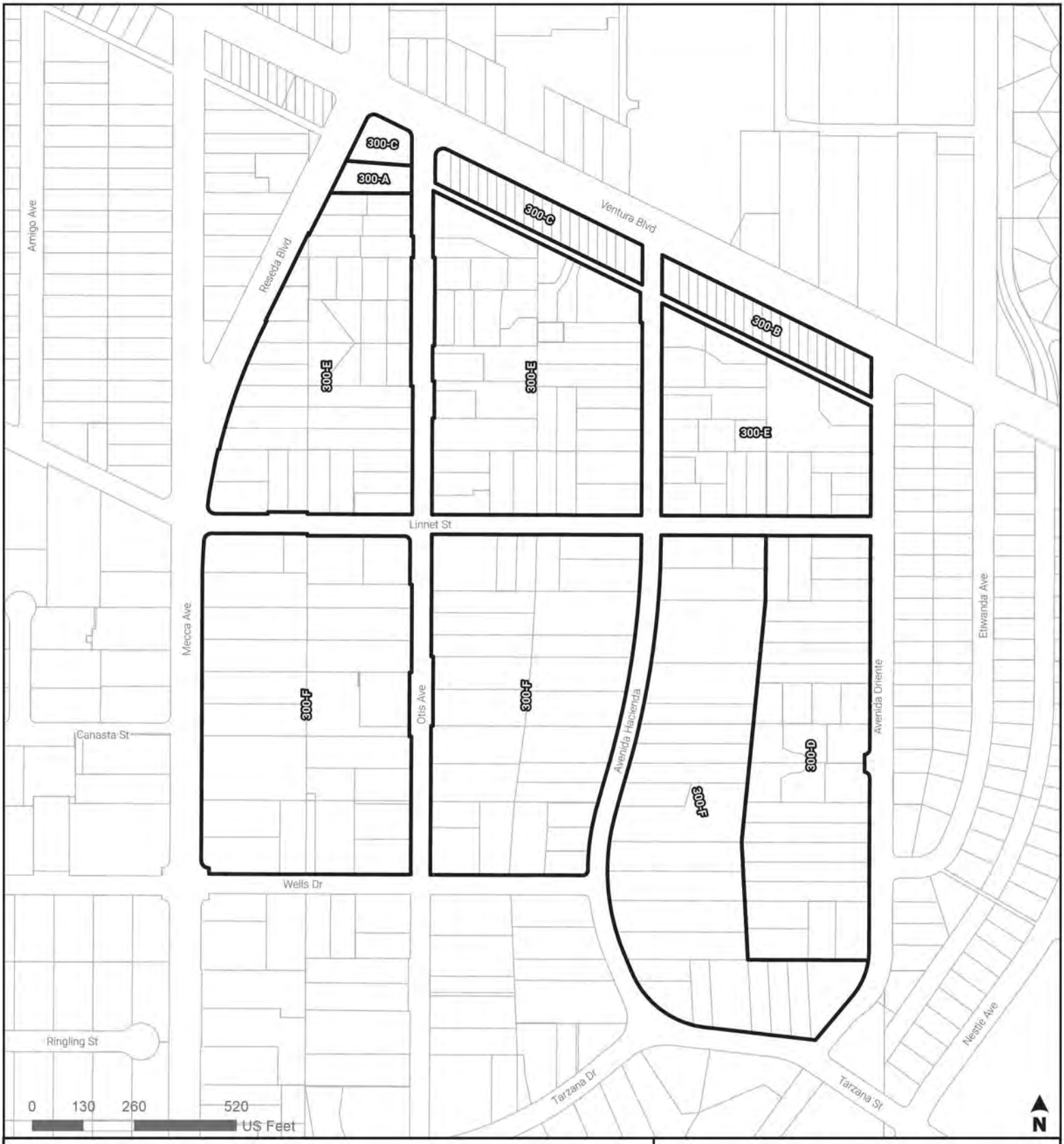
CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

300-A, 300-B, 300-C, 300-D, 300-E, 300-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

300

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

310-A, 310-B, 310-C, 310-D, 310-E, 310-F, 310-G, 310-H, 310-I, 310-J, 310-K, 310-L, 310-M, 310-N, 310-O, 310-P, 310-Q, 310-R, 310-S, 310-T, 310-U, 310-V, 310-W, 310-X, 310-Y, 310-Z, 310-AA, 310-BB, 310-CC, 310-DD, 310-EE, 310-FF, 310-GG, 310-HH, 310-II, 310-JJ, 310-KK

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

310

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

320-A, 320-B, 320-C, 320-D, 320-E, 320-F, 320-G, 320-H, 320-I, 320-J, 320-K, 320-L, 320-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

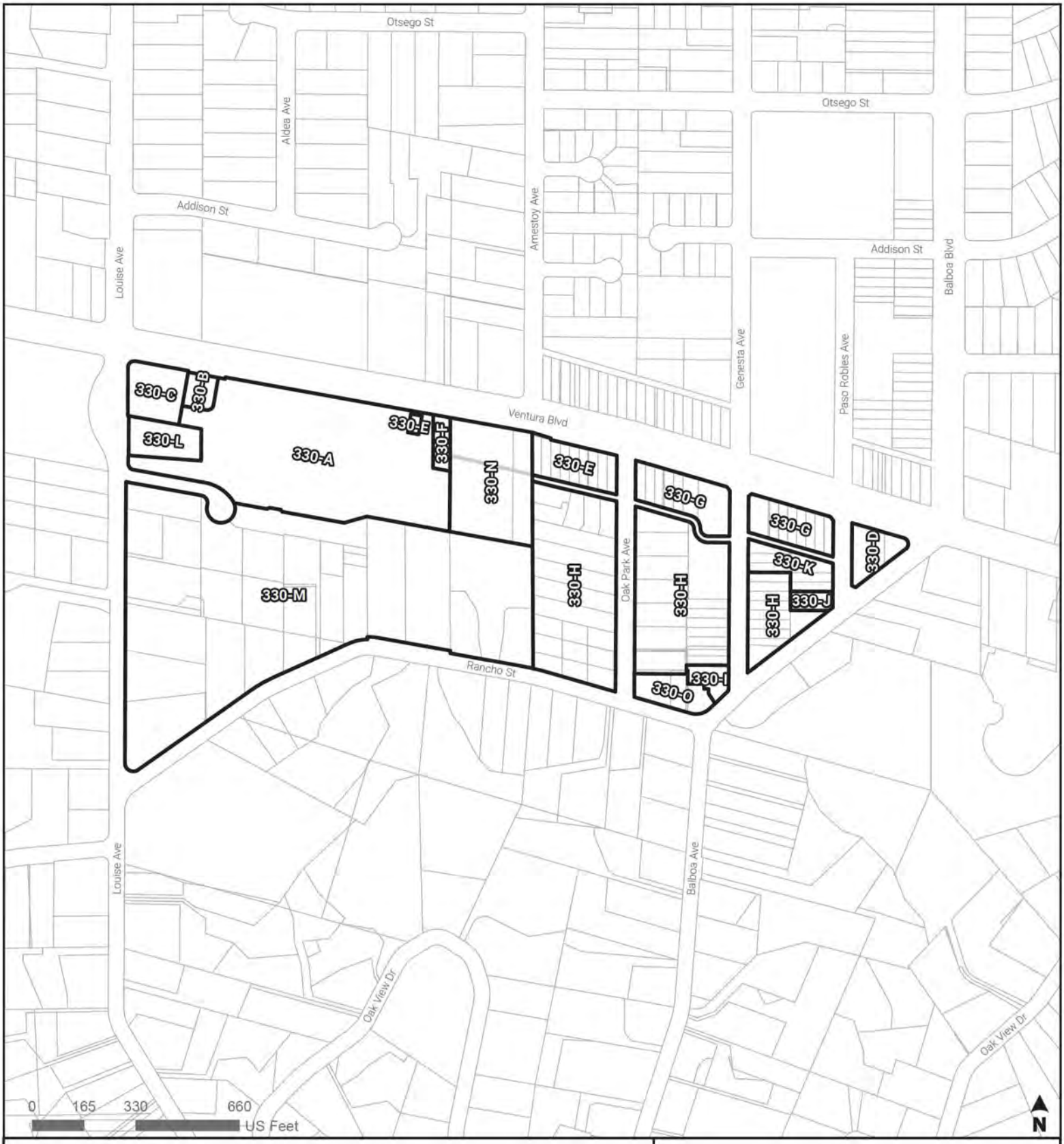
LM / AUG 2026

Section:

320

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

330-A, 330-B, 330-C, 330-D, 330-E, 330-F, 330-G, 330-H, 330-I, 330-J, 330-K, 330-L, 330-M, 330-N, 330-O

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

330

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

340-A, 340-B, 340-C, 340-D, 340-E, 340-F, 340-G, 340-H, 340-I, 340-J, 340-K, 340-L, 340-M, 340-N, 340-O, 340-P

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

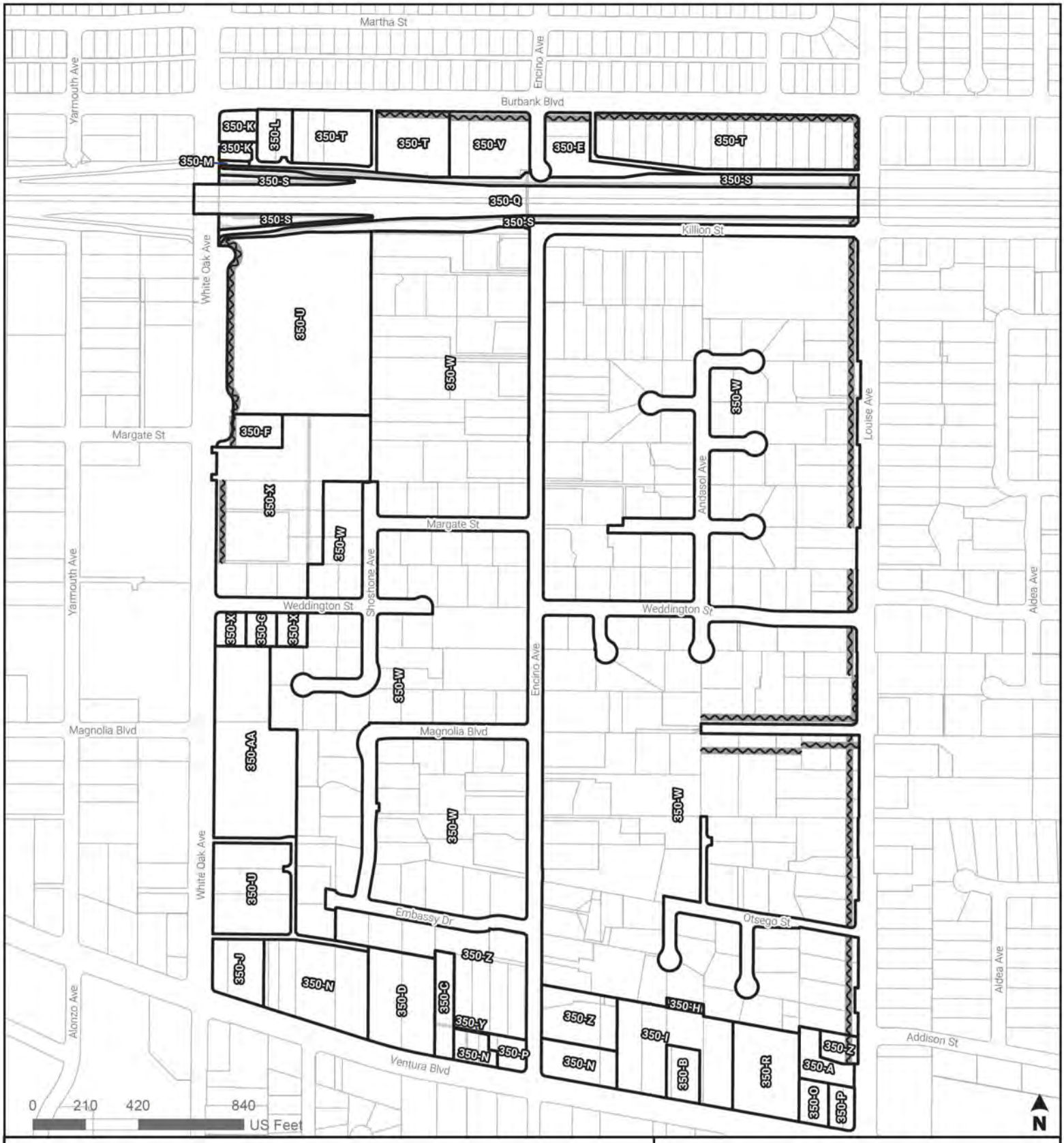
LM / AUG 2026

Section:

340

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

350-A, 350-B, 350-C, 350-D, 350-E, 350-F, 350-G, 350-H, 350-I, 350-J, 350-K, 350-L, 350-M, 350-N, 350-O, 350-P, 350-Q, 350-R, 350-S, 350-T, 350-U, 350-V, 350-W, 350-X, 350-Y, 350-Z, 350-AA

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

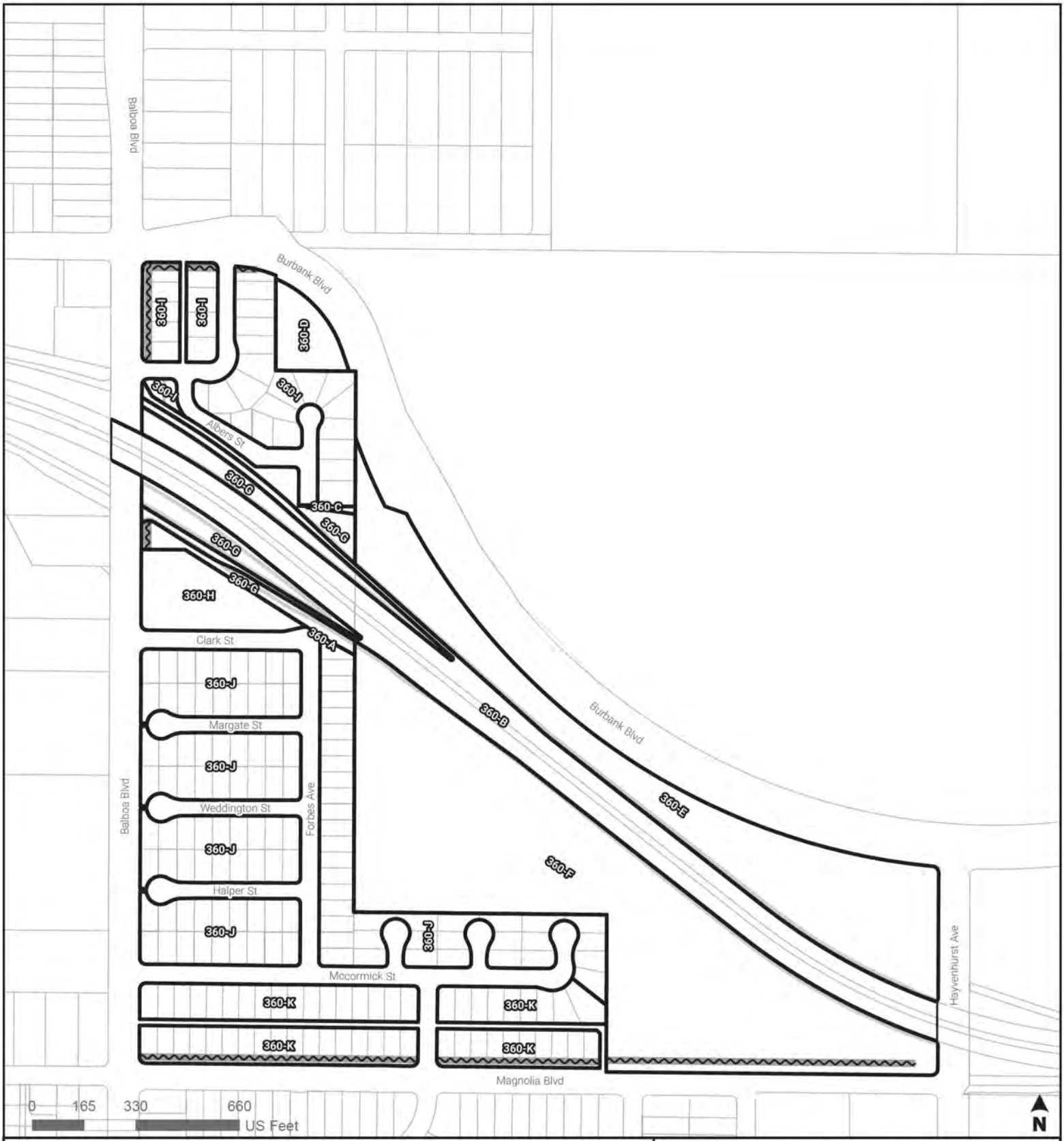
LM / AUG 2026

Section:

350

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

360-A, 360-B, 360-C, 360-D, 360-E, 360-F, 360-G, 360-H, 360-I, 360-J, 360-K

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

360

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

370-A, 370-B, 370-C, 370-D, 370-E, 370-F, 370-G, 370-H, 370-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

370

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

380-A, 380-B, 380-C, 380-D, 380-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

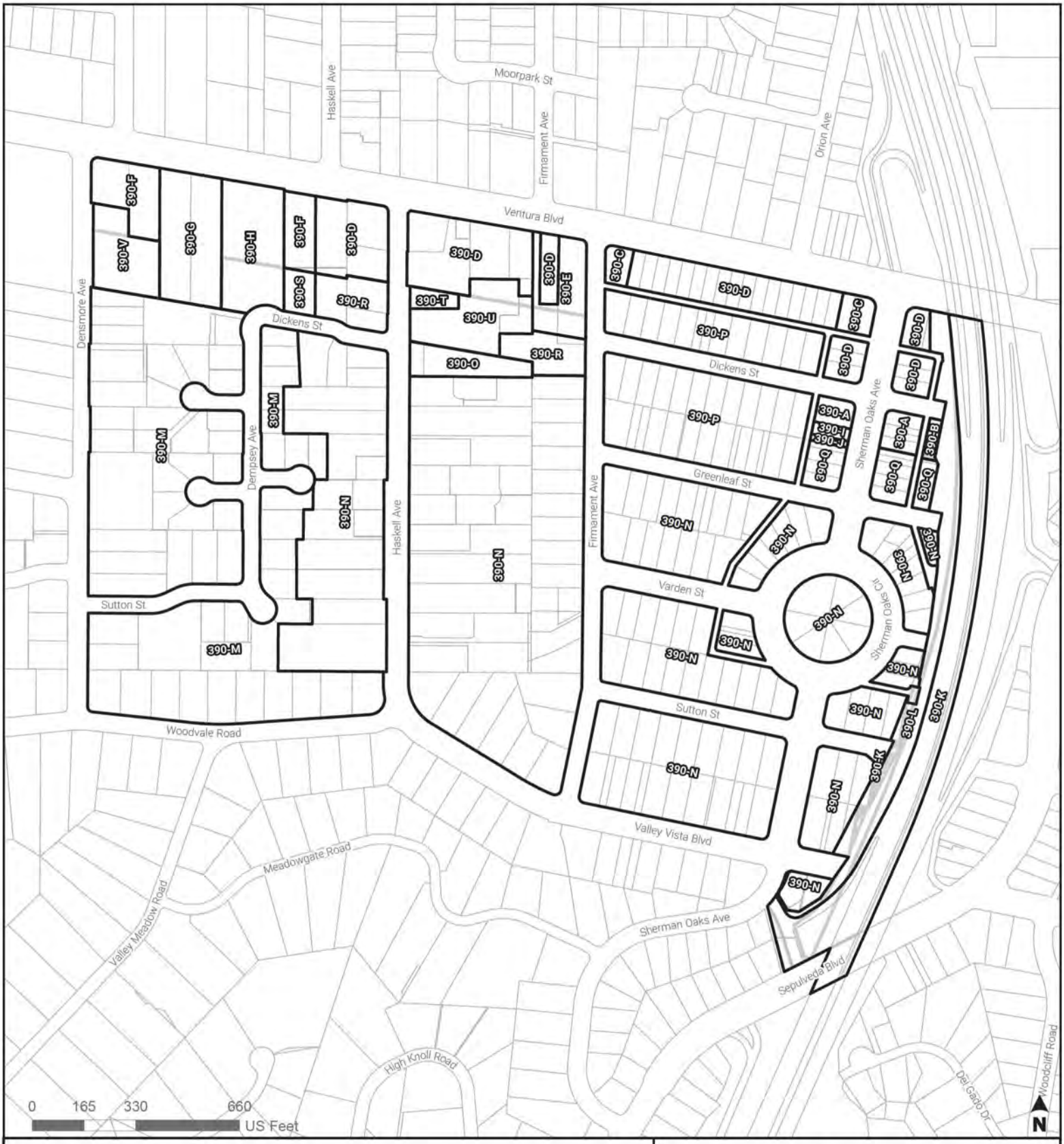
LM / AUG 2026

Section:

380

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

390-A, 390-B, 390-C, 390-D, 390-E, 390-F, 390-G, 390-H, 390-I, 390-J, 390-K, 390-L, 390-M, 390-N, 390-O, 390-P, 390-Q, 390-R, 390-S, 390-T, 390-U, 390-V

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

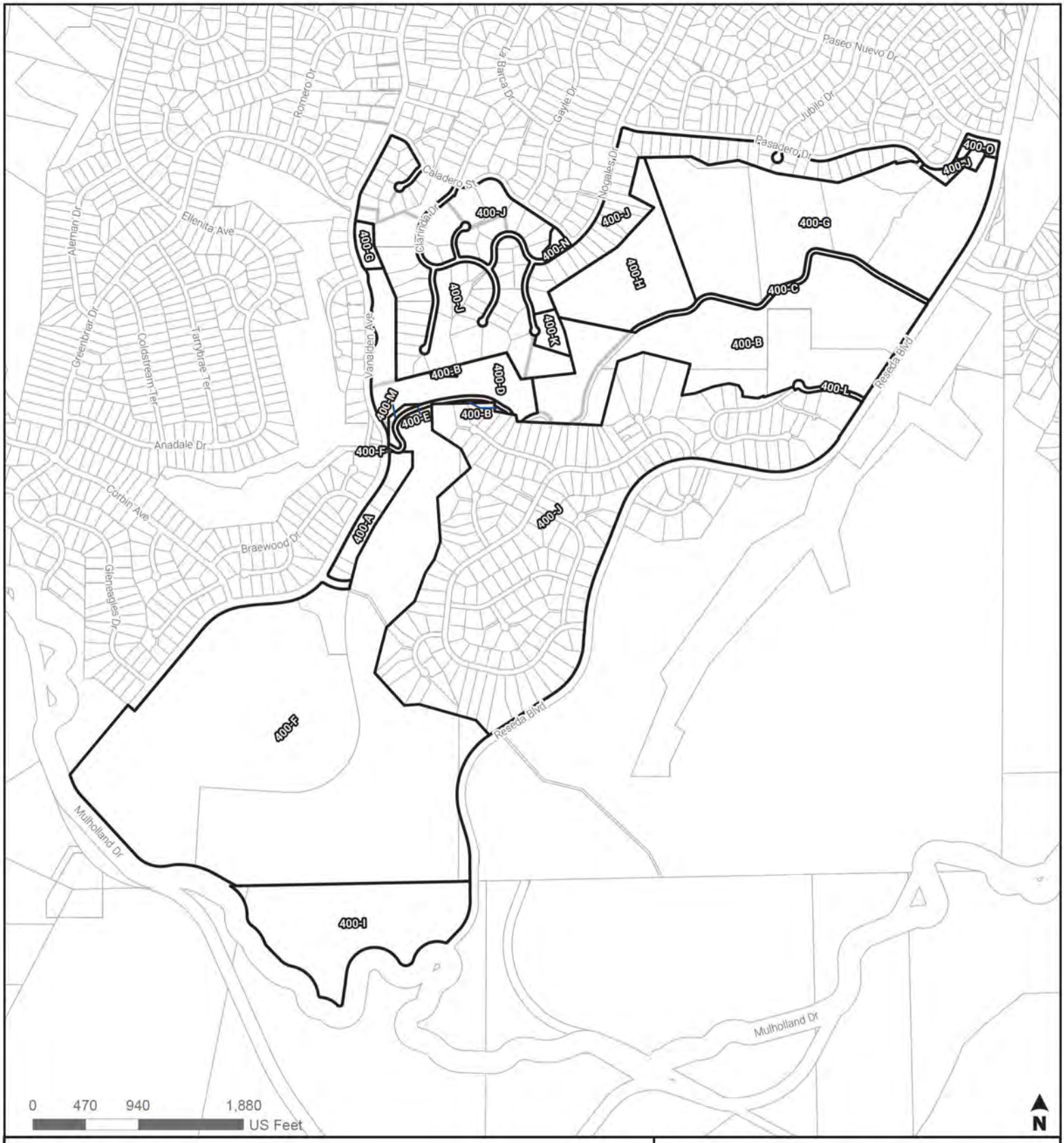
LM / AUG 2026

Section:

390

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

400-A, 400-B, 400-C, 400-D, 400-E, 400-F, 400-G, 400-H, 400-I, 400-J, 400-K, 400-L, 400-M, 400-N, 400-O

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

400

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

410-A, 410-B, 410-C, 410-D, 410-E, 410-F, 410-G, 410-H, 410-I, 410-J, 410-K

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

410

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

420-A, 420-B, 420-C, 420-D, 420-E, 420-F, 420-G, 420-H, 420-I, 420-J, 420-K

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

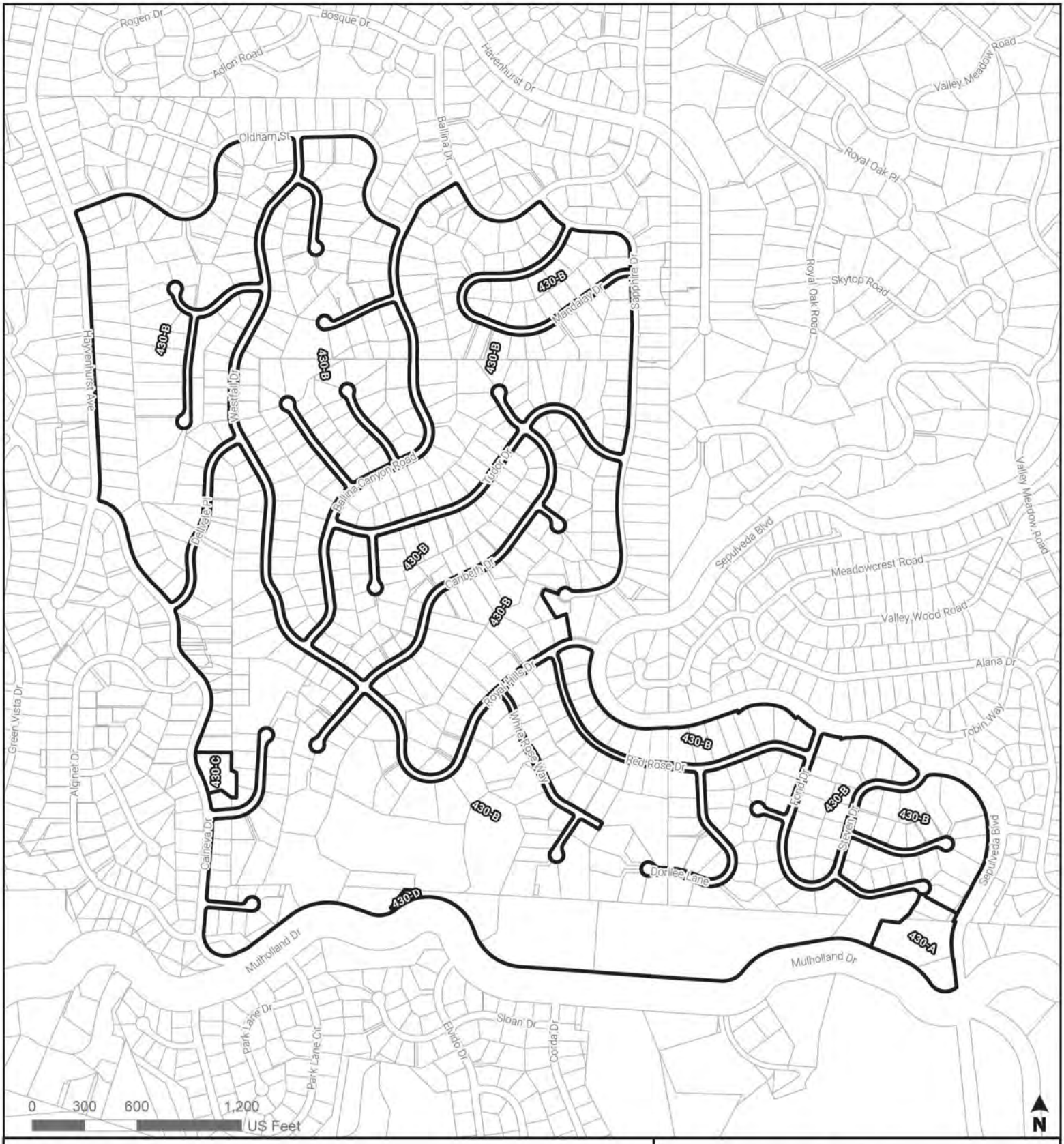
LM / AUG 2026

Section:

420

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

430-A, 430-B, 430-C, 430-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

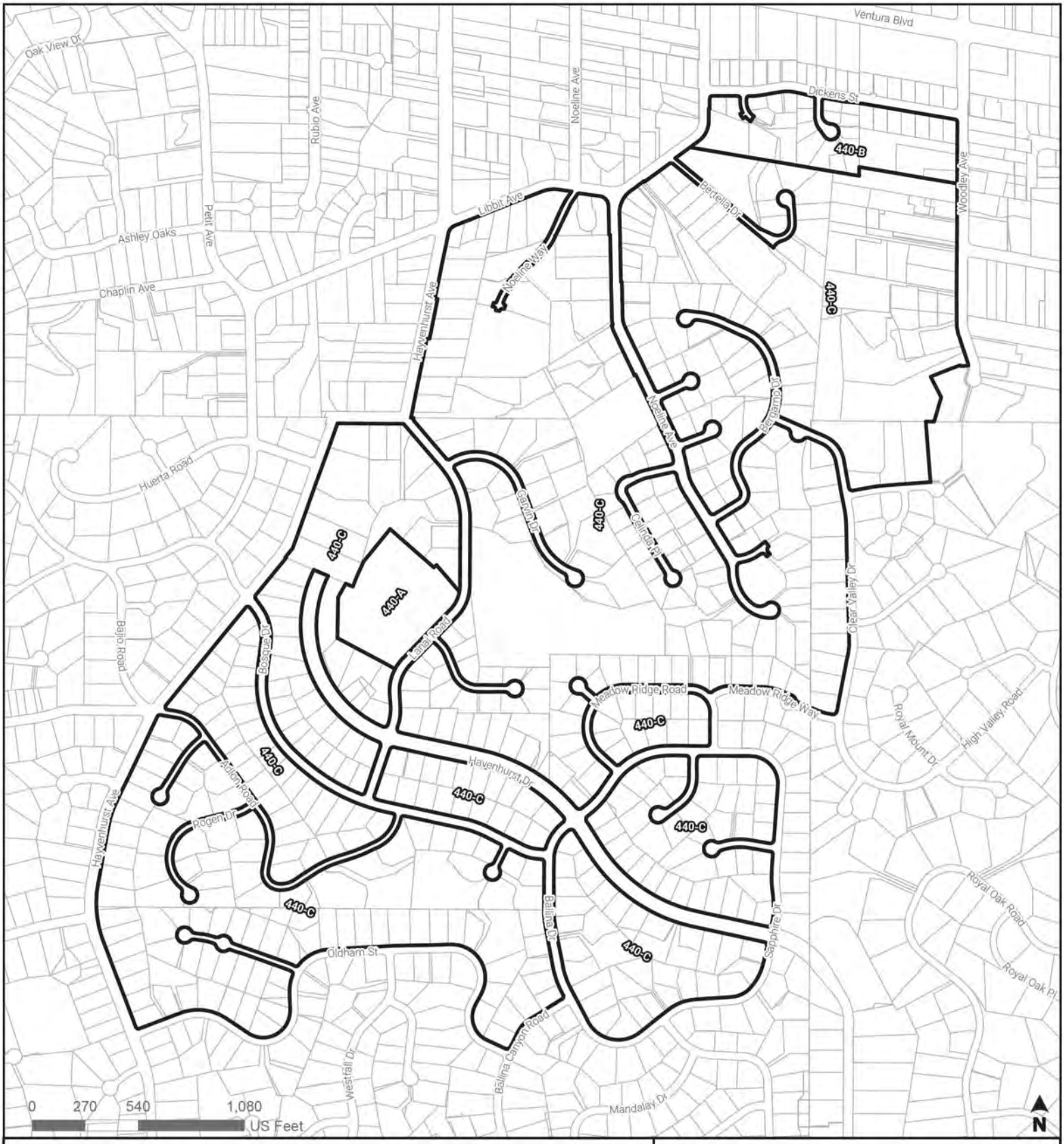
LM / AUG 2026

Section:

430

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

440-A, 440-B, 440-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

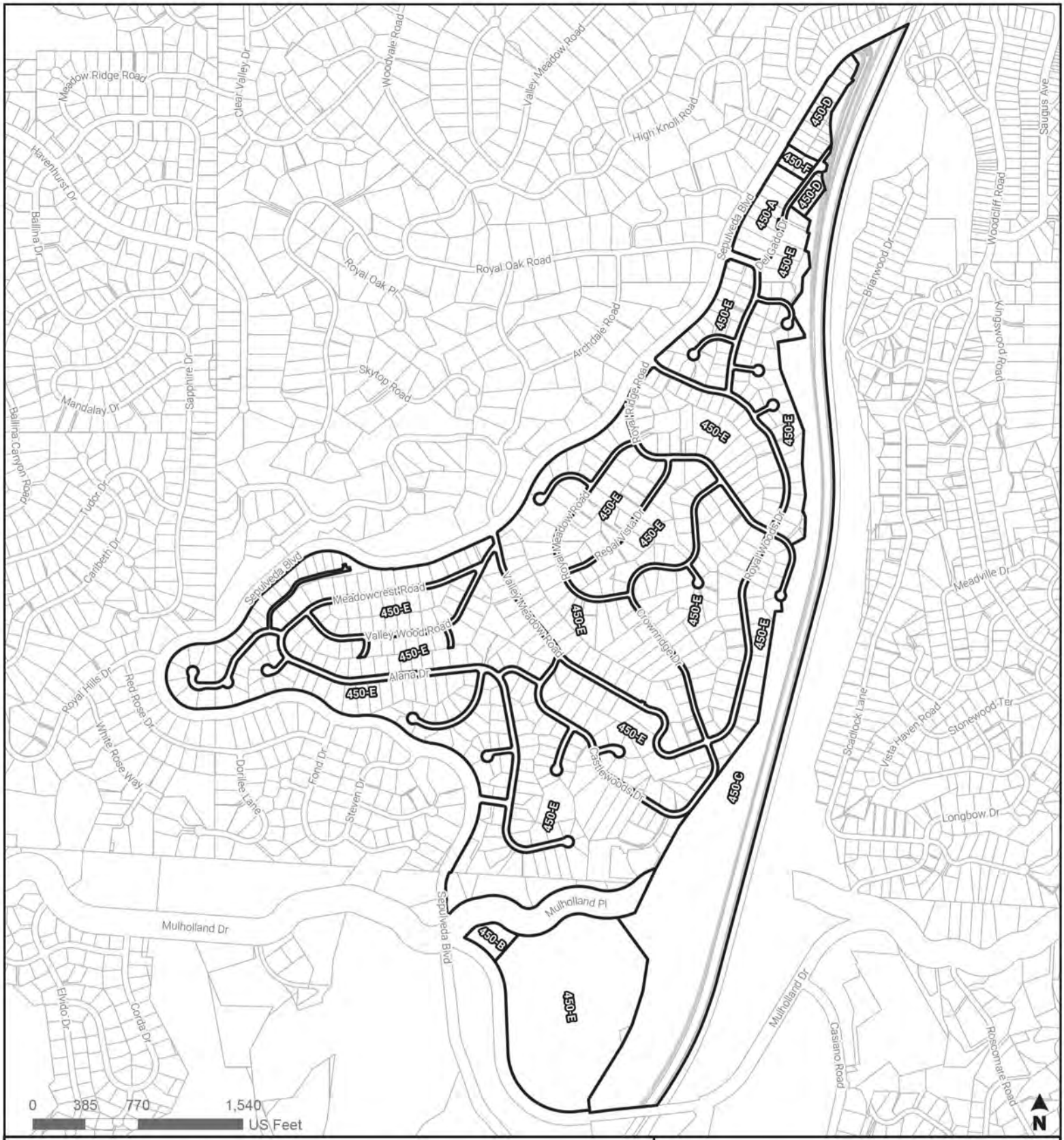
LM / AUG 2026

Section:

440

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

450-A, 450-B, 450-C, 450-D, 450-E, 450-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

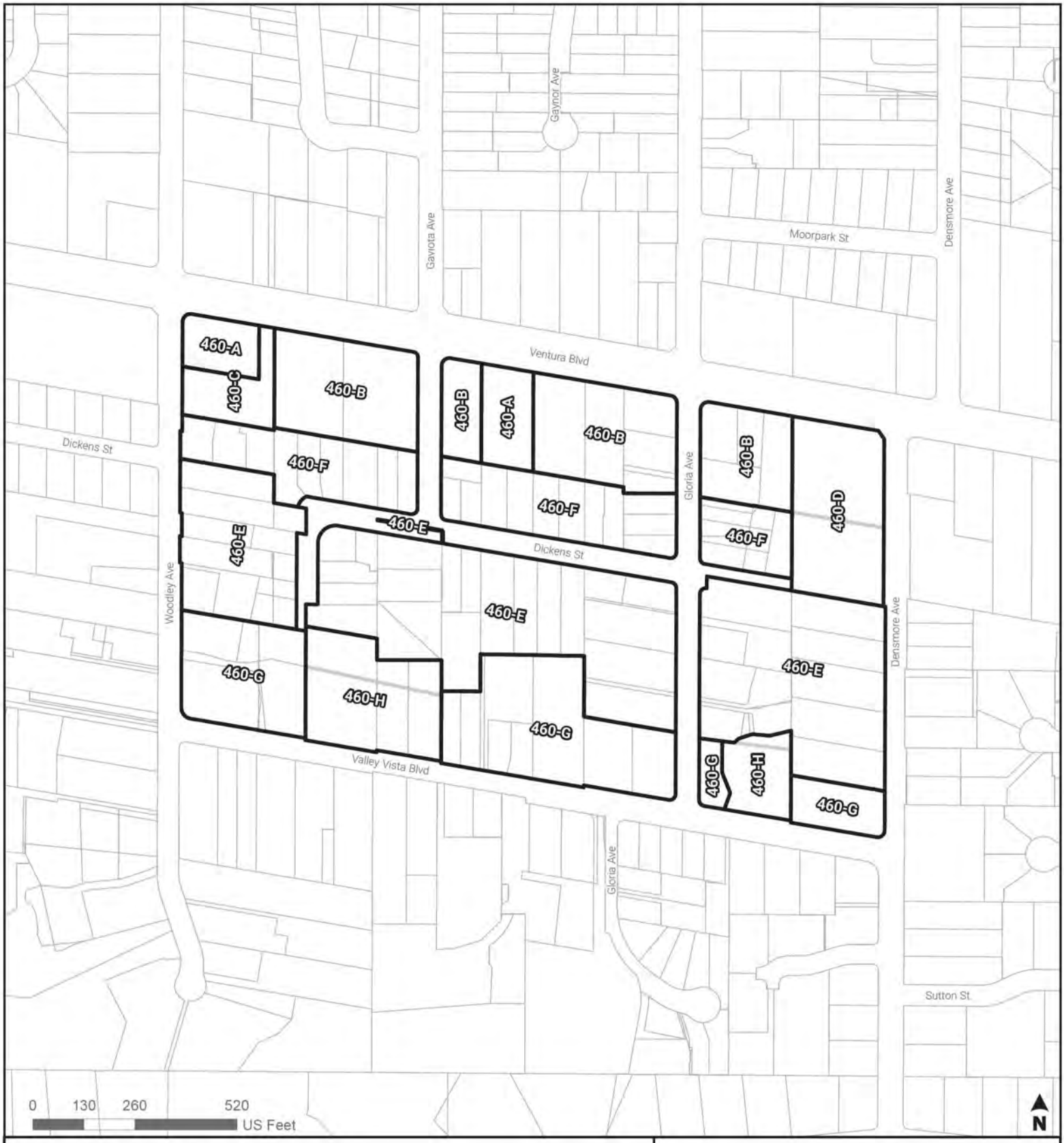
LM / AUG 2026

Section:

450

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

460-A, 460-B, 460-C, 460-D, 460-E, 460-F, 460-G, 460-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

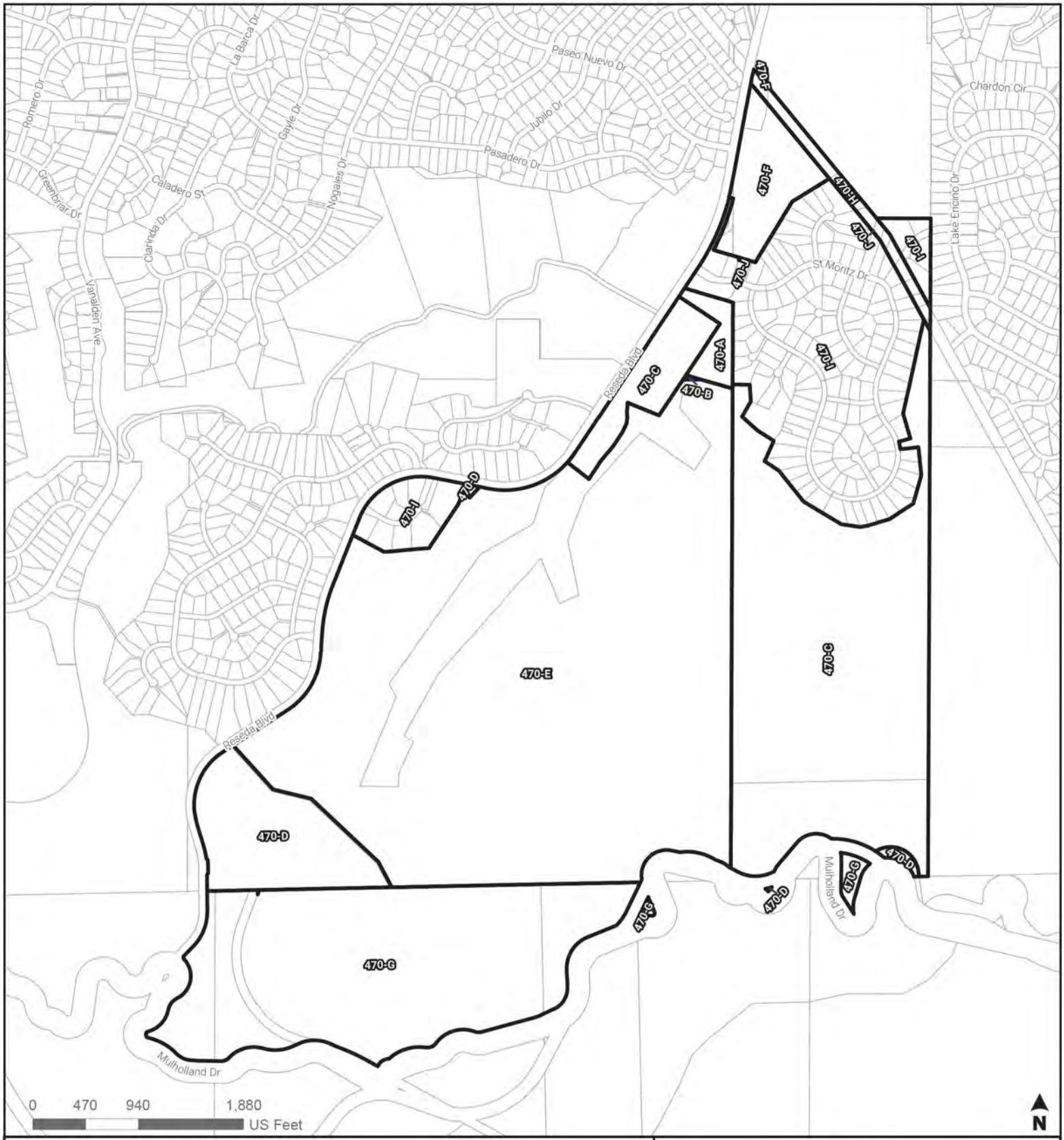
LM / AUG 2026

Section:

460

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

470-A, 470-B, 470-C, 470-D, 470-E, 470-F, 470-G, 470-H, 470-I, 470-J

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

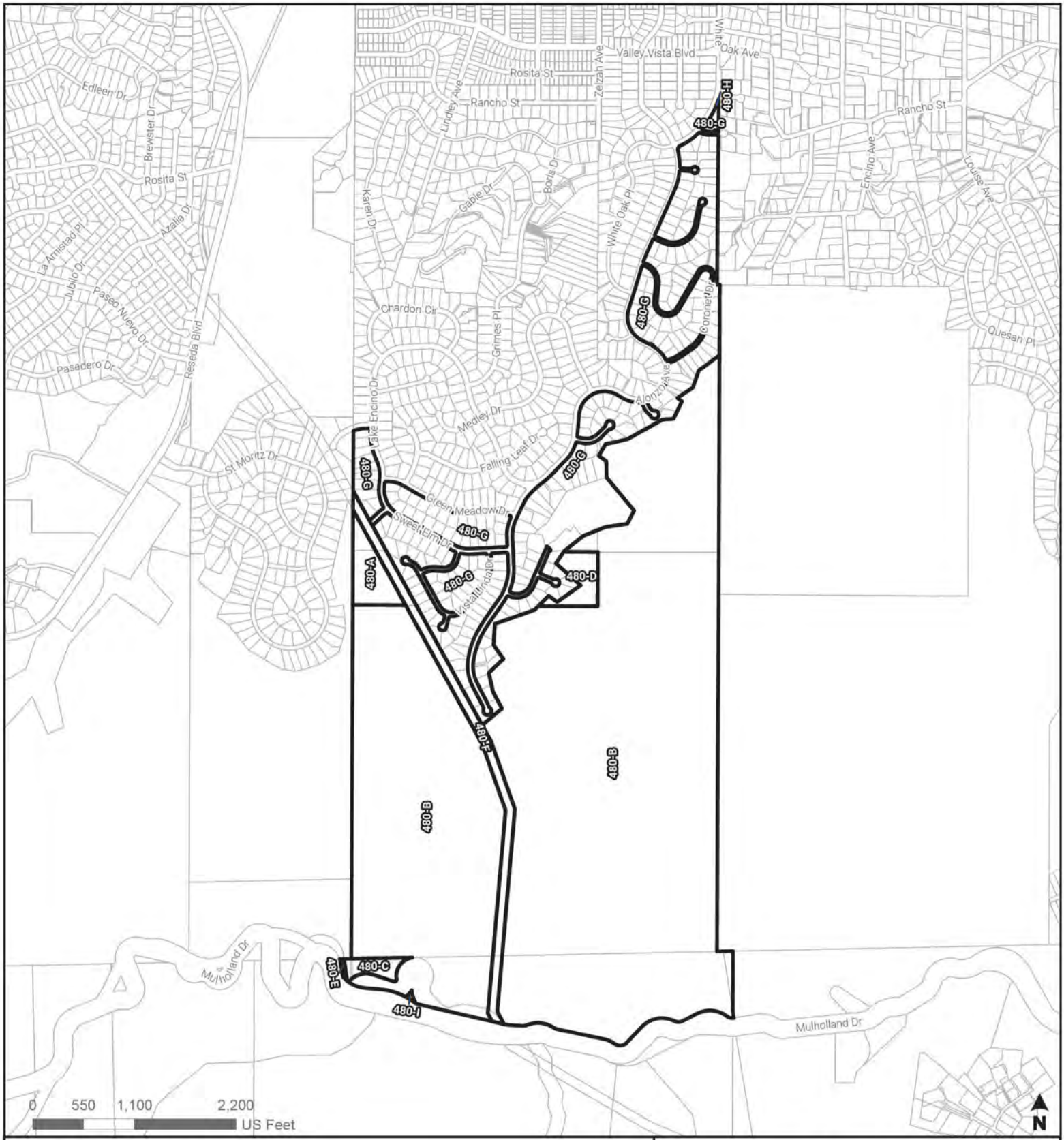
LM / AUG 2026

Section:

470

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

480-A, 480-B, 480-C, 480-D, 480-E, 480-F, 480-G, 480-H, 480-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

480

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

490-A, 490-B, 490-C, 490-D, 490-E, 490-F, 490-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

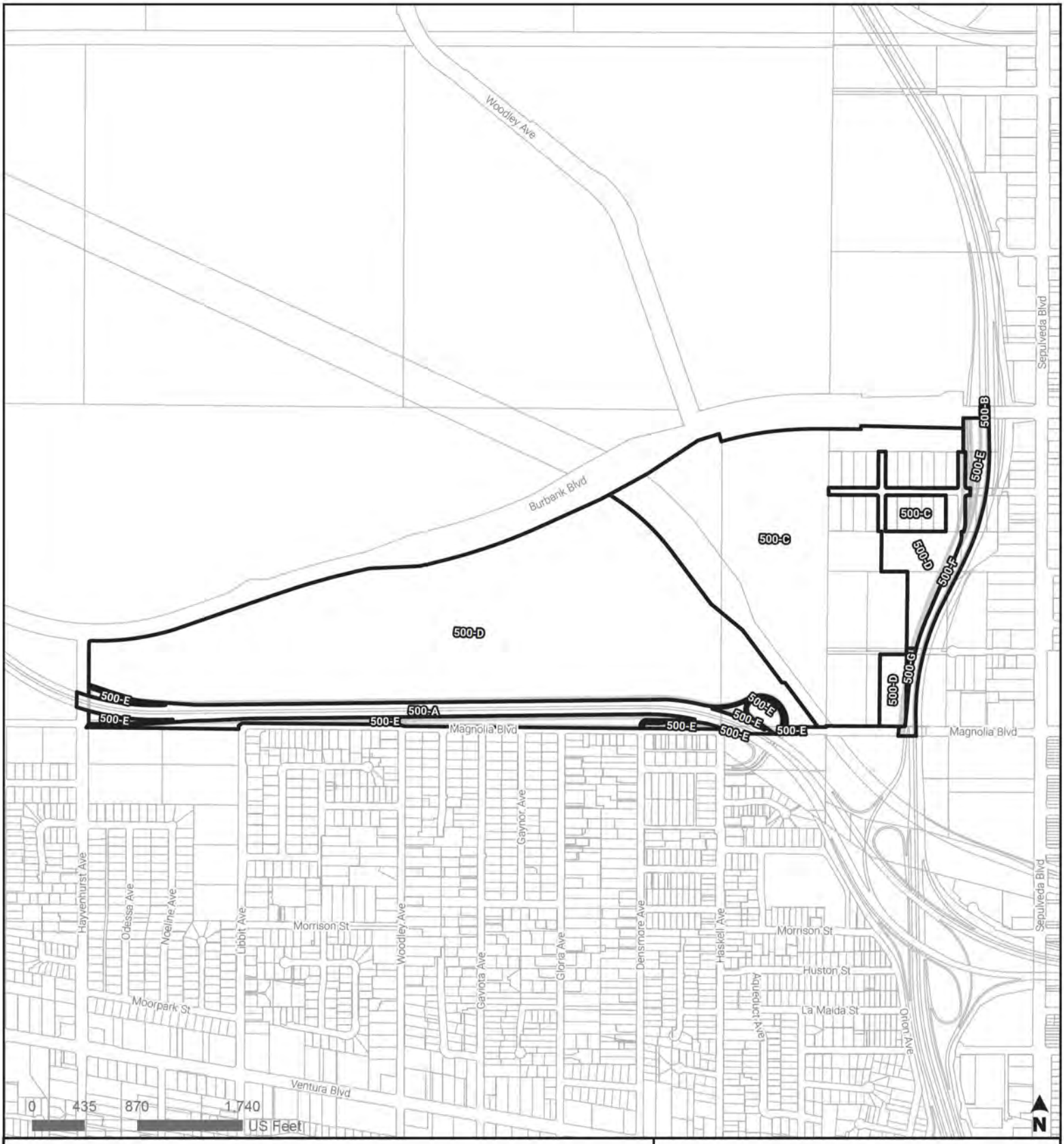
LM / AUG 2026

Section:

490

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

500-A, 500-B, 500-C, 500-D, 500-E, 500-F, 500-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

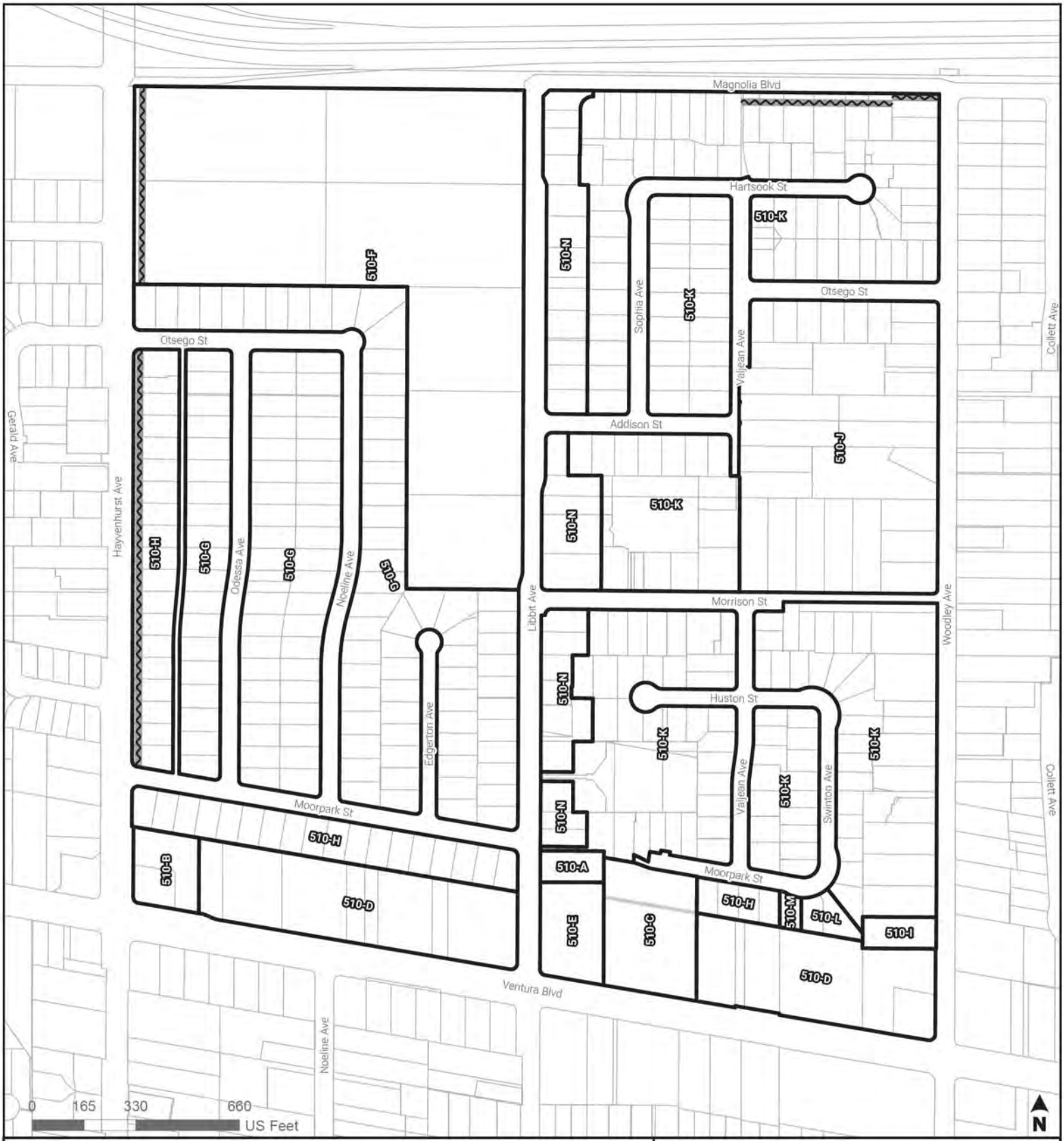
LM / AUG 2026

Section:

500

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

510-A, 510-B, 510-C, 510-D, 510-E, 510-F, 510-G, 510-H, 510-I, 510-J, 510-K, 510-L, 510-M, 510-N

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

510

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

520-A, 520-B, 520-C, 520-D, 520-E, 520-F, 520-G, 520-H, 520-I, 520-J, 520-K

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

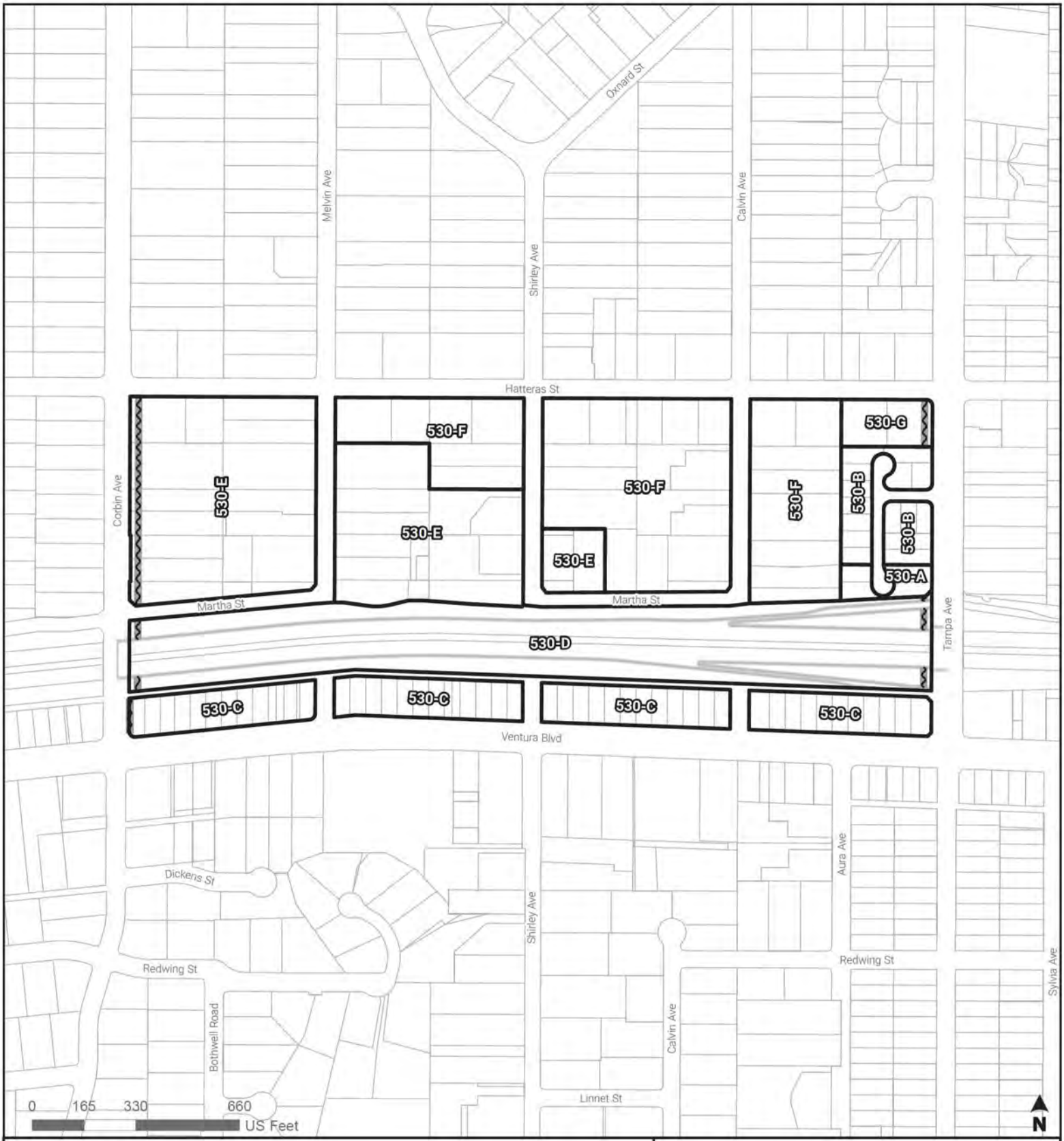
LM / AUG 2026

Section:

520

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

530-A, 530-B, 530-C, 530-D, 530-E, 530-F, 530-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

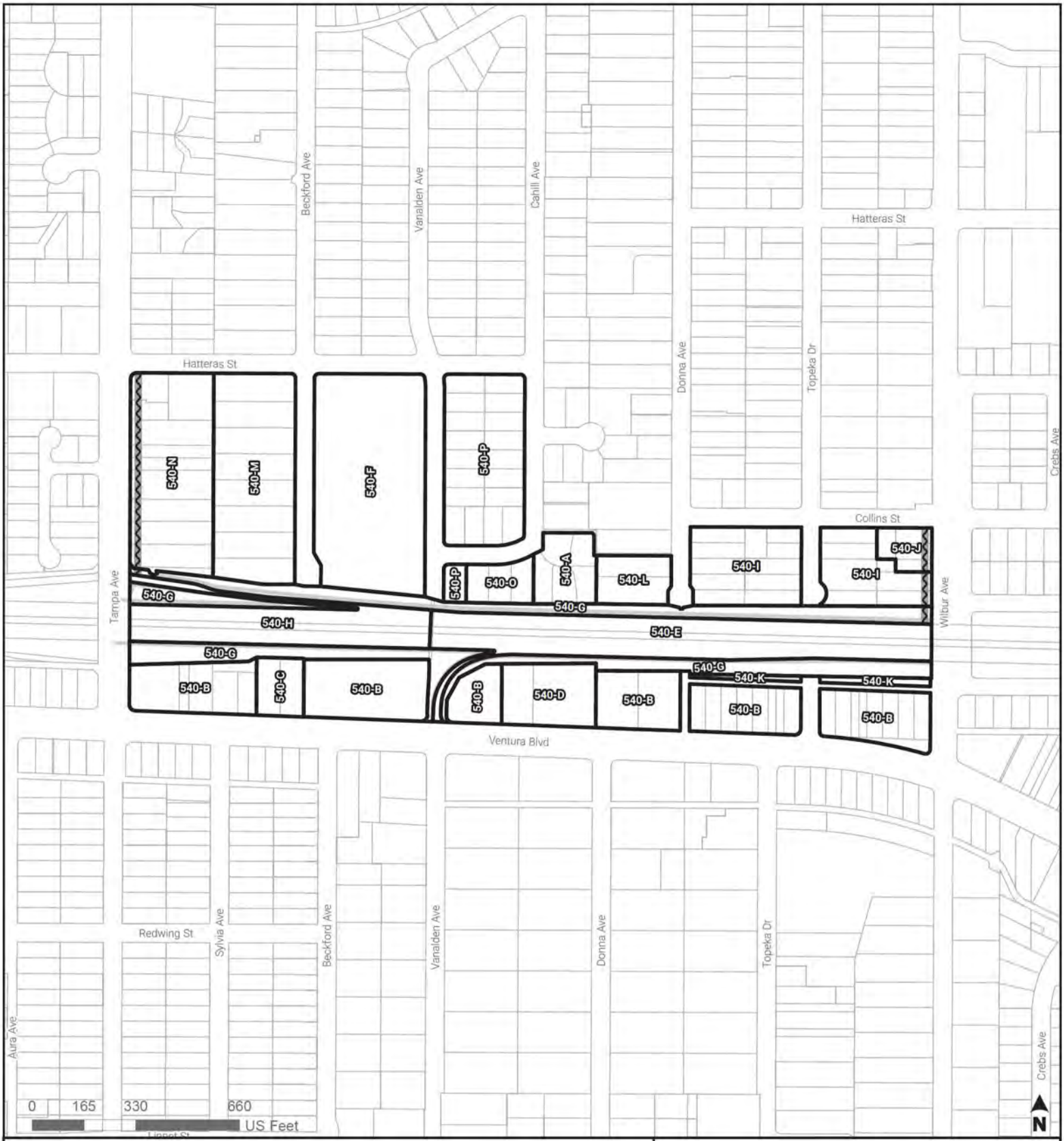
LM / AUG 2026

Section:

530

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

540-A, 540-B, 540-C, 540-D, 540-E, 540-F, 540-G, 540-H, 540-I, 540-J, 540-K, 540-L, 540-M, 540-N, 540-O, 540-P

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

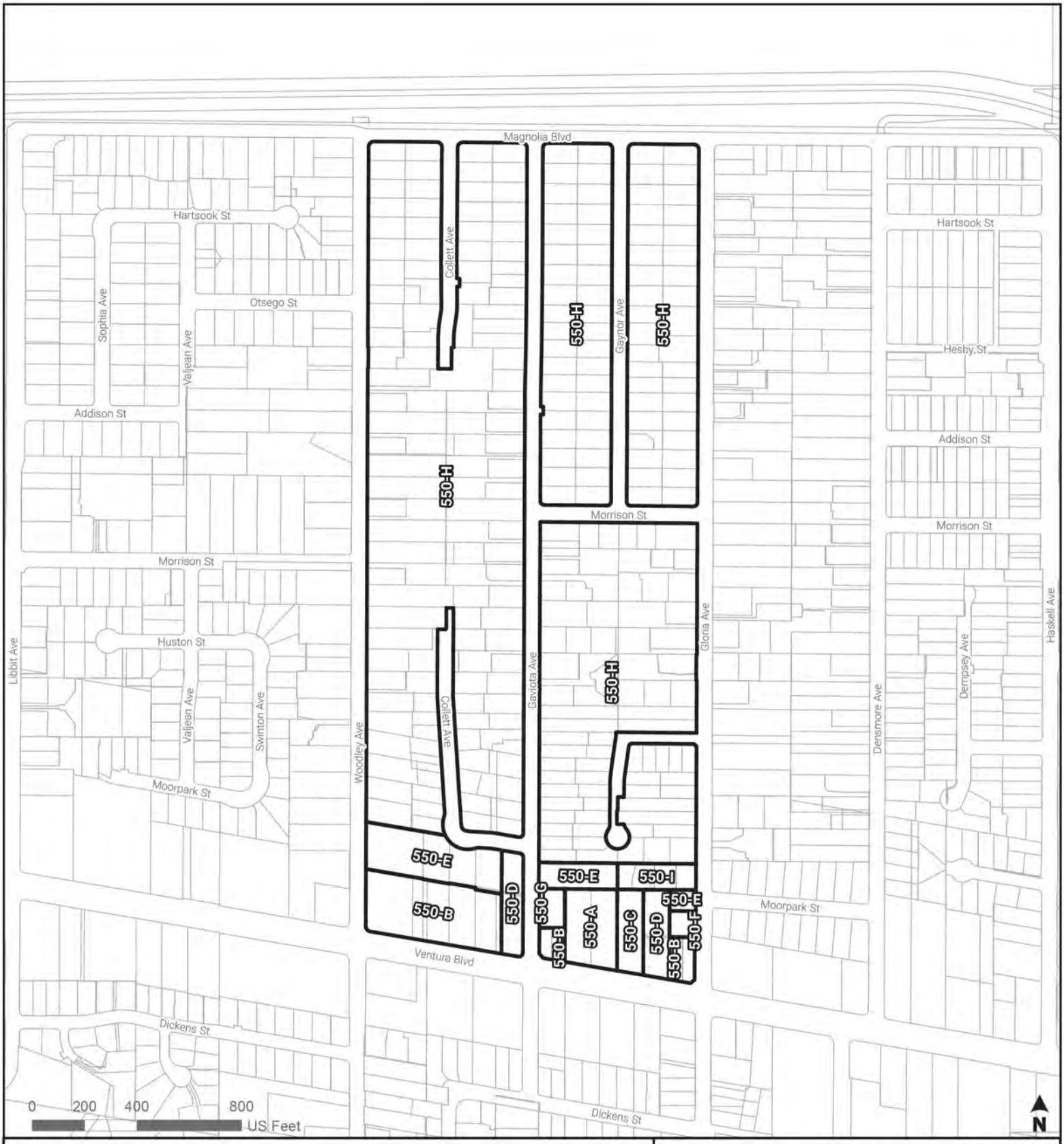
LM / AUG 2026

Section:

540

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

550-A, 550-B, 550-C, 550-D, 550-E, 550-F, 550-G, 550-H, 550-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

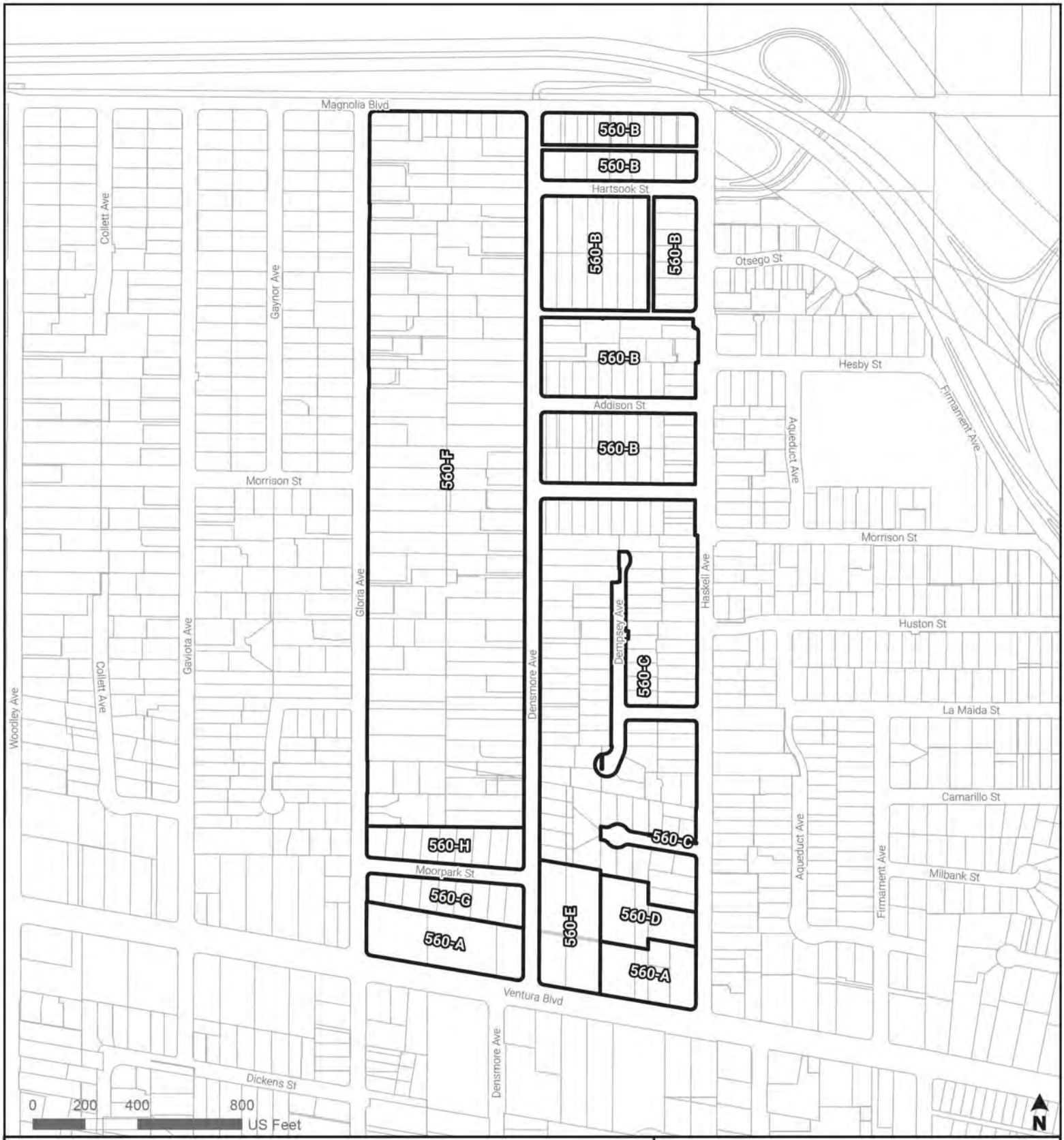
LM / AUG 2026

Section:

550

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

560-A, 560-B, 560-C, 560-D, 560-E, 560-F, 560-G, 560-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

560

CPC-2019-1745-CPU

Encino - Tarzana Community Plan Area

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-100-A	(T)(Q)RE40-1	[HGL1-FY3-21][RG3-1L]
ENC-100-B	(T)(Q)RE40-1	[HLG5-FY3-21][RG4-1L]
ENC-100-C	[Q]OS-1XL	[VF2-FX2-15][OS1-N]
ENC-100-D	A1-1-H , RE15-1-H	[VF2-FX2-15][OS1-N]
ENC-100-E	A1-1	[HGL1-FY3-21][RG3-1L]
ENC-100-F	A1-1	[HLG5-FY3-21][RG4-1L]
ENC-100-G	A1-1	[VF2-FX2-15][OS1-N]
ENC-100-H	A2-1	[HLG5-FY3-21][RG4-1L]
ENC-100-I	RA-1	[HGL1-FY3-21][RG4-1L]
ENC-100-J	RA-1	[HGL2-FY3-21][RG4-1L]
ENC-100-K	RA-1	[LG7-FY2-2][RG4-1L]
ENC-100-L	RE11-1	[HGL1-FY3-21][RG3-1L]
ENC-100-M	RE11-1 , RE15-1-H	[HGL1-FY3-21][RG3-1L]
ENC-100-N	RE15-1-H	[HGL1-FY3-21][RG3-1L]
ENC-100-O	RE15-1-H , RE11-1	[HGL1-FY3-21][RG3-1L]
ENC-110-A	A2-1-RIO	[VF2-FX2-15][OS1-N]
ENC-110-B	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
ENC-110-C	OS-1XL-RIO , PF-1XL-RIO	[VF2-FX2-15][OS1-N]
ENC-110-D	PF-1XL-RIO	[VF2-G4-15][P2-FA]
ENC-120-A	(Q)C4-1L	[MB3-SH4-8][CX8-FA]
ENC-120-B	(Q)C4-1L , (Q)C4-1L	[MB3-SH4-8][CX8-FA]
ENC-120-C	(Q)C4-1L , (Q)C4-1L, (Q)PB-1L	[MB3-SH4-8][CX8-FA]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-120-D	(Q)C4-1L , R1-1	[MB3-SH4-8][CX8-FA]
ENC-120-E	(Q)PB-1L	[MB3-SH4-8][CX8-FA]
ENC-120-F	(Q)PB-1L , (Q)C4-1L	[MB3-SH4-8][CX8-FA]
ENC-120-G	(Q)RD2-1 , (Q)RD2-1	[LN4-FY1-21][RG3-15]
ENC-120-H	(Q)RD2-1 , (Q)RD2-1, (Q)RD2-1	[LN4-FY1-21][RG3-15]
ENC-120-I	(Q)RD2-1 , (Q)RD2-1VLD, (Q)RD2-1	[LN4-FY1-21][RG3-15]
ENC-120-J	(T)(Q)R1-1	[MB3-SH4-8][CX8-FA]
ENC-120-K	C4-1L	[MB3-SH4-8][CX8-FA]
ENC-120-L	C4-1L , R1-1	[MB3-SH4-8][CX8-FA]
ENC-120-M	C4-1L , RE9-1	[MB3-SH4-8][CX8-FA]
ENC-120-N	R1-1	[HH1-FY3-21][RG3-1L]
ENC-120-O	R1-1	[LN3-FY1-21][RG3-4L]
ENC-120-P	R1-1	[MB3-SH4-8][CX8-FA]
ENC-120-Q	R1-1 , C4-1L	[MB3-SH4-8][CX8-FA]
ENC-120-R	R3-1	[LM8-MU4-23][RG3-8]
ENC-120-S	RA-1	[HGL2-FY3-21][RG4-1L]
ENC-120-T	RA-1	[LN3-FY1-21][RG3-4L]
ENC-120-U	RE15-1-H	[HGL1-FY3-21][RG3-1L]
ENC-120-V	RE15-1-H	[LG2-FY2-2][RG3-1L]
ENC-120-W	RE9-1	[H1V1-FY2-2][RG3-1L]
ENC-120-X	RE9-1	[LN3-FY1-1][RG3-4L]
ENC-120-Y	RE9-1	[LN3-FY1-2][RG3-4L]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-120-Z~~	~~RE9-1~~	~~[MB3-SH4-8][CX8-FA]~~
ENC-120-AA	RE9-1 , C4-1L	[MB3-SH4-8][CX8-FA]
ENC-120-BB	RE9-1 , C4-1L	[MB9-FY2-2][RG3-1L]
ENC-130-A	(Q)R3-1	[LM12-MU4-7][RX4-8]
ENC-130-B	[Q]PB-2D	[MM4-MU4-7][RX4-8]
ENC-130-C	[Q]PF-1XL	[VF2-G4-15][P1-FA]
ENC-130-D	C4-1L	[MB3-SH4-10][CX8-FA]
ENC-130-E	C4-1L , R3-1	[MB3-SH4-10][CX8-FA]
ENC-130-F	FRWY	[FWY]
ENC-130-G	FRWY , PF-1XL	[FWY]
ENC-130-H	OS-1XL-RIO	[FWY]
ENC-130-I	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
ENC-130-J	OS-1XL-RIO , PF-1XL	[VF2-FX2-15][OS1-N]
ENC-130-K	PF-1XL	[FWY]
ENC-130-L	PF-1XL , FRWY	[FWY]
ENC-130-M	PF-1XL	[VF2-G4-15][P1-FA]
ENC-130-N	R1-1	[H1V1-FY2-2][RG3-1L]
ENC-130-O	R1-1	[H1V1-FY2-22][RG3-1L]
ENC-130-P	R1-1	[LN3-FY1-1][RG3-4L]
ENC-130-Q	R1-1	[LN3-FY1-22][RG3-4L]
ENC-130-R	R3-1	[LM12-MU4-7][RX4-8]
ENC-130-S	R3-1 , C4-1L	[LM12-MU4-7][RX4-8]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-130-T	R3-1	[MM4-MU4-7][RX4-8]
ENC-130-U	R3-1 , C4-1L	[MM4-MU4-7][RX4-8]
ENC-130-V	R3-1 , R1-1	[MM4-MU4-7][RX4-8]
ENC-140-A	[Q]PF-1XL	[VF2-G4-15][P1-FA]
ENC-140-B	C1-1VLD	[LM9-SH6-13][CX9-4]
ENC-140-C	C2-1VLD	[LM9-SH6-13][CX9-4]
ENC-140-D	P-1VLD	[LM9-SH6-13][CX9-4]
ENC-140-E	P-1VLD , C2-1VLD	[LM9-SH6-13][CX9-4]
ENC-140-F	QC2-1VLD	[LM9-SH6-13][CX9-4]
ENC-140-G	QC2-1VLD , QP-1VLD	[LM9-SH6-13][CX9-4]
ENC-140-H	QP-1VLD	[LM9-SH6-13][CX9-4]
ENC-140-I	QP-1VLD , QC2-1VLD	[LM9-SH6-13][CX9-4]
ENC-140-J	R1-1	[H1V1-FY2-2][RG3-1L]
ENC-140-K	RA-1	[HGL2-FY3-21][RG4-1L]
ENC-140-L	RA-1	[LG7-FY2-2][RG4-1L]
ENC-140-M	RA-1	[LM9-SH6-13][CX9-4]
ENC-140-N	RA-1	[LN3-FY1-1][RG3-4L]
ENC-140-O	RA-1	[LN3-FY1-21][RG3-4L]
ENC-150-A	(T)R1-1	[LN3-FY1-22][RX3-4L]
ENC-150-B	[Q]C1.5-1VLD	[MM8-SH4-10][CX7-4]
ENC-150-C	R1-1	[LN3-FY1-22][RX3-4L]
ENC-150-D	RA-1	[LG3-FY2-2][RG4-1L]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-150-E~~	~~RA-1~~	~~[LG3-FY2-22][RG4-1L]~~
ENC-150-F	RA-1	[LN3-FY1-22][RX3-4L]
ENC-150-G	RA-1	[MM8-SH4-10][CX7-4]
ENC-150-H	RA-1 , [Q]C1.5-1VLD	[MM8-SH4-10][CX7-4]
ENC-160-A	OS-1XL	[VF2-FX2-15][OS1-N]
ENC-160-B	PF-1XL	[VF2-G4-15][P1-FA]
ENC-160-C	RA-1-H	[HGL2-FY3-21][RG4-1L]
ENC-160-D	RA-1	[HGL2-FY3-21][RG4-1L]
ENC-160-E	RA-1	[LG7-FY2-2][RG4-1L]
ENC-160-F	RA-1	[LG7-FY2-22][RG4-1L]
ENC-160-G	RE11-1	[HGL1-FY3-21][RG3-1L]
ENC-170-A	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
ENC-170-B	OS-1XL-RIO , PF-1XL-RIO	[VF2-FX2-15][OS1-N]
ENC-170-C	R1-1-RIO	[H1V1-FY2-2][RG3-1L]
ENC-180-A	[Q]PF-1XL-RIO	[VF2-G4-15][P1-FA]
ENC-180-B	R1-1-RIO	[H1V1-FY2-2][RG3-1L]
ENC-180-C	R1-1-RIO	[LN3-FY1-1][RX3-4L]
ENC-190-A	[Q]CR-1VLD-RIO	[LM9-SH6-13][CX9-4]
ENC-190-B	[Q]PF-1XL-RIO	[VF2-G4-15][P1-FA]
ENC-190-C	[T][Q]RD1.5-1XL-RIO	[LN4-FY1-1][RX3-4L]
ENC-190-D	R1-1-RIO	[H1V1-FY2-2][RG3-1L]
ENC-190-E	R1-1-RIO	[H1V1-FY2-22][RG3-1L]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-190-F~~	~~R1-1-RIO~~	~~[LN3-FY1-1][RX3-4L]~~
ENC-190-G	R1-1-RIO	[LN3-FY1-22][RX3-4L]
ENC-200-A	(Q)RD6-1	[LN4-FY1-22][RX3-15]
ENC-200-B	(T)(Q)R1-1	[LN3-FY1-22][RX3-4L]
ENC-200-C	(T)R1-1	[LN3-FY1-22][RX3-4L]
ENC-200-D	[Q]C1.5-1VLD	[MM8-SH4-10][CX7-4]
ENC-200-E	[Q]PF-1XL	[VF2-G4-15][P1-FA]
ENC-200-F	[Q]RD4-1	[LN4-FY1-22][RX3-15]
ENC-200-G	R1-1	[H1V1-FY2-2][RG3-1L]
ENC-200-H	R1-1	[H1V1-FY2-22][RG3-1L]
ENC-200-I	R1-1	[LN3-FY1-22][RX3-4L]
ENC-200-J	RA-1	[H1V1-FY2-2][RG3-1L]
ENC-200-K	RA-1	[H1V1-FY2-22][RG3-1L]
ENC-200-L	RA-1	[LG7-FY2-22][RG4-1L]
ENC-200-M	RA-1	[LN3-FY1-22][RX3-4L]
ENC-200-N	RE20-1	[LG7-FY2-22][RG4-1L]
ENC-200-O	RE9-1	[H1V1-FY2-22][RG3-1L]
ENC-200-P	RS-1	[H1V1-FY2-22][RG3-1L]
ENC-200-Q	RS-1 , [Q]RD4-1	[H1V1-FY2-22][RG3-1L]
ENC-210-A	(Q)MR1-1	[LB3-G4-7][I5-N]
ENC-210-B	(Q)MR1-1 , (Q)P-1	[LB3-G4-7][I5-N]
ENC-210-C	(Q)RD3-1	[MM4-MU4-7][RX4-8]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-210-D	(Q)RD3-1	[MM5-MU4-7][RG3-6]
ENC-210-E	(T)(Q)RD3-1	[MM4-MU4-7][RX4-8]
ENC-210-F	(T)R1-1	[LN3-FY1-22][RX3-4L]
ENC-210-G	[Q]PF-1XL	[LF2-G4-15][P2-FA]
ENC-210-H	[Q]PF-1XL	[VF2-G4-15][P1-FA]
ENC-210-I	MR1-1 , (Q)P-1	[LB3-G4-7][I5-N]
ENC-210-J	PF-1XL	[LN3-FY1-22][RX3-4L]
ENC-210-K	PF-1XL	[VF2-G4-15][P1-FA]
ENC-210-L	R1-1	[LN3-FY1-22][RX3-4L]
ENC-210-M	RA-1	[LN3-FY1-22][RX3-4L]
ENC-210-N	RA-1	[MM4-MU4-7][RX4-8]
ENC-210-O	RA-1 , (Q)RD3-1	[MM4-MU4-7][RX4-8]
ENC-210-P	RS-1	[MM4-MU4-7][RX4-8]
ENC-220-A	(Q)R3-1	[MM4-MU4-7][RX4-8]
ENC-220-B	(T)(Q)M1-1 , (T)(Q)M1-1	[LB3-G4-7][I5-N]
ENC-220-C	[Q]PF-1XL	[LF2-G4-15][P2-FA]
ENC-220-D	C2-1VL	[MM8-SH4-10][CX7-4]
ENC-220-E	CM-1 , C2-1VL	[MM8-SH4-10][CX7-4]
ENC-220-F	M1-1 , P-1	[LB3-G4-7][I5-N]
ENC-220-G	M1-1	[MM8-SH4-10][CX7-4]
ENC-220-H	MR1-1 , P-1	[LB3-G4-7][I5-N]
ENC-220-I	P-1	[LB3-G4-7][I5-N]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-220-J~~	~~P-1 , CM-1~~	~~[MM8-SH4-10][CX7-4]~~
ENC-220-K	QR3-1 , R3-1	[MM4-MU4-7][RX4-8]
ENC-220-L	R3-1	[MM4-MU4-7][RX4-8]
ENC-220-M	R3-1	[MM5-MU4-7][RG3-6]
ENC-230-A	(Q)C2-1VLD	[LM12-MU4-7][RX4-8]
ENC-230-B	[Q]PF-1XL	[VF2-G4-15][P1-FA]
ENC-230-C	C2-1VL	[LM9-SH6-13][CX9-4]
ENC-230-D	C4-1VL	[LM9-SH6-13][CX9-4]
ENC-230-E	C4-1VL , P-1VL	[LM9-SH6-13][CX9-4]
ENC-230-F	C4-1VL , RA-1	[LM9-SH6-13][CX9-4]
ENC-230-G	OS-1XL	[VF2-FX2-15][OS1-N]
ENC-230-H	P-1VL , C4-1VL	[LM9-SH6-13][CX9-4]
ENC-230-I	R1-1	[H1V1-FY2-2][RG3-1L]
ENC-230-J	R1-1	[H1V1-FY2-22][RG3-1L]
ENC-230-K	R1-1	[LG7-FY2-2][RG4-1L]
ENC-230-L	R1-1	[LN3-FY1-1][RX3-4L]
ENC-230-M	R1-1	[LN3-FY1-22][RX3-4L]
ENC-230-N	R1-1VLD	[LN3-FY1-22][RX3-4L]
ENC-230-O	RA-1	[H1V1-FY2-2][RG3-1L]
ENC-230-P	RA-1	[LG7-FY2-2][RG4-1L]
ENC-230-Q	RA-1 , C4-1VL	[LM9-SH6-13][CX9-4]
ENC-230-R	RE9-1	[H1V1-FY2-2][RG3-1L]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-230-S~~	~~RS-1~~	~~[H1V1-FY2-2][RG3-1L]~~
ENC-240-A	(Q)RD1.5-1	[MM4-MU4-7][RX4-8]
ENC-240-B	(Q)RD2-1	[MM4-MU4-7][RX4-8]
ENC-240-C	(Q)RD3-1	[LM12-MU4-7][RX4-8]
ENC-240-D	(Q)RD3-1	[MM4-MU4-7][RX4-8]
ENC-240-E	(T)(Q)R3-1	[LM12-MU4-7][RX4-8]
ENC-240-F	(T)(Q)RD1.5-1	[MM4-FX2-7][OS1-N]
ENC-240-G	(T)(Q)RD1.5-1	[MM4-MU4-7][RX4-8]
ENC-240-H	(T)(Q)RD2-1	[LM12-MU4-7][RX4-8]
ENC-240-I	(T)(Q)RD3-1	[LM12-MU4-7][RX4-8]
ENC-240-J	(T)R1-1	[LN3-FY1-22][RX3-4L]
ENC-240-K	(T)R1-1	[MM4-MU4-7][RX4-8]
ENC-240-L	OS-1XL , R3-1	[MM4-FX2-7][OS1-N]
ENC-240-M	OS-1XL	[VF2-FX2-15][OS1-N]
ENC-240-N	R1-1	[LN3-FY1-1][RX3-4L]
ENC-240-O	R1-1	[LN3-FY1-22][RX3-4L]
ENC-240-P	R1-1	[MM4-MU4-7][RX4-8]
ENC-240-Q	R3-1	[MM4-MU4-7][RX4-8]
ENC-240-R	RA-1	[LM8-MU4-23][RX4-8]
ENC-240-S	RA-1	[LM8-MU4-7][RX4-8]
ENC-240-T	RA-1	[LN3-FY1-22][RX3-4L]
ENC-240-U	RA-1	[MM4-MU4-7][RX4-8]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-240-V~~	~~RD2-1~~	~~[MM4-MU4-7][RX4-8]~~
ENC-240-W	RD2-1	[MM5-MU4-7][RG3-6]
ENC-250-A	(Q)C1-1VL	[MM3-SH6-13][CX9-4]
ENC-250-B	(Q)C2-1VL	[MM3-SH6-13][CX9-4]
ENC-250-C	(Q)R3-1-RIO	[LM8-MU4-23][RX4-8]
ENC-250-D	(Q)R3-1	[LM8-MU4-23][RG3-8]
ENC-250-E	(Q)R3-1	[MM3-SH6-13][CX9-4]
ENC-250-F	(Q)R3-1 , (Q)R3-1	[MM3-SH6-13][CX9-4]
ENC-250-G	(T)(Q)R3-1	[LM8-MU4-23][RG3-8]
ENC-250-H	[Q]R3-1	[LM8-MU4-23][RG3-8]
ENC-250-I	[Q]RD1.5-1	[LM8-MU4-23][RG3-8]
ENC-250-J	C2-1VL	[MM3-SH6-13][CX9-4]
ENC-250-K	C2-1VL , P-1VL	[MM3-SH6-13][CX9-4]
ENC-250-L	C2-1VLD-RIO	[MM3-SH6-13][CX9-4]
ENC-250-M	C4-1VL	[MM3-SH6-13][CX9-4]
ENC-250-N	C4-1VL , C2-1VL	[MM3-SH6-13][CX9-4]
ENC-250-O	C4-1VL , P-1VL	[MM3-SH6-13][CX9-4]
ENC-250-P	C4-1VL , P-1VL, (Q)C4-1VL	[MM3-SH6-13][CX9-4]
ENC-250-Q	FRWY	[FWY]
ENC-250-R	P-1VL	[MM3-SH6-13][CX9-4]
ENC-250-S	P-1VL , C4-1VL	[MM3-SH6-13][CX9-4]
ENC-250-T	P-1VLD-RIO	[MM3-SH6-13][CX9-4]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-250-U~~	~~PF-1XL~~	~~[FWY]~~
ENC-250-V	QC1-1VL	[MM3-SH6-13][CX9-4]
ENC-250-W	QP-1 , QC1-1VL	[MM3-SH6-13][CX9-4]
ENC-250-X	R3-1-RIO	[LM8-MU4-23][RX4-8]
ENC-250-Y	R3-1	[LM8-MU4-23][RG3-8]
ENC-250-Z	RA-1	[LM8-MU4-23][RG3-8]
ENC-250-AA	RA-1	[MM3-SH6-13][CX9-4]
ENC-250-BB	RA-1 , C4-1VL	[MM3-SH6-13][CX9-4]
ENC-250-CC	RD2-1 , R3-1	[LM8-MU4-23][RG3-8]
ENC-260-A	(Q)MR1-1	[LB3-G4-7][I5-N]
ENC-260-B	(Q)RD1.5-1	[MM4-MU4-7][RX4-8]
ENC-260-C	(Q)RD1.5-1	[MM5-MU4-7][RG3-6]
ENC-260-D	(Q)RD2-1	[MM4-MU4-7][RX4-8]
ENC-260-E	(Q)RD2-1	[MM5-MU4-7][RG3-6]
ENC-260-F	(Q)RD3-1	[MM4-MU4-7][RX4-8]
ENC-260-G	(T)(Q)R3-1	[MM4-MU4-7][RX4-8]
ENC-260-H	(T)(Q)RD1.5-1	[MM5-MU4-7][RG3-6]
ENC-260-I	C2-1VL	[MM8-SH4-10][CX7-4]
ENC-260-J	M1-1	[LB3-G4-7][I5-N]
ENC-260-K	P-1	[LB3-G4-7][I5-N]
ENC-260-L	R3-1	[MM4-MU4-7][RX4-8]
ENC-260-M	R3-1	[MM5-MU4-7][RG3-6]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-260-N~~	~~RA-1~~	~~[MM5-MU4-7][RG3-6]~~
ENC-270-A	(Q)C2-1VL	[MM13-SH4-10][CX6-4]
ENC-270-B	[Q]PF-1XL	[VF2-G4-15][P1-FA]
ENC-270-C	C2-1L	[MM13-SH4-10][CX6-4]
ENC-270-D	C2-1VL	[LM13-G4-15][P2-FA]
ENC-270-E	C2-1VL	[LM13-SH4-10][CX7-4]
ENC-270-F	C2-1VL	[MM13-SH4-10][CX6-4]
ENC-270-G	C2-1VL , (Q)C2-1VL	[MM13-SH4-10][CX6-4]
ENC-270-H	C2-1VLD	[LM9-SH6-13][CX9-4]
ENC-270-I	C2-1VLD , RA-1	[LM9-SH6-13][CX9-4]
ENC-270-J	PF-1XL	[VF2-G4-15][P1-FA]
ENC-270-K	PF-1XL	[VF2-G4-15][P2-FA]
ENC-270-L	R1-1	[H1V1-FY2-2][RG3-1L]
ENC-270-M	R1-1	[LN3-FY1-22][RG3-4L]
ENC-270-N	R1-1	[VF2-FX2-15][OS1-N]
ENC-270-O	R1-1LD	[LN3-FY1-22][RG3-4L]
ENC-270-P	RA-1	[HGL2-FY3-21][RG4-1L]
ENC-270-Q	RA-1	[LG7-FY2-2][RG4-1L]
ENC-270-R	RA-1	[LG7-FY2-22][RG4-1L]
ENC-270-S	RA-1 , C2-1VLD	[LM9-SH6-13][CX9-4]
ENC-270-T	RA-1	[LN3-FY1-1][RG3-4L]
ENC-270-U	RA-1	[LN3-FY1-22][RG3-4L]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-280-A	(Q)C1-1L	[MM8-SH4-10][CX7-4]
ENC-280-B	(Q)C1-1L , (Q)C2-1L	[MM8-SH4-10][CX7-4]
ENC-280-C	(Q)C2-1L	[MM8-SH4-10][CX7-4]
ENC-280-D	(Q)C2-1LD	[MM13-SH4-10][CX6-4]
ENC-280-E	(Q)CR-1VLD	[MM3-SH6-13][CX9-4]
ENC-280-F	(Q)P-1L , (Q)C2-1L	[MM8-SH4-10][CX7-4]
ENC-280-G	(Q)PB-1L	[MM13-SH4-10][CX6-4]
ENC-280-H	(Q)R3-1	[LM12-MU4-7][RX4-8]
ENC-280-I	(Q)RD2-1	[MM4-MU4-7][RX4-8]
ENC-280-J	(T)(Q)R3-1	[MM4-MU4-7][RX4-8]
ENC-280-K	(T)(Q)R3-1	[MM8-SH4-10][CX7-4]
ENC-280-L	[Q]CR-1VL	[LM13-SH4-10][CX7-4]
ENC-280-M	[Q]CR-1VL , [Q]PF-1VL	[LM13-SH4-10][CX7-4]
ENC-280-N	[Q]PF-1VL	[LF2-G4-15][P2-FA]
ENC-280-O	[Q]PF-1VL	[LM13-SH4-10][CX7-4]
ENC-280-P	[Q]R3-1	[MM4-MU4-7][RX4-8]
ENC-280-Q	C2-1	[MM8-SH4-10][CX7-4]
ENC-280-R	C2-1L	[MM13-SH4-10][CX6-4]
ENC-280-S	C2-1L	[MM8-SH4-10][CX7-4]
ENC-280-T	C2-1VL	[LM13-SH4-10][CX7-4]
ENC-280-U	C2-1VL , (Q)PB-1L	[MM13-SH4-10][CX6-4]
ENC-280-V	C2-1VL , P-1	[MM13-SH4-10][CX6-4]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-280-W~~	~~C2-1VLD~~	~~[MM3-SH6-13][CX9-4]~~
ENC-280-X	FRWY	[FWY]
ENC-280-Y	P-1L , C2-1	[MM8-SH4-10][CX7-4]
ENC-280-Z	P-1L , C2-1L	[MM8-SH4-10][CX7-4]
ENC-280-AA	PF-1XL	[FWY]
ENC-280-BB	PF-1XL	[VF2-G4-15][P1-FA]
ENC-280-CC	PF-1XL	[VF2-G4-15][P2-FA]
ENC-280-DD	R1-1	[LN3-FY1-22][RX3-4L]
ENC-280-EE	R1-1	[MM8-SH4-10][CX7-4]
ENC-280-FF	R3-1	[LM12-MU4-7][RX4-8]
ENC-280-GG	R3-1 , C2-1L	[MM13-SH4-10][CX6-4]
ENC-280-HH	R3-1	[MM4-MU4-7][RX4-8]
ENC-280-II	R3-1 , (Q)R3-1	[MM4-MU4-7][RX4-8]
ENC-290-A	(Q)C2-1	[MM8-SH4-10][CX7-4]
ENC-290-B	(Q)C2-1L , (Q)C2-1L	[MM8-SH4-10][CX7-4]
ENC-290-C	(Q)C2-1VL , (Q)C2-1VL	[MM8-SH4-10][CX7-4]
ENC-290-D	(Q)C2-1VLD	[LM9-SH4-10][CX7-4]
ENC-290-E	(Q)C2-1VLD , (Q)C2-1VLD	[MM8-SH4-10][CX7-4]
ENC-290-F	(Q)R3-1	[LM12-MU4-7][RX4-8]
ENC-290-G	(T)(Q)C2-1L	[MM8-SH4-10][CX7-4]
ENC-290-H	(T)(Q)C2-1L , (T)(Q)C2-1L	[MM8-SH4-10][CX7-4]
ENC-290-I	(T)(Q)R3-1	[LM12-MU4-7][RX4-8]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-290-J~~	~~[T][Q]C2-1~~	~~[MM3-SH4-10][CX7-4]~~
ENC-290-K	C2-1L	[MM8-SH4-10][CX7-4]
ENC-290-L	C2-1L , C4-1L, P-1L	[MM8-SH4-10][CX7-4]
ENC-290-M	C2-1L , P-1L	[MM8-SH4-10][CX7-4]
ENC-290-N	C2-1L , P-1L, C4-1L	[MM8-SH4-10][CX7-4]
ENC-290-O	C2-1L , PB-1L	[MM8-SH4-10][CX7-4]
ENC-290-P	C2-1VLD , R1-1VLD	[MM3-FX2-10][OS1-N]
ENC-290-Q	C2-1VLD	[MM3-SH4-8][CX7-4]
ENC-290-R	C2-1VLD	[MM8-SH4-10][CX7-4]
ENC-290-S	C2-1VLD , P-1VLD	[MM8-SH4-10][CX7-4]
ENC-290-T	C2-1VLD , R1-1VLD	[MM8-SH4-10][CX7-4]
ENC-290-U	FRWY	[FWY]
ENC-290-V	OS-1XL	[VF2-FX2-15][OS1-N]
ENC-290-W	P-1L	[MM8-SH4-10][CX7-4]
ENC-290-X	P-1L , C2-1L	[MM8-SH4-10][CX7-4]
ENC-290-Y	P-1L , C2-1L, C2-1	[MM8-SH4-10][CX7-4]
ENC-290-Z	P-1L , C4-1L	[MM8-SH4-10][CX7-4]
ENC-290-AA	PF-1XL	[FWY]
ENC-290-BB	PF-1XL	[LF2-G4-15][P2-FA]
ENC-290-CC	QR4-1LD	[MM8-SH4-10][CX7-4]
ENC-290-DD	R1-1	[LN3-FY1-22][RG3-4L]
ENC-290-EE	R1-1	[VF2-FX2-15][OS1-N]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-290-FF~~	~~R1-1~~	~~[VF2-G4-15][P1-FA]~~
ENC-290-GG	R3-1	[LM12-MU4-7][RX4-8]
ENC-290-HH	R3-1	[MM4-MU4-7][RX4-8]
ENC-290-II	R3-1 , RA-1	[MM4-MU4-7][RX4-8]
ENC-290-JJ	RA-1	[LM12-MU4-23][RX4-8]
ENC-290-KK	RA-1	[LM12-MU4-7][RX4-8]
ENC-290-LL	RD2-1	[LM12-MU4-7][RX4-8]
ENC-300-A	(Q)C2-1VL	[MM7-SH4-10][CX7-4]
ENC-300-B	C2-1VL	[LM13-SH4-10][CX7-4]
ENC-300-C	C2-1VL	[MM7-SH4-10][CX7-4]
ENC-300-D	R1-1	[H1V1-FY2-22][RG3-1L]
ENC-300-E	R1-1	[LN3-FY1-22][RG3-4L]
ENC-300-F	RA-1	[LG7-FY2-22][RG4-1L]
ENC-310-A	(Q)C1-1VLD-RIO , (Q)P-1VLD-RIO,	[MM3-SH6-13][CX9-4]
ENC-310-B	(Q)CR-1VLD	[MM3-SH6-13][CX9-4]
ENC-310-C	(Q)CR-1VLD , (Q)C4-1VLD	[MM3-SH6-13][CX9-4]
ENC-310-D	(Q)P-1VL	[LM17-SH4-8][CX6-4]
ENC-310-E	(Q)R3-1-RIO	[LM8-MU4-23][RX4-8]
ENC-310-F	(Q)R3-1	[LM8-MU4-23][RG3-8]
ENC-310-G	(Q)R3-1XL	[LM8-MU4-23][RG3-8]
ENC-310-H	(T)(Q)R3-1	[LM8-MU4-23][RG3-8]
ENC-310-I	[Q]C2-1VL	[LM17-SH4-8][CX6-4]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-310-J~~	~~[Q]PF-1XL~~	~~[MM3-SH4-8][CX7-4]~~
ENC-310-K	[Q]PF-1XL	[VF2-G4-15][P1-FA]
ENC-310-L	C4-1VL , (Q)P-1VL	[LM17-SH4-8][CX6-4]
ENC-310-M	C4-1VL , P-1VL	[LM17-SH4-8][CX6-4]
ENC-310-N	C4-1VL	[MM3-SH4-8][CX7-4]
ENC-310-O	CR-1VLD , P-1VLD	[MM3-SH6-13][CX9-4]
ENC-310-P	FRWY	[FWY]
ENC-310-Q	OS-1XL	[VF2-FX2-15][OS1-N]
ENC-310-R	P-1VL	[LM17-SH4-8][CX6-4]
ENC-310-S	P-1VL , C4-1VL, C2-1VL	[LM17-SH4-8][CX6-4]
ENC-310-T	P-1VL	[MM3-SH4-8][CX7-4]
ENC-310-U	P-1VLD-RIO , CR-1VLD-RIO	[MM3-SH6-13][CX9-4]
ENC-310-V	PF-1XL	[FWY]
ENC-310-W	R1-1	[LM8-MU4-23][RG3-8]
ENC-310-X	R1-1	[LN3-FY1-1][RG3-4L]
ENC-310-Y	R1P-1VL	[MM3-SH4-8][CX7-4]
ENC-310-Z	R3-1-RIO	[LM8-MU4-23][RX4-8]
ENC-310-AA	R3-1	[LM8-MU4-23][RG3-8]
ENC-310-BB	R3-1L	[LM8-MU4-23][RG3-8]
ENC-310-CC	R3-2	[MM3-SH4-8][CX7-4]
ENC-310-DD	RA-1	[LG7-FY2-2][RG4-1L]
ENC-310-EE	RA-1 , P-1VL	[LG7-FY2-2][RG4-1L]

Subarea ID	Existing Zone	Proposed Zone
~~ENC-310-FF~~	~~RA-1 , RE11-1~~	~~[LG7-FY2-2][RG4-1L]~~
ENC-310-GG	RA-1	[LM17-SH4-8][CX6-4]
ENC-310-HH	RA-1VLD	[MM3-SH6-13][CX9-4]
ENC-310-II	RE11-1	[LG7-FY2-2][RG4-1L]
ENC-310-JJ	RE11-1 , RA-1	[LG7-FY2-2][RG4-1L]
ENC-310-KK	RE9-1	[LN3-FY1-1][RG3-4L]
ENC-320-A	(T)RS-1	[H1V1-FY2-2][RG3-1L]
ENC-320-B	C2-1VL	[LM9-SH6-13][CX9-4]
ENC-320-C	C4-1VL	[LM9-SH6-13][CX9-4]
ENC-320-D	C4-1VL , RA-1	[LM9-SH6-13][CX9-4]
ENC-320-E	QP-1VL , QC4-1VL	[LM9-SH6-13][CX9-4]
ENC-320-F	RA-1	[H1V1-FY2-2][RG3-1L]
ENC-320-G	RA-1	[LG7-FY2-2][RG4-1L]
ENC-320-H	RA-1 , C4-1VL	[LM9-SH6-13][CX9-4]
ENC-320-I	RA-1	[LN3-FY1-1][RG3-4L]
ENC-320-J	RE11-1	[LG1-FY2-2][RG3-1L]
ENC-320-K	RE9-1	[H1V1-FY2-2][RG3-1L]
ENC-320-L	RS-1	[H1V1-FY2-2][RG3-1L]
ENC-320-M	RS-1	[LM9-SH6-13][CX9-4]
ENC-330-A	(Q)P-1 , (Q)C4-1VL, (Q)P-1,	[LM17-SH4-8][CX6-4]
ENC-330-B	C2-1VL	[LM17-SH4-8][CX6-4]
ENC-330-C	C2-1VL , P-1	[LM17-SH4-8][CX6-4]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-330-D	C2-1VL	[MM3-SH4-8][CX7-4]
ENC-330-E	C4-1VL	[LM17-SH4-8][CX6-4]
ENC-330-F	C4-1VL , (Q)P-1	[LM17-SH4-8][CX6-4]
ENC-330-G	C4-1VL	[MM3-SH4-8][CX7-4]
ENC-330-H	R1-1	[LN3-FY1-1][RG3-4L]
ENC-330-I	R1-1 , RA-1	[LN3-FY1-1][RG3-4L]
ENC-330-J	R1-1	[MM3-SH4-8][CX7-4]
ENC-330-K	R1P-1	[MM3-SH4-8][CX7-4]
ENC-330-L	R3-1	[LM17-SH4-8][CX6-4]
ENC-330-M	RA-1	[LG7-FY2-2][RG4-1L]
ENC-330-N	RA-1 , C4-1VL	[LM17-SH4-8][CX6-4]
ENC-330-O	RA-1	[LN3-FY1-1][RG3-4L]
ENC-340-A	(Q)RD3-1	[LN4-FY1-1][RG3-15]
ENC-340-B	[Q]PF-1XL	[VF2-G4-15][P1-FA]
ENC-340-C	C2-1	[MB3-SH4-8][CX8-FA]
ENC-340-D	C2-1VL	[MB3-SH4-8][CX8-FA]
ENC-340-E	C2-1VL , C4-1VL	[MB3-SH4-8][CX8-FA]
ENC-340-F	C4-1L	[MB3-SH4-8][CX8-FA]
ENC-340-G	C4-1VL	[MB3-SH4-8][CX8-FA]
ENC-340-H	OS-1XL	[MB3-SH4-8][CX8-FA]
ENC-340-I	OS-1XL	[VF2-FX2-15][OS1-N]
ENC-340-J	PB-1	[MB3-SH4-8][CX8-FA]

Subarea ID	Existing Zone	Proposed Zone
ENC-340-K	PB-1 , P-1	[MB3-SH4-8][CX8-FA]
ENC-340-L	R1-1	[H1V1-FY2-2][RG3-1L]
ENC-340-M	R1-1	[LN3-FY1-1][RG3-4L]
ENC-340-N	R1-1	[VF2-G4-15][P1-FA]
ENC-340-O	R1P-2 , C4-1VL	[MB3-SH4-8][CX8-FA]
ENC-340-P	R3-1	[LN3-FY1-1][RG3-15]
ENC-350-A	(Q)C4-1VL	[LM9-SH6-13][CX9-4]
ENC-350-B	(Q)C4-1VL , [Q]P-1VL, (Q)C4-1VL	[LM9-SH6-13][CX9-4]
ENC-350-C	(Q)P-1 , C4-1VL	[LM9-SH6-13][CX9-4]
ENC-350-D	(Q)P-1VL , (Q)C4-1VL	[LM9-SH6-13][CX9-4]
ENC-350-E	(Q)R3-1-RIO	[LM8-MU4-23][RX4-8]
ENC-350-F	(Q)R3-1	[LM8-MU4-23][RG3-8]
ENC-350-G	(T)(Q)R1-1	[LM8-MU4-23][RG3-8]
ENC-350-H	[Q]P-1VL	[LG7-FY2-2][RG4-1L]
ENC-350-I	[Q]P-1VL , (Q)C4-1VL, (Q)C4-1VL	[LM9-SH6-13][CX9-4]
ENC-350-J	C2-1VL , P-1VL	[LM9-SH6-13][CX9-4]
ENC-350-K	C2-1VLD-RIO	[MM3-SH6-13][CX9-4]
ENC-350-L	C2-1VLD-RIO , P-1VLD-RIO	[MM3-SH6-13][CX9-4]
ENC-350-M	C2-1VLD-RIO , PF-1XL-RIO	[MM3-SH6-13][CX9-4]
ENC-350-N	C4-1VL	[LM9-SH6-13][CX9-4]
ENC-350-O	C4-1VL , (Q)C4-1VL, (Q)C4-1VL	[LM9-SH6-13][CX9-4]
ENC-350-P	C4-1VL , RA-1	[LM9-SH6-13][CX9-4]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-350-Q	FRWY	[FWY]
ENC-350-R	P-1VL , C4-1VL, C2-1VL	[LM9-SH6-13][CX9-4]
ENC-350-S	PF-1XL	[FWY]
ENC-350-T	R3-1-RIO	[LM8-MU4-23][RX4-8]
ENC-350-U	R3-1	[LM8-MU4-23][RG3-8]
ENC-350-V	RA-1-RIO	[LM8-MU4-23][RX4-8]
ENC-350-W	RA-1	[LG7-FY2-2][RG4-1L]
ENC-350-X	RA-1	[LM8-MU4-23][RG3-8]
ENC-350-Y	RA-1	[LM9-SH6-13][CX9-4]
ENC-350-Z	RA-1	[LN3-FY1-1][RG3-4L]
ENC-350-AA	RD2-1	[LM8-MU4-23][RG3-8]
ENC-360-A	(Q)P-1VLD	[H1V1-FY2-2][RG3-1L]
ENC-360-B	FRWY	[FWY]
ENC-360-C	OS-1XL-RIO	[FWY]
ENC-360-D	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
ENC-360-E	OS-1XL-RIO , PF-1XL	[VF2-FX2-15][OS1-N]
ENC-360-F	OS-1XL , PF-1XL	[VF2-FX2-15][OS1-N]
ENC-360-G	PF-1XL	[FWY]
ENC-360-H	QC1-1VLD , (Q)P-1VLD	[MM3-SH6-13][CX9-4]
ENC-360-I	R1-1-RIO	[LN3-FY1-1][RX3-4L]
ENC-360-J	R1-1	[H1V1-FY2-2][RG3-1L]
ENC-360-K	R1-1	[LN3-FY1-1][RX3-4L]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-370-A	(T)RA-1-H	[VF2-FX2-15][OS1-N]
ENC-370-B	(T)RA-1-H , A1-1-H	[VF2-FX2-15][OS1-N]
ENC-370-C	A1-1-H	[VF2-FX2-15][OS1-N]
ENC-370-D	A1-1-H , (T)RA-1-H	[VF2-FX2-15][OS1-N]
ENC-370-E	RA-1-H	[HGL2-FY3-21][RG4-1L]
ENC-370-F	RA-1-H	[VF2-G4-15][P1-FA]
ENC-370-G	RA-1	[HGL2-FY3-21][RG4-1L]
ENC-370-H	RA-1	[LG7-FY2-2][RG4-1L]
ENC-370-I	RA-1	[VF2-G4-15][P1-FA]
ENC-380-A	R1-1	[H1V1-FY2-21][RG3-1L]
ENC-380-B	R1-1	[H1V1-FY2-22][RG3-1L]
ENC-380-C	R1-1	[HH1-FY3-21][RG3-1L]
ENC-380-D	RE15-1-H	[HGL1-FY3-21][RG3-1L]
ENC-380-E	RE15-1-H	[LG2-FY2-2][RG3-1L]
ENC-390-A	C1-1	[MB3-SH4-10][CX8-FA]
ENC-390-B	C1-1L	[MB3-SH4-10][CX8-FA]
ENC-390-C	C2-1L	[MB3-SH4-10][CX8-FA]
ENC-390-D	C4-1L	[MB3-SH4-10][CX8-FA]
ENC-390-E	C4-1L , R3-1	[MB3-SH4-10][CX8-FA]
ENC-390-F	C4-1L	[MB3-SH4-8][CX8-FA]
ENC-390-G	C4-1L , PB-1, P-1	[MB3-SH4-8][CX8-FA]
ENC-390-H	C4-1L , R3-1, R3P-1	[MB3-SH4-8][CX8-FA]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-390-I	CR-1	[MB3-SH4-10][CX8-FA]
ENC-390-J	P-1	[MB3-SH4-10][CX8-FA]
ENC-390-K	PF-1XL	[FWY]
ENC-390-L	PF-1XL , R1-1	[FWY]
ENC-390-M	R1-1	[H1V1-FY2-2][RG3-1L]
ENC-390-N	R1-1	[H1V1-FY2-22][RG3-1L]
ENC-390-O	R1-1	[LM12-MU4-7][RX4-8]
ENC-390-P	R1-1	[LN3-FY1-22][RG3-4L]
ENC-390-Q	R1-1	[LN3-FY1-22][RX3-4L]
ENC-390-R	R3-1	[LM12-MU4-7][RX4-8]
ENC-390-S	R3-1	[LM8-MU4-23][RG3-8]
ENC-390-T	R3-1	[MB3-SH4-10][CX8-FA]
ENC-390-U	R3-1 , C4-1L	[MB3-SH4-10][CX8-FA]
ENC-390-V	R3-1 , C4-1L	[MB3-SH4-8][CX8-FA]
ENC-400-A	A1-1	[HGL2-FY3-21][RG4-1L]
ENC-400-B	A1-1	[HLG5-FY3-21][RG4-1L]
ENC-400-C	A1-1 , A1-1XL, OS-1XL	[HLG5-FY3-21][RG4-1L]
ENC-400-D	A1-1 , A1-1XL, RA-1	[HLG5-FY3-21][RG4-1L]
ENC-400-E	A1-1 , RA-1	[HLG5-FY3-21][RG4-1L]
ENC-400-F	A1-1	[VF2-FX2-15][OS1-N]
ENC-400-G	A1-1XL	[HLG5-FX2-21][A2-1L]
ENC-400-H	OS-1XL	[HLG5-FX2-21][A2-1L]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-400-I	OS-1XL	[VF2-FX2-15][OS1-N]
ENC-400-J	RA-1	[HGL2-FY3-21][RG4-1L]
ENC-400-K	RA-1 , OS-1XL	[HGL2-FY3-21][RG4-1L]
ENC-400-L	RA-1	[HLG5-FY3-21][RG4-1L]
ENC-400-M	RA-1 , A1-1	[VF2-FX2-15][OS1-N]
ENC-400-N	RA-1	[VF2-G4-15][P1-FA]
ENC-400-O	RE11-1	[HGL1-FY3-21][RG3-1L]
ENC-410-A	A1-1-H	[HGL2-FY3-21][RG4-1L]
ENC-410-B	A1-1-H	[HLG5-FY3-21][RG4-1L]
ENC-410-C	A1-1-H	[VF2-FX2-15][OS1-N]
ENC-410-D	A1-1-H , (T)RA-1-H	[VF2-FX2-15][OS1-N]
ENC-410-E	A1-1-H , A1-1VL	[VF2-FX2-15][OS1-N]
ENC-410-F	A1-1 , OS-1XL, RA-1	[VF2-FX2-15][OS1-N]
ENC-410-G	A1-1XL	[HLG5-FX2-21][A2-1L]
ENC-410-H	A1-1XL , RA-1	[HLG5-FX2-21][A2-1L]
ENC-410-I	OS-1XL	[VF2-FX2-15][OS1-N]
ENC-410-J	RA-1-H	[HGL2-FY3-21][RG4-1L]
ENC-410-K	RA-1	[HGL2-FY3-21][RG4-1L]
ENC-420-A	A1-1XL	[HLG5-FX2-21][A2-1L]
ENC-420-B	A1-1XL	[HLG5-FY3-21][RG4-1L]
ENC-420-C	A1-1XL	[VF2-FX2-21][OS1-N]
ENC-420-D	R1-1	[H1V1-FY2-2][RG3-1L]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-420-E	R1-1	[HH1-FY3-21][RG3-1L]
ENC-420-F	RA-1	[HGL2-FY3-21][RG3-1L]
ENC-420-G	RA-1	[HGL2-FY3-21][RG4-1L]
ENC-420-H	RA-1	[HLG5-FX2-15][A2-1L]
ENC-420-I	RA-1	[LG7-FY2-2][RG4-1L]
ENC-420-J	RA-1	[VF2-G4-15][P1-FA]
ENC-420-K	RE9-1	[HH1-FY3-21][RG3-1L]
ENC-430-A	OS-1XL	[VF2-G4-15][P1-FA]
ENC-430-B	RE15-1-H	[HGL1-FY3-21][RG3-1L]
ENC-430-C	RE15-1-H	[VF2-G4-15][P1-FA]
ENC-430-D	RE15-1-H	[VF2-G4-15][P1-N]
ENC-440-A	[Q]PF-1XL	[VF2-G4-15][P1-FA]
ENC-440-B	R1-1	[HH1-FY3-21][RG3-1L]
ENC-440-C	RE15-1-H	[HGL1-FY3-21][RG3-1L]
ENC-450-A	(T)RE9-1-H	[HGL1-FY3-21][RG3-1L]
ENC-450-B	OS-1XL	[VF2-G4-15][P1-FA]
ENC-450-C	PF-1XL	[FWY]
ENC-450-D	R1-1	[HH1-FY3-21][RG3-1L]
ENC-450-E	RE15-1-H	[HGL1-FY3-21][RG3-1L]
ENC-450-F	RE15-1-H	[HH1-FY3-21][RG3-1L]
ENC-460-A	C2-1L	[MB3-SH4-8][CX8-FA]
ENC-460-B	C4-1L	[MB3-SH4-8][CX8-FA]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-460-C	C4-1L , C2-1L	[MB3-SH4-8][CX8-FA]
ENC-460-D	C4-1L , R1-1	[MB3-SH4-8][CX8-FA]
ENC-460-E	R1-1	[H1V1-FY2-2][RG3-1L]
ENC-460-F	R1-1	[LN3-FY1-1][RG3-4L]
ENC-460-G	RE15-1-H	[LG2-FY2-2][RG3-1L]
ENC-460-H	RE15-1-H , R1-1	[LG2-FY2-2][RG3-1L]
ENC-470-A	A1-1-H	[HLG5-FY3-21][RG4-1L]
ENC-470-B	A1-1-H	[VF2-FX2-15][OS1-N]
ENC-470-C	A1-1	[HLG5-FY3-21][RG4-1L]
ENC-470-D	A1-1	[VF2-FX2-15][OS1-N]
ENC-470-E	A1-1 , A1-1-H	[VF2-FX2-15][OS1-N]
ENC-470-F	A1-1XL	[HLG5-FX2-21][A2-1L]
ENC-470-G	OS-1XL	[VF2-FX2-15][OS1-N]
ENC-470-H	PF-1XL	[VF2-G4-15][P1-FA]
ENC-470-I	RA-1	[HGL2-FY3-21][RG4-1L]
ENC-470-J	RA-1	[HLG5-FY3-21][RG4-1L]
ENC-480-A	[Q]A2-1	[HLG5-FY3-21][RG4-1L]
ENC-480-B	[Q]OS-1XL	[VF2-FX2-15][OS1-N]
ENC-480-C	[Q]OS-1XL , A1-1	[VF2-FX2-15][OS1-N]
ENC-480-D	[Q]OS-1XL , RA-1	[VF2-FX2-15][OS1-N]
ENC-480-E	A1-1	[VF2-FX2-15][OS1-N]
ENC-480-F	PF-1XL	[VF2-G4-15][P1-FA]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-480-G~~	~~RA-1~~	~~[HGL2-FY3-21][RG4-1L]~~
ENC-480-H	RA-1	[LG7-FY2-2][RG4-1L]
ENC-480-I	RE15-1-H	[VF2-FX2-15][OS1-N]
ENC-490-A	[Q]PF-1XL-RIO , OS-1XL-RIO	[VF2-FX2-15][OS1-N]
ENC-490-B	[Q]PF-1XL-RIO , OS-1XL-RIO, PF-1XL	[VF2-FX2-15][OS1-N]
ENC-490-C	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
ENC-490-D	OS-1XL-RIO , [Q]PF-1XL-RIO	[VF2-FX2-15][OS1-N]
ENC-490-E	OS-1XL-RIO , PF-1XL	[VF2-FX2-15][OS1-N]
ENC-490-F	PF-1XL-RIO	[VF2-G4-15][P2-FA]
ENC-490-G	PF-1XL	[FWY]
ENC-500-A	FRWY	[FWY]
ENC-500-B	None	[FWY]
ENC-500-C	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
ENC-500-D	OS-1XL-RIO , PF-1XL	[VF2-FX2-15][OS1-N]
ENC-500-E	PF-1XL	[FWY]
ENC-500-F	PF-1XL	[VF2-FX2-15][OS1-N]
ENC-500-G	PF-1XL , OS-1XL-RIO	[VF2-FX2-15][OS1-N]
ENC-510-A	(Q)P-1	[LN3-FY1-1][RG3-15]
ENC-510-B	C2-1L	[MB3-SH4-8][CX8-FA]
ENC-510-C	C2-1L , R3-1, RE9-1	[MB3-SH4-8][CX8-FA]
ENC-510-D	C4-1L	[MB3-SH4-8][CX8-FA]
ENC-510-E	C4-1L , PB-1	[MB3-SH4-8][CX8-FA]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
~~ENC-510-F~~	~~OS-1XL~~	~~[VF2-FX2-15][OS1-N]~~
ENC-510-G	R1-1	[H1V1-FY2-2][RG3-1L]
ENC-510-H	R1-1	[LN3-FY1-1][RG3-4L]
ENC-510-I	R3-1	[LM8-MU4-23][RG3-8]
ENC-510-J	RA-1	[H1V1-FY2-2][RG3-1L]
ENC-510-K	RE9-1	[H1V1-FY2-2][RG3-1L]
ENC-510-L	RE9-1	[LN3-FY1-1][RG3-4L]
ENC-510-M	RE9-1 , R1-1	[LN3-FY1-1][RG3-4L]
ENC-510-N	RE9-1	[LN3-FY1-1][RX3-4L]
ENC-520-A	C2-1L	[MB3-SH4-8][CX8-FA]
ENC-520-B	C4-1L	[MB3-SH4-8][CX8-FA]
ENC-520-C	C4-1L , P-1	[MB3-SH4-8][CX8-FA]
ENC-520-D	C4-1L , PB-1	[MB3-SH4-8][CX8-FA]
ENC-520-E	P-1	[MB3-SH4-8][CX8-FA]
ENC-520-F	P-1 , C4-1L	[MB3-SH4-8][CX8-FA]
ENC-520-G	R1-1	[LN3-FY1-1][RG3-4L]
ENC-520-H	R3-1	[LM8-MU4-23][RG3-8]
ENC-520-I	RE9-1	[H1V1-FY2-2][RG3-1L]
ENC-520-J	RE9-1	[LM8-MU4-23][RG3-8]
ENC-520-K	RE9-1 , R3-1	[LM8-MU4-23][RG3-8]
ENC-530-A	(T)(Q)RZ5-1	[LN3-FY1-22][RX3-4L]
ENC-530-B	[Q]RZ5-1	[LN3-FY1-22][RX3-4L]

Encino - Tarzana Zoning Change Matrix

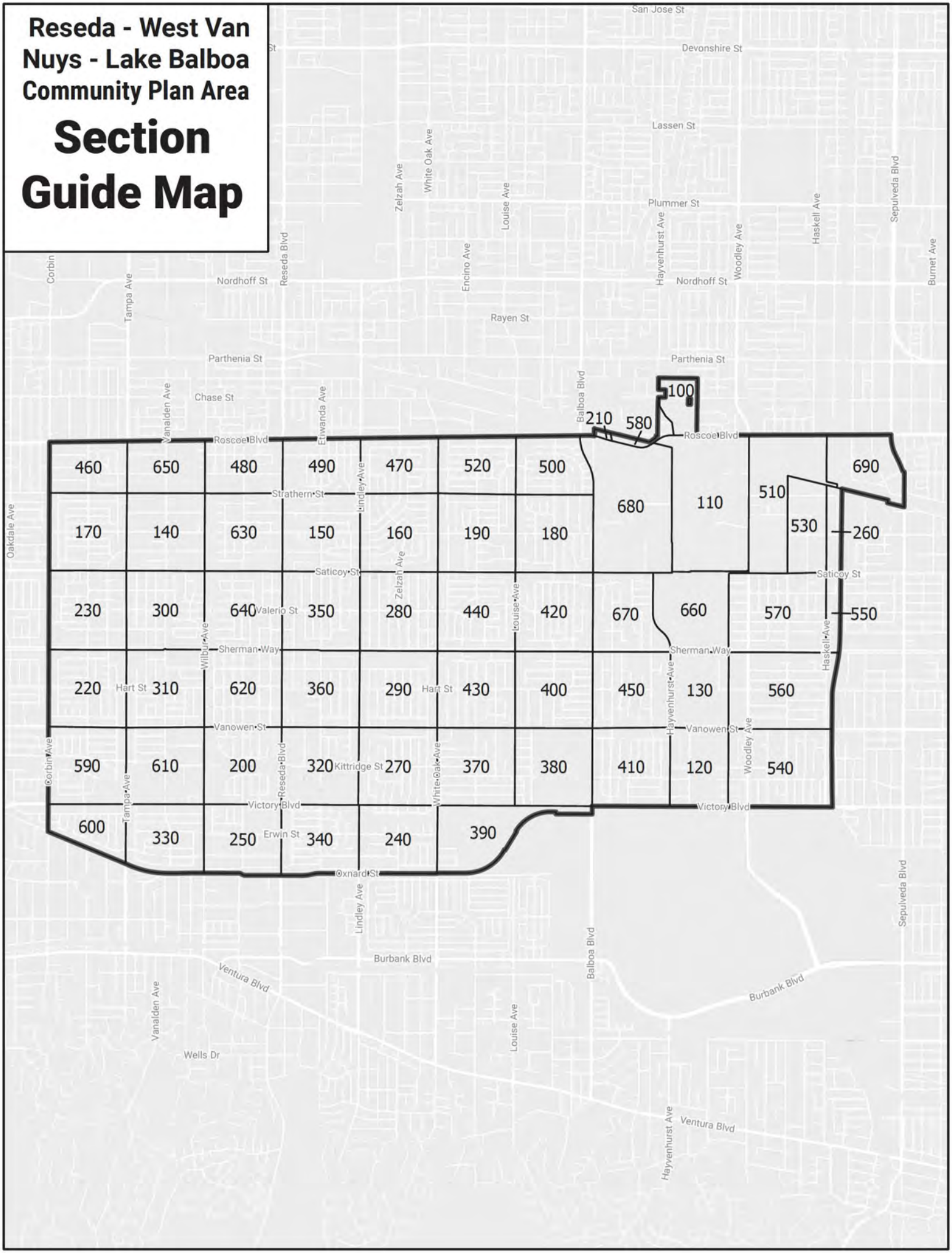
Subarea ID	Existing Zone	Proposed Zone
ENC-530-C	C2-1VLD	[MM3-SH6-13][CX9-4]
ENC-530-D	PF-1XL	[FWY]
ENC-530-E	RA-1	[LG3-FY2-2][RG4-1L]
ENC-530-F	RA-1	[LG3-FY2-22][RG4-1L]
ENC-530-G	RA-1	[LN3-FY1-22][RX3-4L]
ENC-540-A	(Q)RS-1	[H1V1-FY2-2][RG3-1L]
ENC-540-B	C2-1VLD	[MM3-SH6-13][CX9-4]
ENC-540-C	C2-1VLD , RA-1	[MM3-SH6-13][CX9-4]
ENC-540-D	C2-1VLD , RA-1VLD	[MM3-SH6-13][CX9-4]
ENC-540-E	FRWY	[FWY]
ENC-540-F	OS-1XL	[VF2-FX2-15][OS1-N]
ENC-540-G	PF-1XL	[FWY]
ENC-540-H	PF-1XL , FRWY	[FWY]
ENC-540-I	R1-1	[H1V1-FY2-2][RG3-1L]
ENC-540-J	R1-1	[H1V1-FY2-22][RG3-1L]
ENC-540-K	R1-1	[MM3-SH6-13][CX9-4]
ENC-540-L	RA-1	[H1V1-FY2-2][RG3-1L]
ENC-540-M	RA-1	[LG7-FY2-22][RG4-1L]
ENC-540-N	RA-1	[LN3-FY1-22][RX3-4L]
ENC-540-O	RS-1	[H1V1-FY2-2][RG3-1L]
ENC-540-P	RS-1	[H1V1-FY2-22][RG3-1L]
ENC-550-A	C2-1L , P-1	[MB3-SH4-8][CX8-FA]

Encino - Tarzana Zoning Change Matrix

Subarea ID	Existing Zone	Proposed Zone
ENC-550-B	C4-1L	[MB3-SH4-8][CX8-FA]
ENC-550-C	C4-1L , P-1	[MB3-SH4-8][CX8-FA]
ENC-550-D	C4-1L , R3-1	[MB3-SH4-8][CX8-FA]
ENC-550-E	R3-1	[LM8-MU4-23][RG3-8]
ENC-550-F	R3-1	[MB3-SH4-8][CX8-FA]
ENC-550-G	R3-1 , C4-1L	[MB3-SH4-8][CX8-FA]
ENC-550-H	RE9-1	[H1V1-FY2-2][RG3-1L]
ENC-550-I	RE9-1	[LN3-FY1-1][RG3-4L]
ENC-560-A	C4-1L	[MB3-SH4-8][CX8-FA]
ENC-560-B	R1-1	[H1V1-FY2-2][RG3-1L]
ENC-560-C	R1-1	[LN3-FY1-1][RG3-4L]
ENC-560-D	R3-1	[LM8-MU4-23][RG3-8]
ENC-560-E	R3-1 , C4-1L, R1-1	[MB3-SH4-8][CX8-FA]
ENC-560-F	RE9-1	[H1V1-FY2-2][RG3-1L]
ENC-560-G	RE9-1	[LM8-MU4-23][RG3-8]
ENC-560-H	RE9-1	[LN3-FY1-1][RG3-4L]

Reseda - West Van Nuys - Lake Balboa Community Plan Area

Section Guide Map





ZONING MAP AMENDMENTS

SUBAREAS

100-A

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

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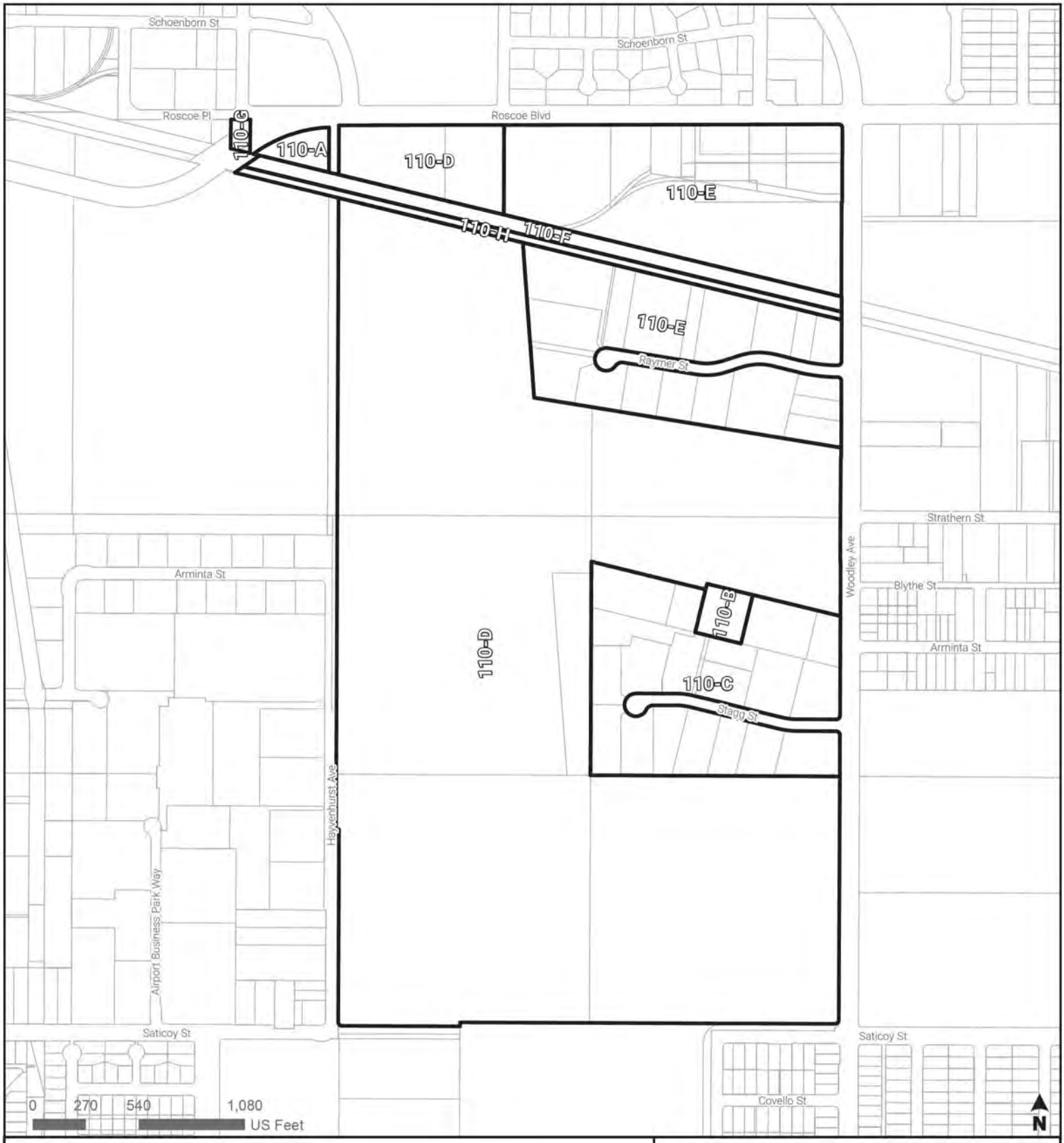
CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

110-A, 110-B, 110-C, 110-D, 110-E, 110-F, 110-G, 110-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

120-A, 120-B, 120-C, 120-D, 120-E, 120-F, 120-G, 120-H, 120-I, 120-J, 120-K, 120-L, 120-M, 120-N, 120-O, 120-P, 120-Q, 120-R, 120-S, 120-T, 120-U, 120-V, 120-W

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

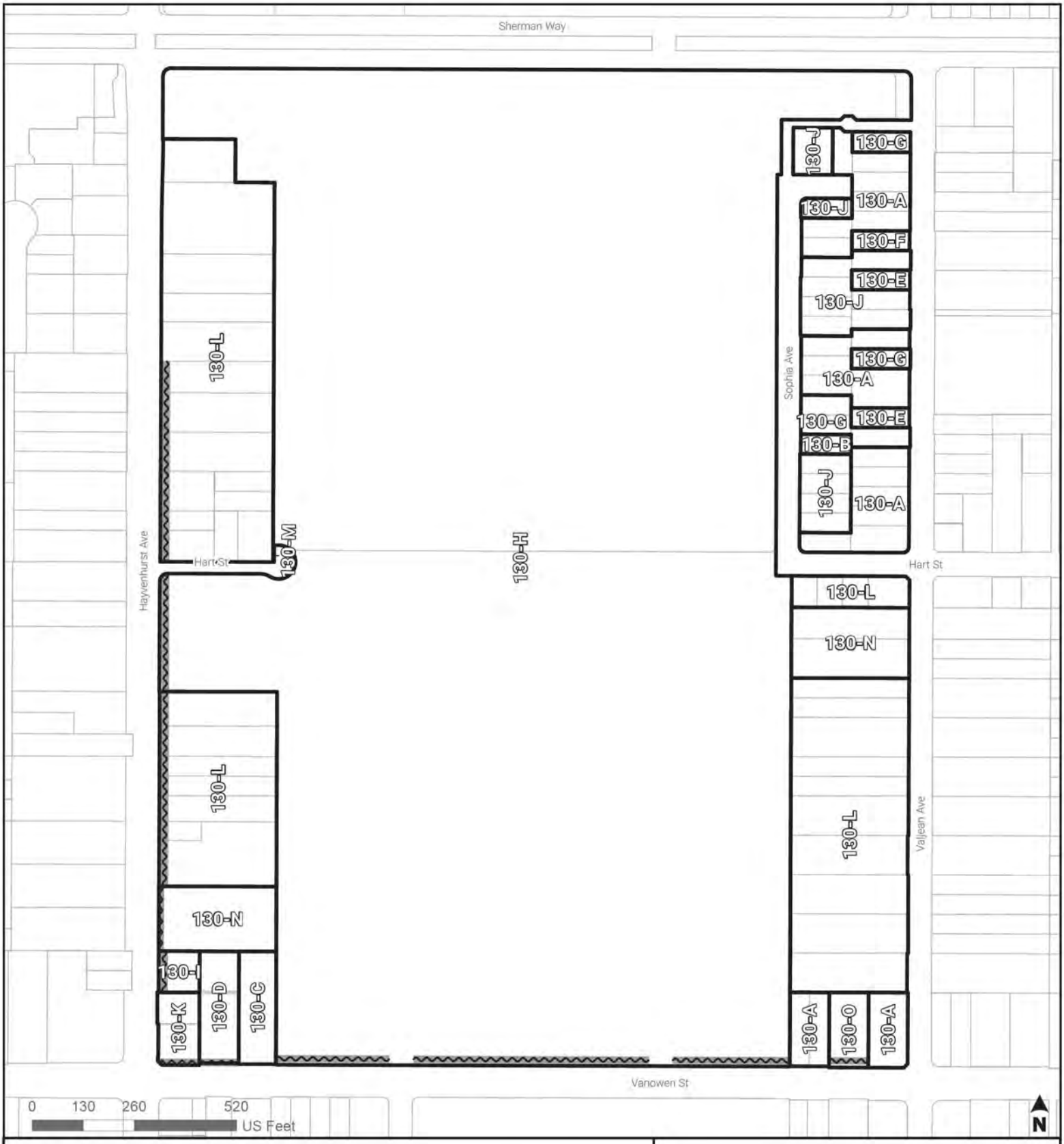
LM / AUG 2026

Section:

120

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

130-A, 130-B, 130-C, 130-D, 130-E, 130-F, 130-G, 130-H, 130-I, 130-J, 130-K, 130-L, 130-M, 130-N, 130-O

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

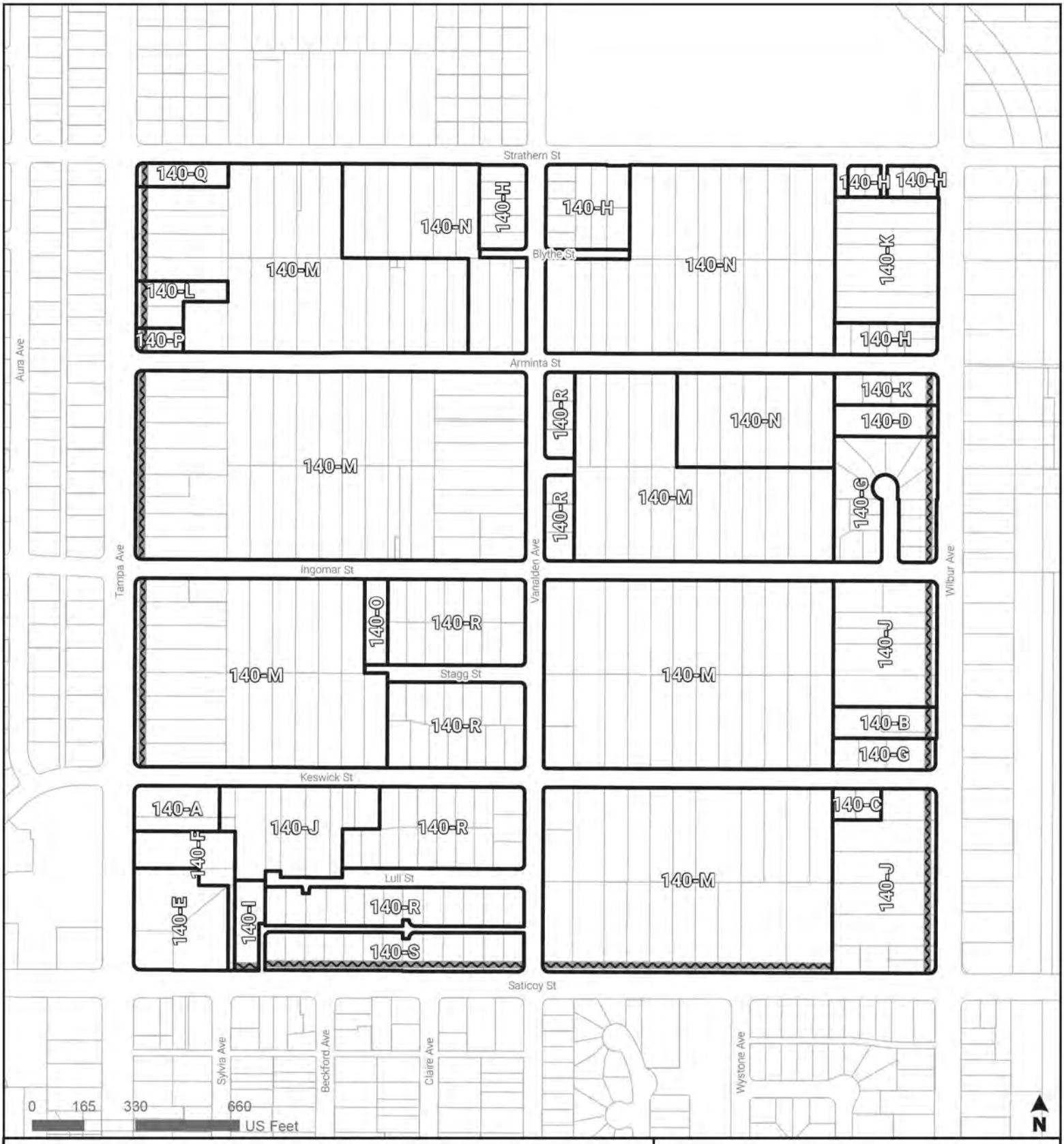
LM / AUG 2026

Section:

130

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

140-A, 140-B, 140-C, 140-D, 140-E, 140-F, 140-G, 140-H, 140-I, 140-J, 140-K, 140-L, 140-M, 140-N, 140-O, 140-P, 140-Q, 140-R, 140-S

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

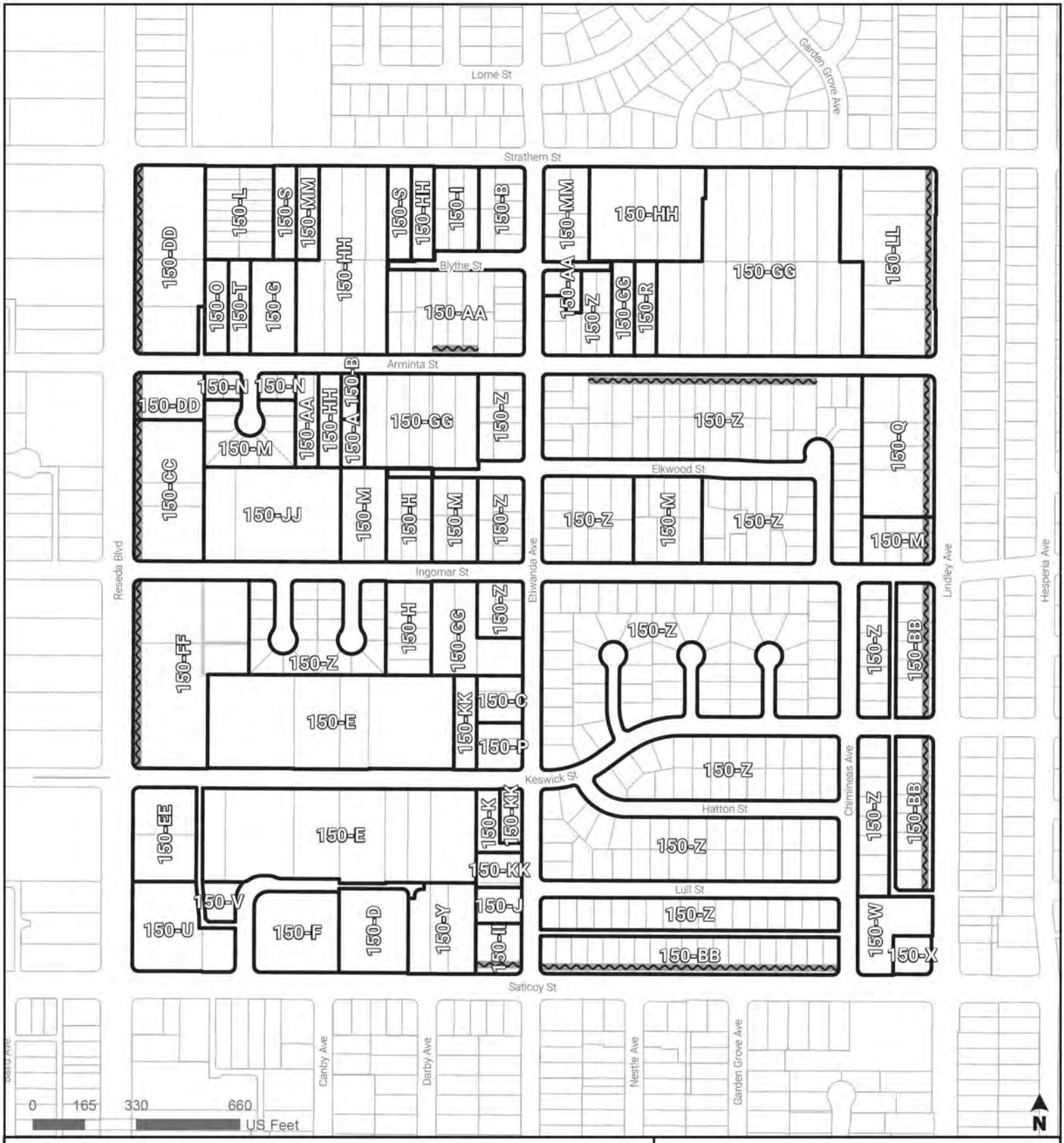
LM / AUG 2026

Section:

140

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

150-A, 150-B, 150-C, 150-D, 150-E, 150-F, 150-G, 150-H, 150-I, 150-J, 150-K, 150-L, 150-M, 150-N, 150-O, 150-P, 150-Q, 150-R, 150-S, 150-T, 150-U, 150-V, 150-W, 150-X, 150-Y, 150-Z, 150-AA, 150-BB, 150-CC, 150-DD, 150-EE, 150-FF, 150-GG, 150-HH, 150-II, 150-JJ, 150-KK, 150-LL, 150-MM

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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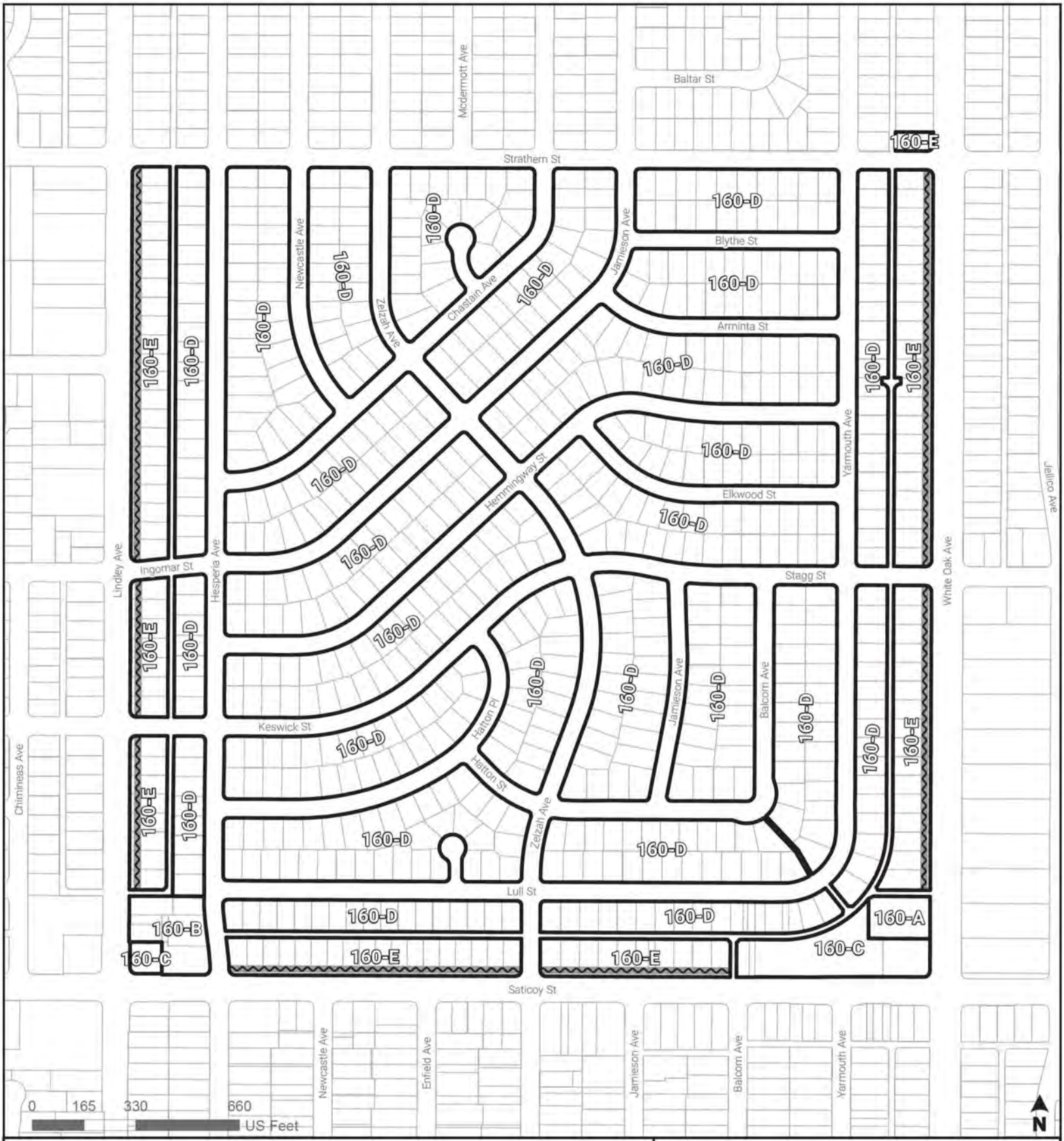
Section:

150

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

160-A, 160-B, 160-C, 160-D, 160-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

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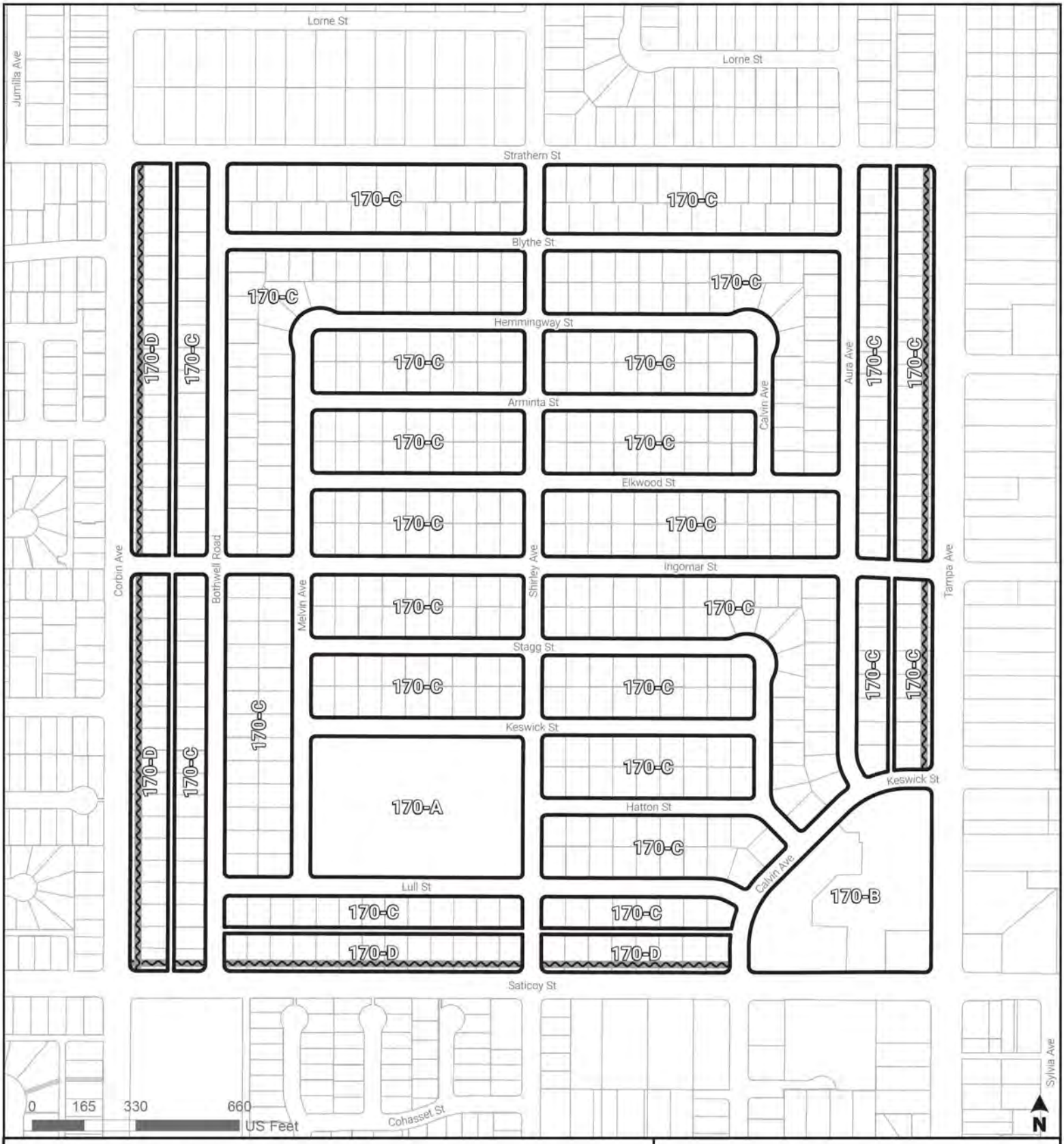
CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

170-A, 170-B, 170-C, 170-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

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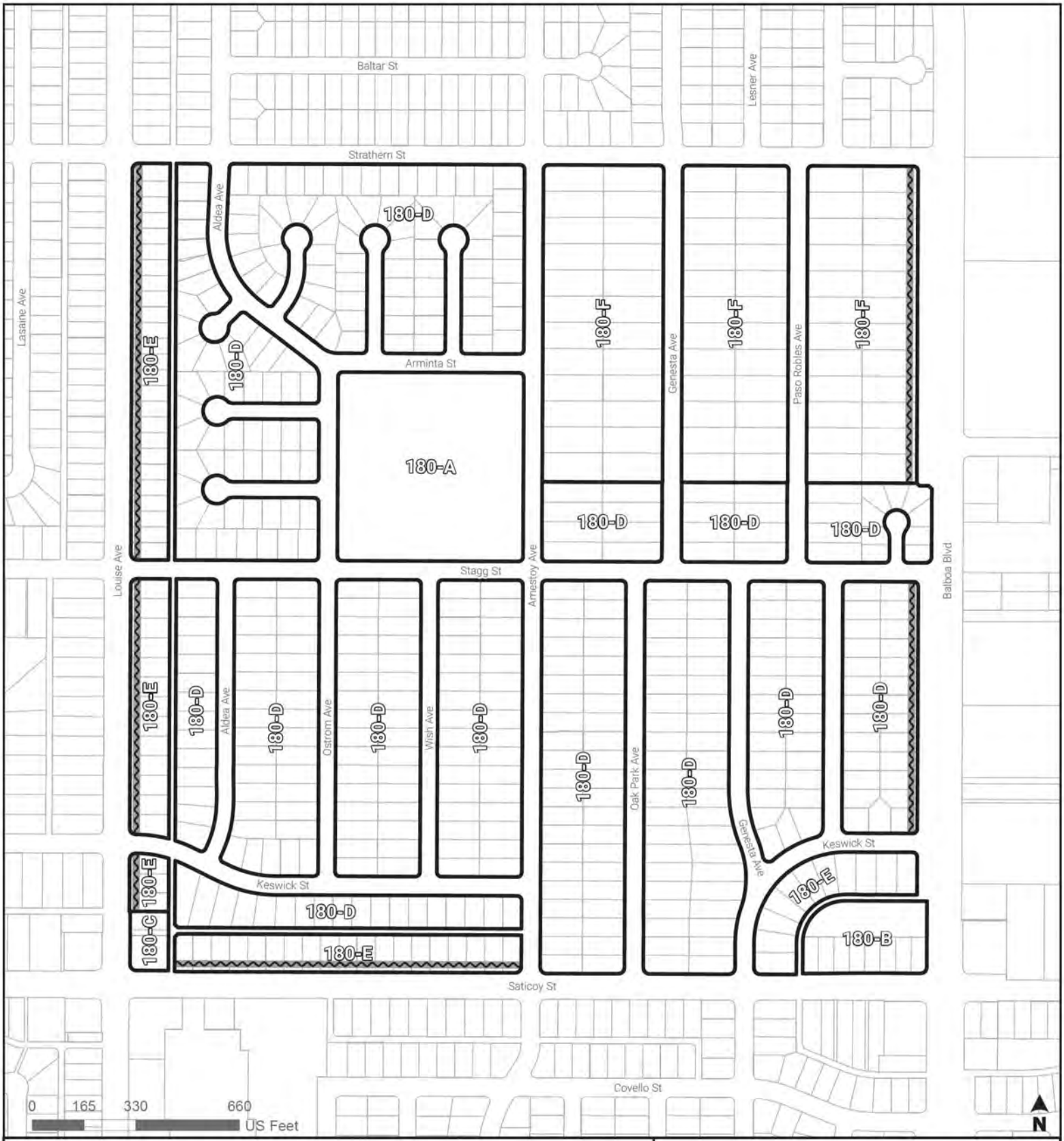
CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

180-A, 180-B, 180-C, 180-D, 180-E, 180-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

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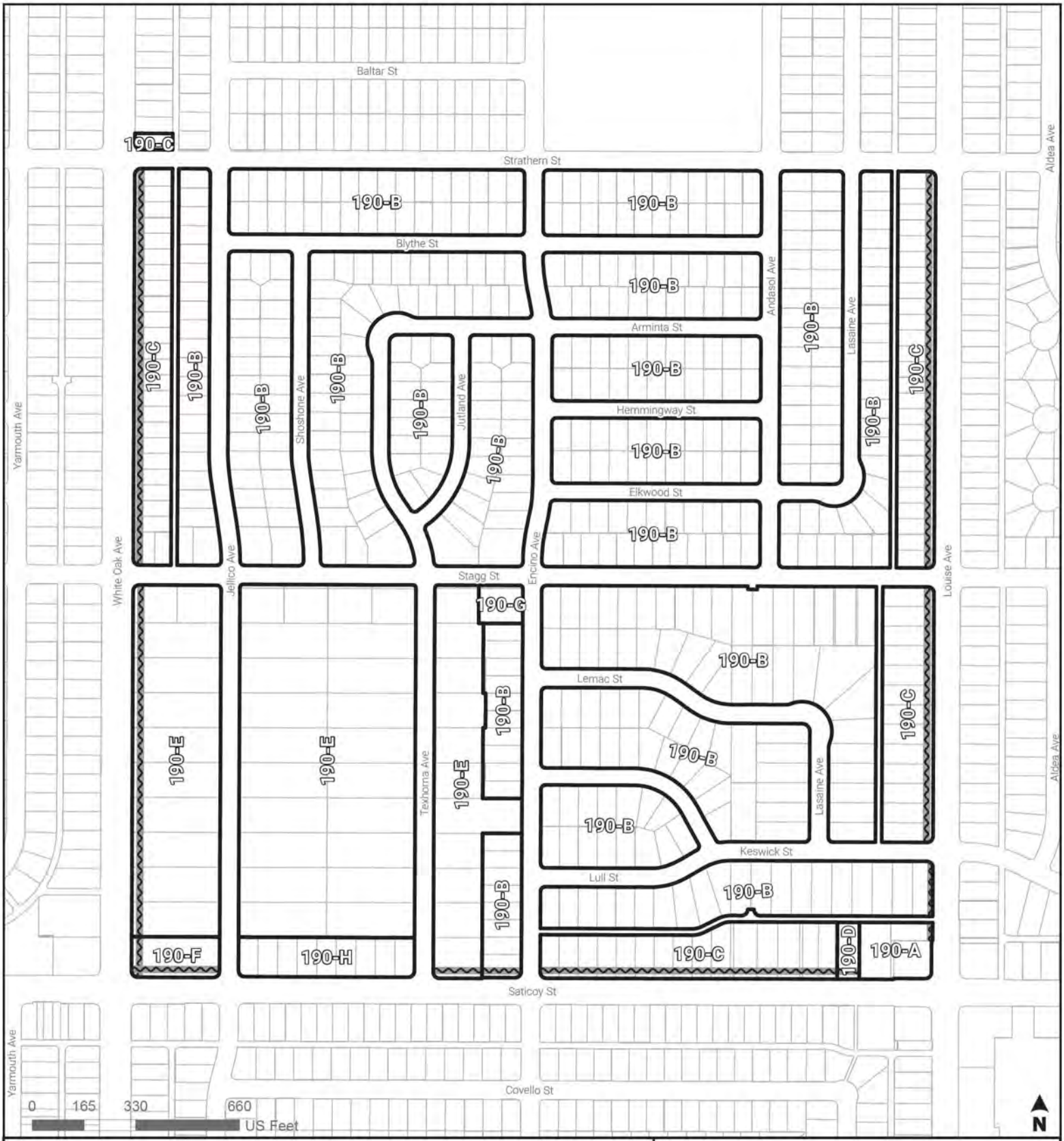
CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

190-A, 190-B, 190-C, 190-D, 190-E, 190-F, 190-G, 190-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

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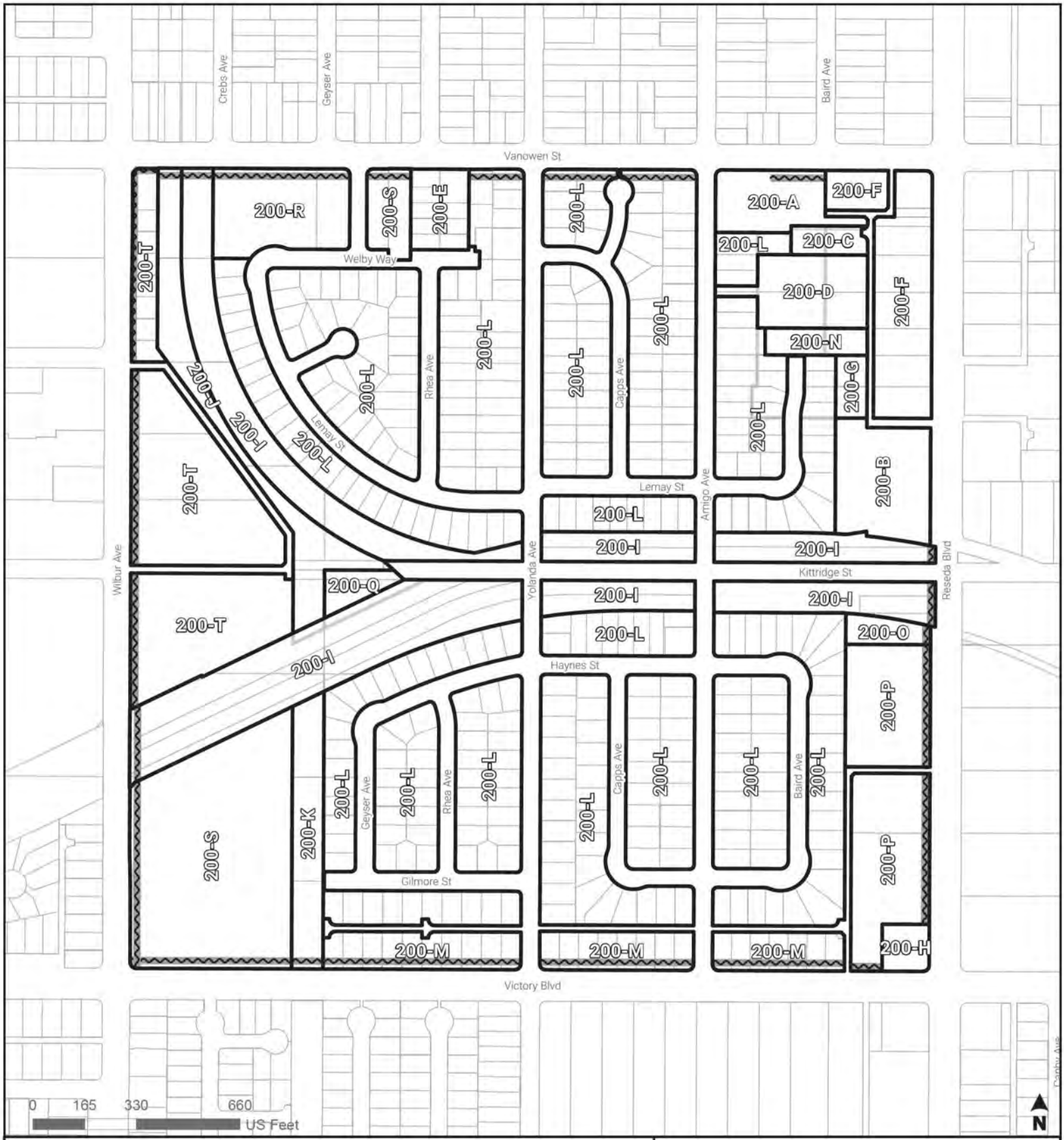
CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

200-A, 200-B, 200-C, 200-D, 200-E, 200-F, 200-G, 200-H, 200-I, 200-J, 200-K, 200-L, 200-M, 200-N, 200-O, 200-P, 200-Q, 200-R, 200-S, 200-T

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

210-A

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

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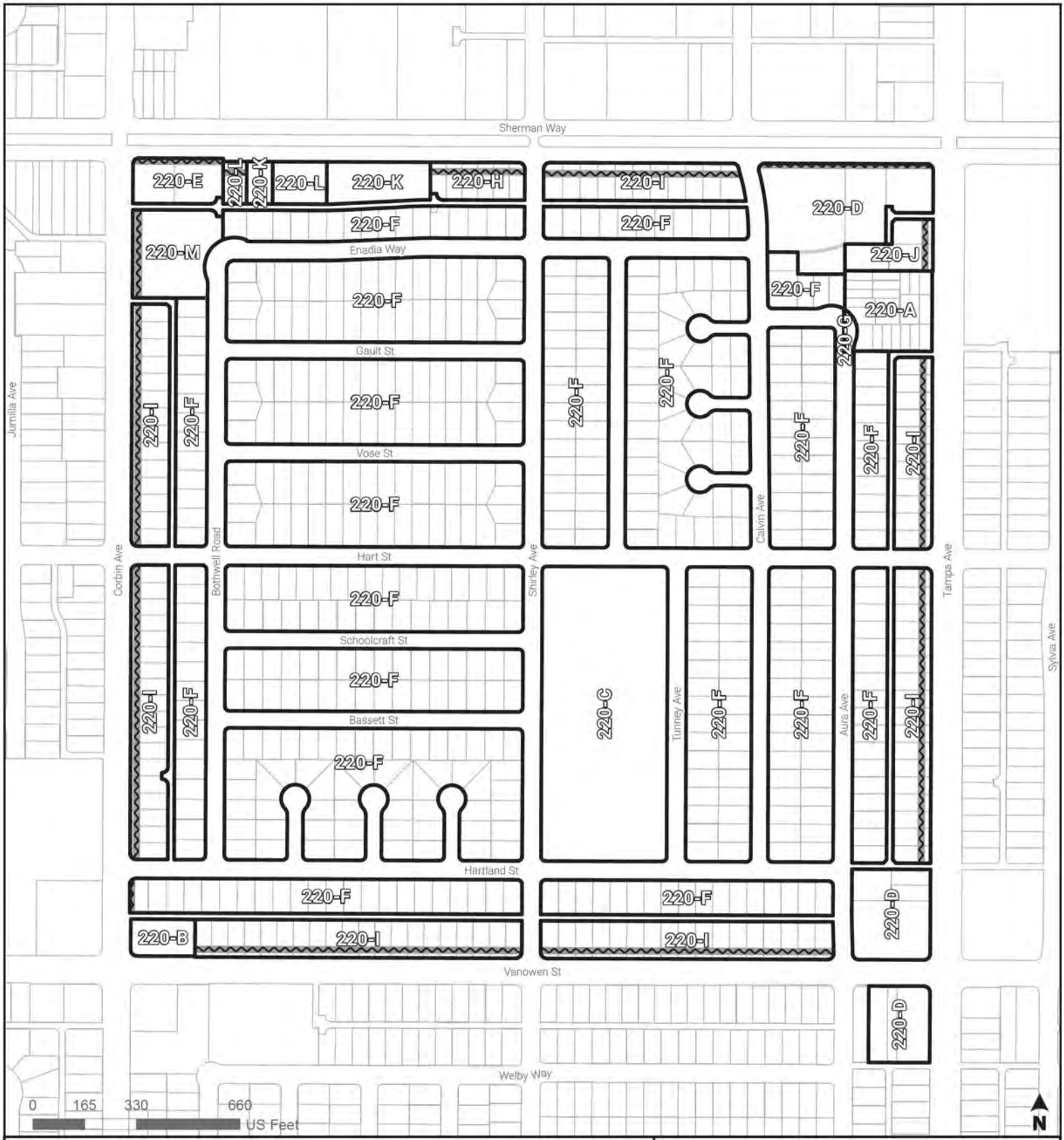
CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

220-A, 220-B, 220-C, 220-D, 220-E, 220-F, 220-G, 220-H, 220-I, 220-J, 220-K, 220-L, 220-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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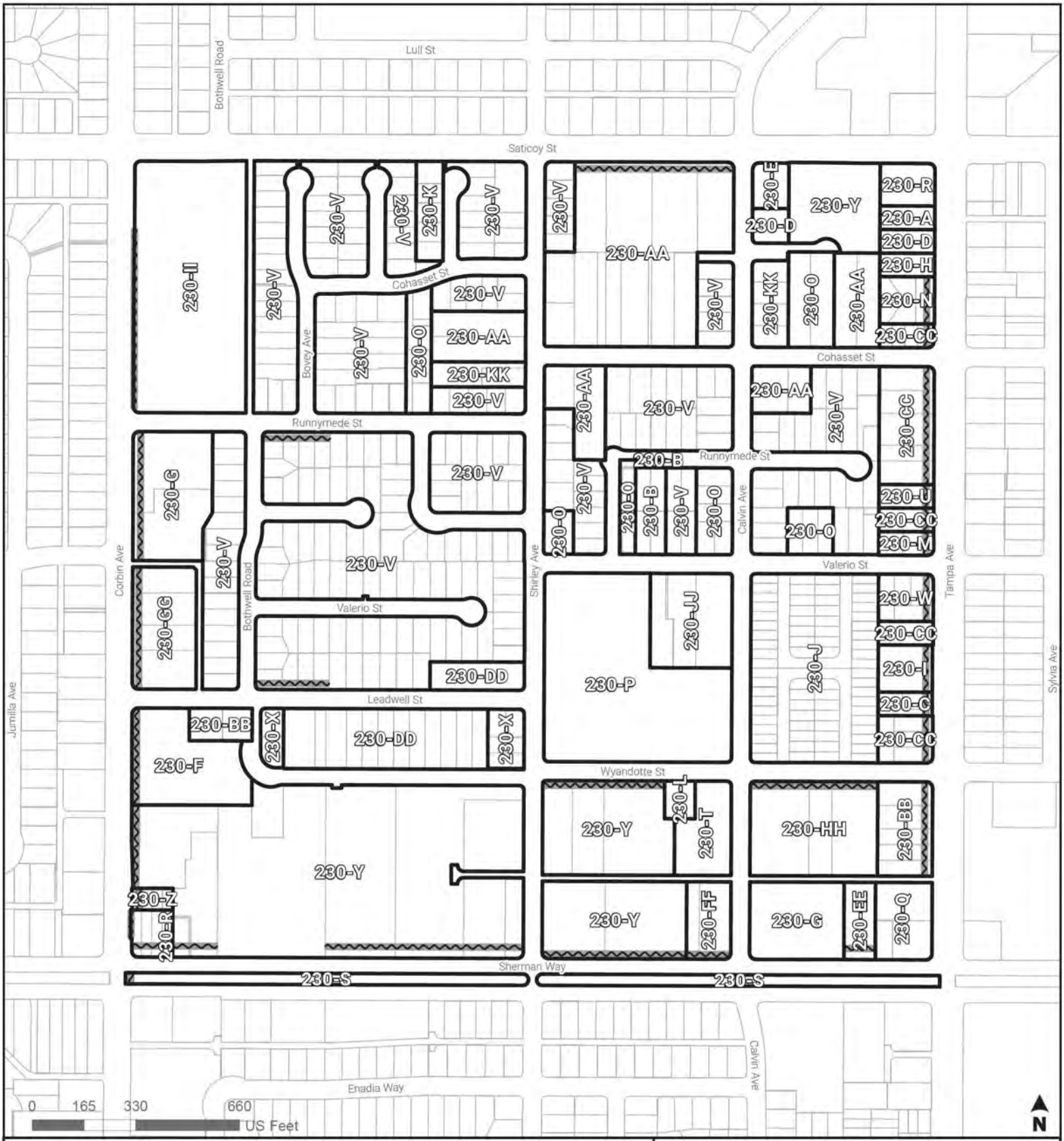
Section:

220

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

230-A, 230-B, 230-C, 230-D, 230-E, 230-F, 230-G, 230-H, 230-I, 230-J, 230-K, 230-L, 230-M, 230-N, 230-O, 230-P, 230-Q, 230-R, 230-S, 230-T, 230-U, 230-V, 230-W, 230-X, 230-Y, 230-Z, 230-AA, 230-BB, 230-CC, 230-DD, 230-EE, 230-FF, 230-GG, 230-HH, 230-II, 230-JJ, 230-KK

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

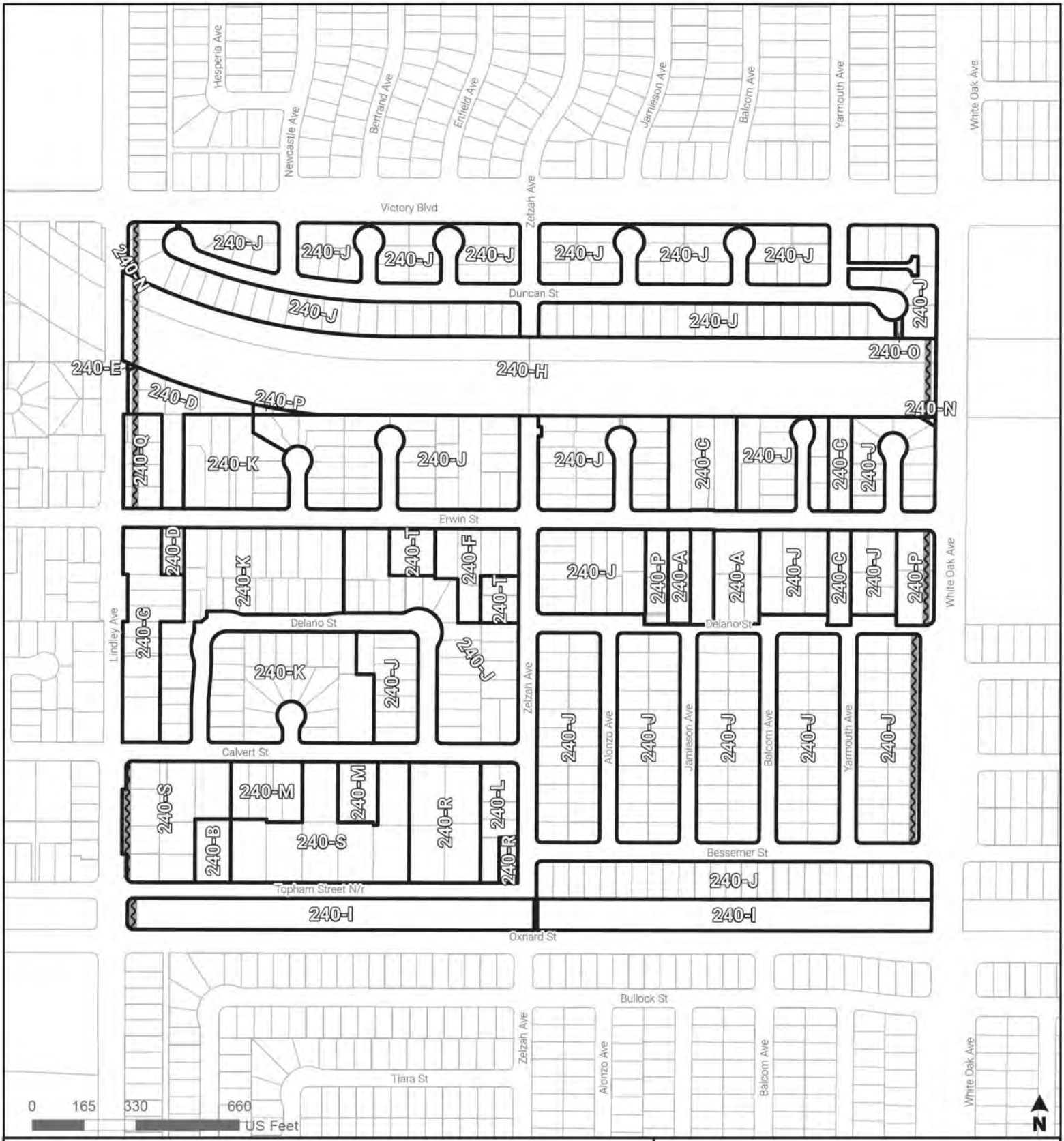
LM / AUG 2026

Section:

230

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

240-A, 240-B, 240-C, 240-D, 240-E, 240-F, 240-G, 240-H, 240-I, 240-J, 240-K, 240-L, 240-M, 240-N, 240-O, 240-P, 240-Q, 240-R, 240-S, 240-T

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

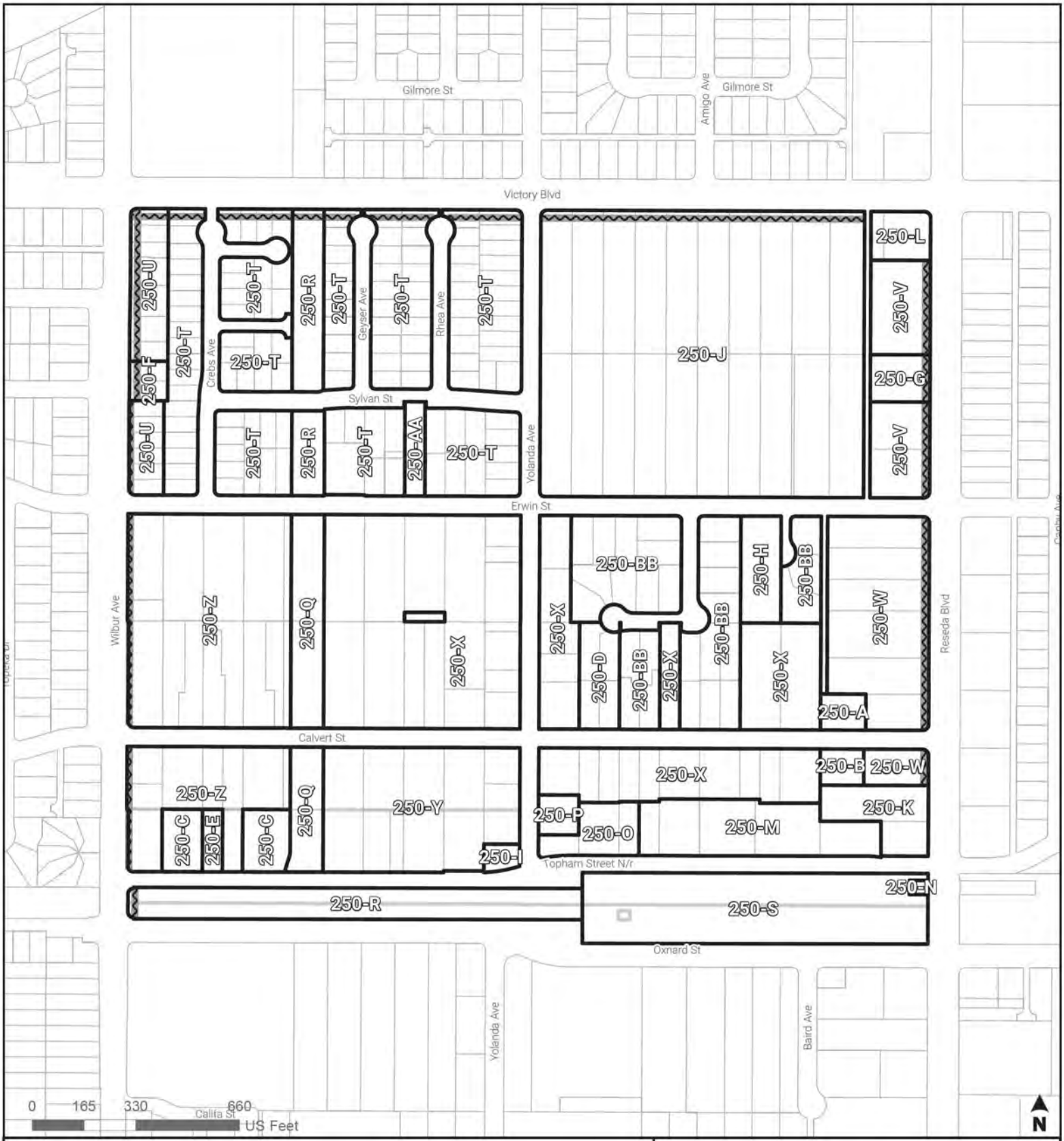
LM / AUG 2026

Section:

240

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

250-A, 250-B, 250-C, 250-D, 250-E, 250-F, 250-G, 250-H, 250-I, 250-J, 250-K, 250-L, 250-M, 250-N, 250-O, 250-P, 250-Q, 250-R, 250-S, 250-T, 250-U, 250-V, 250-W, 250-X, 250-Y, 250-Z, 250-AA, 250-BB

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

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CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

260-A, 260-B, 260-C, 260-D, 260-E, 260-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

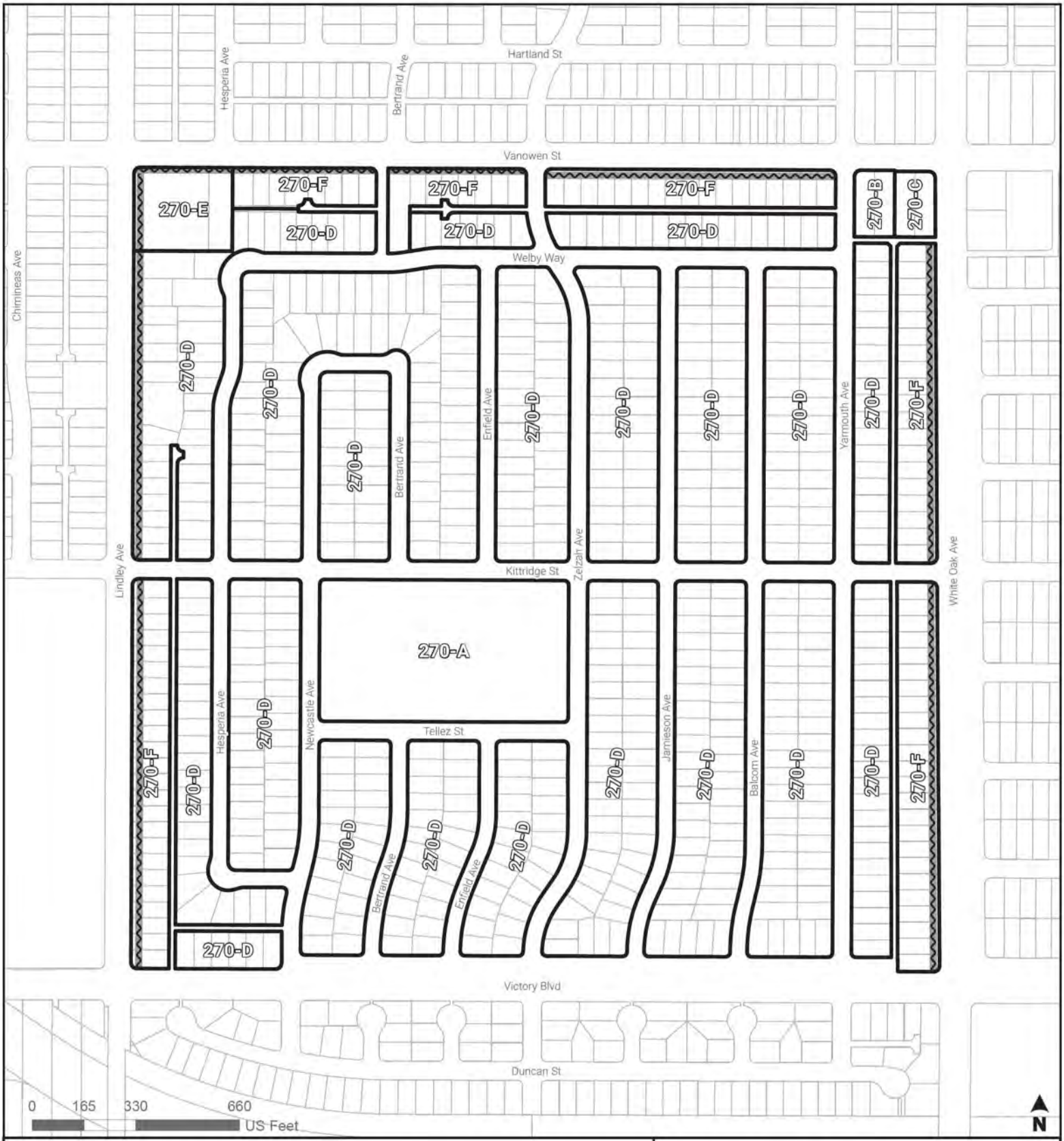
LM / AUG 2026

Section:

260

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

270-A, 270-B, 270-C, 270-D, 270-E, 270-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

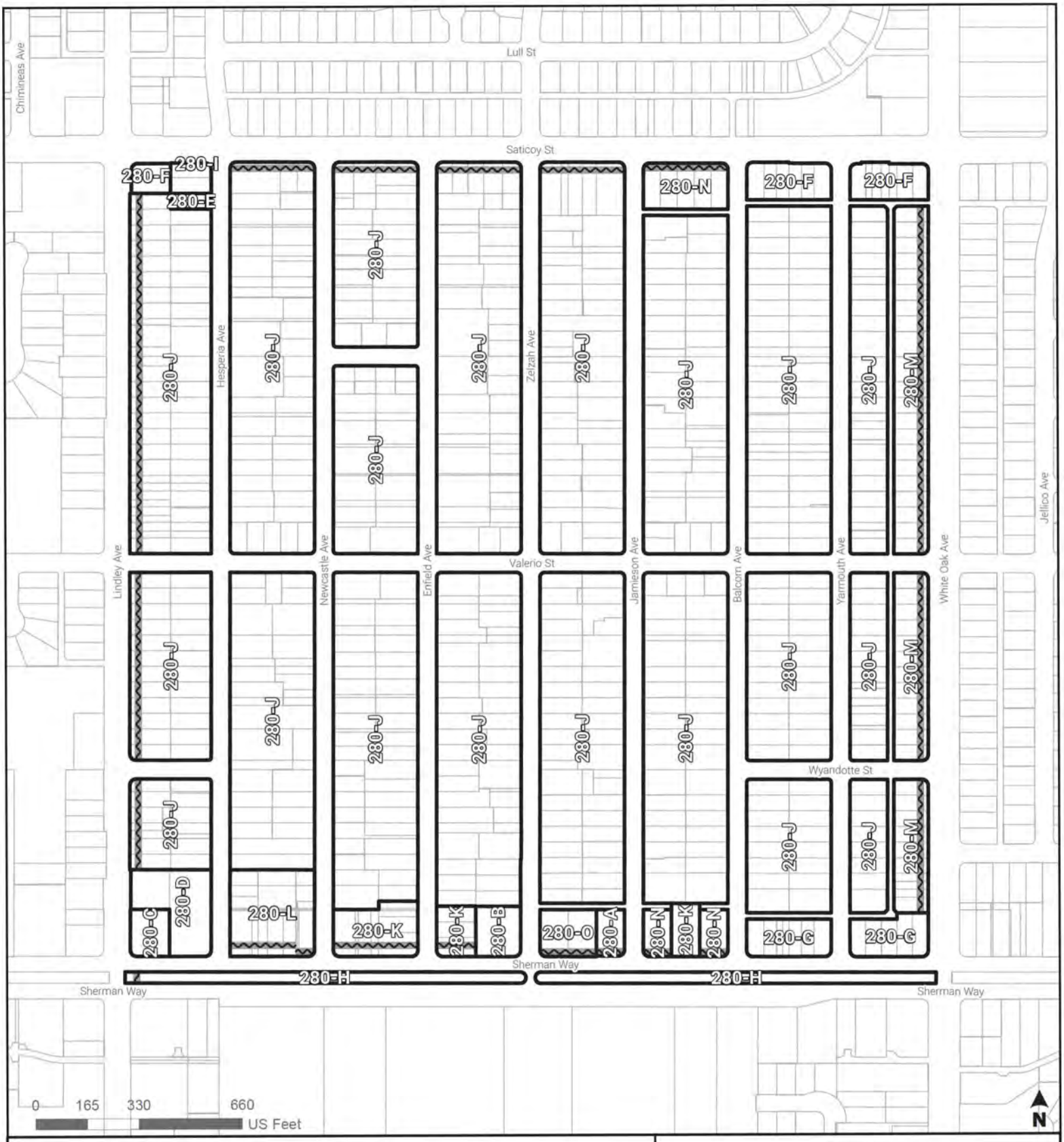
LM / AUG 2026

Section:

270

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

280-A, 280-B, 280-C, 280-D, 280-E, 280-F, 280-G, 280-H, 280-I, 280-J, 280-K, 280-L, 280-M, 280-N, 280-O

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

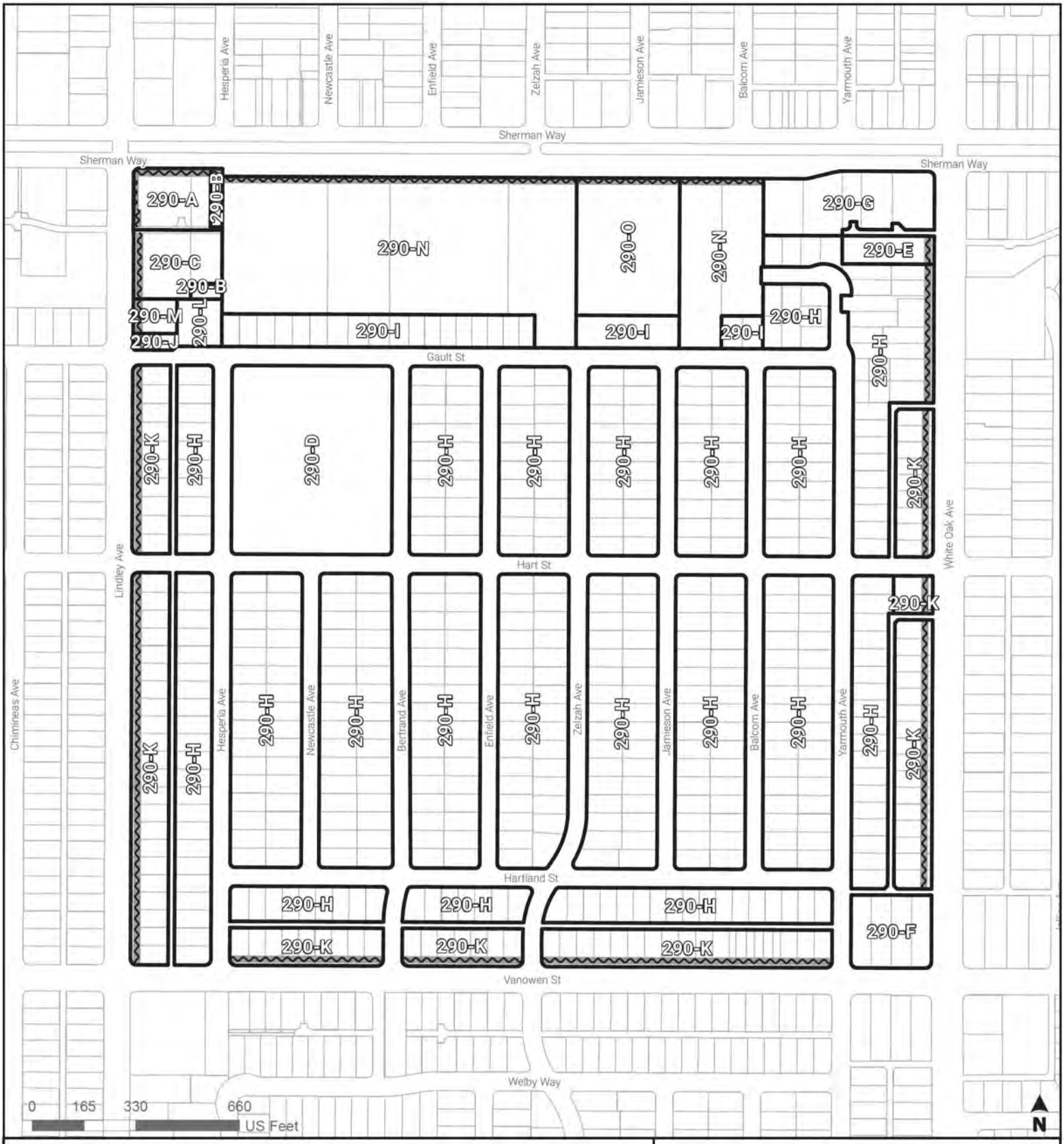
LM / AUG 2026

Section:

280

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

290-A, 290-B, 290-C, 290-D, 290-E, 290-F, 290-G, 290-H, 290-I, 290-J, 290-K, 290-L, 290-M, 290-N, 290-O

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

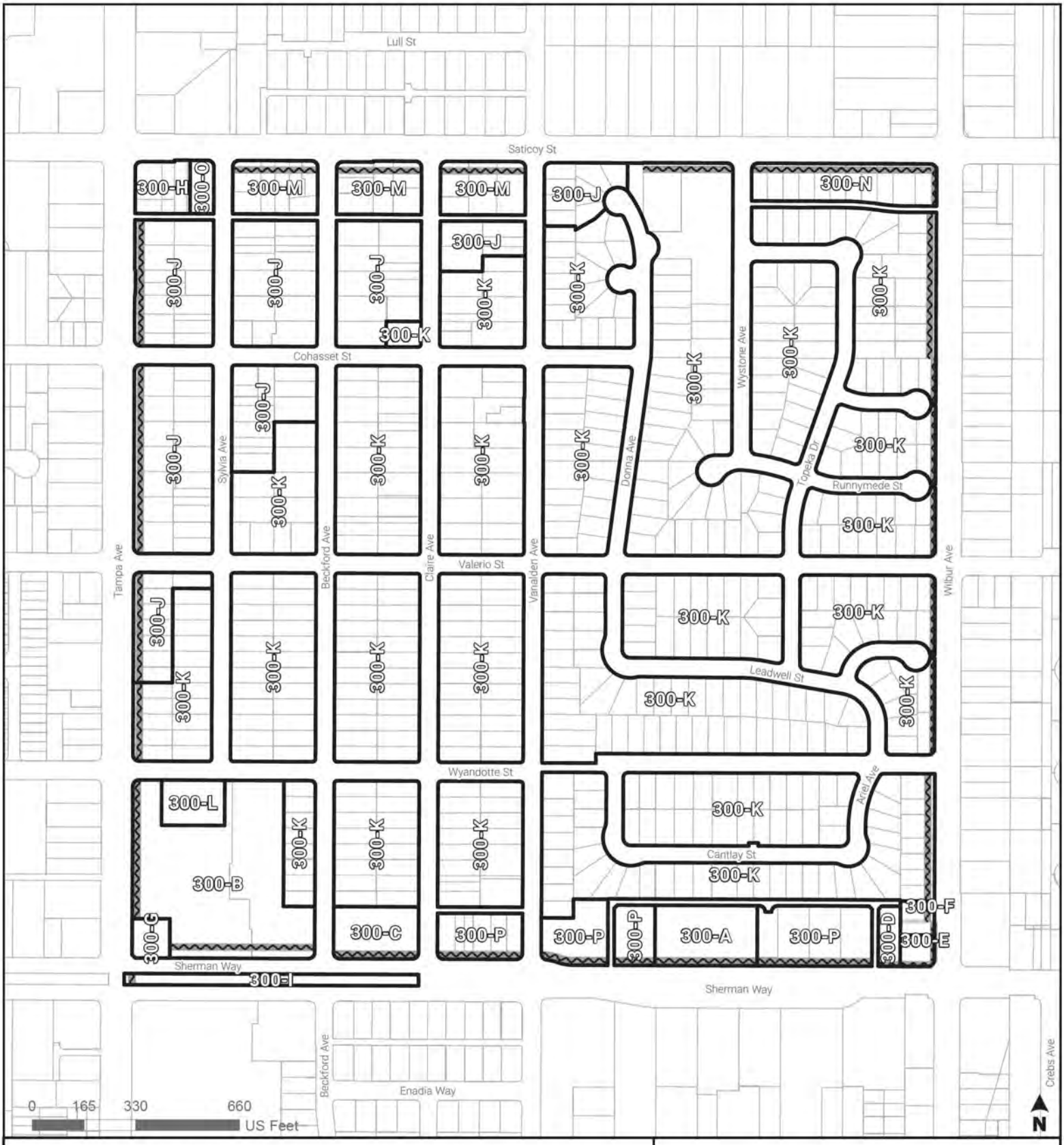
LM / AUG 2026

Section:

290

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

300-A, 300-B, 300-C, 300-D, 300-E, 300-F, 300-G, 300-H, 300-I, 300-J, 300-K, 300-L, 300-M, 300-N, 300-O, 300-P

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

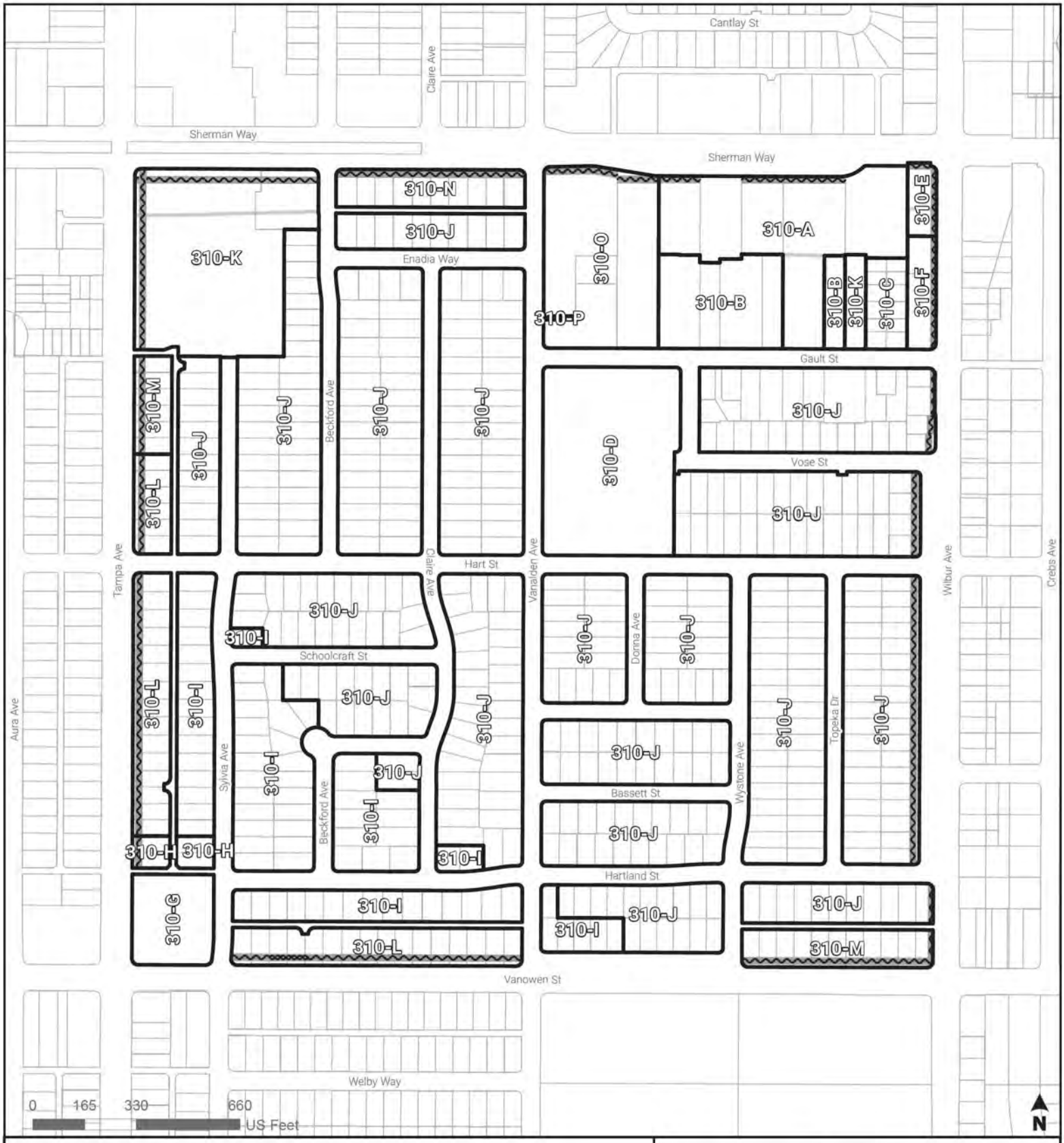
LM / AUG 2026

Section:

300

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

310-A, 310-B, 310-C, 310-D, 310-E, 310-F, 310-G, 310-H, 310-I, 310-J, 310-K, 310-L, 310-M, 310-N, 310-O, 310-P

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

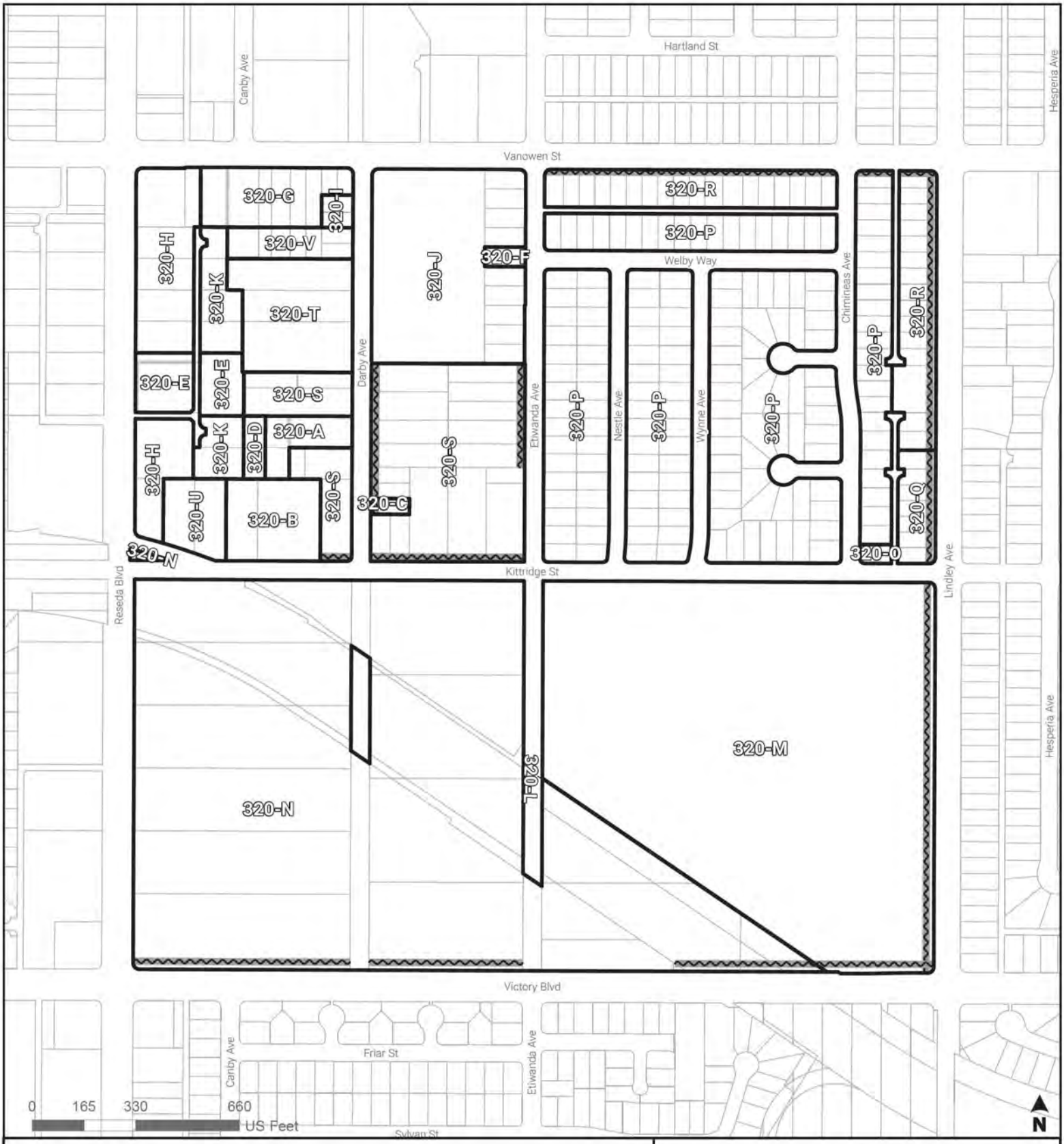
LM / AUG 2026

Section:

310

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

320-A, 320-B, 320-C, 320-D, 320-E, 320-F, 320-G, 320-H, 320-I, 320-J, 320-K, 320-L, 320-M, 320-N, 320-O, 320-P, 320-Q, 320-R, 320-S, 320-T, 320-U, 320-V

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

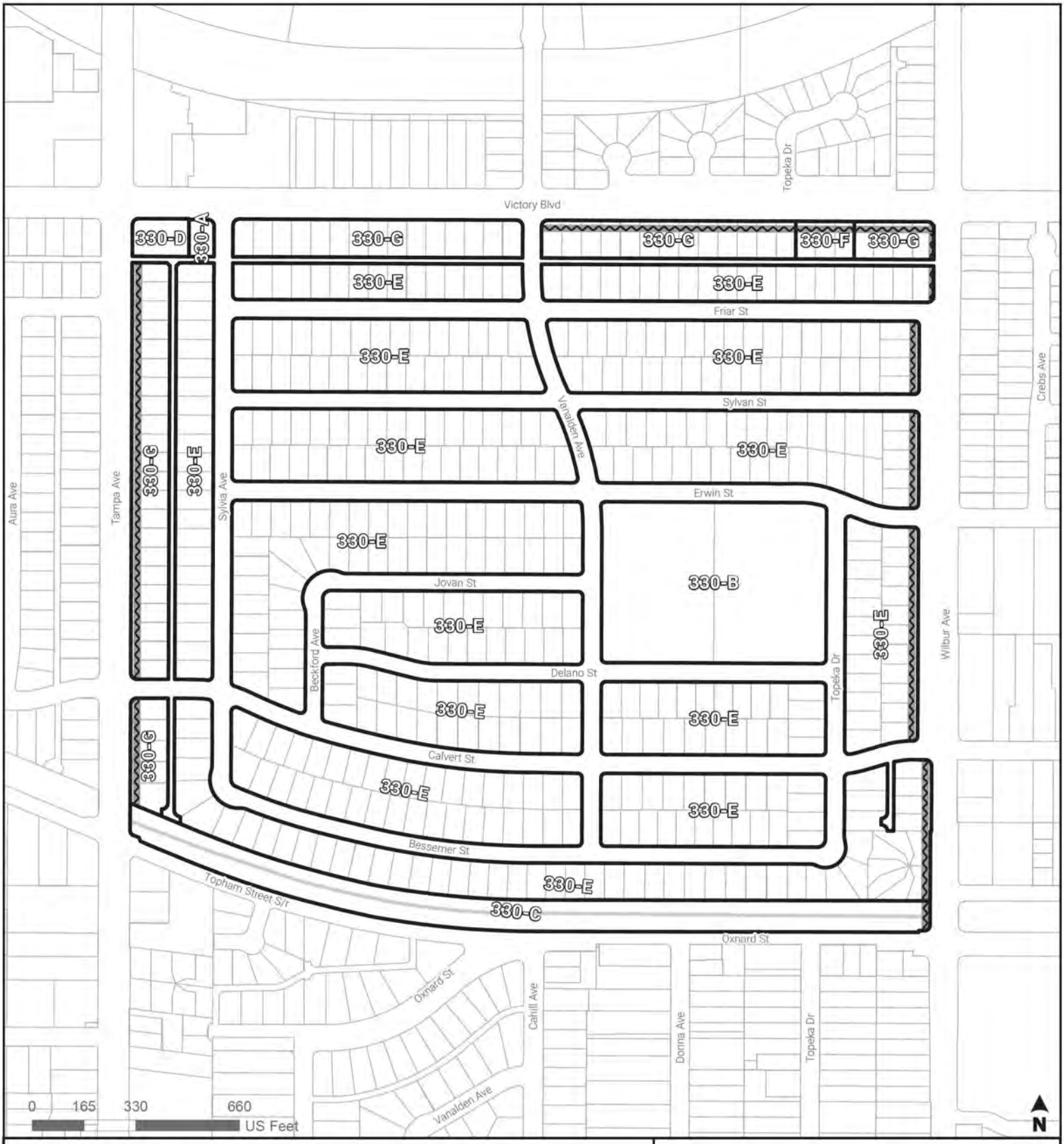
LM / AUG 2026

Section:

320

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

330-A, 330-B, 330-C, 330-D, 330-E, 330-F, 330-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

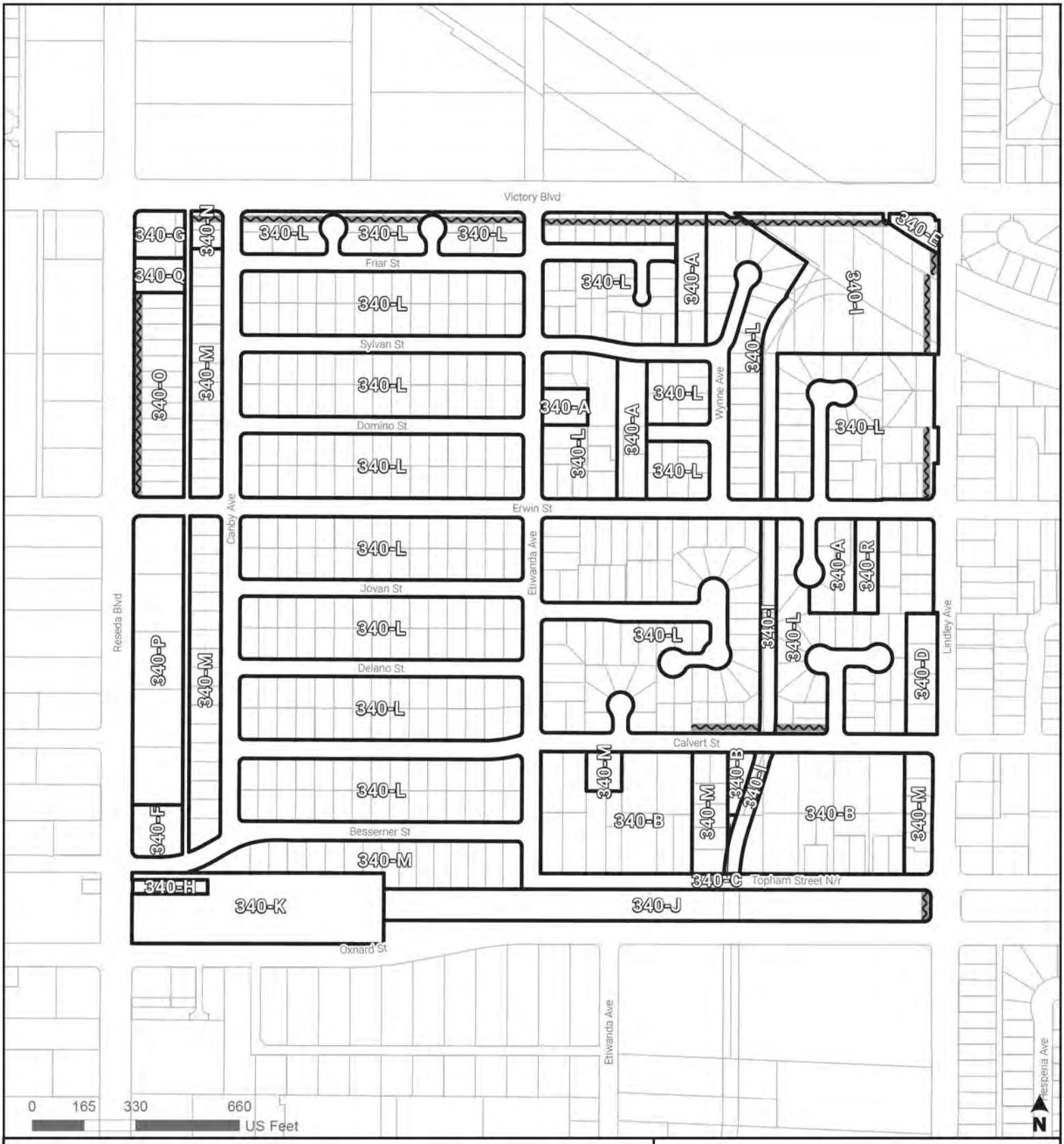
LM / AUG 2026

Section:

330

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

340-A, 340-B, 340-C, 340-D, 340-E, 340-F, 340-G, 340-H, 340-I, 340-J, 340-K, 340-L, 340-M, 340-N, 340-O, 340-P, 340-Q, 340-R

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

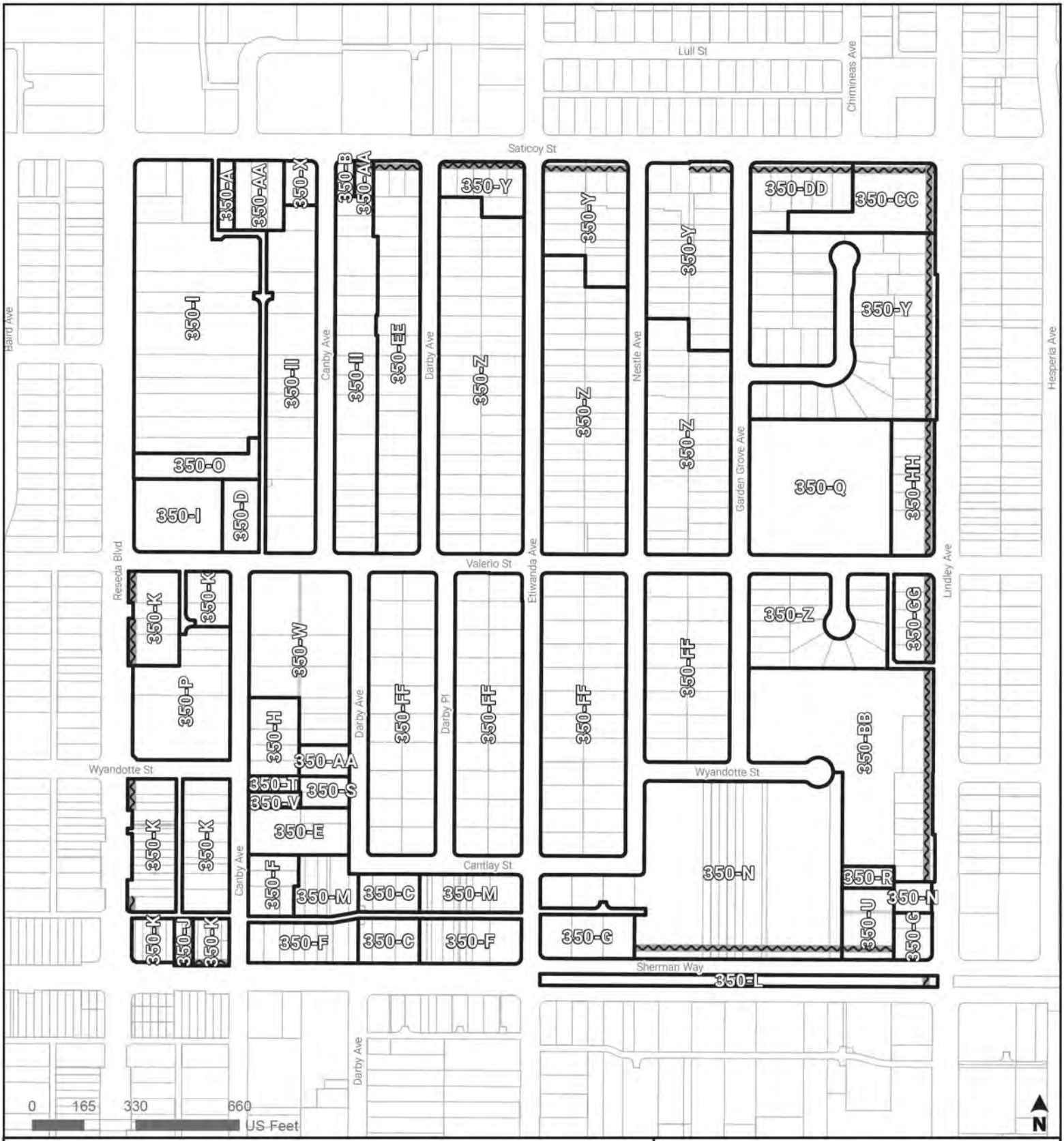
LM / AUG 2026

Section:

340

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

350-A, 350-B, 350-C, 350-D, 350-E, 350-F, 350-G, 350-H, 350-I, 350-J, 350-K, 350-L, 350-M, 350-N, 350-O, 350-P, 350-Q, 350-R, 350-S, 350-T, 350-U, 350-V, 350-W, 350-X, 350-Y, 350-Z, 350-AA, 350-BB, 350-CC, 350-DD, 350-EE, 350-FF, 350-GG, 350-HH, 350-II

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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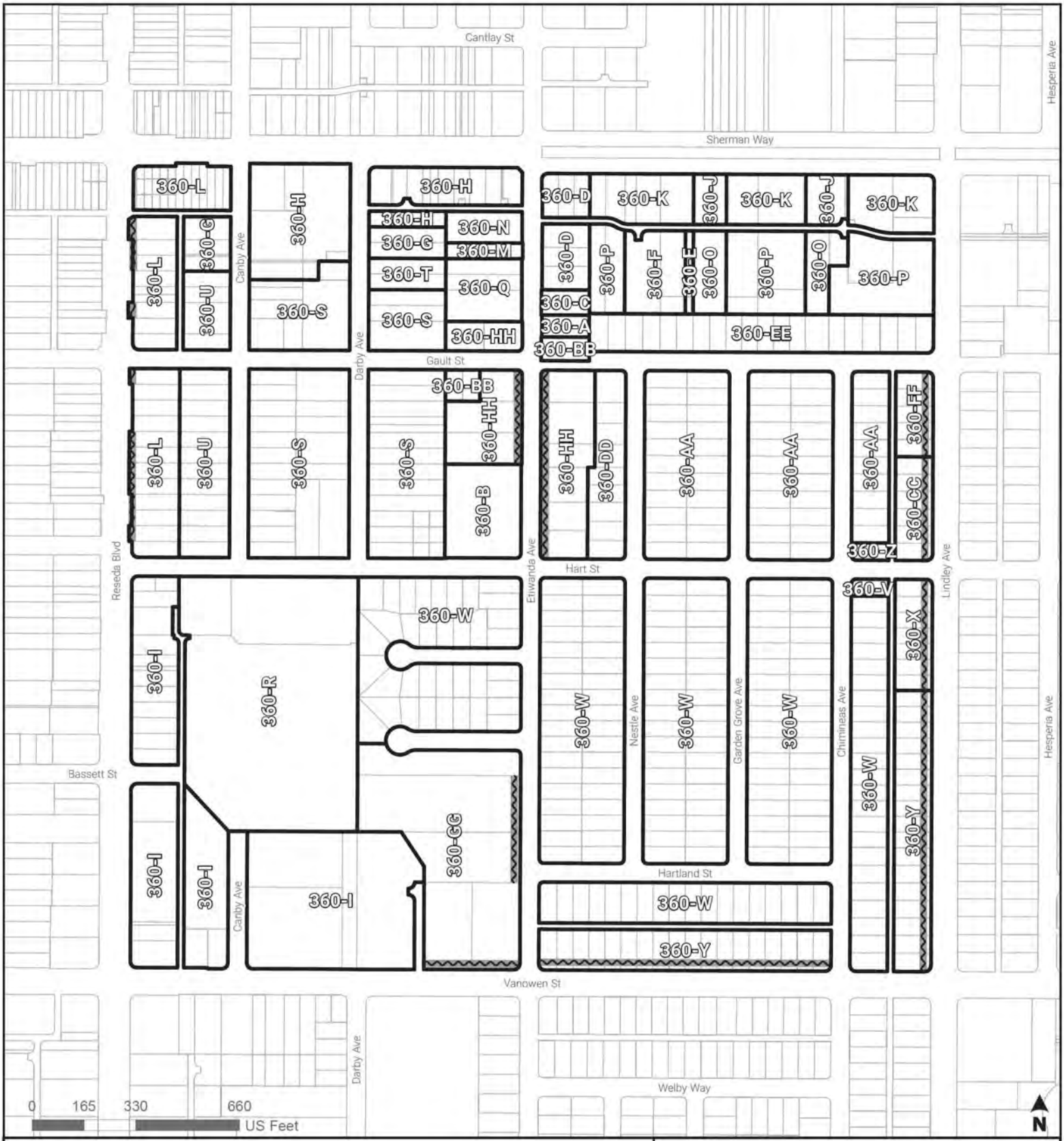
Section:

350

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

360-A, 360-B, 360-C, 360-D, 360-E, 360-F, 360-G, 360-H, 360-I, 360-J, 360-K, 360-L, 360-M, 360-N, 360-O, 360-P, 360-Q, 360-R, 360-S, 360-T, 360-U, 360-V, 360-W, 360-X, 360-Y, 360-Z, 360-AA, 360-BB, 360-CC, 360-DD, 360-EE, 360-FF, 360-GG, 360-HH

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

360

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

370-A, 370-B, 370-C, 370-D, 370-E, 370-F, 370-G, 370-H, 370-I, 370-J, 370-K, 370-L, 370-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

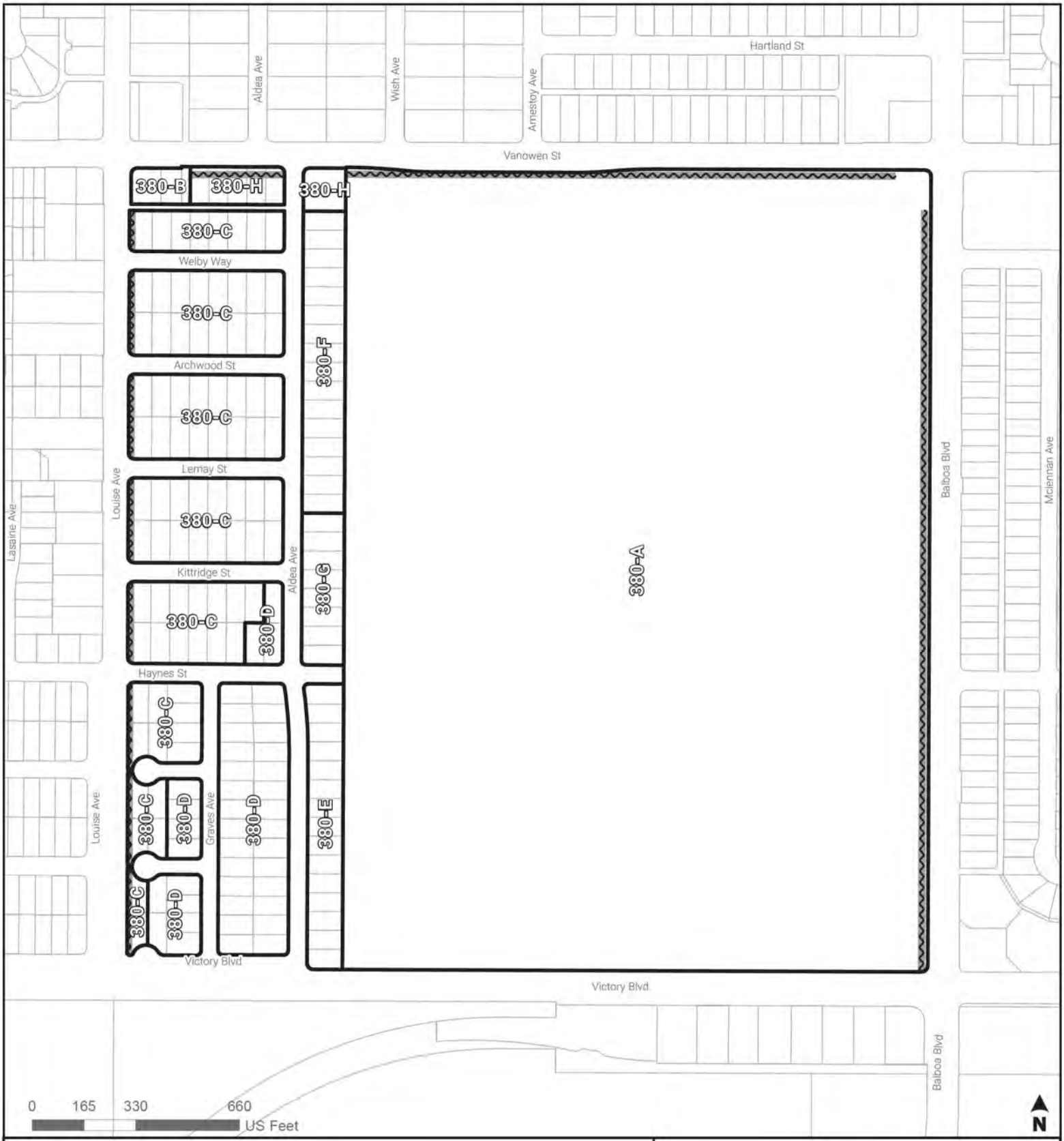
LM / AUG 2026

Section:

370

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

380-A, 380-B, 380-C, 380-D, 380-E, 380-F, 380-G, 380-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

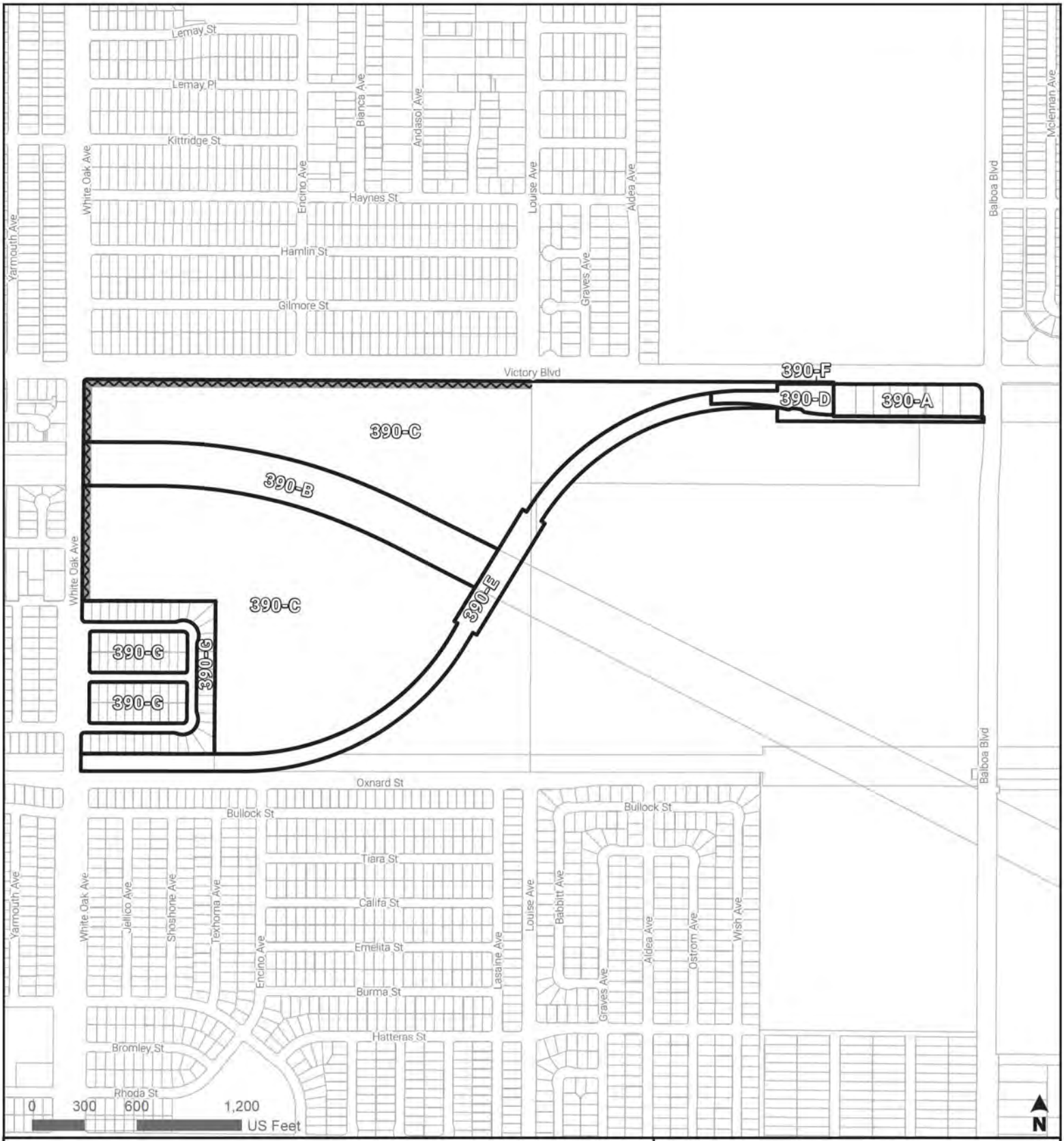
LM / AUG 2026

Section:

380

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

390-A, 390-B, 390-C, 390-D, 390-E, 390-F, 390-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

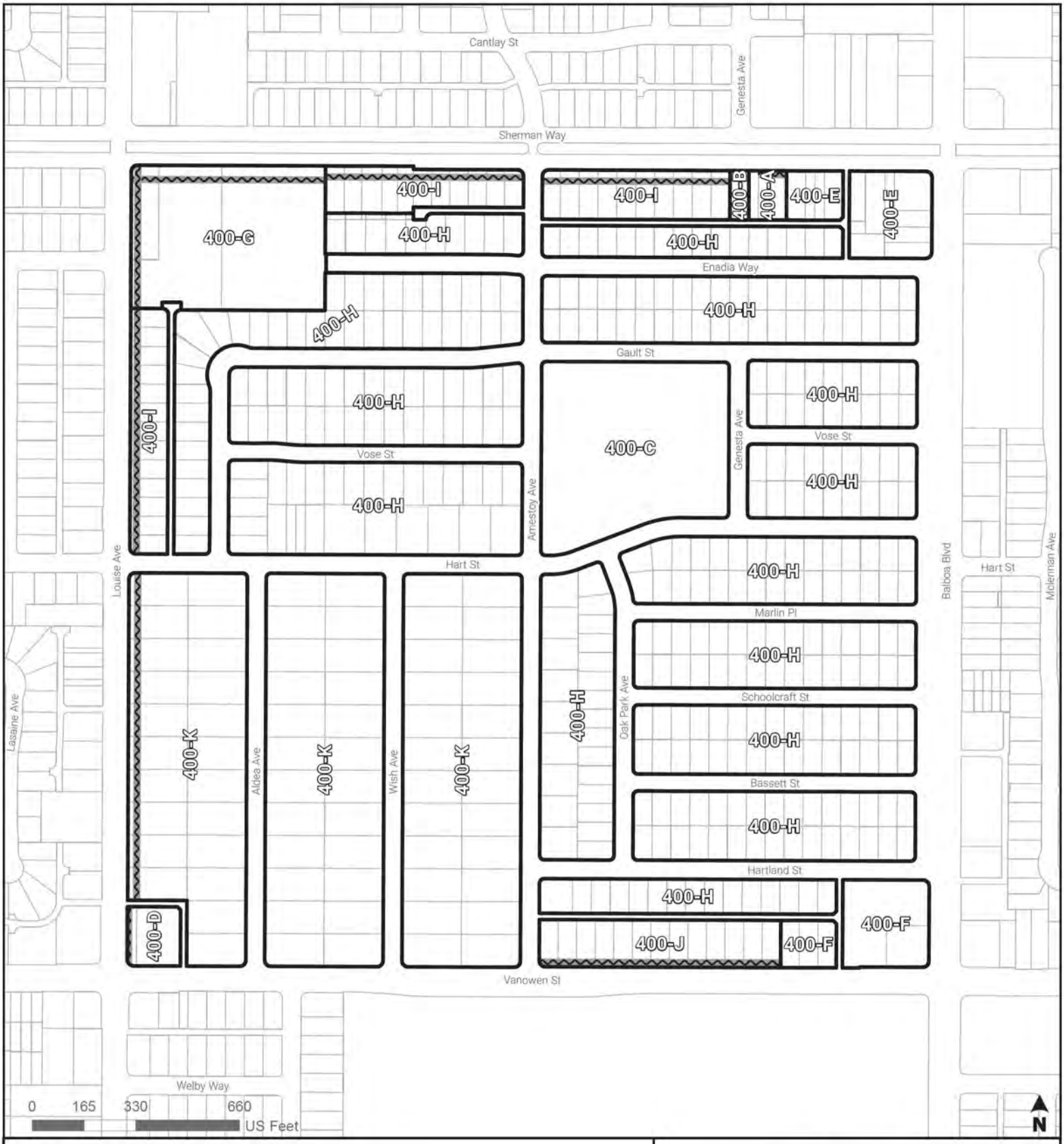
LM / AUG 2026

Section:

390

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

400-A, 400-B, 400-C, 400-D, 400-E, 400-F, 400-G, 400-H, 400-I, 400-J, 400-K

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

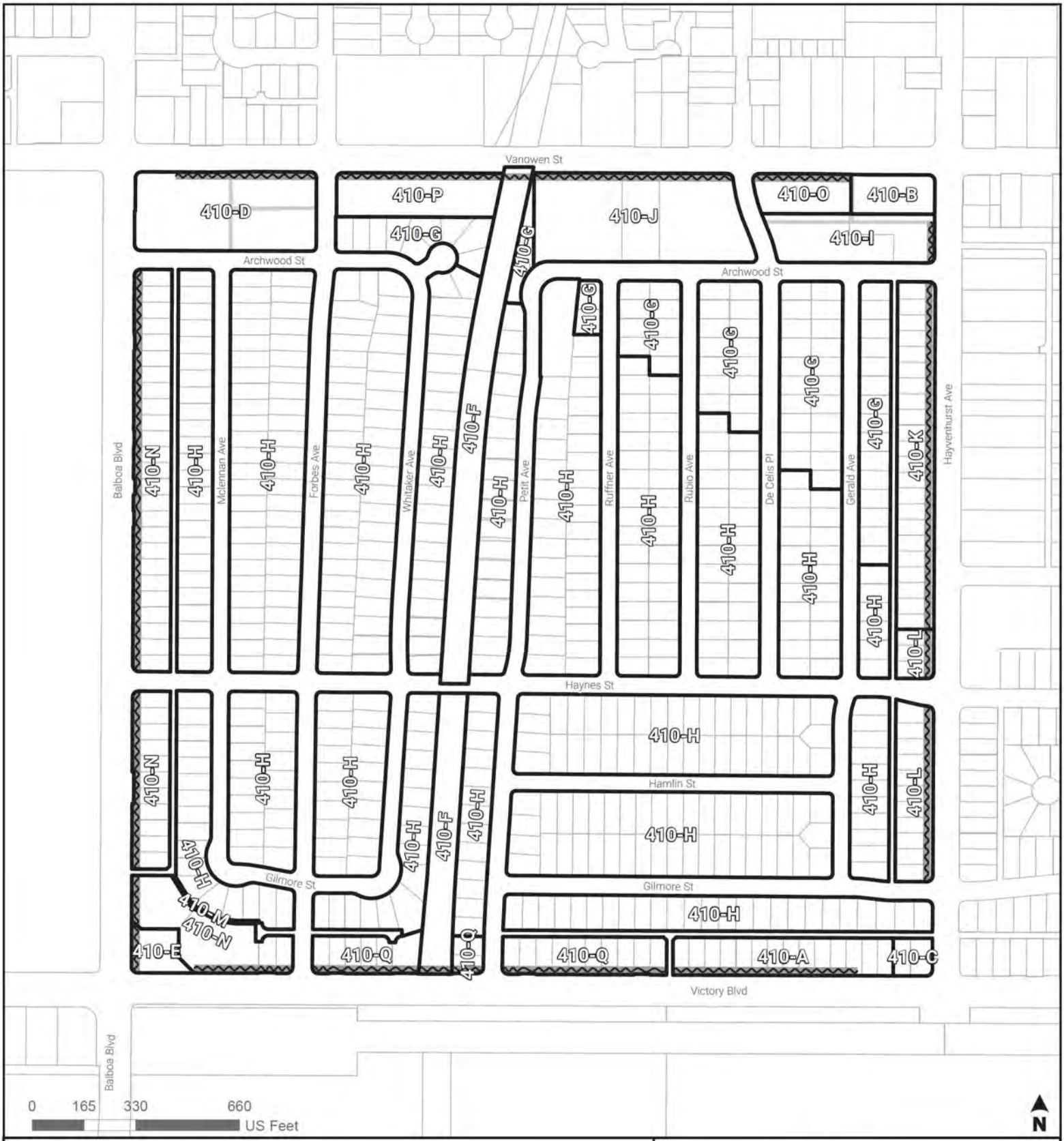
LM / AUG 2026

Section:

400

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

410-A, 410-B, 410-C, 410-D, 410-E, 410-F, 410-G, 410-H, 410-I, 410-J, 410-K, 410-L, 410-M, 410-N, 410-O, 410-P, 410-Q

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

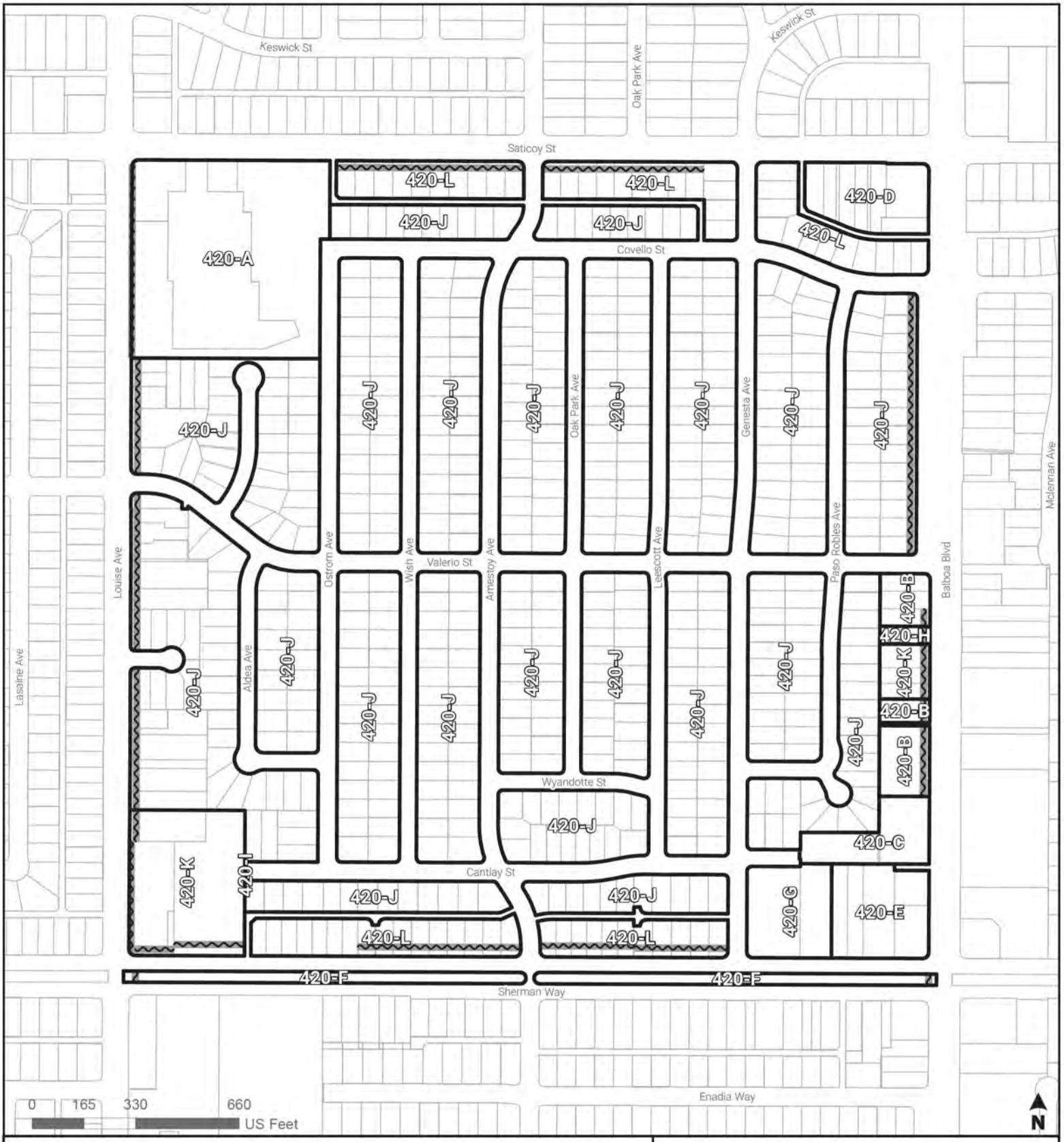
LM / AUG 2026

Section:

410

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

420-A, 420-B, 420-C, 420-D, 420-E, 420-F, 420-G, 420-H, 420-I, 420-J, 420-K, 420-L

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

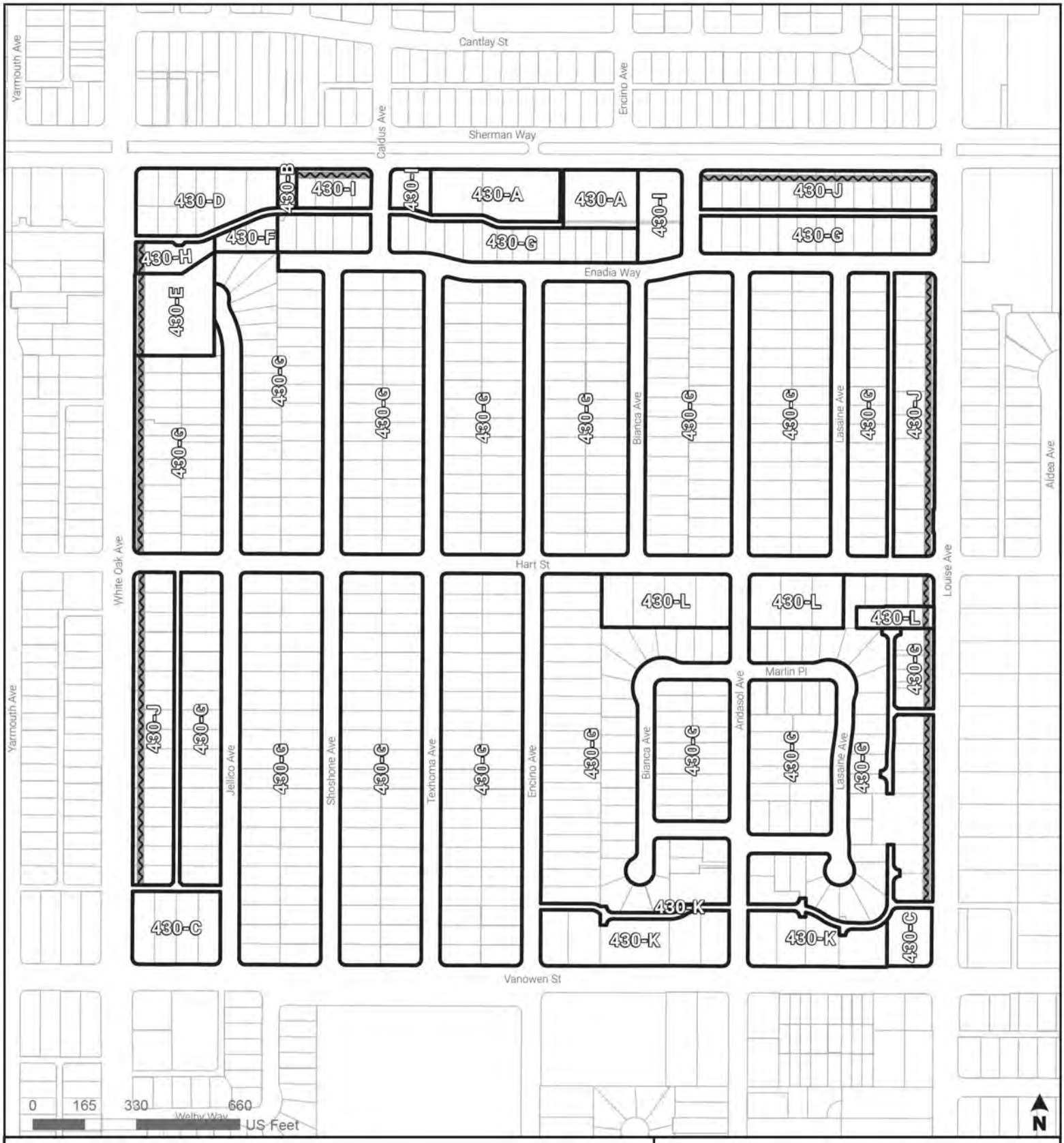
LM / AUG 2026

Section:

420

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

430-A, 430-B, 430-C, 430-D, 430-E, 430-F, 430-G, 430-H, 430-I, 430-J, 430-K, 430-L

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

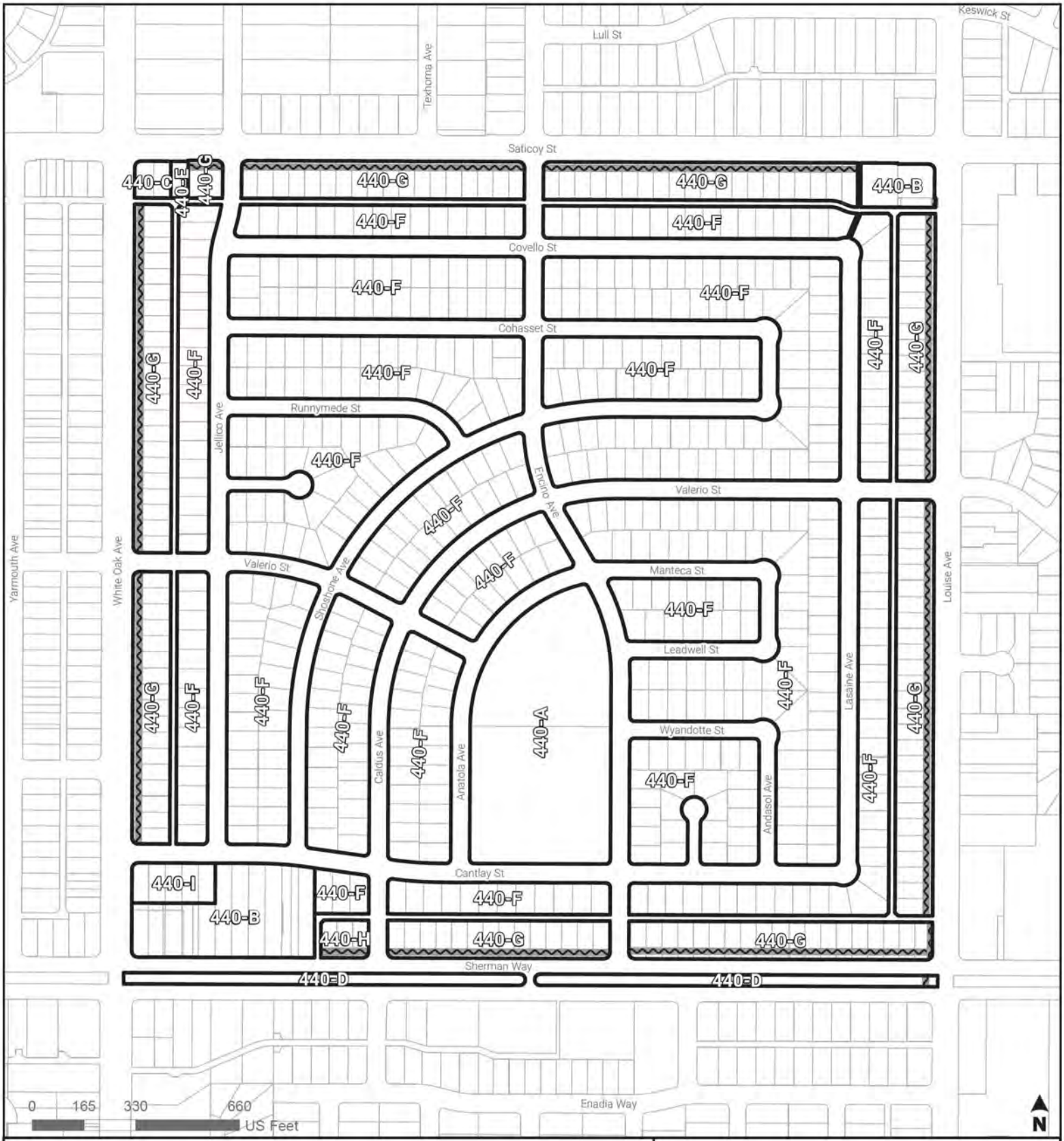
LM / AUG 2026

Section:

430

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

440-A, 440-B, 440-C, 440-D, 440-E, 440-F, 440-G, 440-H, 440-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

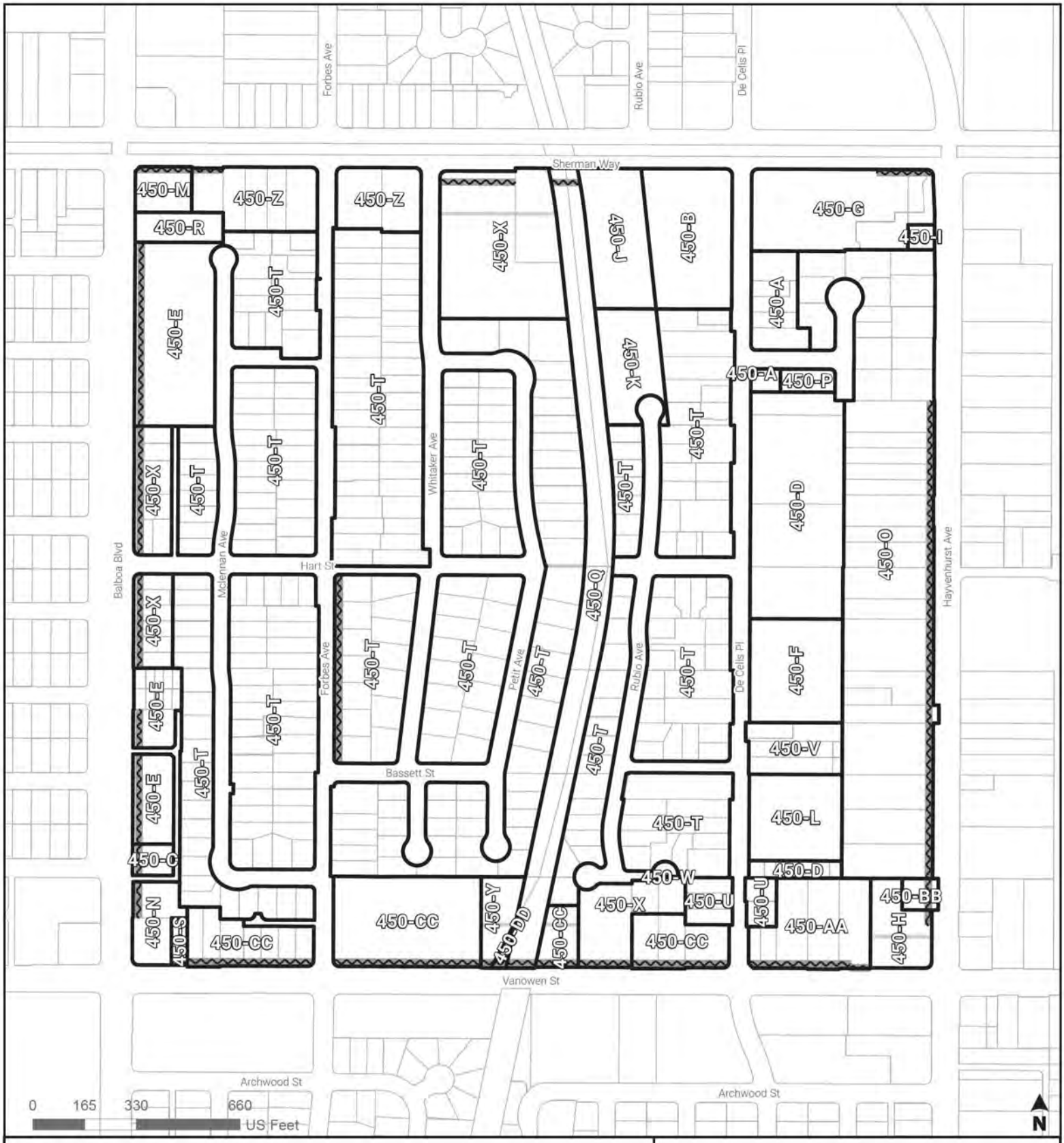
LM / AUG 2026

Section:

440

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

450-A, 450-B, 450-C, 450-D, 450-E, 450-F, 450-G, 450-H, 450-I, 450-J, 450-K, 450-L, 450-M, 450-N, 450-O, 450-P, 450-Q, 450-R, 450-S, 450-T, 450-U, 450-V, 450-W, 450-X, 450-Y, 450-Z, 450-AA, 450-BB, 450-CC, 450-DD

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

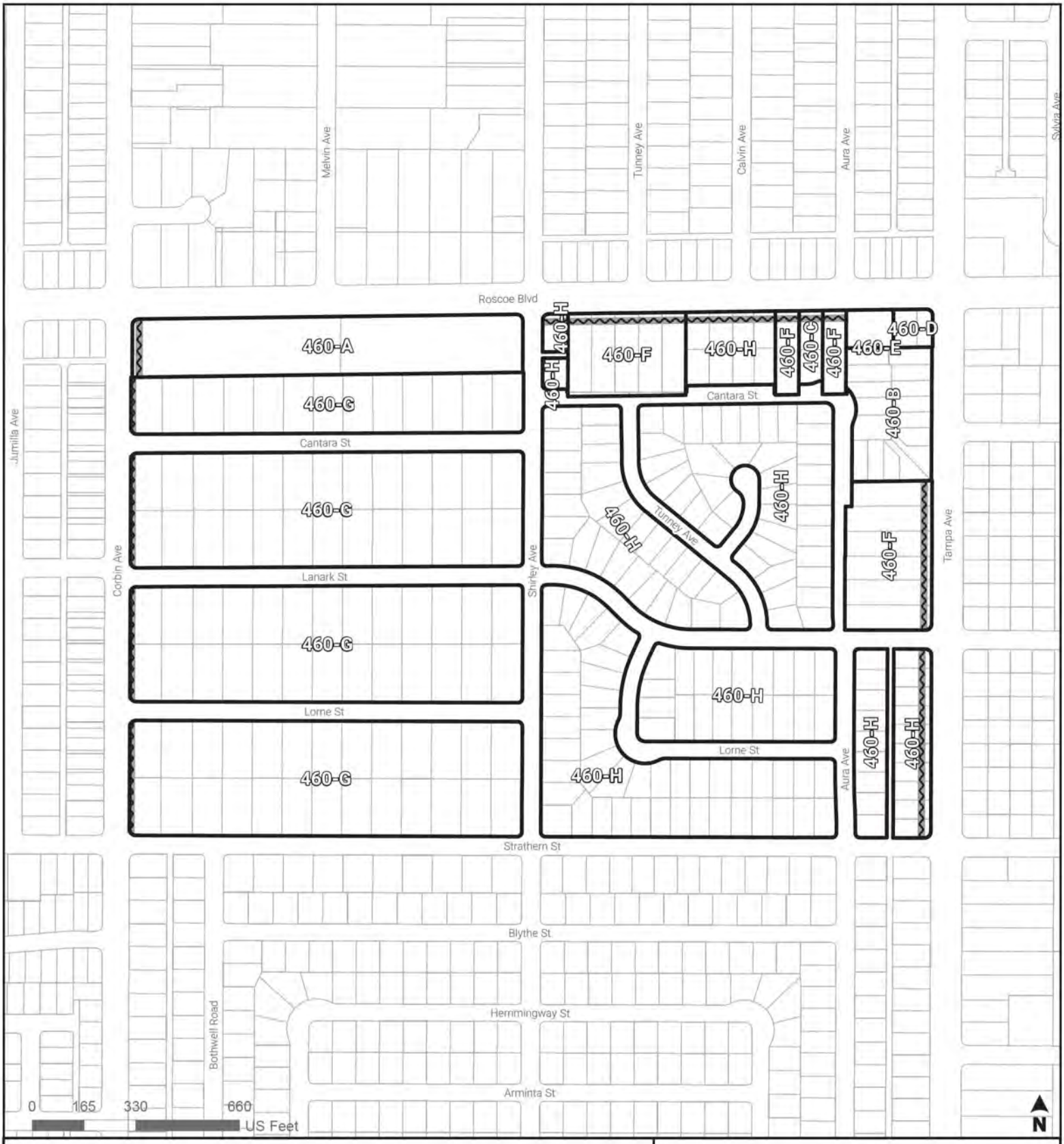
LM / AUG 2026

Section:

450

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

460-A, 460-B, 460-C, 460-D, 460-E, 460-F, 460-G, 460-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

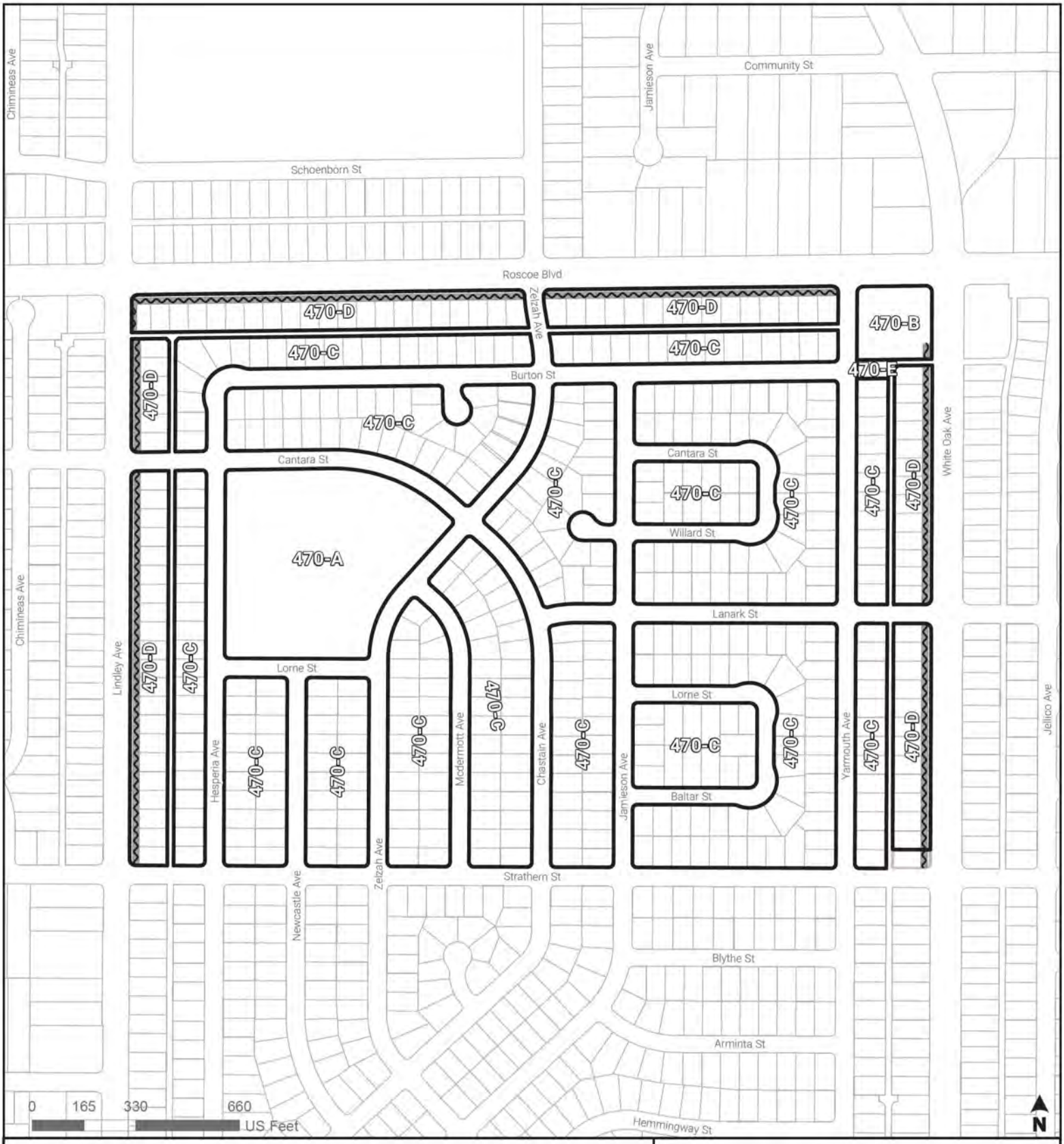
LM / AUG 2026

Section:

460

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

470-A, 470-B, 470-C, 470-D, 470-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

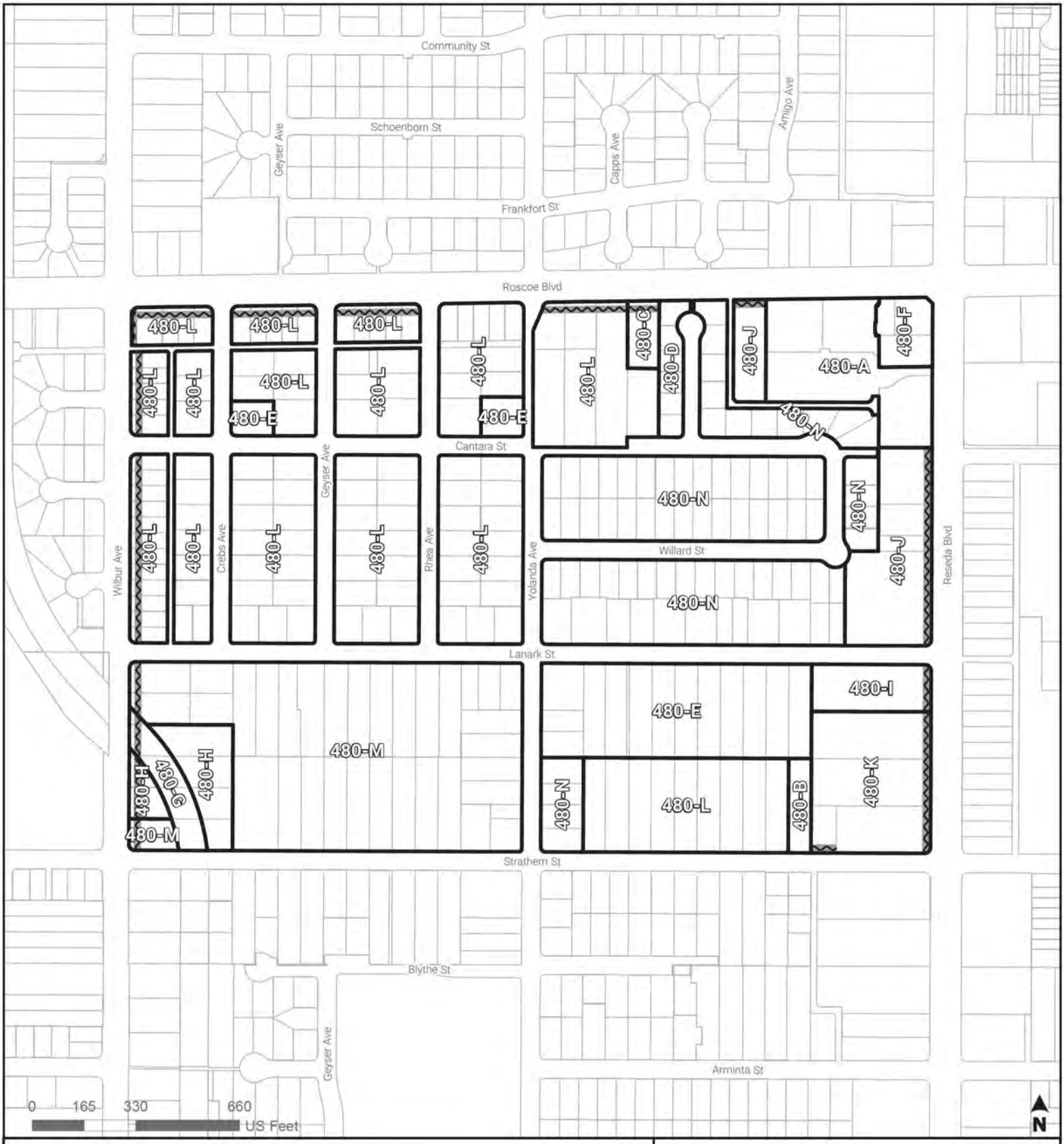
LM / AUG 2026

Section:

470

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

480-A, 480-B, 480-C, 480-D, 480-E, 480-F, 480-G, 480-H, 480-I, 480-J, 480-K, 480-L, 480-M, 480-N

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

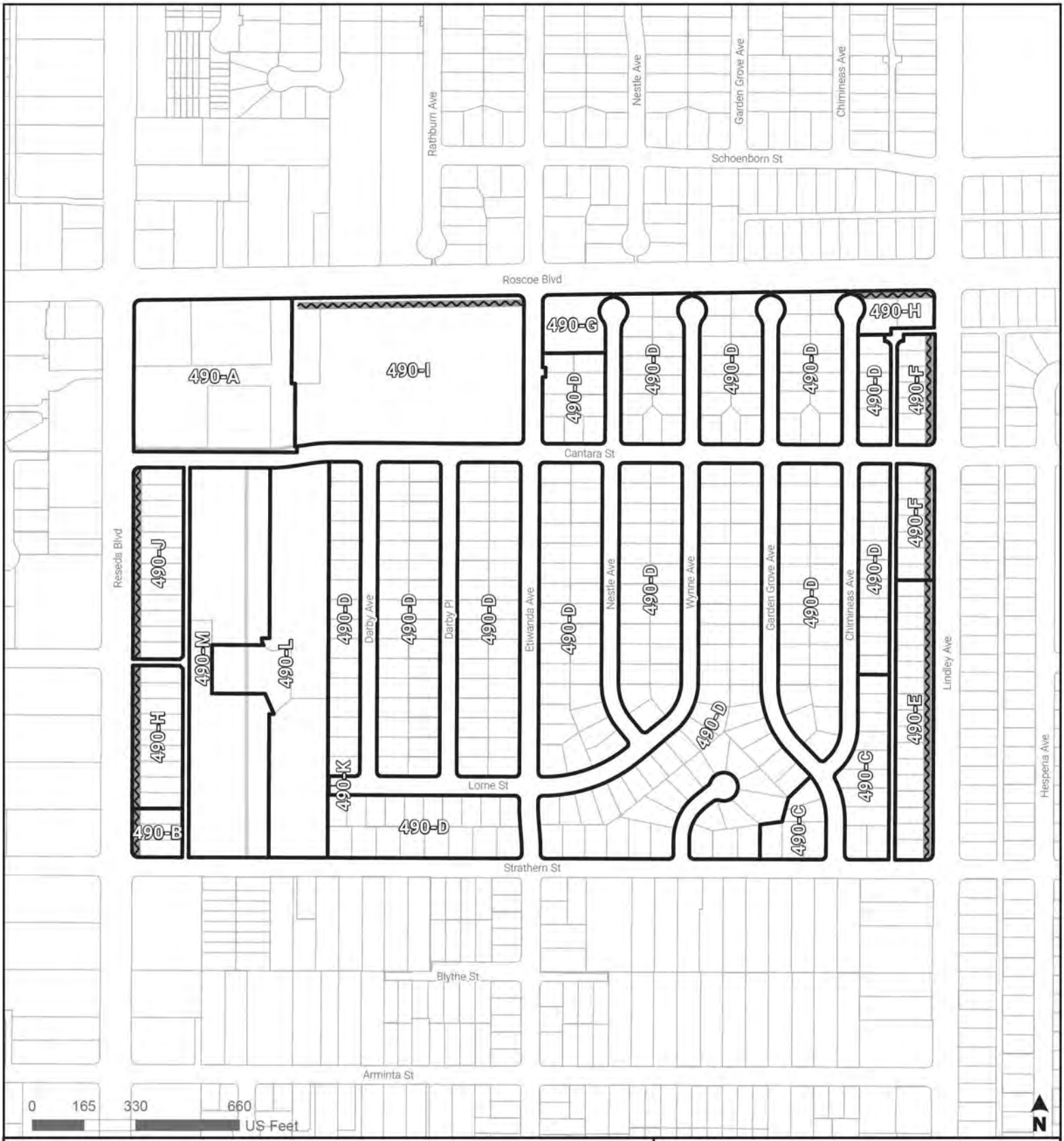
LM / AUG 2026

Section:

480

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

490-A, 490-B, 490-C, 490-D, 490-E, 490-F, 490-G, 490-H, 490-I, 490-J, 490-K, 490-L, 490-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

490

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

500-A, 500-B, 500-C, 500-D, 500-E, 500-F, 500-G, 500-H, 500-I, 500-J, 500-K

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

500

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

510-A, 510-B, 510-C, 510-D, 510-E, 510-F, 510-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

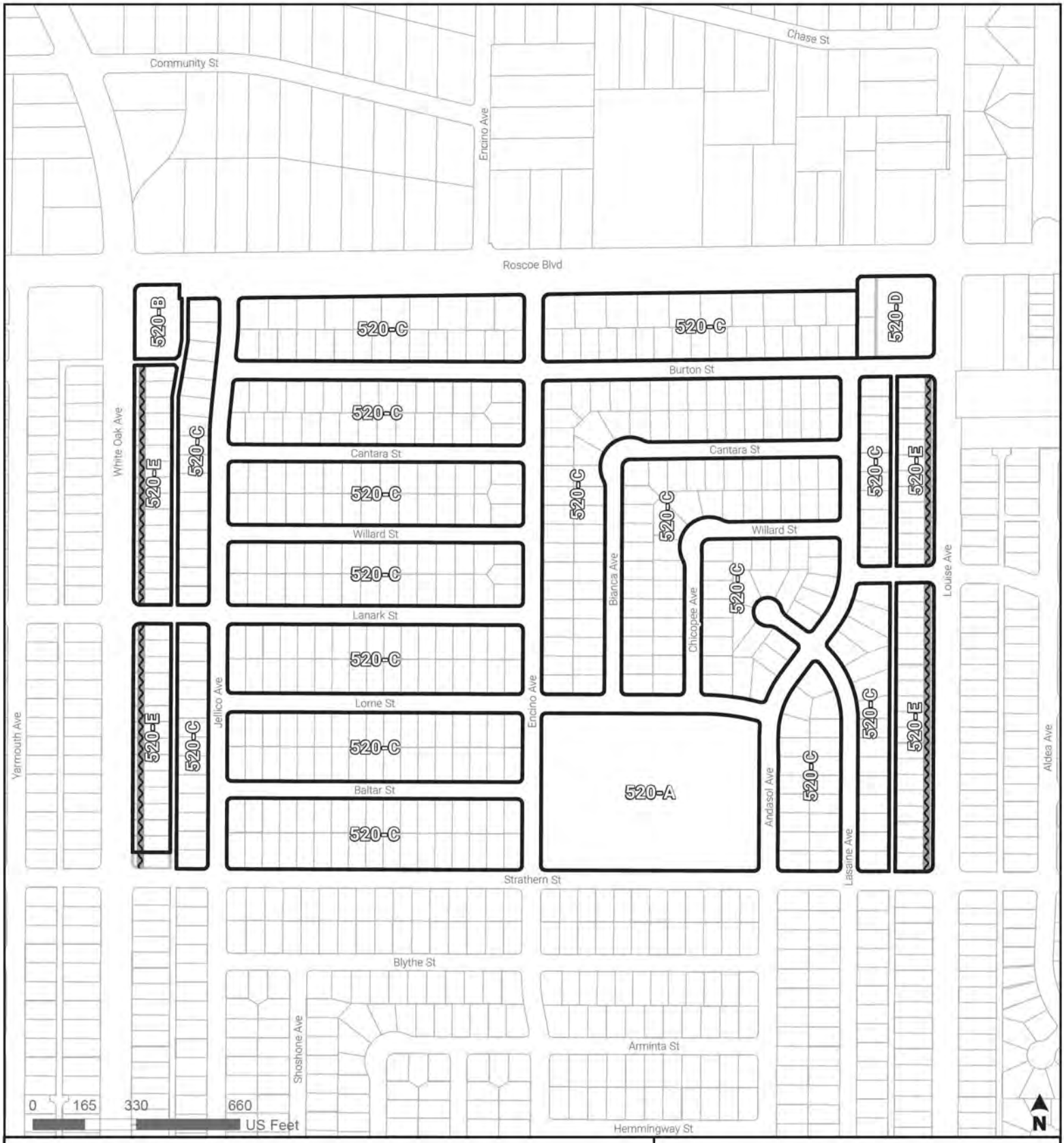
LM / AUG 2026

Section:

510

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

520-A, 520-B, 520-C, 520-D, 520-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

520

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

530-A, 530-B, 530-C, 530-D, 530-E, 530-F, 530-G, 530-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

530

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

540-A, 540-B, 540-C, 540-D, 540-E, 540-F, 540-G, 540-H, 540-I, 540-J, 540-K, 540-L, 540-M, 540-N, 540-O, 540-P, 540-Q, 540-R, 540-S, 540-T, 540-U, 540-V, 540-W, 540-X, 540-Y, 540-Z, 540-AA, 540-BB, 540-CC, 540-DD, 540-EE, 540-FF, 540-GG, 540-HH

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

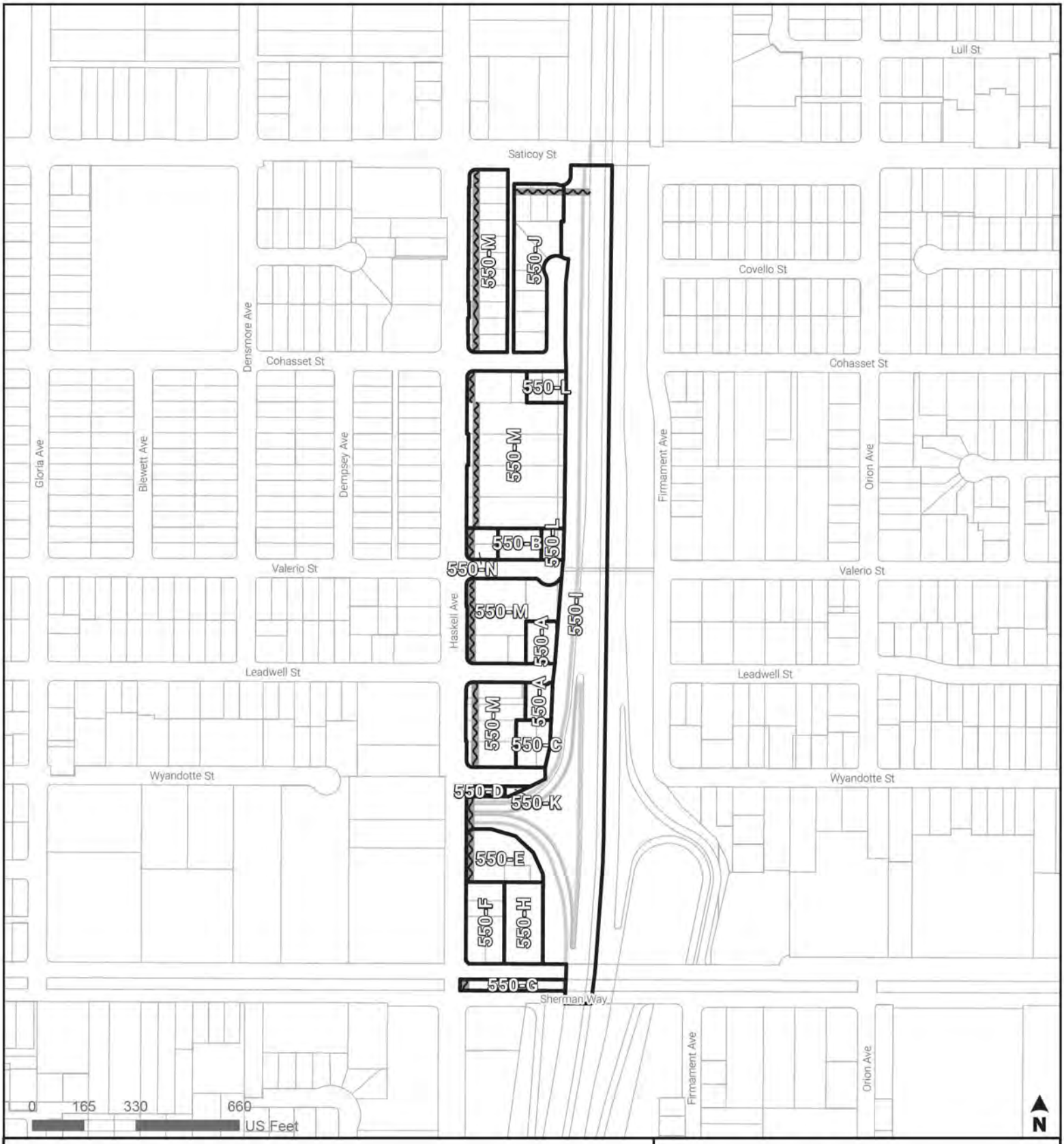
LM / AUG 2026

Section:

540

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

550-A, 550-B, 550-C, 550-D, 550-E, 550-F, 550-G, 550-H, 550-I, 550-J, 550-K, 550-L, 550-M, 550-N

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

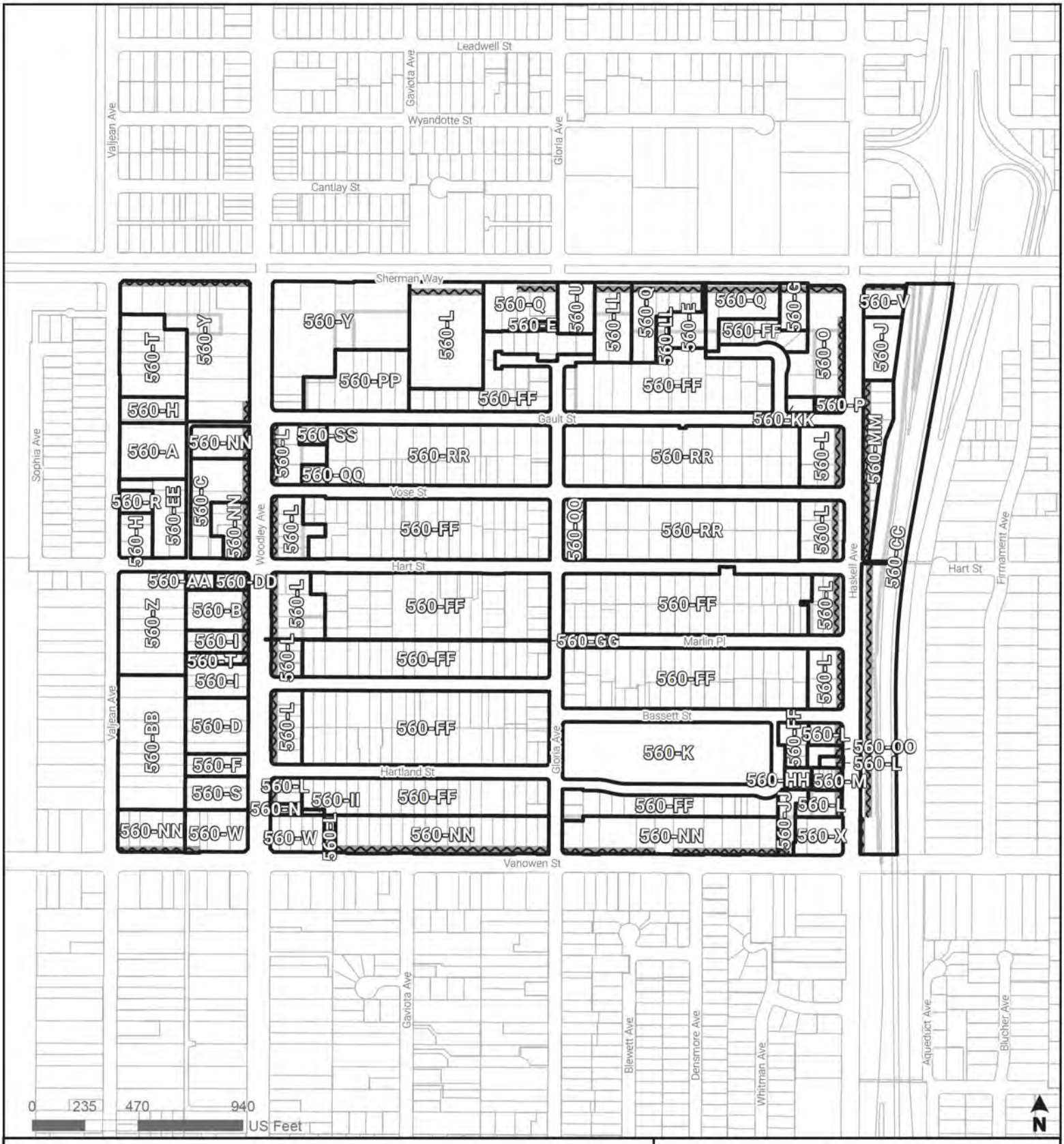
LM / AUG 2026

Section:

550

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

560-A, 560-B, 560-C, 560-D, 560-E, 560-F, 560-G, 560-H, 560-I, 560-J, 560-K, 560-L, 560-M, 560-N, 560-O, 560-P, 560-Q, 560-R, 560-S, 560-T, 560-U, 560-V, 560-W, 560-X, 560-Y, 560-Z, 560-AA, 560-BB, 560-CC, 560-DD, 560-EE, 560-FF, 560-GG, 560-HH, 560-II, 560-JJ, 560-KK, 560-LL, 560-MM, 560-NN, 560-OO, 560-PP, 560-QQ, 560-RR, 560-SS

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

560

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

570-A, 570-B, 570-C, 570-D, 570-E, 570-F, 570-G, 570-H, 570-I, 570-J, 570-K, 570-L, 570-M, 570-N, 570-O, 570-P, 570-Q, 570-R, 570-S, 570-T, 570-U, 570-V, 570-W, 570-X, 570-Y, 570-Z

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

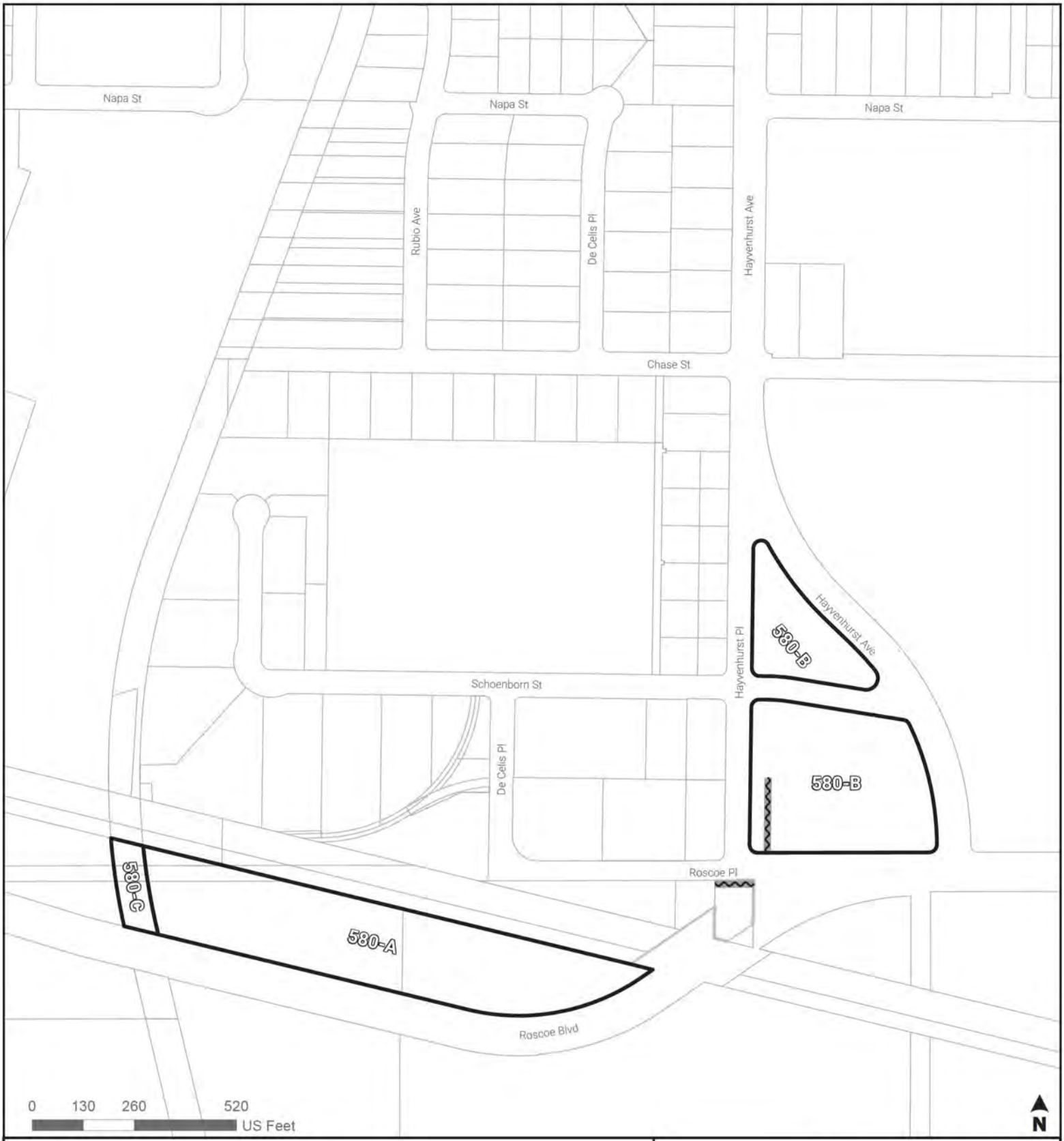
LM / AUG 2026

Section:

570

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

580-A, 580-B, 580-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

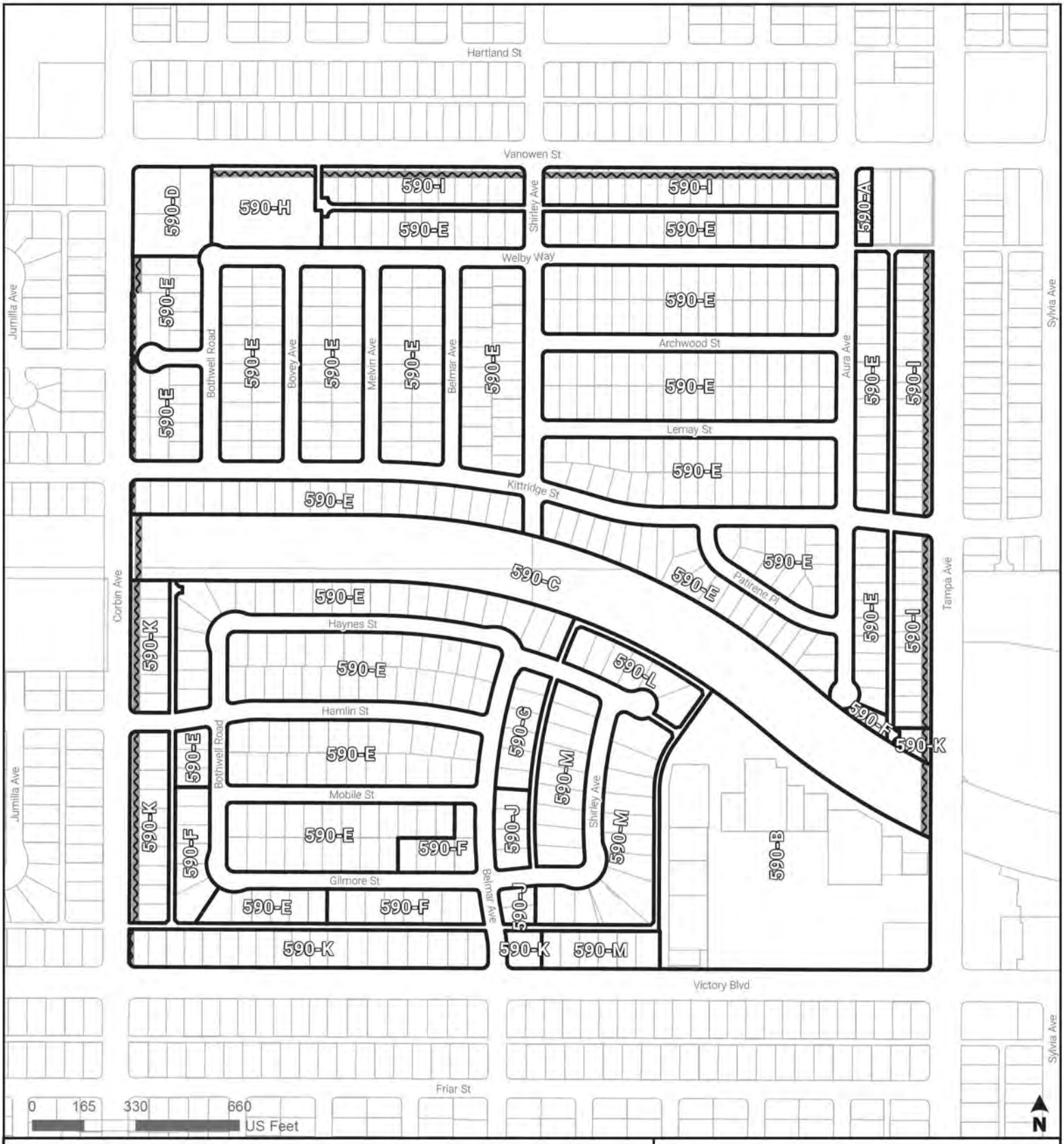
LM / AUG 2026

Section:

580

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

590-A, 590-B, 590-C, 590-D, 590-E, 590-F, 590-G, 590-H, 590-I, 590-J, 590-K, 590-L, 590-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

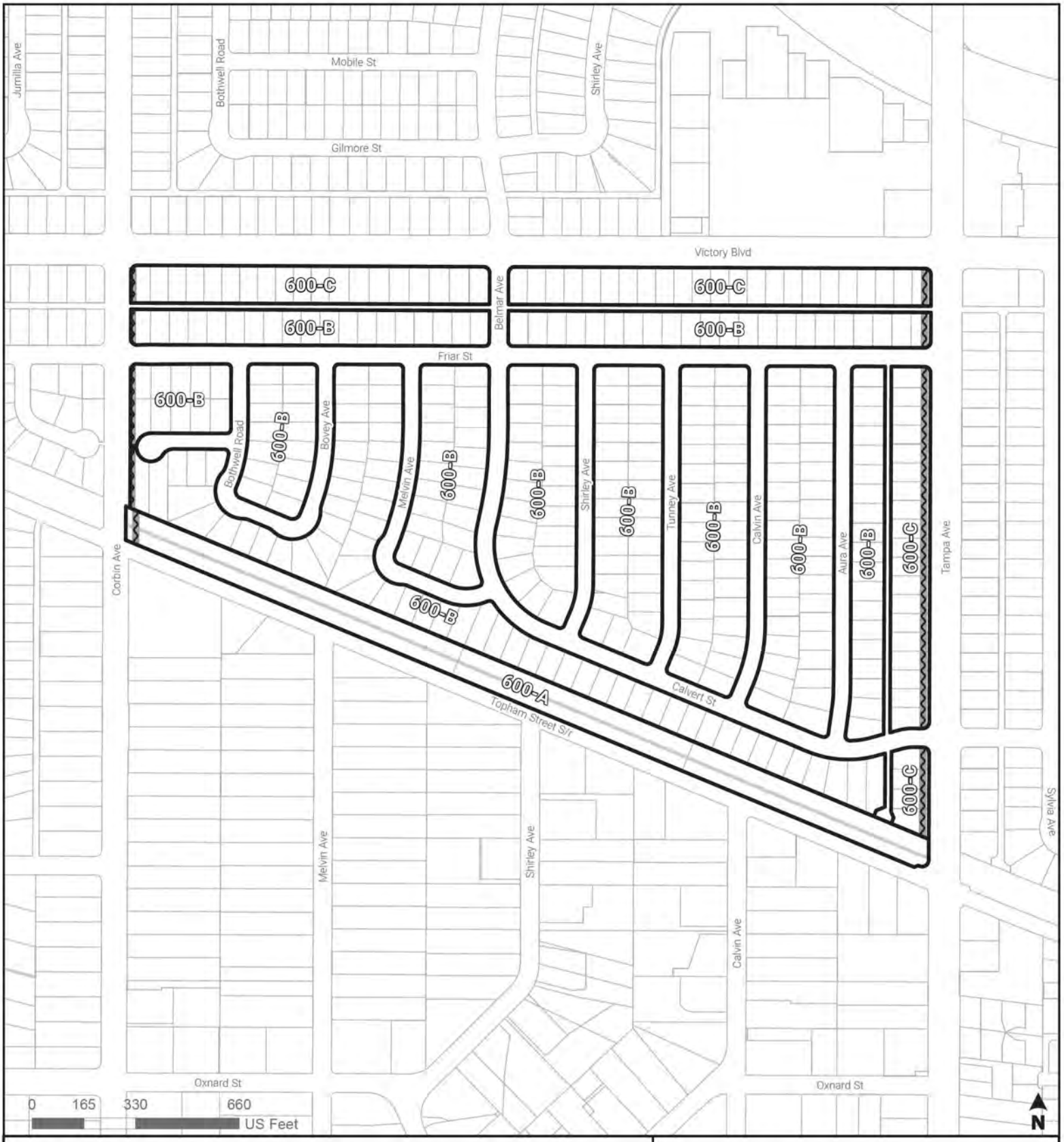
LM / AUG 2026

Section:

590

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

600-A, 600-B, 600-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

600

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

610-A, 610-B, 610-C, 610-D, 610-E, 610-F, 610-G, 610-H, 610-I, 610-J, 610-K, 610-L, 610-M, 610-N, 610-O

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

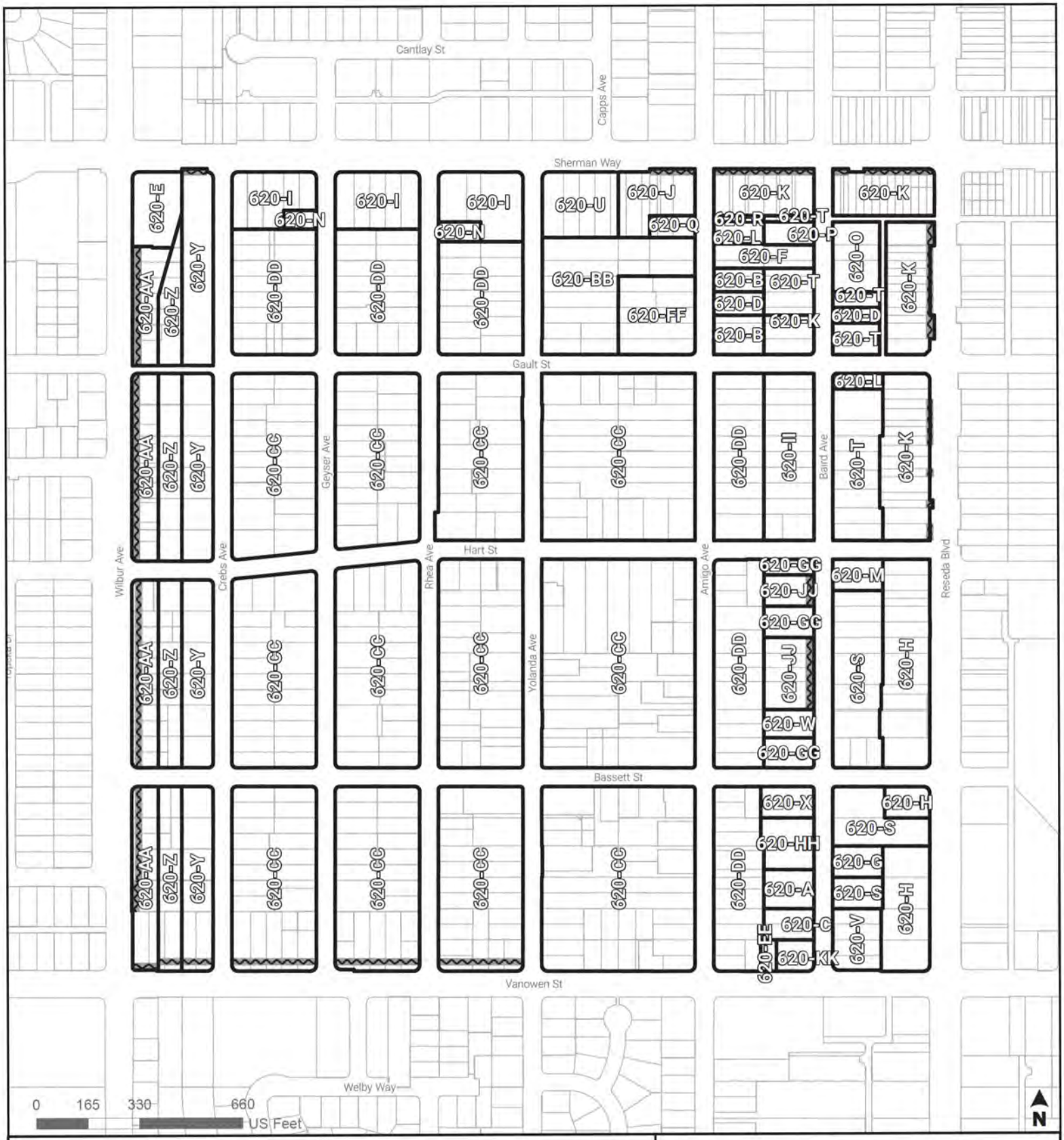
LM / AUG 2026

Section:

610

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

620-A, 620-B, 620-C, 620-D, 620-E, 620-F, 620-G, 620-H, 620-I, 620-J, 620-K, 620-L, 620-M, 620-N, 620-O, 620-P, 620-Q, 620-R, 620-S, 620-T, 620-U, 620-V, 620-W, 620-X, 620-Y, 620-Z, 620-AA, 620-BB, 620-CC, 620-DD, 620-EE, 620-FF, 620-GG, 620-HH, 620-II, 620-JJ, 620-KK

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

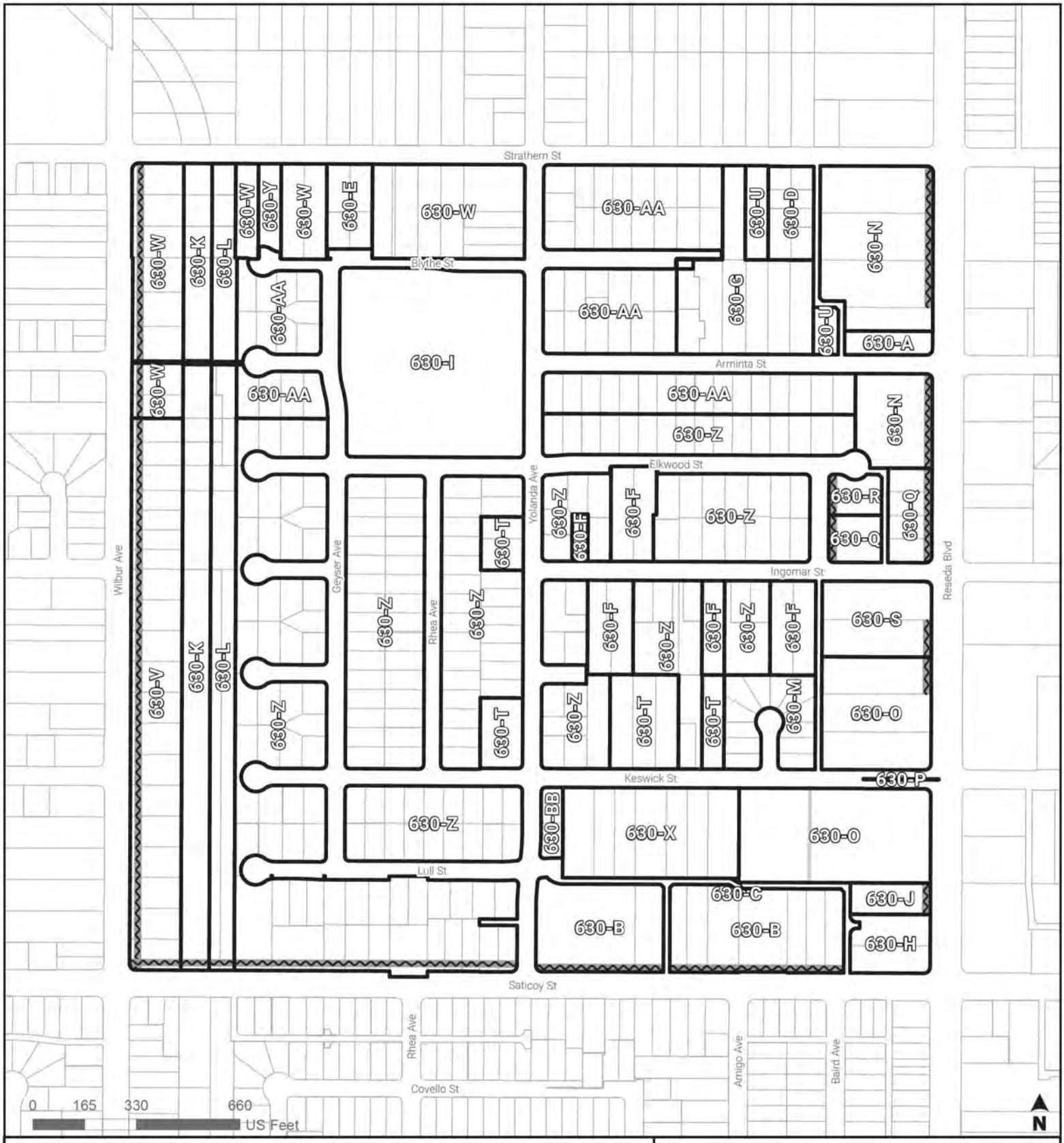
LM / AUG 2026

Section:

620

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

630-A, 630-B, 630-C, 630-D, 630-E, 630-F, 630-G, 630-H, 630-I, 630-J, 630-K, 630-L, 630-M, 630-N, 630-O, 630-P, 630-Q, 630-R, 630-S, 630-T, 630-U, 630-V, 630-W, 630-X, 630-Y, 630-Z, 630-AA, 630-BB

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

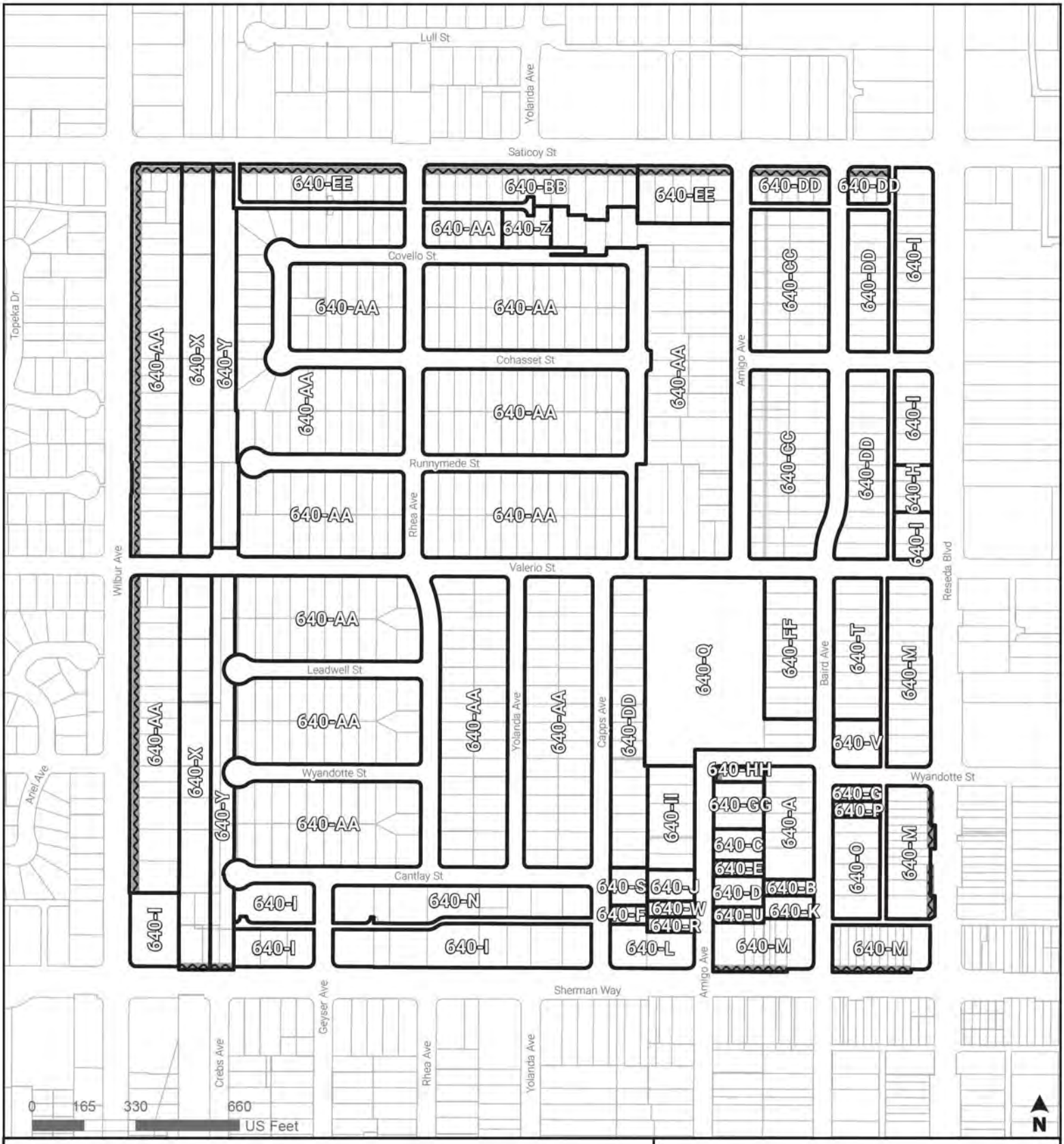
LM / AUG 2026

Section:

630

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

640-A, 640-B, 640-C, 640-D, 640-E, 640-F, 640-G, 640-H, 640-I, 640-J, 640-K, 640-L, 640-M, 640-N, 640-O, 640-P, 640-Q, 640-R, 640-S, 640-T, 640-U, 640-V, 640-W, 640-X, 640-Y, 640-Z, 640-AA, 640-BB, 640-CC, 640-DD, 640-EE, 640-FF, 640-GG, 640-HH, 640-II

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

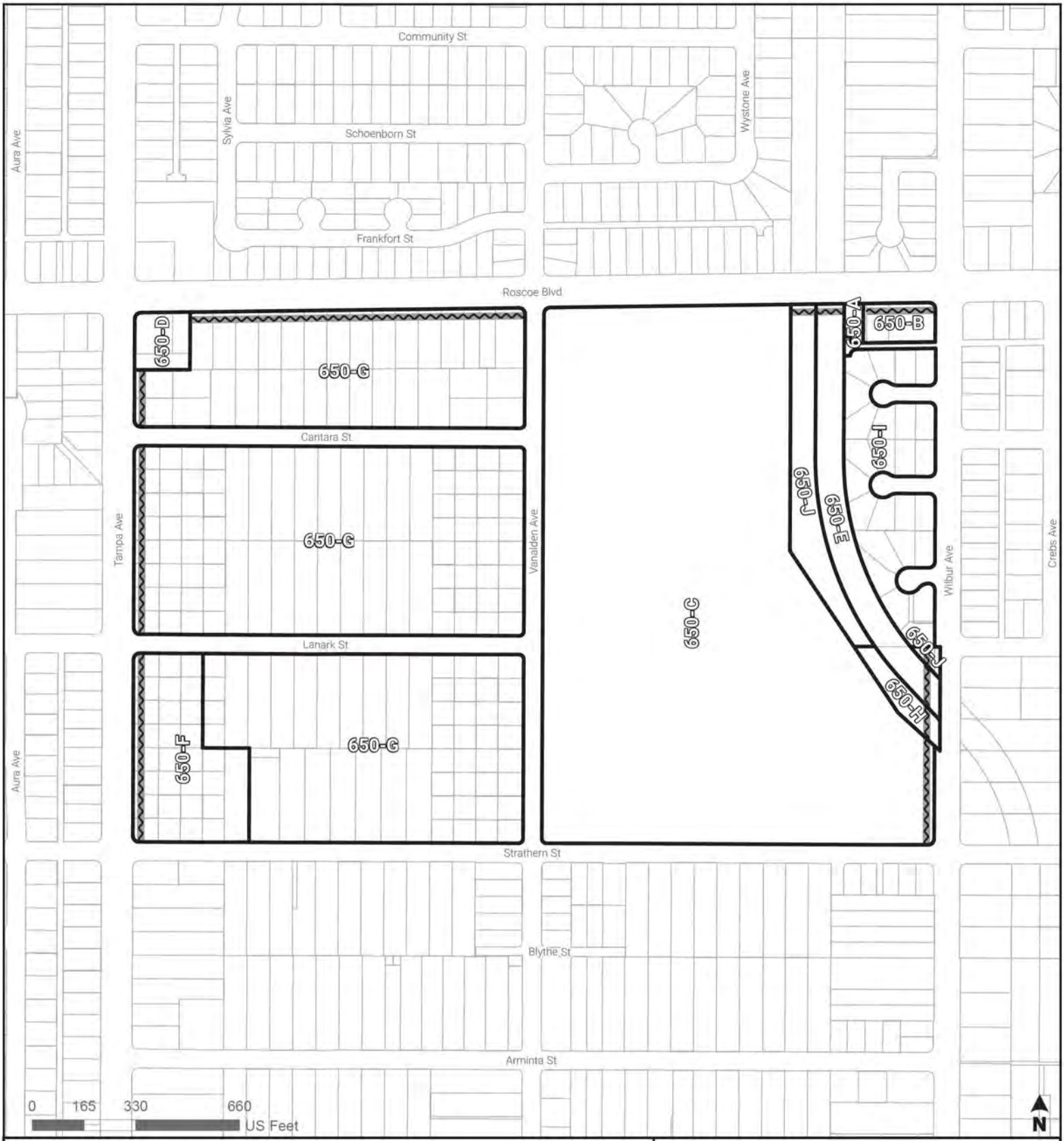
LM / AUG 2026

Section:

640

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

650-A, 650-B, 650-C, 650-D, 650-E, 650-F, 650-G, 650-H, 650-I, 650-J

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

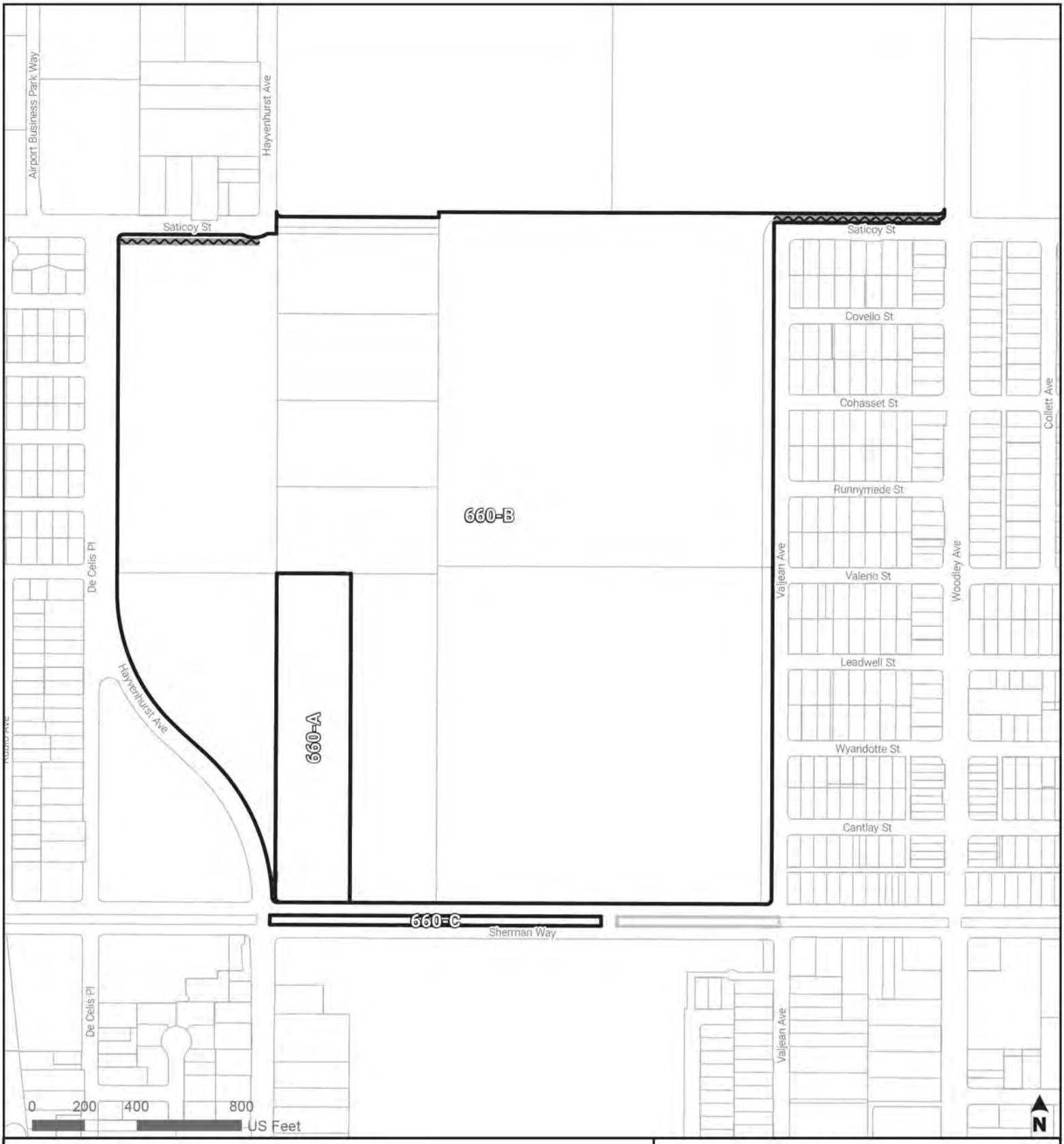
LM / AUG 2026

Section:

650

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

660-A, 660-B, 660-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

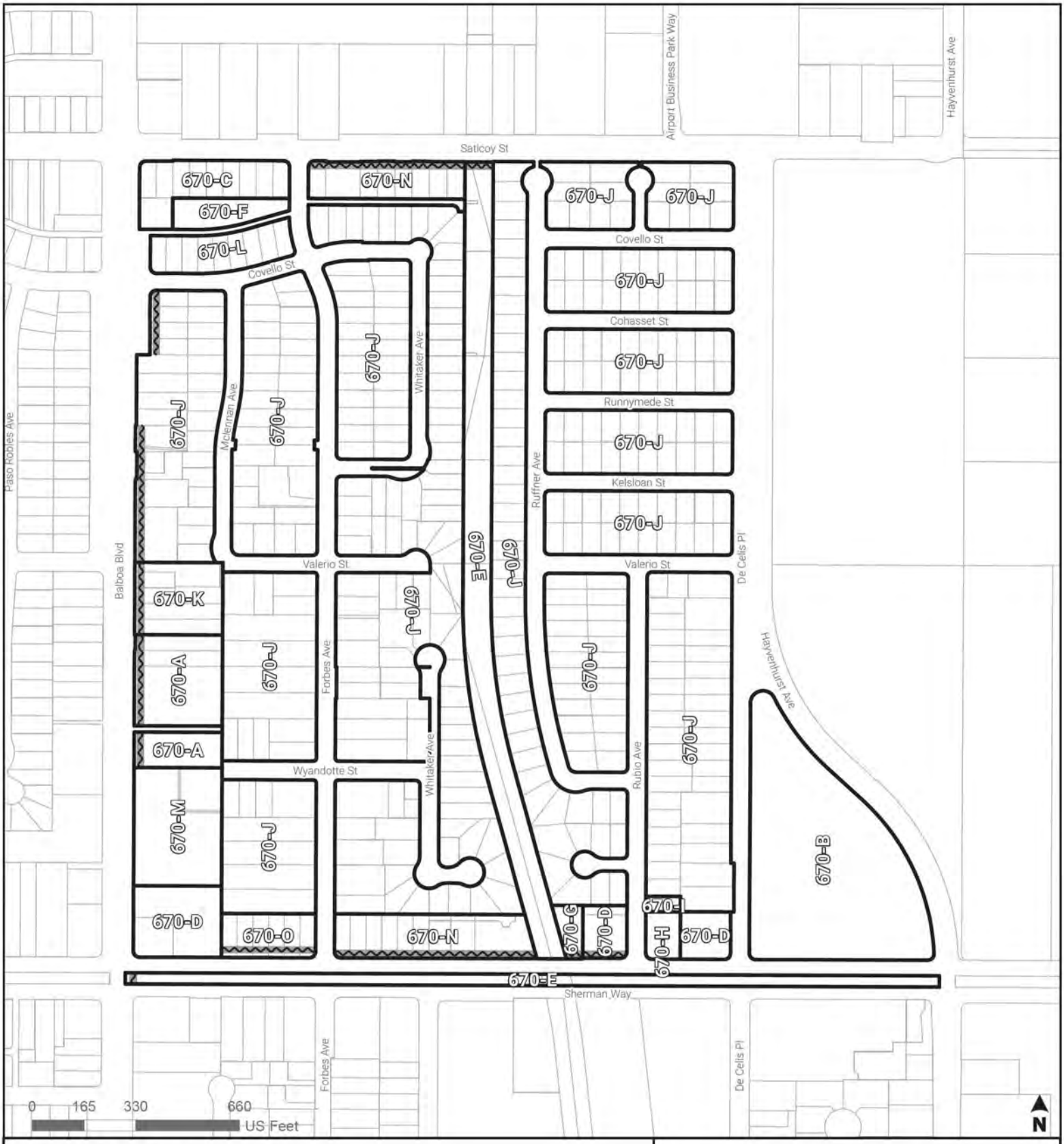
LM / AUG 2026

Section:

660

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

670-A, 670-B, 670-C, 670-D, 670-E, 670-F, 670-G, 670-H, 670-I, 670-J, 670-K, 670-L, 670-M, 670-N, 670-O

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

670

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

680-A, 680-B, 680-C, 680-D, 680-E, 680-F, 680-G, 680-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

680

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

690-A, 690-B, 690-C, 690-D, 690-E, 690-F, 690-G, 690-H, 690-I, 690-J, 690-K, 690-L, 690-M, 690-N, 690-O, 690-P, 690-Q, 690-R

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / AUG 2026

Section:

690

CPC-2019-1741-CPU

Reseda - West Van Nuys - Lake Balboa Community Plan Area

Reseda - West Van Nuys - Lake Balboa Zoning Code Update Zoning Change Matrix

Subarea ID	Existing Zoning	Proposed Zoning
RES-100-A	[Q]OS-1XL	[VNY]
RES-110-A	[Q]M2-1	[VNY]
RES-110-B	[Q]M2-1VL	[VF2-FX1-17][I6-N]
RES-110-C	[T][Q]M2-1VL	[VF2-FX1-17][I6-N]
RES-110-D	[T][Q]M2-1VL	[VNY]
RES-110-E	M2-1	[VF2-FX1-17][I6-N]
RES-110-F	M2-1	[VF2-FX2-17][I8-N]
RES-110-G	M2-1	[VNY]
RES-110-H	PF-1XL	[VF2-FX2-15][P1-FA]
RES-120-A	(Q)M1-1-RIO	[VF2-FX1-15][I6-N]
RES-120-B	(Q)RD1.5-1-RIO	[LN4-FY1-22][RG2-15]
RES-120-C	(T)(Q)M1-1-RIO	[VF2-FX1-15][I6-N]
RES-120-D	[Q]A1-1XL-RIO	[VNY]
RES-120-E	[Q]C2-1-RIO	[MM8-SH4-10][CX7-4]
RES-120-F	[Q]M1-1-RIO	[VF2-FX1-15][I6-N]
RES-120-G	[Q]R3-1-RIO	[MM4-MU4-7][RX4-8]
RES-120-H	[T][Q]C2-1-RIO	[LN3-FY1-1][RX3-15]
RES-120-I	[T][Q]MR1-1VL-RIO	[LN3-FY1-1][RX3-15]
RES-120-J	[T][Q]MR1-1VL-RIO	[VF2-FX1-17][I6-N]
RES-120-K	C2-1VL-RIO	[LM9-SH6-13][CX9-4]
RES-120-L	C2-1VL-RIO	[MM7-SH6-10][CX7-4]
RES-120-M	M1-1-RIO	[VF2-FX1-15][I6-N]
RES-120-N	M1-1-RIO	[VF2-FX1-17][I6-N]
RES-120-O	P-1-RIO	[VF2-FX1-15][I6-N]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-120-P	P-1-RIO	[VF2-FX1-17][I6-N]
RES-120-Q	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-120-R	R1-1-RIO	[LN3-FY1-22][RG2-15]
RES-120-S	R1-1-RIO	[LN3-FY1-22][RX3-4L]
RES-120-T	R3-1-RIO	[LM8-MU4-23][RG2-8]
RES-120-U	R3-1-RIO	[MM4-MU4-23][RX4-8]
RES-120-V	R3-1-RIO	[MM4-MU4-7][RX4-8]
RES-120-W	R3-1VL-RIO	[LM8-MU4-23][RG2-8]
RES-130-A	(Q)M1-1	[VF2-FX1-17][I6-N]
RES-130-B	(T)(Q)M1-1	[VF2-FX1-17][I6-N]
RES-130-C	[Q]C2-1	[LM9-SH6-13][CX9-4]
RES-130-D	[Q]C2-1VL	[LM9-SH6-13][CX9-4]
RES-130-E	[Q]M1-1	[VF2-FX1-17][I6-N]
RES-130-F	[Q]MR1-1VL	[VF2-FX1-17][I6-N]
RES-130-G	[T][Q]M1-1	[VF2-FX1-17][I6-N]
RES-130-H	[T][Q]M2-1VL	[VNY]
RES-130-I	[T][Q]MR1-1VL	[LM9-SH6-13][CX9-4]
RES-130-J	[T][Q]MR1-1VL	[VF2-FX1-17][I6-N]
RES-130-K	C2-1VL	[LM9-SH6-13][CX9-4]
RES-130-L	M1-1	[VF2-FX1-17][I6-N]
RES-130-M	M1-1	[VNY]
RES-130-N	P-1	[VF2-FX1-17][I6-N]
RES-130-O	R3-1	[LM8-MU4-1][RG2-8]
RES-140-A	(Q)C2-1VL	[LM9-SH6-13][CX9-4]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-140-B	(Q)RE9-1	[H1V1-FY2-2][RG2-1L]
RES-140-C	(T)(Q)R1-1	[H1V1-FY2-2][RG2-1L]
RES-140-D	(T)R1-1	[H1V1-FY2-22][RG2-1L]
RES-140-E	C2-1VL	[LM9-SH6-13][CX9-4]
RES-140-F	P-1VL	[LM9-SH6-13][CX9-4]
RES-140-G	R1-1	[H1V1-FY2-2][RG2-1L]
RES-140-H	R1-1	[H1V1-FY2-22][RG2-1L]
RES-140-I	R3-1	[LM8-MU4-23][RG2-8]
RES-140-J	RA-1	[H1V1-FY2-2][RG2-1L]
RES-140-K	RA-1	[H1V1-FY2-22][RG2-1L]
RES-140-L	RA-1	[LG1-FY2-2][RG2-1L]
RES-140-M	RA-1	[LG7-FY2-2][RG3-1L]
RES-140-N	RA-1	[LG7-FY2-22][RG3-1L]
RES-140-O	RE11-1	[H1V1-FY2-2][RG2-1L]
RES-140-P	RE11-1	[LG1-FY2-2][RG2-1L]
RES-140-Q	RE9-1	[H1V1-FY2-2][RG2-1L]
RES-140-R	RS-1	[H1V1-FY2-2][RG2-1L]
RES-140-S	RS-1	[LN3-FY1-1][RX3-4L]
RES-150-A	(Q)R1-1	[H1V1-FY2-2][RG2-1L]
RES-150-AA	R1-1	[H1V1-FY2-22][RG2-1L]
RES-150-B	(Q)R1-1	[H1V1-FY2-22][RG2-1L]
RES-150-BB	R1-1	[LN3-FY1-1][RX3-4L]
RES-150-C	(Q)R1-1	[LN3-FY1-1][RG2-30]
RES-150-CC	R3-1	[LM12-MU4-23][RX4-8]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-150-D	(Q)R3-1	[LM8-MU4-23][RG2-8]
RES-150-DD	R3-1	[LM12-MU4-7][RX4-8]
RES-150-E	(Q)RD3-1	[LN4-FY1-1][RG2-30]
RES-150-EE	R3-1	[LM8-MU4-23][RG2-8]
RES-150-F	(Q)RD4-1	[LM8-MU4-23][RG2-8]
RES-150-FF	R3-1	[LM8-MU4-23][RX4-8]
RES-150-G	(Q)RD6-1	[LM12-MU4-7][RX4-8]
RES-150-GG	RA-1	[H1V1-FY2-2][RG2-1L]
RES-150-H	(T)(Q)R1-1	[H1V1-FY2-2][RG2-1L]
RES-150-HH	RA-1	[H1V1-FY2-22][RG2-1L]
RES-150-I	(T)(Q)R1-1	[H1V1-FY2-22][RG2-1L]
RES-150-II	RA-1	[LM8-MU4-23][RX4-8]
RES-150-J	(T)(Q)RD3-1	[LM8-MU4-23][RX4-8]
RES-150-JJ	RA-1	[LN3-FY1-1][RG2-15]
RES-150-K	(T)(Q)RD3-1	[LN3-FY1-1][RG2-30]
RES-150-KK	RA-1	[LN3-FY1-1][RG2-30]
RES-150-L	(T)(Q)RD4-1	[H1V1-FY2-22][RG2-1L]
RES-150-LL	RA-1	[LN3-FY1-1][RX3-15]
RES-150-M	(T)R1-1	[H1V1-FY2-2][RG2-1L]
RES-150-MM	RS-1	[H1V1-FY2-22][RG2-1L]
RES-150-N	(T)R1-1	[H1V1-FY2-22][RG2-1L]
RES-150-O	(T)R1-1	[LM12-MU4-7][RX4-8]
RES-150-P	(T)R1-1	[LN3-FY1-1][RG2-30]
RES-150-Q	(T)R1-1	[LN3-FY1-1][RX3-15]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-150-R	(T)RE9-1	[H1V1-FY2-2][RG2-1L]
RES-150-S	(T)RS-1	[H1V1-FY2-22][RG2-1L]
RES-150-T	(T)RS-1	[LM12-MU4-7][RX4-8]
RES-150-U	[Q]C2-1VL-CDO	[LM13-SH4-10][CX7-4]
RES-150-V	[Q]P-1VL-CDO	[LM13-SH4-10][CX7-4]
RES-150-W	C1-1VL	[LM9-SH6-13][CX6-4]
RES-150-X	C2-1VL	[LM9-SH6-13][CX6-4]
RES-150-Y	QR3-1	[LM8-MU4-23][RG2-8]
RES-150-Z	R1-1	[H1V1-FY2-2][RG2-1L]
RES-160-A	(Q)C2-1VL	[LM9-SH6-13][CX6-4]
RES-160-B	C1-1VL	[LM9-SH6-13][CX6-4]
RES-160-C	C2-1VL	[LM9-SH6-13][CX6-4]
RES-160-D	R1-1	[H1V1-FY2-2][RG2-1L]
RES-160-E	R1-1	[LN3-FY1-1][RX3-4L]
RES-170-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
RES-170-B	QC2-1VL	[LM9-SH6-13][CX9-4]
RES-170-C	RS-1	[H1V1-FY2-2][RG2-1L]
RES-170-D	RS-1	[LN3-FY1-1][RX3-4L]
RES-180-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
RES-180-B	C2-1VL	[LM9-SH6-13][CX6-4]
RES-180-C	C2-1VL	[LM9-SH6-13][CX9-4]
RES-180-D	R1-1	[H1V1-FY2-2][RG2-1L]
RES-180-E	R1-1	[LN3-FY1-1][RX3-4L]
RES-180-F	RA-1	[LG7-FY2-2][RG3-1L]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-190-A	C2-1VL	[LM9-SH6-13][CX9-4]
RES-190-B	R1-1	[H1V1-FY2-2][RG2-1L]
RES-190-C	R1-1	[LN3-FY1-1][RX3-4L]
RES-190-D	R3P-1	[LM9-SH6-13][CX9-4]
RES-190-E	RA-1-K	[LG7-FY2-2][RG3-1L]
RES-190-F	RA-1-K	[LM9-SH6-2][CX6-4]
RES-190-G	RA-1	[LG7-FY2-2][RG3-1L]
RES-190-H	RS-1	[H1V1-FY2-2][RG2-1L]
RES-200-A	(Q)RD2-1-RIO	[MM4-MU4-7][RX4-8]
RES-200-B	(T)(Q)RAS4-1L-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-200-C	(T)(Q)RAS4-1VL-CDO-RIO	[MM4-MU4-7][RX4-8]
RES-200-D	(T)(Q)RD1.5-1-RIO	[MM4-MU4-7][RX4-8]
RES-200-E	(T)(Q)RD5-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-200-F	[Q]C2-1VL-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-200-G	[Q]P-1-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-200-H	C2-1VL-RIO	[MM7-SH4-10][CX7-4]
RES-200-I	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
RES-200-J	PF-1XL-G-RIO	[VF2-FX2-15][P1-FA]
RES-200-K	PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-200-L	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-200-M	R1-1-RIO	[LN3-FY1-22][RX3-4L]
RES-200-N	R1-1-RIO	[MM4-MU4-7][RX4-8]
RES-200-O	R3-1-RIO	[LM12-MU4-7][RX4-8]
RES-200-P	R3-1-RIO	[MM4-MU4-7][RX4-8]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-200-Q	RA-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-200-R	RA-1-RIO	[LM9-SH6-7][CX6-4]
RES-200-S	RA-1-RIO	[LN3-FY1-22][RX3-15]
RES-200-T	RD2-1-RIO	[LM12-MU4-7][RX4-8]
RES-210-A	[Q]M2-1VL	[VNY]
RES-220-A	(Q)RD3-1-RIO	[LN4-FY1-1][RG2-30]
RES-220-B	[Q]P-1VL-RIO	[LM9-SH6-13][CX9-4]
RES-220-C	[Q]PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-220-D	C2-1VL-RIO	[LM9-SH6-13][CX6-4]
RES-220-E	C2-1VL-RIO	[LM9-SH6-13][CX9-4]
RES-220-F	R1-1-RIO	[H1V1-FY1-2][RG2-1L]
RES-220-G	R1-1-RIO	[LN3-FY1-1][RG2-30]
RES-220-H	R1-1-RIO	[LN3-FY1-1][RX3-15]
RES-220-I	R1-1-RIO	[LN3-FY1-1][RX3-4L]
RES-220-J	RA-1-RIO	[LM9-SH6-13][CX6-4]
RES-220-K	RD1.5-1-RIO	[LN4-FY1-1][RX3-15]
RES-220-L	RD2-1-RIO	[LN4-FY1-1][RX3-15]
RES-220-M	RD5-1-RIO	[LN4-FY1-1][RX3-15]
RES-230-A	(Q)C1-1	[LM9-SH6-13][CX9-4]
RES-230-AA	RA-1	[H1V1-FY2-2][RG2-1L]
RES-230-B	(Q)R1-1	[H1V1-FY2-2][RG2-1L]
RES-230-BB	RA-1	[LN3-FY1-1][RG2-15]
RES-230-C	(Q)R2-1	[LN3-FY1-1][RG2-30]
RES-230-CC	RA-1	[LN3-FY1-1][RG2-30]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-230-D	(Q)R3-1VL	[LM8-MU4-23][RG2-8]
RES-230-DD	RA-1	[LN3-FY1-1][RG2-4L]
RES-230-E	(Q)R4-1VL	[LM8-MU4-23][RG2-8]
RES-230-EE	RA-1	[LN3-FY1-1][RX3-15]
RES-230-F	(Q)RD1.5-1	[LN4-FY1-1][RG2-15]
RES-230-FF	RA-1	[VF2-FX2-15][P2-FA]
RES-230-G	(Q)RD1.5-1	[LN4-FY1-1][RX3-15]
RES-230-GG	RD1.5-1	[LN4-FY1-1][RX3-15]
RES-230-H	(Q)RD3-1	[LM8-MU4-23][RG2-8]
RES-230-HH	RD2-1	[LN4-FY1-1][RG2-15]
RES-230-I	(Q)RD3-1	[LN4-FY1-1][RG2-N]
RES-230-II	RD2-1	[LN4-FY1-1][RX3-15]
RES-230-J	(Q)RZ2.5-1	[LN3-FY1-1][RG2-20]
RES-230-JJ	RD5-1	[LN4-FY1-1][RG2-15]
RES-230-K	(T)(Q)R1-1	[H1V1-FY2-2][RG2-1L]
RES-230-KK	RS-1	[H1V1-FY2-2][RG2-1L]
RES-230-L	(T)(Q)RD1.5-1	[LM8-MU4-23][RG2-8]
RES-230-M	(T)(Q)RD3-1	[LN3-FY1-1][RG2-N]
RES-230-N	(T)(Q)RZ3-1	[LN3-FY1-1][RG2-30]
RES-230-O	(T)R1-1	[H1V1-FY2-2][RG2-1L]
RES-230-P	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
RES-230-Q	C2-1VL	[LM9-SH6-13][CX6-4]
RES-230-R	C2-1VL	[LM9-SH6-13][CX9-4]
RES-230-S	OS-1XL	[VF2-FX2-15][OS1-N]

Subarea ID	Existing Zoning	Proposed Zoning
RES-230-T	QRD1.5-1	[LN3-FY1-1][RG2-15]
RES-230-U	QRD3-1	[LN3-FY1-1][RG2-N]
RES-230-V	R1-1	[H1V1-FY2-2][RG2-1L]
RES-230-W	R1-1	[LN3-FY1-1][RG2-30]
RES-230-X	R1-1	[LN3-FY1-1][RG2-4L]
RES-230-Y	R3-1	[LM8-MU4-23][RG2-8]
RES-230-Z	R3P-1VL	[LM9-SH6-13][CX9-4]
RES-240-A	(T)(Q)R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-240-B	(T)(Q)R1-1-RIO	[LN3-FY1-22][RX3-15]
RES-240-C	(T)R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-240-D	(T)R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-240-E	(T)R1-1-RIO	[VF2-FX2-15][OS1-N]
RES-240-F	(T)RS-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-240-G	(T)RS-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-240-H	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
RES-240-I	PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-240-J	R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-240-K	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-240-L	R1-1-RIO	[LN3-FY1-1][RX3-15]
RES-240-M	R1-1-RIO	[LN3-FY1-22][RX3-15]
RES-240-N	R1-1-RIO	[VF2-FX2-15][OS1-N]
RES-240-O	R1-1-RIO	[VF2-FX2-15][P2-FA]
RES-240-P	RA-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-240-Q	RA-1-RIO	[H1V1-FY2-22][RG2-1L]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-240-R	RA-1-RIO	[LN3-FY1-1][RX3-15]
RES-240-S	RA-1-RIO	[LN3-FY1-22][RX3-15]
RES-240-T	RS-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-250-A	(Q)R3-1-K-RIO	[MM8-SH4-10][CX7-4]
RES-250-AA	RA-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-250-B	(Q)RD1.5-1-K-RIO	[MM8-SH4-10][CX7-4]
RES-250-BB	RE11-1-K-RIO	[LM8-MU4-7][RG2-8]
RES-250-C	(Q)RD3-1-K-RIO	[LN4-FY1-22][RX3-15]
RES-250-D	(Q)RE11-1-K-RIO	[LM8-MU4-7][RG2-8]
RES-250-E	(T)(Q)RD3-1-K-RIO	[LN3-FY1-22][RX3-15]
RES-250-F	(T)R1-1-RIO	[LN3-FY1-22][RX3-4L]
RES-250-G	(T)R3-1-RIO	[MM4-MU4-7][RX4-8]
RES-250-H	(T)RE11-1-K-RIO	[LM8-MU4-7][RG2-8]
RES-250-I	[Q]CM-1-K-RIO	[LB3-G4-15][I5-N]
RES-250-J	[Q]PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-250-K	C2-1VL-RIO	[MM8-SH4-10][CX7-4]
RES-250-L	C4-1VL-RIO	[MM7-SH4-10][CX7-4]
RES-250-M	M1-1-RIO	[LB3-G4-15][I5-N]
RES-250-N	M1-1-RIO	[MM8-SH4-10][CX7-4]
RES-250-O	MR1-1-RIO	[LB3-G4-15][I5-N]
RES-250-P	P-1-RIO	[LB3-G4-15][I5-N]
RES-250-Q	PF-1XL-K-RIO	[VF2-FX2-15][P1-FA]
RES-250-R	PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-250-S	PF-1XL-RIO	[VF2-FX2-15][P2-FA]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-250-T	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-250-U	R1-1-RIO	[LN3-FY1-22][RX3-4L]
RES-250-V	R3-1-RIO	[MM4-MU4-7][RX4-8]
RES-250-W	R3-1-RIO	[MM8-SH4-10][CX7-4]
RES-250-X	RA-1-K-RIO	[LM8-MU4-7][RG2-8]
RES-250-Y	RA-1-K-RIO	[LM8-MU4-7][RX4-8]
RES-250-Z	RA-1-K-RIO	[LN3-FY1-22][RX3-15]
RES-260-A	(Q)CM-1	[VF2-FX3-16][I6-N]
RES-260-B	(T)(Q)CM-1	[VF2-FX3-16][I6-N]
RES-260-C	CM-1	[VF2-FX3-16][I6-N]
RES-260-D	M2-1	[VF2-FX3-16][I6-N]
RES-260-E	M2-1	[VF2-FX3-18][I6-N]
RES-260-F	PF-1XL	[FWY]
RES-270-A	[Q]PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-270-B	C2-1VL-RIO	[LM9-SH6-13][CX6-4]
RES-270-C	C2-1VL-RIO	[VF2-FX2-15][P2-FA]
RES-270-D	R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-270-E	R1-1-RIO	[LN3-FY1-1][RX3-15]
RES-270-F	R1-1-RIO	[LN3-FY1-1][RX3-4L]
RES-280-A	(Q)R3-1	[LM8-MU4-1][RG2-8]
RES-280-B	(T)(Q)RD1.5-1	[LM8-MU4-1][RG2-8]
RES-280-C	[Q]C2-1L-CDO	[LM13-SH4-10][CX7-4]
RES-280-D	[Q]P-1L-CDO	[LM13-SH4-10][CX7-4]
RES-280-E	C1-1VL	[LM9-SH6-13][CX6-4]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-280-F	C2-1VL	[LM9-SH6-13][CX6-4]
RES-280-G	C2-1VL	[LM9-SH6-13][CX9-4]
RES-280-H	OS-1XL	[VF2-FX2-15][OS1-N]
RES-280-I	P-1VL	[LM9-SH6-13][CX6-4]
RES-280-J	R1-1	[H1V1-FY2-2][RG2-1L]
RES-280-K	R1-1	[LM8-MU4-1][RG2-8]
RES-280-L	R1-1	[LM8-MU4-1][RX4-8]
RES-280-M	R1-1	[LN3-FY1-1][RX3-4L]
RES-280-N	R3-1	[LM8-MU4-1][RG2-8]
RES-280-O	RD1.5-1	[LM8-MU4-1][RG2-8]
RES-290-A	[Q]C2-1L-CDO	[LM13-SH4-10][CX7-4]
RES-290-B	[Q]P-1-CDO	[LM13-SH4-10][CX7-4]
RES-290-C	[Q]P-1L-CDO	[LM13-SH4-10][CX7-4]
RES-290-D	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
RES-290-E	[Q]RD5-1	[LN3-FY1-1][RX3-15]
RES-290-F	C2-1VL	[LM9-SH6-13][CX6-4]
RES-290-G	C2-1VL	[LM9-SH6-13][CX9-4]
RES-290-H	R1-1	[H1V1-FY2-2][RG2-1L]
RES-290-I	R1-1	[LM8-MU4-1][RG2-8]
RES-290-J	R1-1	[LN3-FY1-1][RX3-15]
RES-290-K	R1-1	[LN3-FY1-1][RX3-4L]
RES-290-L	R1P-1L	[LN3-FY1-1][RG2-15]
RES-290-M	R1P-1L	[LN3-FY1-1][RX3-15]
RES-290-N	R3-1	[LM8-MU4-1][RG2-8]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-290-O	R4-1	[LM8-MU4-1][RG2-8]
RES-300-A	(Q)R3-1	[LM12-MU4-7][RX4-8]
RES-300-B	(Q)RD1.5-1	[LM12-MU4-7][RX4-8]
RES-300-C	(T)(Q)R3-1	[LM12-MU4-7][RX4-8]
RES-300-D	[Q]C1-1VL-CDO	[LM13-SH4-10][CX7-4]
RES-300-E	[Q]C2-1VL-CDO	[LM13-SH4-10][CX7-4]
RES-300-F	[Q]R1-1-CDO	[LM13-SH4-10][CX7-4]
RES-300-G	C2-1VL	[LM13-SH6-7][CX9-4]
RES-300-H	C2-1VL	[LM9-SH6-13][CX9-4]
RES-300-I	OS-1XL	[VF2-FX2-15][OS1-N]
RES-300-J	R1-1	[H1V1-FY2-2][RG2-1L]
RES-300-K	R1-1	[H1V1-FY2-22][RG2-1L]
RES-300-L	R1-1	[LM12-MU4-7][RX4-8]
RES-300-M	R1-1	[LN3-FY1-1][RX3-4L]
RES-300-N	R1-1	[LN3-FY1-22][RX3-4L]
RES-300-O	R1-1VL	[LM9-SH6-13][CX9-4]
RES-300-P	R3-1	[LM12-MU4-7][RX4-8]
RES-310-A	(Q)RD1.5-1-RIO	[LM12-MU4-7][RX4-8]
RES-310-B	(Q)RD3-1-RIO	[LM12-MU4-7][RX4-8]
RES-310-C	(T)(Q)RD3-1-RIO	[LM12-MU4-7][RX4-8]
RES-310-D	[Q]PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-310-E	[T][Q]C2-1VL-CDO-RIO	[LM13-SH4-10][CX7-4]
RES-310-F	[T][Q]RD1.5-1-RIO	[LM13-SH4-10][CX7-4]
RES-310-G	C2-1VL-RIO	[LM9-SH6-13][CX6-4]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-310-H	P-1VL-RIO	[LM9-SH6-13][CX6-4]
RES-310-I	R1-1-RIO	[H1V1-FY1-2][RG2-1L]
RES-310-J	R1-1-RIO	[H1V1-FY1-22][RG2-1L]
RES-310-K	R1-1-RIO	[LM12-MU4-7][RX4-8]
RES-310-L	R1-1-RIO	[LN3-FY1-1][RX3-4L]
RES-310-M	R1-1-RIO	[LN3-FY1-22][RX3-4L]
RES-310-N	R3-1-RIO	[LM12-MU4-7][RX4-8]
RES-310-O	RD1.5-1-RIO	[LM12-MU4-7][RX4-8]
RES-310-P	RD2-1-RIO	[LM12-MU4-7][RX4-8]
RES-320-A	(Q)R3-1-RIO	[LM12-MU4-7][RX4-8]
RES-320-B	(Q)R3-1LD-RIO	[LM12-MU4-7][RX4-8]
RES-320-C	(T)(Q)R3-1-RIO	[LM12-MU4-7][RX4-8]
RES-320-D	(T)(Q)R3-1VL-RIO	[LM12-MU4-7][RX4-8]
RES-320-E	(T)(Q)RAS4-1VL-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-320-F	[Q]C2-1L-CDO-RIO	[LM13-SH4-10][CX7-4]
RES-320-G	[Q]C2-1L-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-320-H	[Q]C2-1VL-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-320-I	[Q]CR-1VL-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-320-J	[Q]P-1L-CDO-RIO	[LM13-SH4-10][CX7-4]
RES-320-K	[Q]P-1VL-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-320-L	[Q]PF-1XL-RIO	[VF2-FX2-15][OS1-N]
RES-320-M	[Q]PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-320-N	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
RES-320-O	R1-1-RIO	[H1V1-FY2-2][RG2-1L]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-320-P	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-320-Q	R1-1-RIO	[LN3-FY1-1][RX3-4L]
RES-320-R	R1-1-RIO	[LN3-FY1-22][RX3-4L]
RES-320-S	R3-1-RIO	[LM12-MU4-7][RX4-8]
RES-320-T	R3-1-RIO	[MM4-MU4-7][RX4-8]
RES-320-U	RA-1-RIO	[MM7-SH4-10][CX7-4]
RES-320-V	RA-1L-RIO	[MM7-SH4-10][CX7-4]
RES-330-A	(Q)C2-1XL-RIO	[MM7-SH6-7][CX9-4]
RES-330-B	[Q]PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-330-C	PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-330-D	QC2-1VL-RIO	[MM7-SH6-7][CX9-4]
RES-330-E	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-330-F	R1-1-RIO	[LN3-FY1-1][RX3-4L]
RES-330-G	R1-1-RIO	[LN3-FY1-22][RX3-4L]
RES-340-A	(T)R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-340-B	(T)R1-1-RIO	[LN3-FY1-22][RX3-15]
RES-340-C	(T)R1-1-RIO	[VF2-FX2-15][OS1-N]
RES-340-D	(T)RS-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-340-E	[Q]C4-1VL-RIO	[LM9-SH6-7][CX6-4]
RES-340-F	C2-1VL-RIO	[MM8-SH4-10][CX7-4]
RES-340-G	C4-1VL-RIO	[MM7-SH4-10][CX7-4]
RES-340-H	M1-1-RIO	[MM8-SH4-10][CX7-4]
RES-340-I	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
RES-340-J	PF-1XL-RIO	[VF2-FX2-15][P1-FA]

Subarea ID	Existing Zoning	Proposed Zoning
RES-340-K	PF-1XL-RIO	[VF2-FX2-15][P2-FA]
RES-340-L	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-340-M	R1-1-RIO	[LN3-FY1-22][RX3-15]
RES-340-N	R1-1VL-RIO	[LN3-FY1-22][RX3-15]
RES-340-O	R3-1-RIO	[MM4-MU4-7][RX4-8]
RES-340-P	R3-1-RIO	[MM8-SH4-10][CX7-4]
RES-340-Q	R4-1-RIO	[MM4-MU4-7][RX4-8]
RES-340-R	RA-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-350-A	(Q)R3-1	[LM12-MU4-7][RX4-8]
RES-350-AA	R1-1	[LM12-MU4-7][RX4-8]
RES-350-B	(T)(Q)R3-1	[LM12-MU4-7][RX4-8]
RES-350-BB	R1-1	[LM8-MU4-7][RX4-8]
RES-350-C	(T)(Q)RAS4-1D-CDO	[MM13 -SH4-10][CX6-4]
RES-350-CC	R1-1	[LM9-SH6-13][CX6-4]
RES-350-D	(T)[Q]C2-1VL-CDO	[LM13-SH4-10][CX7-4]
RES-350-DD	R1-1	[LN3-FY1-1][RX3-4L]
RES-350-E	(T)[Q]R4-1-CDO	[MM4-MU4-7][RX4-8]
RES-350-EE	R1-1	[LN3-FY1-22][RG2-15]
RES-350-F	[Q]C2-1D-CDO	[MM13 -SH4-10][CX6-4]
RES-350-FF	R1-1	[LN3-FY1-22][RX3-15]
RES-350-G	[Q]C2-1L-CDO	[LM13-SH4-10][CX7-4]
RES-350-GG	R1-1	[LN3-FY1-22][RX3-4L]
RES-350-H	[Q]C2-1VL-CDO	[LM12-MU4-7][RX4-8]
RES-350-HH	R1-1	[VF2-FX2-15][P1-FA]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-350-I	[Q]C2-1VL-CDO	[LM13-SH4-10][CX7-4]
RES-350-II	R3-1	[LM12-MU4-7][RX4-8]
RES-350-J	[Q]C2-2D-CDO	[MM13 -FX2-15][P2-FA]
RES-350-K	[Q]C2-2D-CDO	[MM13 -SH4-10][CX6-4]
RES-350-L	[Q]OS-1XL-CDO	[VF2-FX2-15][OS1-N]
RES-350-M	[Q]P-1D-CDO	[MM13 -SH4-10][CX6-4]
RES-350-N	[Q]P-1L-CDO	[LM13-SH4-10][CX7-4]
RES-350-O	[Q]P-1VL-CDO	[LM13-SH4-10][CX7-4]
RES-350-P	[Q]P-2D-CDO	[MM13 -SH4-10][CX6-4]
RES-350-Q	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
RES-350-R	[Q]R1-1-CDO	[LM13-SH4-10][CX7-4]
RES-350-S	[Q]R1-1D-CDO	[MM4-MU4-7][RX4-8]
RES-350-T	[Q]R2-1D-CDO	[MM4-MU4-7][RX4-8]
RES-350-U	[Q]R2-1L-CDO	[LM13-SH4-10][CX7-4]
RES-350-V	[Q]R3-1D-CDO	[MM4-MU4-7][RX4-8]
RES-350-W	[T]R1-1	[LM12-MU4-7][RX4-8]
RES-350-X	QR3-1	[LM12-MU4-7][RX4-8]
RES-350-Y	R1-1	[H1V1-FY2-2][RG2-1L]
RES-350-Z	R1-1	[H1V1-FY2-22][RG2-1L]
RES-360-A	(Q)R3-1	[LM12-MU4-7][RX4-8]
RES-360-AA	R1-1	[H1V1-FY2-22][RG2-1L]
RES-360-B	(Q)RD3-1	[LM12-MU4-7][RX4-8]
RES-360-BB	R1-1	[LM12-MU4-7][RX4-8]
RES-360-C	(T)(Q)RAS4-1L-CDO	[LM12-MU4-7][RX4-8]

Subarea ID	Existing Zoning	Proposed Zoning
RES-360-CC	R1-1	[LN3-FY1-1][RX3-4L]
RES-360-D	(T)(Q)RAS4-1L-CDO	[LM13-SH4-10][CX7-4]
RES-360-DD	R1-1	[LN3-FY1-22][RG2-15]
RES-360-E	(T)[Q]C2-1L-CDO	[LM13-FX2-15][P2-FA]
RES-360-EE	R1-1	[LN3-FY1-22][RX3-15]
RES-360-F	(T)[Q]C2-1L-CDO	[LM13-SH4-10][CX7-4]
RES-360-FF	R1-1	[LN3-FY1-22][RX3-4L]
RES-360-G	[Q]C2-1D-CDO	[MM13 -FX2-15][P2-FA]
RES-360-GG	R3-1-RIO	[LM12-MU4-7][RX4-8]
RES-360-H	[Q]C2-1D-CDO	[MM13 -SH4-10][CX6-4]
RES-360-HH	R3-1	[LM12-MU4-7][RX4-8]
RES-360-I	[Q]C2-1L-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-360-J	[Q]C2-1L-CDO	[LM13-FX2-15][P2-FA]
RES-360-K	[Q]C2-1L-CDO	[LM13-SH4-10][CX7-4]
RES-360-L	[Q]C2-2D-CDO	[MM13 -SH4-10][CX6-4]
RES-360-M	[Q]CR-1D-CDO	[MM13 -SH4-10][CX6-4]
RES-360-N	[Q]P-1D-CDO	[MM13 -SH4-10][CX6-4]
RES-360-O	[Q]P-1L-CDO	[LM13-FX2-15][P2-FA]
RES-360-P	[Q]P-1L-CDO	[LM13-SH4-10][CX7-4]
RES-360-Q	[Q]R3-1D-CDO	[LM12-MU4-7][RX4-8]
RES-360-R	M1-1-RIO	[LB3-G4-15][I5-N]
RES-360-S	M1-1	[LB3-G4-15][I5-N]
RES-360-T	M1-1	[MM13 -FX2-15][P2-FA]
RES-360-U	M1-2	[LB3-G4-15][I5-N]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-360-V	R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-360-W	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-360-X	R1-1-RIO	[LN3-FY1-1][RX3-4L]
RES-360-Y	R1-1-RIO	[LN3-FY1-22][RX3-4L]
RES-360-Z	R1-1	[H1V1-FY2-2][RG2-1L]
RES-370-A	(Q)R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-370-B	(Q)RD3-1-RIO	[LN4-FY1-1][RX3-15]
RES-370-C	(T)(Q)RD4-1-RIO	[LN3-FY1-1][RX3-15]
RES-370-D	(T)R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-370-E	(T)RS-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-370-F	[Q]PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-370-G	[Q]PF-1XL-RIO	[VF2-FX2-15][P2-FA]
RES-370-H	C2-1VL-RIO	[LM9-SH6-13][CX6-4]
RES-370-I	QRD3-1-RIO	[LN3-FY1-1][RX3-15]
RES-370-J	R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-370-K	RA-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-370-L	RA-1-RIO	[LN3-FY1-1][RX3-15]
RES-370-M	RS-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-380-A	[Q]PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-380-B	C2-1VL-RIO	[LM9-SH6-13][CX6-4]
RES-380-C	R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-380-D	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-380-E	R1-1-RIO	[LN3-FY1-22][RG2-4L]
RES-380-F	R2-1-RIO	[LN3-FY1-1][RG2-4L]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-380-G	R2-1-RIO	[LN3-FY1-22][RG2-4L]
RES-380-H	RD3-1-RIO	[LN4-FY1-1][RX3-15]
RES-390-A	[Q]C4-1VL-RIO	[MM8-SH4-10][CX7-4]
RES-390-B	A2-1-RIO	[VF2-FX2-15][OS1-N]
RES-390-C	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
RES-390-D	PF-1XL-RIO	[MM8-SH4-10][CX7-4]
RES-390-E	PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-390-F	PF-1XL-RIO	[VF2-FX2-15][P2-FA]
RES-390-G	R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-400-A	(Q)CR-1VL	[LM9-SH6-13][CX9-4]
RES-400-B	(Q)P-1VL	[LM9-SH6-13][CX9-4]
RES-400-C	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
RES-400-D	C2-1VL	[LM9-SH6-13][CX6-4]
RES-400-E	C2-1VL	[LM9-SH6-13][CX9-4]
RES-400-F	C2-1VL	[LM9-SH6-7][CX9-4]
RES-400-G	OS-1XL	[VF2-FX2-15][OS1-N]
RES-400-H	R1-1	[H1V1-FY2-2][RG2-1L]
RES-400-I	R1-1	[LN3-FY1-1][RX3-4L]
RES-400-J	R3-1	[LM8-MU4-23][RX4-8]
RES-400-K	RA-1	[LG7-FY2-2][RG3-1L]
RES-410-A	[Q]R4-1-RIO	[MM4-MU4-7][RX4-8]
RES-410-B	C2-1VL-RIO	[LM9-SH6-13][CX9-4]
RES-410-C	C2-1VL-RIO	[MM7-SH6-10][CX7-4]
RES-410-D	C2-1VL-RIO	[MM7-SH6-7][CX9-4]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-410-E	C2-1VL-RIO	[MM8-SH4-10][CX7-4]
RES-410-F	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
RES-410-G	R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-410-H	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-410-I	R1-1-RIO	[LM8-MU4-23][RG2-8]
RES-410-J	R1-1-RIO	[LN3-FY1-1][RX3-15]
RES-410-K	R1-1-RIO	[LN3-FY1-1][RX3-4L]
RES-410-L	R1-1-RIO	[LN3-FY1-22][RX3-4L]
RES-410-M	R1-1-RIO	[MM4-MU4-7][RX4-8]
RES-410-N	RD1.5-1-RIO	[MM4-MU4-7][RX4-8]
RES-410-O	RD2-1-RIO	[LM8-MU4-23][RG2-8]
RES-410-P	RD2-1-RIO	[LN4-FY1-1][RX3-15]
RES-410-Q	RD2-1-RIO	[MM4-MU4-7][RX4-8]
RES-420-A	(Q)C2-1VL	[LM9-SH6-13][CX9-4]
RES-420-B	(Q)RD1.5-1	[LN4-FY1-1][RX3-15]
RES-420-C	(Q)RD3-1	[LN4-FY1-1][RX3-15]
RES-420-D	C2-1VL	[LM9-SH6-13][CX6-4]
RES-420-E	C2-1VL	[LM9-SH6-13][CX9-4]
RES-420-F	OS-1XL	[VF2-FX2-15][OS1-N]
RES-420-G	P-1VL	[LM9-SH6-13][CX9-4]
RES-420-H	QRD1.5-1	[LN3-FY1-1][RX3-15]
RES-420-I	R1-1	[H1V1-FY1-2][RG2-1L]
RES-420-J	R1-1	[H1V1-FY2-2][RG2-1L]
RES-420-K	R1-1	[LN3-FY1-1][RX3-15]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-420-L	R1-1	[LN3-FY1-1][RX3-4L]
RES-430-A	(Q)RD1.5-1	[LN4-FY1-1][RX3-15]
RES-430-B	(T)(Q)RD2-1	[LN3-FY1-1][RX3-15]
RES-430-C	C2-1VL	[LM9-SH6-13][CX6-4]
RES-430-D	C2-1VL	[LM9-SH6-13][CX9-4]
RES-430-E	OS-1XL	[VF2-FX2-15][OS1-N]
RES-430-F	P-1VL	[LM9-SH6-13][CX9-4]
RES-430-G	R1-1	[H1V1-FY2-2][RG2-1L]
RES-430-H	R1-1	[LM9-SH6-13][CX9-4]
RES-430-I	R1-1	[LN3-FY1-1][RX3-15]
RES-430-J	R1-1	[LN3-FY1-1][RX3-4L]
RES-430-K	R3-1	[LM8-MU4-23][RX4-8]
RES-430-L	RA-1	[H1V1-FY2-2][RG2-1L]
RES-440-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
RES-440-B	C2-1VL	[LM9-SH6-13][CX9-4]
RES-440-C	C4-1VL	[LM9-SH6-13][CX6-4]
RES-440-D	OS-1XL	[VF2-FX2-15][OS1-N]
RES-440-E	P-1VL	[LM9-SH6-13][CX6-4]
RES-440-F	R1-1	[H1V1-FY2-2][RG2-1L]
RES-440-G	R1-1	[LN3-FY1-1][RX3-4L]
RES-440-H	R1-1VL	[LN3-FY1-1][RX3-15]
RES-440-I	R1P-1VL	[LM9-SH6-13][CX9-4]
RES-450-A	(Q)MR1-1	[VF2-FX1-17][I6-N]
RES-450-AA	R3-1	[LM8-MU4-23][RG2-8]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-450-B	(Q)P-1VL	[LM9-SH6-13][CX9-4]
RES-450-BB	R3-1	[LM9-SH6-13][CX9-4]
RES-450-C	(Q)RD2-1	[LM9-SH6-7][CX9-4]
RES-450-CC	RD2-1	[LN4-FY1-1][RX3-15]
RES-450-D	(Q)RD2-1	[LN4-FY1-1][RG2-20]
RES-450-DD	RD2-1	[VF2-FX2-15][P2-FA]
RES-450-E	(Q)RD2-1	[LN4-FY1-1][RX3-15]
RES-450-F	(T)(Q)RD2-1	[LN3-FY1-1][RG2-20]
RES-450-G	[Q]C2-1	[LM9-SH6-13][CX9-4]
RES-450-H	[Q]C2-1VL	[LM9-SH6-13][CX9-4]
RES-450-I	[Q]MR1-1VL	[LM9-SH6-13][CX9-4]
RES-450-J	[Q]P-1	[LM9-SH6-13][CX9-4]
RES-450-K	[Q]RD6-1	[H1V1-FY2-2][RG2-1L]
RES-450-L	[T][Q]RD2-1	[LN3-FY1-1][RG2-20]
RES-450-M	C2-1VL	[LM9-SH6-13][CX9-4]
RES-450-N	C2-1VL	[LM9-SH6-7][CX9-4]
RES-450-O	M1-1	[VF2-FX1-17][I6-N]
RES-450-P	MR1-1	[VF2-FX1-17][I6-N]
RES-450-Q	OS-1XL	[VF2-FX2-15][OS1-N]
RES-450-R	P-1VL	[LM9-SH6-13][CX9-4]
RES-450-S	P-1VL	[LM9-SH6-7][CX9-4]
RES-450-T	R1-1	[H1V1-FY2-2][RG2-1L]
RES-450-U	R1-1	[LN3-FY1-1][RG2-15]
RES-450-V	R1-1	[LN3-FY1-1][RG2-20]

Subarea ID	Existing Zoning	Proposed Zoning
RES-450-W	R1-1	[LN3-FY1-1][RG2-N]
RES-450-X	R1-1	[LN3-FY1-1][RX3-15]
RES-450-Y	R1-1	[VF2-FX2-15][P2-FA]
RES-450-Z	R3-1	[LM8-MU4-1][RG2-8]
RES-460-A	(Q)RD3-1	[LN4-FY1-1][RX3-15]
RES-460-B	(T)(Q)R1-1	[H1V1-FY2-2][RG2-1L]
RES-460-C	(T)RS-1	[H1V1-FY2-2][RG2-1L]
RES-460-D	C2-1VL	[LM13-SH6-7][CX9-4]
RES-460-E	P-1VL	[LM13-SH6-7][CX9-4]
RES-460-F	RA-1	[H1V1-FY2-2][RG2-1L]
RES-460-G	RA-1	[LG7-FY2-2][RG3-1L]
RES-460-H	RS-1	[H1V1-FY2-2][RG2-1L]
RES-470-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
RES-470-B	C2-1VL	[LM9-SH6-13][CX6-4]
RES-470-C	R1-1	[H1V1-FY2-2][RG2-1L]
RES-470-D	R1-1	[LN3-FY1-1][RX3-4L]
RES-470-E	R1P-1VL	[LM9-SH6-13][CX6-4]
RES-480-A	(Q)C2-1L	[MM3-SH6-15][CX9-4]
RES-480-B	(Q)RD6-1	[LM12-MU4-7][RX4-8]
RES-480-C	(T)(Q)R1-1	[H1V1-FY2-22][RG2-1L]
RES-480-D	(T)R1-1	[H1V1-FY2-22][RG2-1L]
RES-480-E	(T)RS-1	[H1V1-FY2-22][RG2-1L]
RES-480-F	C2-1L	[MM3-SH6-15][CX9-4]
RES-480-G	OS-1XL	[VF2-FX2-15][OS1-N]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-480-H	PF-1XL	[VF2-FX2-15][P1-FA]
RES-480-I	R3-1	[LM12-MU4-7][RX4-8]
RES-480-J	R3-1	[MM4-MU4-7][RX4-8]
RES-480-K	R4-1	[LM12-MU4-7][RX4-8]
RES-480-L	RA-1	[H1V1-FY2-22][RG2-1L]
RES-480-M	RA-1	[LG7-FY2-22][RG3-1L]
RES-480-N	RS-1	[H1V1-FY2-22][RG2-1L]
RES-490-A	(Q)C2-1L	[MM3-SH6-15][CX9-4]
RES-490-B	[Q]C2-1	[LM13-SH6-10][CX9-4]
RES-490-C	R1-1	[H1V1-FY2-2][RG2-1L]
RES-490-D	R1-1	[H1V1-FY2-22][RG2-1L]
RES-490-E	R1-1	[LN3-FY1-1][RX3-4L]
RES-490-F	R1-1	[LN3-FY1-22][RX3-4L]
RES-490-G	R1P-1VL	[MM3-SH6-10][CX9-4]
RES-490-H	R3-1	[LM12-MU4-7][RX4-8]
RES-490-I	R4-1L	[MM3-SH6-15][CX9-4]
RES-490-J	R4-1L	[MM7-SH6-15][CX9-4]
RES-490-K	RA-1	[LN3-FY1-22][RG2-N]
RES-490-L	RA-1	[MM4-MU4-7][RX4-8]
RES-490-M	RD2-1	[MM4-MU4-7][RX4-8]
RES-500-A	(Q)RD3-1	[LN4-FY1-1][RX3-15]
RES-500-B	(Q)RD5-1	[LN4-FY1-1][RX3-15]
RES-500-C	(T)(Q)RD3-1	[LN3-FY1-1][RX3-15]
RES-500-D	(T)(Q)RD5-1	[LN3-FY1-1][RX3-15]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-500-E	C2-1VL	[LM9-SH6-13][CX6-4]
RES-500-F	P-1VL	[LM9-SH6-13][CX6-4]
RES-500-G	R1-1	[H1V1-FY2-2][RG2-1L]
RES-500-H	R1-1	[LN3-FY1-1][RX3-15]
RES-500-I	R1-1	[LN3-FY1-1][RX3-4L]
RES-500-J	RA-1	[LM9-SH6-13][CX6-4]
RES-500-K	RA-1	[LN3-FY1-1][RX3-15]
RES-510-A	[T][Q]M2-1VL	[VNY]
RES-510-B	[T][Q]MR1-1VL	[VF2-FX2-15][I8-N]
RES-510-C	M2-1	[VF2-FX1-15][I6-N]
RES-510-D	M2-1	[VF2-FX1-17][I6-N]
RES-510-E	M2-1	[VF2-FX2-17][I8-N]
RES-510-F	PF-1XL	[VF2-FX2-15][P1-FA]
RES-510-G	RMP-1	[VF2-FX1-17][I6-N]
RES-520-A	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
RES-520-B	C2-1VL	[LM9-SH6-13][CX6-4]
RES-520-C	R1-1	[H1V1-FY2-2][RG2-1L]
RES-520-D	R1-1	[LN3-FY1-1][RX3-15]
RES-520-E	R1-1	[LN3-FY1-1][RX3-4L]
RES-530-A	(Q)CM-1	[VF2-FX3-18][I6-N]
RES-530-B	[T][Q]MR1-1VL	[VF2-FX3-18][I6-N]
RES-530-C	CM-1	[VF2-FX3-18][I6-N]
RES-530-D	M1-1	[VF2-FX3-18][I6-N]
RES-530-E	M2-1	[VF2-FX3-18][I6-N]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-530-F	QCM-1	[VF2-FX3-18][I6-N]
RES-530-G	R3-1	[LM8-MU4-21][RG2-8]
RES-530-H	RA-1	[VF2-FX3-18][I6-N]
RES-540-A	(F)R2-1-RIO	[MM4-MU4-10][RX4-8]
RES-540-AA	R1-1-RIO	[MM4-MU4-10][RX4-8]
RES-540-B	(Q)RD1.5-1-RIO	[LN4-FY1-11][RG2-15]
RES-540-BB	R2-1-RIO	[LN3-FY1-20][RG2-4L]
RES-540-C	(Q)RD1.5-1-RIO	[MM4-MU4-10][RX4-8]
RES-540-CC	R2-1-RIO	[MM4-MU4-10][RX4-8]
RES-540-D	(T)(Q)RD1.5-1-RIO	[LN4-FY1-11][RG2-15]
RES-540-DD	R3-1-RIO	[LM8-MU4-21][RG2-8]
RES-540-E	[Q]R3-1-RIO	[LM8-MU4-21][RG2-8]
RES-540-EE	R3-1-RIO	[MM4-MU4-10][RX4-8]
RES-540-F	[Q]R3-1-RIO	[MM4-MU4-10][RX4-8]
RES-540-FF	RD1.5-1-RIO	[LN4-FY1-11][RG2-15]
RES-540-G	[Q]RD1.5-1-RIO	[LN4-FY1-11][RX3-15]
RES-540-GG	RD1.5-1-RIO	[LN4-FY1-20][RG2-15]
RES-540-H	[Q]RD1.5-1-RIO	[MM4-MU4-10][RX4-8]
RES-540-HH	RD1.5-1-RIO	[MM4-MU4-10][RX4-8]
RES-540-I	[T][Q]RD1.5-1-RIO	[MM4-MU4-10][RX4-8]
RES-540-J	C1.5-1VL-RIO	[MM7-SH5-10][CX7-4]
RES-540-K	C2-1VL-RIO	[LM9-SH5-17][CX6-4]
RES-540-L	C2-1VL-RIO	[MM7-SH5-10][CX7-4]
RES-540-M	C2-1VL-RIO	[MM8-SH4-7][CX7-4]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-540-N	M1-1-RIO	[VF2-FX3-16][I6-N]
RES-540-O	P-1-RIO	[VF2-FX3-16][I6-N]
RES-540-P	PF-1XL-RIO	[VF2-FX1-16][P2-FA]
RES-540-Q	PF-1XL	[FWY]
RES-540-R	R1-1-RIO	[H1V1-FY2-12][RG2-1L]
RES-540-S	R1-1-RIO	[H1V1-FY2-20][RG2-1L]
RES-540-T	R1-1-RIO	[LM8-MU4-21][RG2-8]
RES-540-U	R1-1-RIO	[LN3-FY1-11][RG2-15]
RES-540-V	R1-1-RIO	[LN3-FY1-20][RG2-15]
RES-540-W	R1-1-RIO	[LN3-FY1-20][RG2-4L]
RES-540-X	R1-1-RIO	[LN3-FY1-20][RX3-15]
RES-540-Y	R1-1-RIO	[LN4-FY1-11][RG2-15]
RES-540-Z	R1-1-RIO	[LN4-FY1-11][RX3-15]
RES-550-A	(Q)R3-1	[LM12-MU4-10][RX4-8]
RES-550-B	(Q)R3-1	[LM8-MU4-21][RG2-8]
RES-550-C	(T)(Q)R3-1	[LM12-MU4-10][RX4-8]
RES-550-D	[Q]R3-1	[LM12-MU4-10][RX4-8]
RES-550-E	[Q]R3-1	[LM13-SH5-17][CX9-4]
RES-550-F	C1.5-1VL	[LM13-SH5-17][CX9-4]
RES-550-G	OS-1XL	[VF2-FX1-16][OS1-N]
RES-550-H	P-1VL	[LM13-SH5-17][CX9-4]
RES-550-I	PF-1XL	[FWY]
RES-550-J	R1-1	[H1V1-FY2-20][RG2-1L]
RES-550-K	R1-1	[LM12-MU4-10][RX4-8]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-550-L	R1-1	[LM8-MU4-10][RG2-8]
RES-550-M	R3-1	[LM12-MU4-10][RX4-8]
RES-550-N	R3-1	[LM8-MU4-21][RG2-8]
RES-560-A	(Q)M1-1	[VF2-FX3-18][I6-N]
RES-560-AA	MR1-1	[VF2-FX3-18][I6-N]
RES-560-B	(Q)MR1-1	[VF2-FX3-18][I6-N]
RES-560-BB	P-1	[VF2-FX3-18][I6-N]
RES-560-C	(Q)R3-1	[LM8-MU4-21][RG2-8]
RES-560-CC	PF-1XL	[FWY]
RES-560-D	(T)(Q)M1-2D	[VF2-FX3-18][I6-N]
RES-560-DD	QMR1-1	[VF2-FX3-18][I6-N]
RES-560-E	(T)(Q)RD1.5-1	[LN4-FY1-11][RX3-15]
RES-560-EE	QMR1-1VL	[VF2-FX3-18][I6-N]
RES-560-F	(T)M1-2D	[VF2-FX3-18][I6-N]
RES-560-FF	R1-1	[H1V1-FY2-12][RG2-1L]
RES-560-G	[Q]CR-1VL	[LM9-SH5-17][CX9-4]
RES-560-GG	R1-1	[LM8-MU4-21][RG2-8]
RES-560-H	[Q]M1-1	[VF2-FX3-18][I6-N]
RES-560-HH	R1-1	[LM8-MU4-21][RG2-N]
RES-560-I	[Q]MR1-1	[VF2-FX3-18][I6-N]
RES-560-II	R1-1	[LM9-SH5-10][CX6-4]
RES-560-J	[Q]P-1VL	[LM13-SH5-17][CX9-4]
RES-560-JJ	R1-1	[LM9-SH5-17][CX6-4]
RES-560-K	[Q]PF-1XL	[VF2-FX1-16][P1-FA]

Subarea ID	Existing Zoning	Proposed Zoning
RES-560-KK	R1-1	[LN4-FY1-11][RG2-15]
RES-560-L	[Q]R3-1	[LM8-MU4-21][RG2-8]
RES-560-LL	R1-1	[LN4-FY1-11][RX3-15]
RES-560-M	[Q]R3-1	[LM8-MU4-21][RG2-N]
RES-560-MM	R3-1	[LM12-MU4-10][RX4-8]
RES-560-N	[Q]R3-1	[LM9-SH5-10][CX6-4]
RES-560-NN	R3-1	[LM8-MU4-21][RG2-8]
RES-560-O	[Q]RD1.5-1	[LM9-SH5-17][CX9-4]
RES-560-OO	RD1.5-1	[LM8-MU4-21][RG2-8]
RES-560-P	[Q]RD1.5-1	[LN4-FY1-11][RG2-15]
RES-560-PP	RD1.5-1	[LN4-FY1-11][RG2-15]
RES-560-Q	[Q]RD1.5-1	[LN4-FY1-11][RX3-15]
RES-560-QQ	RE11-1	[H1V1-FY2-12][RG2-1L]
RES-560-R	[T][Q]M1-1	[VF2-FX3-18][I6-N]
RES-560-RR	RE11-1	[LG1-FY2-12][RG2-1L]
RES-560-S	[T][Q]MR1-1	[VF2-FX3-18][I6-N]
RES-560-SS	RE11-1	[LM8-MU4-21][RG2-8]
RES-560-T	[T][Q]MR1-1VL	[VF2-FX3-18][I6-N]
RES-560-U	[T][Q]RD1.5-1	[LN4-FY1-11][RX3-15]
RES-560-V	C1.5-1VL	[LM13-SH5-17][CX9-4]
RES-560-W	C2-1VL	[LM9-SH5-10][CX6-4]
RES-560-X	C2-1VL	[LM9-SH5-17][CX6-4]
RES-560-Y	C2-1VL	[LM9-SH5-17][CX9-4]
RES-560-Z	M1-1	[VF2-FX3-18][I6-N]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-570-A	(Q)MR1-1	[VF2-FX3-18][I6-N]
RES-570-B	(Q)R3-1	[LM8-MU4-21][RG2-8]
RES-570-C	(Q)RD3-1	[LN4-FY1-11][RG2-30]
RES-570-D	(T)(Q)RD3-1	[LN4-FY1-11][RG2-30]
RES-570-E	(T)[Q]RD1.5-1	[LM8-MU4-21][RG2-8]
RES-570-F	(T)MR1-1	[VF2-FX3-18][I6-N]
RES-570-G	[Q]M1-1	[VF2-FX3-18][I6-N]
RES-570-H	[Q]PF-1XL	[VF2-FX1-16][P1-FA]
RES-570-I	[Q]R3-1	[LM8-MU4-21][RG2-8]
RES-570-J	[Q]RD1.5-1	[LN4-FY1-11][RG2-15]
RES-570-K	[Q]RD2-1	[LN4-FY1-11][RG2-20]
RES-570-L	[T][Q]MR1-1	[VF2-FX3-18][I6-N]
RES-570-M	[T][Q]MR1-1VL	[VF2-FX3-18][I6-N]
RES-570-N	C1-1VL	[LM9-SH5-17][CX6-4]
RES-570-O	C2-1VL	[LM9-SH5-17][CX9-4]
RES-570-P	M1-1	[VF2-FX3-18][I6-N]
RES-570-Q	MR1-1	[VF2-FX3-18][I6-N]
RES-570-R	OS-1XL	[VF2-FX1-16][OS1-N]
RES-570-S	PF-1XL	[VF2-FX1-16][P2-FA]
RES-570-T	R1-1	[H1V1-FY2-12][RG2-1L]
RES-570-U	R1-1	[LM8-MU4-21][RG2-8]
RES-570-V	R1-1	[LN3-FY1-11][RG2-15]
RES-570-W	R1-1	[LN4-FY1-11][RG2-15]
RES-570-X	R1-1	[LN4-FY1-11][RG2-20]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-570-Y	R1-1	[LN4-FY1-11][RG2-30]
RES-570-Z	R3-1	[LM8-MU4-21][RG2-8]
RES-580-A	[Q]M2-1	[VNY]
RES-580-B	[Q]OS-1XL	[VNY]
RES-580-C	OS-1XL	[VNY]
RES-590-A	C2-1VL-RIO	[LM9-SH6-13][CX6-4]
RES-590-B	C2-1VL-RIO	[MM7-SH6-7][CX9-4]
RES-590-C	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
RES-590-D	P-1VL-RIO	[LM9-SH6-13][CX9-4]
RES-590-E	R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-590-F	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-590-G	R1-1-RIO	[LN3-FY1-1][RG2-4L]
RES-590-H	R1-1-RIO	[LN3-FY1-1][RX3-15]
RES-590-I	R1-1-RIO	[LN3-FY1-1][RX3-4L]
RES-590-J	R1-1-RIO	[LN3-FY1-22][RG2-4L]
RES-590-K	R1-1-RIO	[LN3-FY1-22][RX3-4L]
RES-590-L	R3-1-RIO	[LM8-MU4-23][RG2-8]
RES-590-M	R3-1-RIO	[MM4-MU4-7][RX4-8]
RES-600-A	PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-600-B	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-600-C	R1-1-RIO	[LN3-FY1-22][RX3-4L]
RES-610-A	(Q)C2-1VL-RIO	[MM7-SH6-7][CX9-4]
RES-610-B	(Q)RD2-1-RIO	[LN4-FY1-1][RG2-20]
RES-610-C	[Q]PF-1XL-RIO	[VF2-FX2-15][P2-FA]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-610-D	C2-1VL-RIO	[LM9-SH6-13][CX6-4]
RES-610-E	OS-1XL-RIO	[VF2-FX2-15][OS1-N]
RES-610-F	QRD3-1-RIO	[MM4-MU4-7][RX4-8]
RES-610-G	R1-1-RIO	[H1V1-FY2-2][RG2-1L]
RES-610-H	R1-1-RIO	[H1V1-FY2-22][RG2-1L]
RES-610-I	R1-1-RIO	[LN3-FY1-1][RG2-20]
RES-610-J	R1-1-RIO	[LN3-FY1-1][RG2-4L]
RES-610-K	R1-1-RIO	[LN3-FY1-1][RX3-4L]
RES-610-L	R1-1-RIO	[LN3-FY1-22][RX3-4L]
RES-610-M	R3-1-RIO	[MM4-MU4-7][RX4-8]
RES-610-N	RD2-1-RIO	[LN4-FY1-1][RG2-20]
RES-610-O	RMP-1-RIO	[LN3-FY1-1][RG2-20]
RES-620-A	(Q)R3-1-RIO	[MM4-MU4-7][RX4-8]
RES-620-AA	R1-1-RIO	[H1V1-FY1-22][RG2-1L]
RES-620-B	(Q)RAS3-2D-CDO-RIO	[MM13 -SH4-10][CX6-4]
RES-620-BB	R1-1-RIO	[LM13-SH4-10][CX7-4]
RES-620-C	(T)(Q)R3-1-RIO	[MM4-MU4-7][RX4-8]
RES-620-CC	R1-1-RIO	[LN3-FY1-22][RG2-4L]
RES-620-D	(T)(Q)RAS3-2D-CDO-RIO	[MM13 -SH4-10][CX6-4]
RES-620-DD	R1-1-RIO	[LN3-FY1-22][RX3-15]
RES-620-E	(T)(Q)RAS4-1-CDO-RIO	[LM13-SH4-10][CX7-4]
RES-620-EE	R1-1-RIO	[MM4-MU4-7][RX4-8]
RES-620-F	(T)(Q)RAS4-1VL-CDO-RIO	[MM13 -SH4-10][CX6-4]
RES-620-FF	R1-2-RIO	[LM13-SH4-10][CX7-4]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-620-G	(T)[Q]RAS4-1L-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-620-GG	R2-1-RIO	[LM12-MU4-7][RX4-8]
RES-620-H	[Q]C2-1L-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-620-HH	R2-1-RIO	[MM4-MU4-7][RX4-8]
RES-620-I	[Q]C2-1VL-CDO-RIO	[LM13-SH4-10][CX7-4]
RES-620-II	R2-2-RIO	[LM12-MU4-7][RX4-8]
RES-620-J	[Q]C2-2D-CDO-RIO	[LM13-SH4-10][CX7-4]
RES-620-JJ	RD2-1VL-RIO	[LM12-MU4-7][RX4-8]
RES-620-K	[Q]C2-2D-CDO-RIO	[MM13 -SH4-10][CX6-4]
RES-620-KK	RD2-1VL-RIO	[MM4-MU4-7][RX4-8]
RES-620-L	[Q]CR-2D-CDO-RIO	[MM13 -SH4-10][CX6-4]
RES-620-M	[Q]P-1L-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-620-N	[Q]P-1VL-CDO-RIO	[LM13-SH4-10][CX7-4]
RES-620-O	[Q]P-2D-CDO-RIO	[MM13 -FX2-15][P2-FA]
RES-620-P	[Q]P-2D-CDO-RIO	[MM13 -SH4-10][CX6-4]
RES-620-Q	[Q]R1-2-CDO-RIO	[LM13-SH4-10][CX7-4]
RES-620-R	[Q]R1-2D-CDO-RIO	[MM13 -SH4-10][CX6-4]
RES-620-S	[Q]R2-1L-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-620-T	[Q]R2-2D-CDO-RIO	[MM13 -SH4-10][CX6-4]
RES-620-U	[Q]R3-1L-CDO-RIO	[LM13-SH4-10][CX7-4]
RES-620-V	[Q]RD2-1VL-CDO-RIO	[MM7-SH4-10][CX7-4]
RES-620-W	[Q]RD2-1VL-RIO	[LM12-MU4-7][RX4-8]
RES-620-X	[Q]RD2-1VL-RIO	[MM4-MU4-7][RX4-8]
RES-620-Y	OS-1XL-RIO	[VF2-FX2-15][OS1-N]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-620-Z	PF-1XL-RIO	[VF2-FX2-15][P1-FA]
RES-630-A	(Q)R3-1	[LM12-MU4-7][RX4-8]
RES-630-AA	RS-1	[H1V1-FY2-22][RG2-1L]
RES-630-B	(Q)R3-1	[LM8-MU4-23][RG2-8]
RES-630-BB	RS-1	[LN3-FY1-1][RG2-15]
RES-630-C	(Q)R3-1	[LN3-FY1-1][RG2-15]
RES-630-D	(Q)RD6-1	[H1V1-FY2-22][RG2-1L]
RES-630-E	(Q)RE11-1	[LG1-FY2-22][RG2-1L]
RES-630-F	(T)RS-1	[H1V1-FY2-2][RG2-1L]
RES-630-G	(T)RS-1	[H1V1-FY2-22][RG2-1L]
RES-630-H	[Q]C2-1VL-CDO	[LM13-SH4-10][CX7-4]
RES-630-I	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
RES-630-J	[Q]R3-1VL-CDO	[LM13-SH4-10][CX7-4]
RES-630-K	OS-1XL	[VF2-FX2-15][OS1-N]
RES-630-L	PF-1XL	[VF2-FX2-15][P1-FA]
RES-630-M	R1-1	[H1V1-FY2-2][RG2-1L]
RES-630-N	R3-1	[LM12-MU4-7][RX4-8]
RES-630-O	R3-1	[LM8-MU4-23][RX4-8]
RES-630-P	R3-1	[VF2-FX2-15][P2-FA]
RES-630-Q	R4-1	[LM12-MU4-23][RX4-8]
RES-630-R	R4-1	[LM8-MU4-23][RG2-8]
RES-630-S	R4-1	[LM8-MU4-23][RX4-8]
RES-630-T	RA-1	[H1V1-FY2-2][RG2-1L]
RES-630-U	RA-1	[H1V1-FY2-22][RG2-1L]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-630-V	RA-1	[LG7-FY2-2][RG3-1L]
RES-630-W	RA-1	[LG7-FY2-22][RG3-1L]
RES-630-X	RA-1	[LN3-FY1-1][RG2-15]
RES-630-Y	RE11-1	[LG1-FY2-22][RG2-1L]
RES-630-Z	RS-1	[H1V1-FY2-2][RG2-1L]
RES-640-A	(Q)R3-2	[MM4-MU4-7][RX4-8]
RES-640-AA	R1-1	[H1V1-FY2-22][RG2-1L]
RES-640-B	(Q)R3-2D	[MM4-MU4-7][RX4-8]
RES-640-BB	R1-1	[LN3-FY1-1][RX3-4L]
RES-640-C	(T)(Q)R3-2	[MM4-MU4-7][RX4-8]
RES-640-CC	R1-1	[LN3-FY1-22][RG2-15]
RES-640-D	(T)(Q)R3-2D-CDO	[MM4-MU4-7][RX4-8]
RES-640-DD	R1-1	[LN3-FY1-22][RX3-15]
RES-640-E	(T)(Q)R3-2D	[MM4-MU4-7][RX4-8]
RES-640-EE	R1-1	[LN3-FY1-22][RX3-4L]
RES-640-F	[Q]C1-2D-CDO	[LM13-SH4-10][CX7-4]
RES-640-FF	R1-2	[LM8-MU4-7][RX4-8]
RES-640-G	[Q]C2-1D-CDO	[MM13 -SH4-10][CX6-4]
RES-640-GG	R2-2D	[MM4-MU4-7][RX4-8]
RES-640-H	[Q]C2-1VL-CDO	[LM13-FX2-15][P2-FA]
RES-640-HH	R3-1	[MM4-MU4-7][RX4-8]
RES-640-I	[Q]C2-1VL-CDO	[LM13-SH4-10][CX7-4]
RES-640-II	R3-2	[LM12-MU4-7][RX4-8]
RES-640-J	[Q]C2-2-CDO	[LM12-MU4-7][RX4-8]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-640-K	[Q]C2-2-CDO	[MM4-MU4-7][RX4-8]
RES-640-L	[Q]C2-2D-CDO	[LM13-SH4-10][CX7-4]
RES-640-M	[Q]C2-2D-CDO	[MM13 -SH4-10][CX6-4]
RES-640-N	[Q]P-1VL-CDO	[LM13-SH4-10][CX7-4]
RES-640-O	[Q]P-2D-CDO	[MM13 -FX2-15][P2-FA]
RES-640-P	[Q]P-2D-CDO	[MM13 -SH4-10][CX6-4]
RES-640-Q	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
RES-640-R	[Q]R1-2D-CDO	[LM13-SH4-10][CX7-4]
RES-640-S	[Q]R1-2D-CDO	[LN3-FY1-22][RX3-15]
RES-640-T	[Q]R2-2D-CDO	[MM13 -SH4-10][CX6-4]
RES-640-U	[Q]R2-2D-CDO	[MM4-MU4-7][RX4-8]
RES-640-V	[Q]R3-2-CDO	[MM13 -SH4-10][CX6-4]
RES-640-W	[Q]RAS3-2D-CDO	[LM13-SH4-10][CX7-4]
RES-640-X	OS-1XL	[VF2-FX2-15][OS1-N]
RES-640-Y	PF-1XL	[VF2-FX2-15][P1-FA]
RES-640-Z	R1-1	[H1V1-FY2-2][RG2-1L]
RES-650-A	(Q)C4-1VL	[LM9-SH6-7][CX6-4]
RES-650-B	[Q]C1-1	[LM9-SH6-7][CX6-4]
RES-650-C	[Q]PF-1XL	[VF2-FX2-15][P1-FA]
RES-650-D	C2-1VL	[LM13-SH6-7][CX9-4]
RES-650-E	OS-1XL	[VF2-FX2-15][OS1-N]
RES-650-F	RA-1	[LG7-FY2-2][RG3-1L]
RES-650-G	RA-1	[LG7-FY2-22][RG3-1L]
RES-650-H	RA-1	[VF2-FX2-15][P1-FA]

Subarea ID	Existing Zoning	Proposed Zoning
RES-650-I	RS-1	[H1V1-FY2-22][RG2-1L]
RES-650-J	RS-1	[VF2-FX2-15][P1-FA]
RES-660-A	[Q]M2-1VL	[VNY]
RES-660-B	[T][Q]M2-1VL	[VNY]
RES-660-C	R3-1	[VF2-FX2-15][OS1-N]
RES-670-A	(Q)RD1.5-1	[LN4-FY1-1][RX3-15]
RES-670-B	[T][Q]M2-1VL	[VNY]
RES-670-C	C2-1VL	[LM9-SH6-13][CX6-4]
RES-670-D	C2-1VL	[LM9-SH6-13][CX9-4]
RES-670-E	OS-1XL	[VF2-FX2-15][OS1-N]
RES-670-F	P-1VL	[LM9-SH6-13][CX6-4]
RES-670-G	P-1VL	[LM9-SH6-13][CX9-4]
RES-670-H	QP-1VL	[LM9-SH6-13][CX9-4]
RES-670-I	QR1P-1VL	[LM9-SH6-13][CX9-4]
RES-670-J	R1-1	[H1V1-FY2-2][RG2-1L]
RES-670-K	R1-1	[LN3-FY1-1][RX3-15]
RES-670-L	R1-1	[LN3-FY1-1][RX3-4L]
RES-670-M	R1P-1VL	[LM9-SH6-13][CX9-4]
RES-670-N	RD1.5-1	[LN4-FY1-1][RX3-15]
RES-670-O	RD2-1	[LN4-FY1-1][RX3-15]
RES-680-A	[T][Q]M2-1VL	[VNY]
RES-680-B	M2-1	[LM9-SH6-13][CX6-4]
RES-680-C	M2-1	[VF2-FX1-17][I6-N]
RES-680-D	M2-1	[VF2-G4-17][I6-N]

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Subarea ID	Existing Zoning	Proposed Zoning
RES-680-E	M2-1	[VNY]
RES-680-F	MR2-1	[VF2-G4-17][I6-N]
RES-680-G	OS-1XL	[VF2-FX2-15][OS1-N]
RES-680-H	OS-1XL	[VNY]
RES-690-A	(Q)R3-1	[LM12-MU4-7][RX4-8]
RES-690-B	(T)(Q)M2-2D	[VF2-FX1-15][I6-N]
RES-690-C	[Q]CM-1	[MM8-SH4-10][CX9-4]
RES-690-D	[T][Q]CM-1VL	[MM8-SH4-10][CX9-4]
RES-690-E	[T][Q]MR1-1VL	[VF2-FX2-15][I8-N]
RES-690-F	C2-1VL	[MM8-SH4-10][CX9-4]
RES-690-G	M1-1	[VF2-FX1-15][I6-N]
RES-690-H	M1-1	[VF2-FX2-15][I8-N]
RES-690-I	M2-1	[VF2-FX1-15][I6-N]
RES-690-J	P-1	[MM8-SH4-10][CX9-4]
RES-690-K	PF-1VL	[FWY]
RES-690-L	PF-1XL	[FWY]
RES-690-M	PF-1XL	[VF2-FX1-15][I6-N]
RES-690-N	PF-1XL	[VF2-FX2-15][P1-FA]
RES-690-O	R3-1	[LM12-MU4-7][RX4-8]
RES-690-P	R3-1	[MM4-MU4-7][RX4-8]
RES-690-Q	R4-1	[MM7-SH4-10][CX7-4]
RES-690-R	RA-1	[LM12-MU4-7][RX4-8]

APPENDIX E

Zoning Code Information

SEC. 2B.1.1. HILLSIDE LARGE LOT 1 (HLG1)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	15,000 sf
Lot width (min)	80'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	35%
Building setbacks	
Primary street (min)	10'
Side street (min)	10'
Side (min)	10'
Rear (min)	15'
Alley (min)	5'
Special: (min)	15'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Not applicable	

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Slope-Based FAR (max)	
0%-14.99%	0.35
15%-29.99%	0.3
30%-44.99%	0.25
45%-59.99%	0.20
60%-99.99%	0.15
100%+	0.00
Guaranteed Floor Area (max)	0.13 / 800 sf
Height in Feet (max)	36'
Envelope height	Required
Overall Height (max)	50'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	100'
3. UPPER-STORY BULK	Div. 2C.6.
Street step-back	
Applicable lot line	Substandard hillside limited street
Height without step-back (max)	24'
Substandard street step-back depth (min)	20'

SEC. 2B.1.2. HILLSIDE LARGE LOT 2 (HLG2)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	17,500 sf
Lot width (min)	70'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	25%
Building setbacks	
Primary street (min)	15'
Side street (min)	10'
Side (min)	10'
Rear (min)	15'
Alley (min)	5'
Special: (min)	15'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Not applicable	

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Slope-Based FAR (max)	
0%-14.99%	0.25
15%-29.99%	0.2
30%-44.99%	0.15
45%-59.99%	0.10
60%-99.99%	0.05
100%+	0.00
Guaranteed Floor Area (max)	0.13 / 800 sf
Height in Feet (max)	36'
Envelope height	Required
Overall Height (max)	50'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	100'
3. UPPER-STORY BULK	Div. 2C.6.
Street step-back	
Applicable lot line	Substandard hillside limited street
Height without step-back (max)	24'
Substandard street step-back depth (min)	20'

SEC. 2B.1.3. HILLSIDE LARGE LOT 3 (HLG3)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	20,000 sf
Lot width (min)	80'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	35%
Building setbacks	
Primary street (min)	10'
Side street (min)	10'
Side (min)	10'
Rear (min)	15'
Alley (min)	5'
Special: (min)	15'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Not applicable	

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Slope-Based FAR (max)	
0%-14.99%	0.35
15%-29.99%	0.3
30%-44.99%	0.25
45%-59.99%	0.20
60%-99.99%	0.15
100%+	0.00
Guaranteed Floor Area (max)	0.13 / 800 sf
Height in Feet (max)	36'
Envelope height	Required
Overall Height (max)	50'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	100'
3. UPPER-STORY BULK	Div. 2C.6.
Street step-back	
Applicable lot line	Substandard hillside limited street
Height without step-back (max)	24'
Substandard street step-back depth (min)	20'

SEC. 2B.1.4. HILLSIDE LARGE LOT 4 (HLG4)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	40,000 sf
Lot width (min)	80'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	30%
Building setbacks	
Primary street (min)	15'
Side street (min)	10'
Side (min)	10'
Rear (min)	15'
Alley (min)	5'
Special: (min)	15'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Not applicable	

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Slope-Based FAR (max)	
0%-14.99%	0.35
15%-29.99%	0.3
30%-44.99%	0.25
45%-59.99%	0.20
60%-99.99%	0.15
100%+	0.00
Guaranteed Floor Area (max)	0.10 / 800 sf
Height in Feet (max)	36'
Envelope height	Required
Overall Height (max)	50'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	140'
3. UPPER-STORY BULK	Div. 2C.6.
Street step-back	
Applicable lot line	Substandard hillside limited street
Height without step-back (max)	24'
Substandard street step-back depth (min)	20'

SEC. 2B.1.5. HILLSIDE LARGE LOT 5 (HLG5)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	217,800 sf
Lot width (min)	300'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	25%
Building setbacks	
Primary street (min)	25'
Side street (min)	25'
Side (min)	10'
Rear (min)	25'
Alley (min)	10'
Special: ___ (min)	15'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Not applicable	

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Slope-Based FAR (max)	
0%-14.99%	0.25
15%-29.99%	0.20
30%-44.99%	0.15
45%-59.99%	0.10
60%-99.99%	0.00
100%+	0.00
Guaranteed Floor Area (max)	0.13 / 800 sf
Height in Feet (max)	36'
Envelope height	Required
Overall Height (max)	45'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	160'
3. UPPER-STORY BULK	Div. 2C.6.
Street step-back	
Applicable lot line	Substandard hillside limited street

Height without step-back (max)	24'
Substandard street step-back depth (min)	20'

SEC. 2B.1.6. HILLSIDE HOUSE 1 (HH1)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	5,000 sf
Lot width (min)	50'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	45%
Building setbacks	
Primary street (min)	10'
Side street (min)	5'
Side (min)	4'
Rear (min)	4'
Alley (min)	0'
Special: (min)	10'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Not applicable	

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Slope-Based FAR (max)	
0%-14.99%	0.45
15%-29.99%	0.45
30%-44.99%	0.4
45%-59.99%	0.35
60%-99.99%	0.3
100%+	0
Guaranteed Floor Area (max)	0.25 / 800 sf
Height in Feet (max)	33'
Envelope height	Required
Overall Height (max)	45'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	100'
3. UPPER-STORY BULK	Div. 2C.6.
Street step-back	
Applicable lot line	Substandard hillside limited street
Height without step-back (max)	24'
Height transition	Required

SEC. 2B.1.7. HILLSIDE HOUSE 2 (HH2)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	10,000 sf
Lot width (min)	70'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	40%
Building setbacks	
Primary street (min)	10'
Side street (min)	7'
Side (min)	7'
Rear (min)	15'
Alley (min)	5'
Special: (min)	15'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Not applicable	

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Slope-Based FAR (max)	
0%-14.99%	0.4
15%-29.99%	0.35
30%-44.99%	0.3
45%-59.99%	0.25
60%-99.99%	0.20
100%+	0.00
Guaranteed Floor Area (max)	0.13 / 800 sf
Height in Feet (max)	36'
Envelope height	Required
Overall Height (max)	50'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	100'
3. UPPER-STORY BULK	Div. 2C.6.
Street step-back	
Applicable lot line	Substandard hillside limited street
Height without step-back (max)	24'
Substandard street step-back depth (min)	20'

SEC. 2B.2.1. LARGE LOT 1 (LG1)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	10,000 sf
Lot width (min)	70'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	40% (lot area <15,000) 35% (lot area >15,000 SF)
Building Setbacks	
Primary street (min)	25'
Side street (min)	15'
Side (min)	4'
Rear (min)	4'
Alley (min)	0'
Special: (min)	15'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	20%
Required at grade (min)	100%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	0.40 (lot area <15,000) 0.35 (lot area >15,000 SF)
Height in Feet (max)	33'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	100'
3. UPPER-STORY BULK	Div. 2C.6.
Wall plate height (max)	24'

SEC. 2B.2.2. LARGE LOT 2 (LG2)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	15,000 sf
Lot width (min)	80'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	35%
Building Setbacks	
Primary street (min)	25'
Side street (min)	15'
Side (min)	4'
Rear (min)	4'
Alley (min)	0'
Special: (min)	15'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	20%
Required at grade (min)	100%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	0.35
Height in Feet (max)	33'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	100'
3. UPPER-STORY BULK	Div. 2C.6.
Wall plate height (max)	24'

SEC. 2B.2.3. LARGE LOT 3 (LG3)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	20,000 sf
Lot width (min)	80'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	35%
Building Setbacks	
Primary street (min)	25'
Side street (min)	15'
Side (min)	4'
Rear (min)	4'
Alley (min)	0'
Special: (min)	15'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	20%
Required at grade (min)	100%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	0.35
Height in Feet (max)	33'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	100'
3. UPPER-STORY BULK	Div. 2C.6.
Wall plate height (max)	24'

SEC. 2B.2.5. LARGE LOT 5 (LG5)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	217,800 sf (5 acres)
Lot width (min)	300'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	25%
Building Setbacks	
Primary street (min)	25'
Side street (min)	25'
Side (min)	4'
Rear (min)	4'
Alley (min)	0'
Special: (min)	15'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	20%
Required at grade (min)	100%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	0.25
Height in Feet (max)	45'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	160'
3. UPPER-STORY BULK	Div. 2C.6.
Wall plate height (max)	24'

SEC. 2B.2.7. LARGE LOT 7 (LG7)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	17,500 sf
Lot width (min)	70'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	35%
Building Setbacks	
Primary street (min)	25'
Side street (min)	15'
Side (min)	4'
Rear (min)	4'
Alley (min)	0'
Special: (min)	15'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	20%
Required at grade (min)	100%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	0.25
Height in Feet (max)	33'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	100'
3. UPPER-STORY BULK	Div. 2C.6.
Wall plate height (max)	24'

SEC. 2B.3.2. HOUSE 1 VARIATION 1 (H1V1)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	4000 sf
Lot width (min)	40'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	0.45
Building setbacks	
Primary street (min)	20'
Side street (min)	4'
Side (min)	3'
Rear (min)	0'
Alley (min)	3'
Special: (min)	0'
Interior (min)	0'
Lot coverage (max)	
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	0.15
Required at grade (min)	1

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Lot Area-Based FAR (max)	
up to 3,000 sf	0.51
3,001 to 4,000 sf	0.49
4,001 to 5,000 sf	0.47
5,001 to 6,000 sf	0.45
6,001 to 7,000 sf	0.43
7,001 to 8,000 sf	0.41
8,001 to 9,000 sf	0.39
9,001 to 10,000 sf	0.37
Over 10,000 SF	0.35
Height in Feet (max)	33'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	50'
3. UPPER-STORY BULK	Div. 2C.6.
Wall plate height (max)	24'

SEC. 2B.3.8. HOUSE 4 (H4)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	4000
Lot width (min)	40'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	0.6
Building setbacks	
Primary street (min)	10'
Side street (min)	4'
Side (min)	3'
Rear (min)	0'
Alley (min)	3'
Special: (min)	0'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Required at grade (min)	100%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Density-Based FAR (max)	
1 dwelling unit	0.45
2 dwelling units	0.75
3 dwelling units	1.00
4 dwelling units	1.20
Height in Feet (max)	36'
2. BUILDING MASS	Div. 2C.5.
Building width (max)	50'
3. UPPER-STORY BULK	Div. 2C.6.
Wall plate height (max)	33'

SEC. 2B.7.2. VERY LOW-RISE FULL 2 (VF2)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	None
Lot width (min)	20'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building Setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: (min)	0'
3. AMENITY	Div. 2C.3.
Not applicable	

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	1.5
Height (max)	None
2. BUILDING MASS	Div. 2C.5.
Building Width (max)	None
3. UPPER-STORY BULK	Div. 2C.6.
Not applicable	

SEC. 2B.8.3. LOW-RISE NARROW 3 (LN3)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1500
Lot width (min)	30'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	0.7
Building setbacks	
Primary street (min)	6'
Side street (min)	4'
Side (min)	3'
Rear (min)	0'
Alley (min)	3'
Special: (min)	0'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Required at grade (min)	100%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Density-Based FAR (max)	
1 dwelling unit	0.45
2 dwelling units	0.75
3 dwelling units	1.00
4 dwelling units	1.20
5 dwelling units	1.35
6 dwelling units	1.50
Height in Stories (max)	3 stories
2. BUILDING MASS	Div. 2C.5.
Building width (max)	75'
3. UPPER-STORY BULK	Div. 2C.6.
Not applicable	

SEC. 2B.8.4. LOW-RISE NARROW 4 (LN4)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1500
Lot width (min)	30'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	0.7
Building setbacks	
Primary street (min)	6'
Side street (min)	4'
Side (min)	3'
Rear (min)	0'
Alley (min)	3'
Special: (min)	0'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Required at grade (min)	100%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Density-Based FAR (max)	
1 dwelling unit	0.45
2 dwelling units	0.75
3 dwelling units	1.00
4 dwelling units	1.20
5 dwelling units	1.35
6 dwelling units	1.50
7 dwelling units	1.65
8 dwelling units	1.80
9 dwelling units	1.95
10+ dwelling units	2.00
Height in Stories (max)	4 stories
2. BUILDING MASS	Div. 2C.5.
Building width (max)	75'
3. UPPER-STORY BULK	Div. 2C.6.
Not applicable	

SEC. 2B.9.8. LOW-RISE MEDIUM 8 (LM8)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	70%
Building Setbacks	
Primary street (min)	6'
Side street (min)	0'
Side (min)	3'
Rear (min)	4'
Alley (min)	0'
Special: ___ (min)	5'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Bonus (max)	3.0
Height in Stories (max)	
Base (max)	3
Bonus (max)	5
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	75'
Bonus (max)	100'
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

SEC. 2B.9.9. LOW-RISE MEDIUM 9 (LM9)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building Setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: (min)	0'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Bonus (max)	3.0
Height in Stories (max)	
Base (max)	3
Bonus (max)	5
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	150'
Bonus (max)	210'
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

SEC. 2B.9.12. LOW-RISE MEDIUM 12 (LM12)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	80%
Building Setbacks	
Primary street (min)	6'
Side street (min)	0'
Side (min)	3'
Rear (min)	4'
Alley (min)	0'
Special: (min)	6'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Tier 1 Bonus (max)	3.5
Tier 2 Bonus (max)	4.0
Height in Stories (max)	
Base (max)	3
Tier 1 Bonus (max)	5
Tier 2 Bonus (max)	6
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	75'
Tier 1 Bonus (max)	100'
Tier 2 Bonus (max)	150'
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

SEC. 2B.9.13. LOW-RISE MEDIUM 13 (LM13)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building Setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: (min)	0'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Tier 1 Bonus (max)	3.5
Tier 2 Bonus (max)	4.0
Height in Stories (max)	
Base (max)	3
Tier 1 Bonus (max)	5
Tier 2 Bonus (max)	6
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	150'
Tier 1 Bonus (max)	180'
Tier 2 Bonus (max)	210'
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

SEC. 2B.9.17. LOW-RISE MEDIUM 17 (LM17)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building Setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: (min)	0'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Tier 1 Bonus (max)	3.5
Tier 2 Bonus (max)	4.0
Height in Stories (max)	
Base (max)	3
Tier 1 Bonus (max)	5
Tier 2 Bonus (max)	6
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	150'
Tier 1 Bonus (max)	180'
Tier 2 Bonus (max)	210'
3. UPPER-STORY BULK	Div. 2C.6.
Street step-back	
Stories without step-back (max)	2
Primary street step-back depth (min)	6'
Side street step-back depth (min)	6'
Applicable building width (min)	80%
Height transition	Required

SEC. 2B.10.3. LOW-RISE BROAD 3 (LB3)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building Setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: (min)	0'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	10%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Bonus (max)	3.0
Height (max)	None
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	280'
Bonus (max)	350'
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

SEC. 2B.11.2. LOW-RISE FULL 2 (LF2)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	None
Lot width (min)	20'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building Setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: ___ (min)	River: 10' | Other: 0'
3. AMENITY	Div. 2C.3.
Not applicable	

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	3.0
Height (max)	None
2. BUILDING MASS	Div. 2C.5.
Building Width (max)	None
3. UPPER-STORY BULK	Div. 2C.6.
Not applicable	

SEC. 2B.13.3. MID RISE MEDIUM 3 (MM3)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building Setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: (min)	0'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Bonus (max)	5.0
Height in Stories (max)	
Base (max)	3
Bonus (max)	8
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	140'
Bonus (max)	210'
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

SEC. 2B.13.4. MID RISE MEDIUM 4 (MM4)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	80%
Building Setbacks	
Primary street (min)	6'
Side street (min)	0'
Side (min)	3'
Rear (min)	4'
Alley (min)	0'
Special: (min)	6'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Tier 1 Bonus (max)	4.0
Tier 2 Bonus (max)	4.5
Height in Stories (max)	
Base (max)	3
Tier 1 Bonus (max)	6
Tier 2 Bonus (max)	7
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	75'
Tier 1 Bonus (max)	150'
Tier 2 Bonus (max)	180'
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

SEC. 2B.13.5. MID RISE MEDIUM 5 (MM5)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	80%
Building Setbacks	
Primary street (min)	6'
Side street (min)	0'
Side (min)	3'
Rear (min)	4'
Alley (min)	0'
Special: (min)	6'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Tier 1 Bonus (max)	4.5
Tier 2 Bonus (max)	5.0
Height in Stories (max)	
Base (max)	3
Tier 1 Bonus (max)	7
Tier 2 Bonus (max)	8
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	75'
Tier 1 Bonus (max)	150'
Tier 2 Bonus (max)	180'
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

SEC. 2B.13.7. MID RISE MEDIUM 7 (MM7)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building Setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: (min)	0'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Tier 1 Bonus (max)	4.0
Tier 2 Bonus (max)	4.5
Height in Stories (max)	
Base (max)	3
Tier 1 Bonus (max)	6
Tier 2 Bonus (max)	7
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	150'
Tier 1 Bonus (max)	180'
Tier 2 Bonus (max)	210'
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

SEC. 2B.13.8. MID RISE MEDIUM 8 (MM8)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building Setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: ___ (min)	0'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Tier 1 Bonus (max)	4.5
Tier 2 Bonus (max)	5.0
Height in Stories (max)	
Base (max)	3
Tier 1 Bonus (max)	7
Tier 2 Bonus (max)	8
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	150'
Tier 1 Bonus (max)	180'
Tier 2 Bonus (max)	210'
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

SEC. 2B.13.13. MID-RISE MEDIUM 13 (MM13)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building Setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Tier 1 Bonus (max)	4.0
Tier 2 Bonus (max)	4.5
Height in Stories (max)	
Base (max)	3
Tier 1 Bonus (max)	6
Tier 2 Bonus (max)	7
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	75'
Tier 1 Bonus (max)	150'
Tier 2 Bonus (max)	180'
3. UPPER-STORY BULK	Div. 2C.6.
Street step-back	
Stories without step-back (max)	2
Primary street step-back depth (min)	6'
Side street step-back depth (min)	6'
Applicable building width (min)	80%
Height transition	Required

SEC. 2B.14.3. MID-RISE BROAD 3 (MB3)

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building Setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: (min)	0'
Interior (min)	0'
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base (max)	1.5
Tier 1 Bonus (max)	5.0
Tier 2 Bonus (max)	6.0
Height (max)	None
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base (max)	150'
Tier 1 Bonus (max)	180'
Tier 2 Bonus (max)	280'
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

SEC. 3B.1.1. FRONT YARD 1 (FY1)

A. Lot

	Primary	Side	Special
1. BUILD-TO	DIV. 3C.1.		
Build-to depth (max)	6'	Not Required	Not Required
Build-to width (min)	40%	Not Required	35%
2. PARKING	DIV. 3C.2.		
Parking setback (min)	10'	5'	5'
3. LANDSCAPING	DIV. 3C.3.		
Frontage planting area (min)	50%	50%	50%
Frontage yard fence & wall type allowed	A2	A2	A4

B. Facade

	Primary	Side	Special
1. TRANSPARENCY	DIV. 3C.4.		
Transparent area (min)			
Ground story (min)	10%	5%	10%
Upper stories (min)	15%	5%	15%
Active wall spacing (max)	10'	20'	10'
2. ENTRANCES	DIV. 3C.5.		
Street-facing entrance	Required	Not Required	Required
Street-facing entrance spacing (max)	Not Required	Not Required	Not Required
Entry feature	Required	Not Required	Required
Options:	Porch, Raised entry, Forecourt, Recessed entry, Projecting entry, Courtyard, Breezeway		
3. GROUND STORY	DIV. 3C.6.		
Ground story height (min)	9'	9'	9'
Ground floor elevation (min/max)	-2' / 5'	-2 / 5'	-2 / 5'

Active depth (min)	10'	Not Required	10'

SEC. 3B.1.2. FRONT YARD 2 (FY2)

A. Lot

	Primary	Side	Special
1. BUILD-TO	DIV. 3C.1.		
Build-to depth (max)	Not Required	Not Required	Not Required
Build-to width (min)	Not Required	Not Required	Not Required
2. PARKING	DIV. 3C.2.		
Parking setback (min)	5'	5'	5'
3. LANDSCAPING	DIV. 3C.3.		
Frontage planting area (min)	50%	50%	50%
Frontage yard fence & wall type allowed	A3	A3	A4

B. Facade

	Primary	Side	Special
1. TRANSPARENCY	DIV. 3C.4.		
Transparent area (min)			
Ground story (min)	10%	5%	10%
Upper stories (min)	15%	5%	15%
Active wall spacing (max)	10'	20'	10'
2. ENTRANCES	DIV. 3C.5.		
Street-facing entrance	Required	Not Required	Required
Street-facing entrance spacing (max)	Not Required	Not Required	Not Required
Entry feature	Required	Not Required	Required
Options:	Porch, Forecourt, Recessed entry, Projecting entry, Courtyard, Breezeway, Raised entry, River Yard		
3. GROUND STORY	DIV. 3C.6.		
Ground story height (min)	Not Required	Not Required	Not Required
Ground floor elevation (min/max)	-2' / 5'	-2 / 5'	-2 / 5'

Active depth (min)	Not Required	Not Required	Not Required

SEC. 3B.1.3. FRONT YARD 3 (FY3)

A. Lot

	Primary	Side	Special
1. BUILD-TO	DIV. 3C.1.		
Build-to depth (max)	Not Required	Not Required	Not Required
Build-to width (min)	Not Required	Not Required	Not Required
2. PARKING	DIV. 3C.2.		
Parking setback (min)	5'	5'	5'
3. LANDSCAPING	DIV. 3C.3.		
Frontage planting area (min)	50%	50%	50%
Frontage yard fence & wall type allowed	A3	A4	A4

B. Facade

	Primary	Side	Special
1. TRANSPARENCY	DIV. 3C.4.		
Transparent area (min)			
Ground story (min)	Not Required	Not Required	Not Required
Upper stories (min)	Not Required	Not Required	Not Required
Active wall spacing (max)	10'	10'	10'
2. ENTRANCES	DIV. 3C.5.		
Street-facing entrance	Not Required	Not Required	Not Required
Street-facing entrance spacing (max)	Not Required	Not Required	
Entry feature	Not Required	Not Required	Not Required
3. GROUND STORY	DIV. 3C.6.		
Ground story height (min)	Not Required	Not Required	Not Required
Ground floor elevation (min/max)	Not Required	Not Required	Not Required

Active depth (min)	Not Required	Not Required	Not Required

SEC. 3B.2.4. MULTI-UNIT 4 (MU4)

A. Lot

	Primary	Side	Special
1. BUILD-TO	DIV. 3C.1.		
Build-to depth (max)	6'	Not Required	Not Required
Build-to width (min)	50%	Not Required	35%
2. PARKING	DIV. 3C.2.		
Parking setback (min)	10'	5'	5'
3. LANDSCAPING	DIV. 3C.3.		
Frontage planting area (min)	50%	50%	50%
Frontage yard fence & wall type allowed	A2	A2	A3

B. Facade

	Primary	Side	Special
1. TRANSPARENCY	DIV. 3C.4.		
Transparent area (min)			
Ground story (min)	12%	10%	12%
Upper stories (min)	15%	12%	15%
Active wall spacing (max)	10'	20'	10'
2. ENTRANCES	DIV. 3C.5.		
Street-facing entrance	Required	Not Required	Required
Street-facing entrance spacing (max)	75'	100'	100'
Entry feature	Required	Not Required	Required
Options:	Breezeway, Courtyard, Forecourt, Porch, Projecting entry, Raised entry, Recessed entry, Storefront bay, River Yard		
3. GROUND STORY	DIV. 3C.6.		
Ground story height (min)	10'	10'	10'
Ground floor elevation (min/max)	-2' / 5'	-2 / 5'	-2 / 5'

Active depth (min)	10'	Not Required	10'

SEC. 3B.3.4. GENERAL 4 (G4)

A. Lot

	Primary	Side	Special
1. BUILD-TO	DIV. 3C.1.		
Build-to depth (max)	6'	6'	10'
Build-to width (min)	70%	30%	30%
Pedestrian amenity allowance (max)	100%	100%	100%
2. PARKING	DIV. 3C.2.		
Parking setback (min)	25'	5'	20'
3. LANDSCAPING	DIV. 3C.3.		
Frontage planting area (min)	Not Required	Not Required	Not Required
Frontage yard fence & wall type allowed	A3	A3	A3

B. Facade

	Primary	Side	Special
1. TRANSPARENCY	DIV. 3C.4.		
Transparent area (min)			
Ground story (min)	10%	5%	10%
Upper stories (min)	10%	5%	10%
Active wall spacing (max)	30'	50'	30'
2. ENTRANCES	DIV. 3C.5.		
Street-facing entrance	Required	Not Required	Required
Street-facing entrance spacing (max)	100'	Not Required	Not Required
3. GROUND STORY	DIV. 3C.6.		
Ground story height (min)	12'	12'	12'
Ground floor elevation (min/max)	-2' / 5'	-2 / 5'	-2 / 5'
Active depth (min)	20'	Not Required	15'

SEC. 3B.4.4. SHOPFRONT 4 (SH4)

A. Lot

	Primary	Side	Special
1. BUILD-TO	DIV. 3C.1.		
Build-to depth (max)	6'	6'	6'
Build-to width (min)	90%	40%	60%
Pedestrian amenity allowance (max)	50%	100%	100%
2. PARKING	DIV. 3C.2.		
Parking setback (min)	25'	5'	20'
3. LANDSCAPING	DIV. 3C.3.		
Frontage planting area (min)	Not Required	Not Required	Not Required
Frontage yard fence & wall type allowed	A2	A2	A2

B. Facade

	Primary	Side	Special
1. TRANSPARENCY	DIV. 3C.4.		
Transparent area (min)			
Ground story (min)	40%	25%	30%
Upper stories (min)	15%	12%	15%
Active wall spacing (max)	15'	30'	20'
2. ENTRANCES	DIV. 3C.5.		
Street-facing entrance	Required	Required	Required
Street-facing entrance spacing (max)	50'	100'	75'
Entry feature	Required	Required	Required
Options:	Breezeway, Courtyard, Covered entry, Market stall, Projecting entry, Recessed entry, Storefront bay		
3. GROUND STORY	DIV. 3C.6.		
Ground story height (min)	14'	14'	14'
Ground floor elevation (min/max)	-2' / 2'	-2 / 5'	-2' / 2'
Active depth (min)	20'	Not Required	15'

SEC. 3B.4.6. SHOPFRONT 6 (SH6)

A. Lot

	Primary	Side	Special
1. BUILD-TO	DIV. 3C.1.		
Build-to depth (max)	6'	6'	6'
Build-to width (min)	70%	30%	40%
Pedestrian amenity allowance (max)	100%	100%	100%
2. PARKING	DIV. 3C.2.		
Parking setback (min)	25'	5'	5'
3. LANDSCAPING	DIV. 3C.3.		
Frontage planting area (min)	10%	10%	10%
Frontage yard fence & wall type allowed	A2	A3	A3

B. Facade

	Primary	Side	Special
1. TRANSPARENCY	DIV. 3C.4.		
Transparent area (min)			
Ground story (min)	30%	20%	20%
Upper stories (min)	15%	12%	15%
Active wall spacing (max)	20'	50'	20'
2. ENTRANCES	DIV. 3C.5.		
Street-facing entrance	Required	Not Required	Not Required
Street-facing entrance spacing (max)	100'	Not Required	Not Required
Entry feature	Required	Not Required	Not Required
Options:	Recessed entry, Covered entry, Projecting entry, Storefront bay, Market stall, Courtyard, Breezeway		
3. GROUND STORY	DIV. 3C.6.		
Ground story height (min)	12'	12'	12'
Ground floor elevation (min/max)	-2' / 2'	-2 / 5'	-2' / 2'
Active depth (min)	20'	Not Required	Not Required

SEC. 3B.6.1. FLEX 1 (FX1)

A. Lot

	Primary	Side	Special
1. BUILD-TO	DIV. 3C.1.		
Build-to depth (max)	Not Required	Not Required	Not Required
Build-to width (min)	Not Required	Not Required	Not Required
Pedestrian amenity allowance (max)	Not Required	Not Required	Not Required
2. PARKING	DIV. 3C.2.		
Parking setback (min)	5'	5'	5'
3. LANDSCAPING	DIV. 3C.3.		
Frontage planting area (min)	F-Screen 6	F-Screen 6	F-Screen 6
Frontage yard fence & wall type allowed	A5	A5	A5

B. Facade

	Primary	Side	Special
1. TRANSPARENCY	DIV. 3C.4.		
Transparent area (min)			
Ground story (min)	10%	Not Required	10%
Upper stories (min)	Not Required	Not Required	Not Required
Active wall spacing (max)	Not Required	Not Required	Not Required
2. ENTRANCES	DIV. 3C.5.		
Street-facing entrance	Required	Not Required	Required
Street-facing entrance spacing (max)	Not Required	Not Required	Not Required
3. GROUND STORY	DIV. 3C.6.		
Ground story height (min)	12'	12'	12'
Ground floor elevation (min/max)	Not Required	Not Required	Not Required

Active depth (min)	Not Required	Not Required	Not Required

SEC. 3B.6.2. FLEX 2 (FX2)

A. Lot

	Primary	Side	Special
1. BUILD-TO	DIV. 3C.1.		
Build-to depth (max)	Not Required	Not Required	Not Required
Build-to width (min)	Not Required	Not Required	Not Required
Pedestrian amenity allowance (max)	Not Required	Not Required	Not Required
2. PARKING	DIV. 3C.2.		
Parking setback (min)	5'	5'	5'
3. LANDSCAPING	DIV. 3C.3.		
Frontage planting area (min)	Not Required	Not Required	Not Required
Frontage yard fence & wall type allowed	A5	A5	A5

B. Facade

	Primary	Side	Special
1. TRANSPARENCY	DIV. 3C.4.		
Transparent area (min)			
Ground story (min)	10%	Not Required	10%
Upper stories (min)	Not Required	Not Required	Not Required
Active wall spacing (max)	Not Required	Not Required	Not Required
2. ENTRANCES	DIV. 3C.5.		
Street-facing entrance	Not Required	Not Required	Not Required
Street-facing entrance spacing (max)	Not Required	Not Required	Not Required
3. GROUND STORY	DIV. 3C.6.		
Ground story height (min)	Not Required	Not Required	Not Required

Ground floor elevation (min/max)	Not Required	Not Required	Not Required
Active depth (min)	Not Required	Not Required	Not Required

SEC. 4B.1.1. DEVELOPMENT STANDARDS DISTRICT 1

1. PEDESTRIAN ACCESS	Div. 4C.1.
Division standards apply	
Pedestrian access package	Package 2
2. AUTOMOBILE ACCESS	Div. 4C.2.
Division standards apply	
Automobile access package	Package 2
3. BICYCLE PARKING	Div. 4C.3.
Division standards apply	
4. AUTOMOBILE PARKING	Div. 4C.4.
Division standards apply	
Automobile parking stalls	Package C
Parking structure design	Package C
5. TRANSPORTATION DEMAND MANAGEMENT	Div. 4C.5.
Division standards apply	
6. PLANTS	Div. 4C.6.
Division standards apply	
7. FENCES & WALLS	Div. 4C.7.
Division standards apply	
8. SCREENING	Div. 4C.8.
Division standards apply	
9. GRADING	Div. 4C.9.
Division standards apply	
Grading packages	Package 1
10. OUTDOOR LIGHTING & GLARE	Div. 4C.10.
Division standards apply	
11. SIGNS	Div. 4C.11.
Division standards apply	
Sign package	Package 2
12. SITE ELEMENTS	Div. 4C.12.
Division standards apply	
13. ENVIRONMENTAL PROTECTION	Div. 4C.13.
Division standards apply	
14. DEVELOPMENT REVIEW	Div. 4C.14.
Division standards apply	
Development review threshold	Package 1
15. RESIDENT PROTECTIONS	Div. 4C.15.
Division standards apply	

SEC. 4B.1.2. DEVELOPMENT STANDARDS DISTRICT 2

1. PEDESTRIAN ACCESS	Div. 4C.1.
Pedestrian access package	Package 2
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 2
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package E
Parking structure design package	Package C
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading Package	Package 1
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 2
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	

13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 1
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

SEC. 4B.1.4. DEVELOPMENT STANDARDS DISTRICT 7

1. PEDESTRIAN ACCESS	*Div. 4C.1.*
Pedestrian access package	Package 2
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 2
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package A
Parking structure design package	Package C
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading package	Package 1
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 2
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	
13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

SEC. 4B.1.5. DEVELOPMENT STANDARDS DISTRICT 22

1. PEDESTRIAN ACCESS	Div. 4C.1.
Division standards apply	
Pedestrian access package	Package 2
2. AUTOMOBILE ACCESS	Div. 4C.2.
Division standards apply	
Automobile access package	Package 2
3. BICYCLE PARKING	Div. 4C.3.
Division standards apply	
4. AUTOMOBILE PARKING	Div. 4C.4.
Division standards apply	
Automobile parking stalls	Package A
Parking structure design	Package C
5. TRANSPORTATION DEMAND MANAGEMENT	Div. 4C.5.
Division standards apply	
6. PLANTS	Div. 4C.6.
Division standards apply	
7. FENCES & WALLS	Div. 4C.7.
Division standards apply	
8. SCREENING	Div. 4C.8.
Division standards apply	
9. GRADING	Div. 4C.9.
Division standards apply	
Grading packages	Package 1
10. OUTDOOR LIGHTING & GLARE	Div. 4C.10.
Division standards apply	
11. SIGNS	Div. 4C.11.
Division standards apply	
Sign package	Package 2
12. SITE ELEMENTS	Div. 4C.12.
Division standards apply	
13. ENVIRONMENTAL PROTECTION	Div. 4C.13.

Division standards apply	
14. DEVELOPMENT REVIEW	Div. 4C.14.
Division standards apply	
Development review threshold	Package 1
15. RESIDENT PROTECTIONS	Div. 4C.15.
Division standards apply	

SEC. 4B 1.6. DEVELOPMENT STANDARDS DISTRICT 23

1. PEDESTRIAN ACCESS	Div. 4C.1.
Division standards apply	
Pedestrian access package	Package 2
2. AUTOMOBILE ACCESS	Div. 4C.2.
Division standards apply	
Automobile access package	Package 2
3. BICYCLE PARKING	Div. 4C.3.
Division standards apply	
4. AUTOMOBILE PARKING	Div. 4C.4.
Division standards apply	
Automobile parking stalls	Package C
Parking structure design	Package C
5. TRANSPORTATION DEMAND MANAGEMENT	Div. 4C.5.
Division standards apply	
6. PLANTS	Div. 4C.6.
Division standards apply	
7. FENCES & WALLS	Div. 4C.7.
Division standards apply	
8. SCREENING	Div. 4C.8.
Division standards apply	
9. GRADING	Div. 4C.9.
Division standards apply	
Grading packages	Package 1
10. OUTDOOR LIGHTING & GLARE	Div. 4C.10.
Division standards apply	
11. SIGNS	Div. 4C.11.
Division standards apply	
Sign package	Package 2
12. SITE ELEMENTS	Div. 4C.12.

Division standards apply	
13. ENVIRONMENTAL PROTECTION	Div. 4C.13.
Division standards apply	
14. DEVELOPMENT REVIEW	Div. 4C.14.
Division standards apply	
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	Div. 4C.15.
Division standards apply	

SEC. 4B.2.3. DEVELOPMENT STANDARDS DISTRICT 8

1. PEDESTRIAN ACCESS	*Div. 4C.1.*
Pedestrian access package	Package 1
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 1
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package C
Parking structure design package	Package B
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading package	Package 1
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 2
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	

13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

SEC. 4B.2.4. DEVELOPMENT STANDARDS DISTRICT 9

1. PEDESTRIAN ACCESS	*Div. 4C.1.*
Pedestrian access package	Package 1
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 1
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package E
Parking structure design package	Package B
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading Package	Package 1
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 2
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	

13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

SEC. 4B.2.5. DEVELOPMENT STANDARDS DISTRICT 10

1. PEDESTRIAN ACCESS	*Div. 4C.1.*
Pedestrian access package	Package 1
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 1
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package A
Parking Structure Design	Package B
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading package	Package 1
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 2
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	
13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

SEC. 4B.3.1. DEVELOPMENT STANDARDS DISTRICT 12

1. PEDESTRIAN ACCESS	*Div. 4C.1.*
Division standards apply	
Pedestrian access package	Package 3
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Division standards apply	
Automobile access package	Package 3
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package A
Parking structure design	Package C
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING	*Div. 4C.9.*
Division standards apply	
Grading packages	Package 1
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Division standards apply	
Sign package	Package 1
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	
13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Division standards apply	
Development review threshold	Package 3

15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

SEC. 4B.3.2. DEVELOPMENT STANDARDS DISTRICT 13

1. PEDESTRIAN ACCESS	Div. 4C.1.
Pedestrian access package	Package 3
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 3
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package C
Parking structure design package	Package C
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading Package	Package 1
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 1
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	

13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

SEC. 4B.3.3. DEVELOPMENT STANDARDS DISTRICT 14

1. PEDESTRIAN ACCESS	Div. 4C.1.
Pedestrian access package	Package 3
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 3
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package E
Parking structure design package	Package C
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading Package	Package 1
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 1
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	

13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

SEC. 4B.4.2. DEVELOPMENT STANDARDS DISTRICT 15

1. PEDESTRIAN ACCESS	Div. 4C.1.
Pedestrian access package	Package 4
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 4
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package A
Parking structure design package	Package D
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading Package	Package 1
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 1
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	

13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

SEC. 4B.4.3. DEVELOPMENT STANDARDS DISTRICT 16

1. PEDESTRIAN ACCESS	Div. 4C.1.
Division standards apply	
Pedestrian access package	Package 4
2. AUTOMOBILE ACCESS	Div. 4C.2.
Division standards apply	
Automobile access package	Package 4
3. BICYCLE PARKING	Div. 4C.3.
Division standards apply	
4. AUTOMOBILE PARKING	Div. 4C.4.
Division standards apply	
Automobile parking stalls	Package C
Parking structure design	Package D
5. TRANSPORTATION DEMAND MANAGEMENT	Div. 4C.5.
Division standards apply	
6. PLANTS	Div. 4C.6.
Division standards apply	
7. FENCES & WALLS	Div. 4C.7.
Division standards apply	
8. SCREENING	Div. 4C.8.
Division standards apply	
9. GRADING	Div. 4C.9.
Division standards apply	
Grading packages	Package 1
10. OUTDOOR LIGHTING & GLARE	Div. 4C.10.
Division standards apply	
11. SIGNS	Div. 4C.11.
Division standards apply	
Sign package	Package 1
12. SITE ELEMENTS	Div. 4C.12.
Division standards apply	
13. ENVIRONMENTAL PROTECTION	Div. 4C.13.

Division standards apply	
14. DEVELOPMENT REVIEW	Div. 4C.14.
Division standards apply	
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	Div. 4C.15.
Division standards apply	

SEC. 4B.4.4. DEVELOPMENT STANDARDS DISTRICT 17

1. PEDESTRIAN ACCESS	Div. 4C.1.
Pedestrian access package	Package 4
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 4
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package E
Parking structure design package	Package D
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading Package	Package 1
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 1
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	

13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

SEC. 4B.5.4. DEVELOPMENT STANDARDS DISTRICT 21

1. PEDESTRIAN ACCESS	Div. 4C.1.
Division standards apply	
Pedestrian access package	Package 4
2. AUTOMOBILE ACCESS	Div. 4C.2.
Division standards apply	
Automobile access package	Package 4
3. BICYCLE PARKING	Div. 4C.3.
Division standards apply	
4. AUTOMOBILE PARKING	Div. 4C.4.
Division standards apply	
Automobile parking stalls	Package E
Parking structure design	Package D
5. TRANSPORTATION DEMAND MANAGEMENT	Div. 4C.5.
Division standards apply	
6. PLANTS	Div. 4C.6.
Division standards apply	
7. FENCES & WALLS	Div. 4C.7.
Division standards apply	
8. SCREENING	Div. 4C.8.
Division standards apply	
9. GRADING	Div. 4C.9.
Division standards apply	
Grading packages	Package 5
10. OUTDOOR LIGHTING & GLARE	Div. 4C.10.
Division standards apply	
11. SIGNS	Div. 4C.11.
Division standards apply	
Sign package	Package 2
12. SITE ELEMENTS	Div. 4C.12.
Division standards apply	
13. ENVIRONMENTAL PROTECTION	Div. 4C.13.

Division standards apply	
14. DEVELOPMENT REVIEW	Div. 4C.14.
Division standards apply	
Development review threshold	Package 1
15. RESIDENT PROTECTIONS	Div. 4C.15.
Division standards apply	

SEC. 5B.1.1. OPEN SPACE 1 (OS1)

Use (OS1)	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	--		
Family Child Care	--		
Home Occupation	--		
Home-Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobile Home Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional	--		
2. PUBLIC & INSTITUTIONAL			
Cemetery	P*	**Screening:**	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional			
Civic Fleet Services	–		
Detention Facility	CU3		
Hospital:			
Local	—		
Regional	—		
Parking	P*	**In conjunction with:**	Other allowed use
Public Safety Facility	P		
Community Assembly:			

Use (OS1)	Permission	Use Standard	Specification
Local	—		
Regional	—		
School:			
Preschool/Daycare	—		
K-12	—		
Post-secondary	—		
Social Services	—		
Utilities:			
Minor	P*	**Screening:**	
		Frontage screen	F-screen 3
		Transition screen	T-screen 1
Major	CU3		
Solar Energy Facility	CU2*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	CU2		
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	–		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		

Use (OS1)	Permission	Use Standard	Specification
Commercial	CU2		
Golf Course	CU3		
4. TRANSPORTATION			
Airport	--		
Freight Railway Facility	--		
Freight Transfer Facility	--		
Heliport	—		
Passenger Transit Facility	—		
5. GENERAL COMMERCIAL			
Animal Services:			
General	—		
Kennel	—		
Veterinary Care	—		
Commissary Kitchen	—		
Eating & Drinking:			
General	CU1*	**Amplified Sound Restrictions:**	Applicable/Not applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.1.
Alcohol Service	S*	**Amplified Sound Restrictions:**	Applicable/Not applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.1.
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.
Entertainment Venue, Indoor:			
Local	CU2		
Regional	CU3		

Use (OS1)	Permission	Use Standard	Specification
Financial Services:			
General	—		
Alternative	—		
Instructional Services	—		
Lodging	—		
Medical Clinic	—		
Office	—		
Personal Services	—		
Postmortem Services	—		
Retail:			
General	CU1		
Alcohol	S*	**Special use program:**	
		Alcohol Sales Program	Sec. 5C.3.3.
Farmers' Market, Certified	P*	**Hours of operation (open/close):**	7AM / 9PM
		Special use program:	
		Certified Farmers' Market Program	Sec. 5C.3.4.
Firearms	—		
Food & Beverage	CU1		
Large Format	—		
Merchant Market	—		
Pet Shop	—		
Seasonal Market	S	**Special use program:**	
		Seasonal Market Program	Sec 5C.3.5.
Smoke & Vape Shop	—		
Sexually Oriented Business:	–		
General	--		
Sexual Encounter	--		
6. Heavy Commercial			

Use (OS1)	Permission	Use Standard	Specification
Motor Vehicle Services:			
Light	--		
Heavy	--		
Large Vehicle	--		
Car Wash	--		
Fueling Station:			
Electric Vehicle Charging Facility, Standard Vehicle	P*	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.C.2.*
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Sensitive Use	500'
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.C.32.*
Gas Station, Standard Vehicle	--		
Gas Station, Large Vehicle	--		

Use (OS1)	Permission	Use Standard	Specification
Motor Vehicle Sales & Rental:			
Standard Vehicle	--		
Large Vehicle	--		
Household Moving Truck Rental	—		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening:	
		Outdoor storage screening	S-Screen 2
Standard Vehicle	--		
Large Vehicle	--		
Donation Bin	--		
Cargo Container	--		
Official Motor Vehicle Impound	--		
7. LIGHT INDUSTRIAL			
Machine Shop	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic & Pharmaceutical	--		
Electronics	--		
Food & Drink	--		
Garment & Accessory	--		

Use (OS1)	Permission	Use Standard	Specification
Textile	--		
Research & Development	CU3		
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
8. HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection			
Sorting & Processing	--		
Waste Facility:			
Organic Waste	--		
Hazardous Waste	--		
Solid Waste	--		
Mineral & Ore Extraction	CU3*	**Supplemental findings:**	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	--		
9. AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Accessory to:**	Other allowed use
		Supplemental standards:	Sec. 5C.2.8.A.1.
Dairy	--		

Use (OS1)	Permission	Use Standard	Specification
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	--		
Small Animals	--		
Wild Animals	--		
Plant Cultivation:	--		
Community Garden	P		
Farming	--		
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

SEC. 5B.2.2. AGRICULTURE USE 2 (A2)

Southwest Valley: July 21, 2026

Use (A2)	Permission	Use Standard	Specification
1. RESIDENTIAL			
Residential Use Category Standards			
Dwelling	P	**Special use program:**	
		Inclusionary Housing Program	Sec. 5C.3.1.
Household Business:			
Family Child Care	P*		
Home Occupation	P*	**Hours of operation (open/close):**	8AM/8PM
		Supplemental standards:	Sec. 5C.2.1.A.1.
Home-Sharing	P*	**Special use program:**	
		Home-Sharing Program	Sec. 5C.3.2.
Joint Living & Work Quarters	--		
Live/Work	--		
Mobile Home Park	P*	**Screening:**	
		Transition screen	T-Screen 1
Supportive Housing:			
General	P*		
Medical Care	P*		
Transitional	P*		
2. PUBLIC & INSTITUTIONAL			
General Public & Institutional Use Category standards:			
~~Cemetery~~	P*	**Screening**	

Use (A2)	Permission	Use Standard	Specification
		Frontage screen:	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Civic Fleet Services	--		
Detention Facility	CU3		
Hospital:			
Local	CU2		
Regional	CU3		
Parking	P*	**In conjunction with:**	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	P		
Regional	P		
School:			
Preschool/Daycare	CU2	**Supplemental standards**:	Sec. 5C.2.2.B.1.
K-12	CU2		
Post-secondary	--		
Social Services	--		
Utilities:			
Minor	P*	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	CU2*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	CU3

Use (A2)	Permission	Use Standard	Specification
Wireless Facility, Freestanding	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	CU2		
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	--		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	CU2		
Golf Course	P		
4. TRANSPORTATION			
Airport	--		
Freight Railway Facility	--		
Freight Transfer Facility	--		
Heliport	CU2*	**Accessory to:**	Other allowed use
Passenger Transit Facility			
5. GENERAL COMMERCIAL			
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:	--		

Use (A2)	Permission	Use Standard	Specification
General	--		
Alcohol Service	--		
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services			
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services	--		
Postmortem Services	CU2		
Retail:			
General	--		
Alcohol	--		
Farmers' Market, Certified	CU1*	**Hours of operation (open/close):**	7AM / 9PM
		Special use program:	
		Certified Farmers' Market Program	Sec. 5C.3.4.
Firearms	--		
Food & Beverage	--		
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Seasonal Market	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:	--		

Use (A2)	Permission	Use Standard	Specification
General	--		
Sexual Encounter	--		
6. Heavy Commercial			
Heavy Commercial Use Category standards	--		
Motor Vehicle Services:			
Light	--		
Heavy	--		
Large Vehicle	--		
Car Wash	--		
Fueling Station:			
Electric Vehicle Charging Facility, Standard Vehicle	P*	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.C.2.*
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Sensitive Use	500'
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.C.32.*

Use (A2)	Permission	Use Standard	Specification
Gas Station, Standard Vehicle	--		
Gas Station, Large Vehicle	--		
Motor Vehicle Sales & Rental:			
Standard Vehicle	--		
Large Vehicle	--		
Household Moving Truck Rental	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening:	
		Outdoor storage screening	S-Screen 1
Standard Vehicle	--		
Large Vehicle	--		
Donation Bin	--		
Cargo Container	--		
Official Motor Vehicle Impound	--		
7. LIGHT INDUSTRIAL			
Machine Shop	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		

Use (A2)	Permission	Use Standard	Specification
Cosmetic & Pharmaceutical	--		
Electronics	--		
Food & Drink	--		
Garment & Accessory	--		
Textile	--		
Research & Development	CU2		
Soundstages & Backlots	CU2		
Wholesale Trade & Warehousing	--		
8. HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	CU2*	**In conjunction with:**	Public & institutional use
		Size, entire use (max):	200 SF
		Screening:	
		Outdoor storage screening	S-Screen 2
		Hours of operation (open/close):	7AM / 7PM
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	--		
Waste Facility:			

Use (A2)	Permission	Use Standard	Specification
Organic Waste	CU3		
Hazardous Waste	--		
Solid Waste	--		
Mineral & Ore Extraction	CU3*	**Supplemental standards:**	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	--		
9. AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Accessory to:**	Other allowed use
		Supplemental standards:	Sec. 5C.2.8.A.1.
Dairy	P*	**Supplemental standards:**	Sec. 5C.2.8.B.1.
Equine, Commercial	P*	**Supplemental standards:**	Sec. 5C.2.8.C.1.
Equine, Non-commercial	P*	**Supplemental standards:**	Sec. 5C.2.8.D.1.
Livestock	P*	**Supplemental standards:**	Sec. 5C.2.8.E.1.
Pets	P		
Small Animals	P*	**Supplemental standards:**	Sec. 5C.2.8.F.1.
Wild Animals	CU2		
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Supplemental standards:**	Sec. 5C.2.8.G.1.
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

SEC. 5B.3.2. RESIDENTIAL 2 (RG2)

Use	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P		
Home Occupation	P*	**Hours of operation (open/close):**	8AM / 8PM
		Supplemental standards:	*Sec. 5C.2.1.A.1.*
Home-Sharing	S	**Special use program:**	
		Home-Sharing Program	*Sec. 5C.3.2.*
Joint Living & Work Quarters	--		
Live/Work	--		
Mobile Home Park	P*	**Screening:**	
		Transition screen	T-Screen 1
Supportive Housing:			
General	P		
Medical Care	P*	**Accessory to:**	Supportive housing: general
Transitional	--		
2. PUBLIC & INSTITUTIONAL			
Cemetery	--		
Civic Facility:			
Local	P		
Regional	--		
Civic Fleet Services	--		
Detention Facility	CU3		
Hospital:			
Local	CU2		

Use	Permission	Use Standard	Specification
Regional	CU3		
Parking	P*	**In conjunction with:**	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	CU2		
Regional	CU2		
School:			
Preschool/Daycare	P*	**Supplemental standards**:	*Sec. 5C.2.2.B.1.*
K-12	CU3		
Post-secondary	CU3		
Social Services	P		
Utilities:			
Minor	P*	**Screening:**	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	CU3		
Solar Energy Facility	CU2*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	CU2*	**Supplemental standards:**	*Sec. 5C.2.2.A.1.*
Wireless Facility, Rooftop	CU2*	**Supplemental standards:**	*Sec. 5C.2.2.A.1.*
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	CU3		
Regional	CU3		
Indoor Recreation:			
Public	P*	**Separation (min):**	

Use	Permission	Use Standard	Specification
		Residential use	100’
		Hours of operation (open/close):	7AM / 10PM
		Relief:	CU2
Commercial	--		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P*	**Separation (min):**	
		Residential use	100’
		Hours of operation (open/close):	7AM / 10PM
		Relief	CU2
Commercial	--		
Golf Course	--		
4. TRANSPORTATION			
Airport	--		
Freight Railway Facility	--		
Freight Transfer Facility	--		
Heliport	CU2*	**Accessory to:**	Other allowed use
Passenger Transit Facility	--		
5. GENERAL COMMERCIAL			
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
General	--		

Use	Permission	Use Standard	Specification
Alcohol Service	--		
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	--		
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services	--		
Postmortem Services	--		
Retail:			
General	--		
Alcohol	--		
Farmers' Market, Certified	CU1*	**Hours of operation (open/close):**	7AM / 7PM
		Special use program:	
		Certified Farmers' Market Program	*Sec. 5C.3.4.*
Firearms	--		
Food & Beverage	--		
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Seasonal Market	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:			

Use	Permission	Use Standard	Specification
General	--		
Sexual Encounter	--		
6. Heavy Commercial			
Motor Vehicle Services:			
Light	--		
Heavy	--		
Large Vehicle	--		
Car Wash	--		
Fueling Station:			
Electric Vehicle Charging Facility, Standard	P*		
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation** (min):	
		Residential uses and schools	500'
		Open Space, Residential, Residential-Mixed, or Agricultural Use District	500'
		Relief	CU2
		Findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Gas Station. Standard Vehicle	--		

Use	Permission	Use Standard	Specification
Gas Station, Large Vehicle	--		
Motor Vehicle Sales & Rental:			
Standard Vehicle	--		
Large Vehicle	--		
Household Moving Truck Rental	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening:	
		Outdoor storage screening	S-Screen 1
Standard Vehicle	--		
Large Vehicle	--		
Donation Bin	--		
Cargo Container	--		
Official Motor Vehicle Impound	--		
7. LIGHT INDUSTRIAL			
Machine Shop	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic & Pharmaceutical	--		
Electronics	--		
Food & Drink	--		

Use	Permission	Use Standard	Specification
Garment & Accessory	--		
Textile	--		
Research & Development	--		
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
8. HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	P*	**In conjunction with:**	Public & institutional use
		Size, entire use (max):	200 SF
		Enclosure:	Covered & enclosed
		Screening:	
		Outdoor storage screening	S-Screen 2
		Hours of operation (open/close):	7AM / 7PM
		Supplemental standards:	*Sec. 5C.2.7.D.1.*
Sorting & Processing	--		
Waste Facility:			

Use	Permission	Use Standard	Specification
Organic Waste	--		
Hazardous Waste	--		
Solid Waste	--		
Mineral & Ore Extraction	CU3*	**Supplemental standards:**	*Sec. 5C.2.7.H.1.*
Oil, Gas, or Hydrocarbon Well	--		
9. AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Accessory to:**	Other allowed use
		Screening:	
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.8.A.1.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	P*	**Supplemental standards:**	*Sec. 5C.2.8.D.1.*
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Supplemental standards:**	*Sec. 5C.2.8.G.1.*

KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted

SEC. 5B.3.3. RESIDENTIAL 3 (RG3)

Use [RG3]	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P		
Home Occupation	P*	**Hours of operation (open/close):**	8AM/8PM
		Supplemental standards:	Sec. 5C.2.1.A.1.
Home-Sharing	S	**Special use program:**	
		Home-Sharing Program	Sec. 5C.3.2.
Joint Living & Work Quarters	P*	Designated work space:	Required
Live/Work	P*	Designated work space:	Required
Mobile Home Park	P*	**Screening:**	
		Transition Screen	T-Screen 1
Supportive Housing:			
General	P		
Medical Care	P		
Transitional	P		
2. PUBLIC & INSTITUTIONAL			
Cemetery	--		
Civic Facility:			
Local	P		
Regional	--		
Civic Fleet Services	--		

Use [RG3]	Permission	Use Standard	Specification
Detention Facility	CU3		
Hospital:			
Local	CU2		
Regional	CU3		
Parking	P*	**In conjunction with:**	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	P*	**Hours of operation (open/close)**:	6AM/10PM
Regional	CU2		
School:			
Preschool/Daycare	P*	**Supplemental standards**:	Sec. 5C.2.2.B.1.
		Relief	CU2
K-12	CU3		
Post-secondary	CU3		
Social Services	P		
Utilities:			
Minor	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	CU2*	**In conjunction with:**	
		Minimum area:	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.

Use [RG3]	Permission	Use Standard	Specification
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	CU3		
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	–		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	--		
Golf Course	--		
4. TRANSPORTATION			
Airport	--		
Freight Railway Facility	--		
Freight Transfer Facility	--		
Heliport	CU2*	**Accessory to:**	Other allowed use
Passenger Transit Facility	P		
5. GENERAL COMMERCIAL			
Animal Services:			
General	--		

Use [RG3]	Permission	Use Standard	Specification
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	–		
Eating & Drinking:			
General	–		
Alcohol Service	--		
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	--		
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services	–		
Postmortem Services	--		
Retail:			
General	–		
Alcohol	--		
Farmers' Market, Certified	CU1*	**Hours of operation (open/close):**	7AM / 7PM
		Special use program:	

Use [RG3]	Permission	Use Standard	Specification
		Certified Farmers' Market Program	Sec 5C.3.4.
Firearms	--		
Food & Beverage	–		
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Seasonal Market	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	--		
Heavy	--		
Large Vehicle	--		
Car Wash	--		
Fueling Station:			
Electric Vehicle Charging Facility, Standard Vehicle	P*	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.2.
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Residential uses and schools	500’

Use [RG3]	Permission	Use Standard	Specification
		Open Space, Residential, Residential-Mixed or Agricultural Use District	500'
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.2.
Gas Station, Standard Vehicle	--		
Gas Station, Large Vehicle	--		
Motor Vehicle Sales & Rental:			
Standard Vehicle	--		
Large Vehicle	--		
Household Moving Truck Rental	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening:	
		Outdoor storage screening	S-Screen 1

Use [RG3]	Permission	Use Standard	Specification
Standard Vehicle	--		
Large Vehicle	--		
Donation Bin	–		
Cargo Container	--		
Official Motor Vehicle Impound	--		
7. LIGHT INDUSTRIAL			
Machine Shop	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic & Pharmaceutical	--		
Electronics	--		
Food & Drink	--		
Garment & Accessory	--		
Textile	--		
Research & Development	--		
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
8. HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		

SEC. 5B.4.3. RESIDENTIAL-MIXED 3 (RX3)

Use [RX3]	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P		
Home Occupation	P*	**Hours of operation (open/close):**	8AM/8PM
		Supplemental standards:	Sec. 5C.2.1.A.1.
Home-Sharing	S	**Special use program:**	
		Home-Sharing Program	Sec. 5C.3.2.
Joint Living & Work Quarters	P*	Designated work space:	Required
Live/Work	P*	Designated work space:	Required
Mobile Home Park	P*	**Screening:**	
		Transition Screen	T-Screen 1
Supportive Housing:			
General	P		
Medical Care	P		
Transitional	P		
2. PUBLIC & INSTITUTIONAL			
Cemetery	--		
Civic Facility:			
Local	P		
Regional	--		
Civic Fleet Services	--		

Use [RX3]	Permission	Use Standard	Specification
Detention Facility	CU3		
Hospital:			
Local	CU2		
Regional	CU3		
Parking	P*	**In conjunction with:**	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	P*	**Hours of operation (open/close)**:	6AM/10PM
Regional	CU2		
School:			
Preschool/Daycare	P*	**Supplemental standards**:	Sec. 5C.2.2.B.1.
		Relief	CU2
K-12	CU3		
Post-secondary	CU3		
Social Services	P		
Utilities:			
Minor	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	CU2*	**In conjunction with:**	
		Minimum area:	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			

Use [RX3]	Permission	Use Standard	Specification
Amphitheater or Stadium:			
Local	CU3		
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	P*	**Size, tenant space (max):**	2,000 SF
		Relief	CU2
		Location:	Ground story
		Hours of operation (open/close):	6AM / 10PM
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	--		
Golf Course	--		
4. TRANSPORTATION			
Airport	--		
Freight Railway Facility	--		
Freight Transfer Facility	--		
Heliport	CU2*	**Accessory to:**	Other allowed use
Passenger Transit Facility	P		
5. GENERAL COMMERCIAL			

Use [RX3]	Permission	Use Standard	Specification
General Commercial Use Category Standards		**Size, use category (max):**	2,000 SF
		Relief	CU2
		Location:	Ground story
		Hours of operation (open/close):	6AM/10PM
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	–		
Eating & Drinking:			
General	P*	**General Commercial Use Category Standards apply, as listed above**	
		Amplified Sound Restrictions:	Applicable
		Relief	CU2
		Supplemental Standards:	Sec. 5C.2.4.B.1.
Alcohol Service	--		
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	--		
Lodging	--		
Medical Clinic	--		

Use [RX3]	Permission	Use Standard	Specification
Office	--		
Personal Services	P*	**General Commercial Use Category Standards apply, as listed above**	
Postmortem Services	--		
Retail:			
General	P*	**General Commercial Use Category Standards apply, as listed above**	
Alcohol	--		
Farmers' Market, Certified	CU1*	**Hours of operation (open/close):**	7AM / 7PM
		Special use program:	
		Certified Farmers' Market Program	Sec 5C.3.4.
Firearms	--		
Food & Beverage	P*	**General Commercial Use Category Standards apply, as listed above**	
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Seasonal Market	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	--		
Heavy	--		

Use [RX3]	Permission	Use Standard	Specification
Large Vehicle	--		
Car Wash	--		
Fueling Station:			
Electric Vehicle Charging Facility, Standard	P*	**Location:**	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.2.
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Residential uses and schools	500’
		Open Space, Residential, Residential-Mixed or Agricultural Use District	500’
		Location:	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3

Use [RX3]	Permission	Use Standard	Specification
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.2.
Gas Station, Standard Vehicle	--		
Gas Station, Large Vehicle	--		
Motor Vehicle Sales & Rental:			
Standard Vehicle	--		
Large Vehicle	--		
Household Moving Truck Rental	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	--		
Standard Vehicle	--		
Large Vehicle	--		
Donation Bin	P*	**In conjunction with**:	Other allowed use
		Supplemental standards:	Sec. 5C.2.5.G.1.
Cargo Container	--		
Official Motor Vehicle Impound	--		
7. LIGHT INDUSTRIAL			
Machine Shop	--		
Manufacturing, Light:			
General	--		

Use [RX3]	Permission	Use Standard	Specification
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic & Pharmaceutical	--		
Electronics	--		
Food & Drink	--		
Garment & Accessory	--		
Textile	--		
Research & Development	--		
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
8. HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	P*	**In conjunction with:**	Public & institutional use
		Size, entire use (max):	200 SF
		Screening:	
		Outdoor storage screening	S-Screen 1

Use [RX3]	Permission	Use Standard	Specification
		Hours of operation (open/close):	7AM / 7PM
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	--		
Waste Facility:			
Organic Waste	--		
Hazardous Waste	--		
Solid Waste	--		
Mineral & Ore Extraction	CU3*	Supplemental findings:	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	--		
9. AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Accessory to:**	Other allowed use
		Supplemental standards:	Sec. 5C.2.8.A.
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P		
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Supplemental standards:**	Sec. 5C.2.8.G.1.

Use [RX3]	Permission	Use Standard	Specification
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

SEC. 5B.4.4. RESIDENTIAL-MIXED 4 (RX4)

Use [RX4]	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P		
Home Occupation	P*	**Hours of operation (open/close):**	8AM/8PM
		Supplemental standards:	Sec. 5C.2.1.A.1.
Home-Sharing	S	**Special use program:**	
		Home-Sharing Program	Sec. 5C.3.2.
Joint Living & Work Quarters	P*	**Designated Work Space:**	Required
Live/Work	P*	**Designated Work Space:**	Required
Mobile Home Park	P*	**Screening:**	
		Transition screen	T-Screen 1
Supportive Housing:			
General	P		
Medical Care	P		
Transitional	P		
2. PUBLIC & INSTITUTIONAL			
Cemetery	--		
Civic Facility:			
Local	P		
Regional	--		
Civic Fleet Services	--		
Detention Facility	CU3		
Hospital:			

Use [RX4]	Permission	Use Standard	Specification
Local	CU2		
Regional	CU3		
Parking	P*	In conjunction with:	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	P*	Hours of operation (open/close):	6AM/10PM
Regional	CU2		
School:			
Preschool/Daycare	P	**Supplemental standards**:	Not required
K-12	CU3		
Post-secondary	CU3		
Social Services	P		
Utilities:			
Minor	P*	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	CU2*	**In conjunction with:**	Other allowed use
		Minimum area:	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	CU3		

Use [RX4]	Permission	Use Standard	Specification
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	P*	**Size, tenant space (max):**	3,000 SF
		Relief	CU2
		Location:	Ground story
		Hours of operation (open/close):	6AM/10PM
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	--		
Golf Course	--		
4. TRANSPORTATION			
Airport	--		
Freight Railway Facility	--		
Freight Transfer Facility	--		
Heliport	CU2*	**Accessory to:**	Other allowed use
Passenger Transit Facility	--		
5. GENERAL COMMERCIAL			
General Commercial Use Category Standards		Size, use category (max):	3,000 SF
		Relief	CU2
		Location:	Ground story

Use [RX4]	Permission	Use Standard	Specification
		Hours of operation (open/close):	6AM/10PM
Animal Services:			
General	P*	**Enclosure**:	Indoors
		Supplemental standards:	Sec. 5C.2.4.A.1.
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
General	P*	**General Commercial Use Category Standards apply, as listed above**	
Alcohol Service	S*	**General Commercial Use Category Standards apply, as listed above**	
		In conjunction with:	Eating & Drinking: General
		Amplified Sound Restrictions	Applicable
		Relief	CU2
		Supplemental Standards:	Sec. 5C.2.4.B.1.
		Alcohol Sales Program	Sec. 5C.3.3.
Entertainment Venue, Indoor:			
Local	P*	**General Commercial Use Category Standards apply, as listed above**	
		In conjunction with:	Eating & drinking: general
		Relief	CU2
Regional	--		
Financial Services:			
General	--		

Use [RX4]	Permission	Use Standard	Specification
Alternative	--		
Instructional Services	P*	**General Commercial Use Category Standards apply, as listed above**	
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services	P*	**General Commercial Use Category Standards apply, as listed above**	
Postmortem Services	--		
Retail:			
General	P*	**General Commercial Use Category Standards apply, as listed above**	
Alcohol	S*	**General Commercial Use Category Standards apply, as listed above**	
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.
Farmers' Market, Certified	CU1*	**Hours of operation (open/close):**	7AM / 9PM
		Special use program:	
		Certified Farmers' Market Program	Sec. 5C.3.4.
Firearms	--		
Food & Beverage	P*	**General Commercial Use Category Standards apply, as listed above**	
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Seasonal Market	--		
Smoke & Vape Shop	--		

Use [RX4]	Permission	Use Standard	Specification
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	--		
Heavy	--		
Large Vehicle	--		
Car Wash	--		
Fueling Station:			
Electric Vehicle Charging Facility, Standard Vehicle	P*	**Location:**	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Residential uses and schools	500’
		Open Space, Residential, Residential-Mixed, or Agricultural Use District	500’
		Location:	

Use [RX4]	Permission	Use Standard	Specification
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Gas Station, Standard Vehicle	--		
Gas Station, Large Vehicle	--		
Motor Vehicle Sales & Rental:			
Standard Vehicle	--		
Large Vehicle	--		
Household Moving Truck Rental	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	--		
Standard Vehicle	--		
Large Vehicle	--		
Donation Bin	P*	**Supplemental standards:**	Sec. 5C.2.5.G.1.
Cargo Container	--		

Use [RX4]	Permission	Use Standard	Specification
Official Motor Vehicle Impound	--		
7. LIGHT INDUSTRIAL			
Machine Shop	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic & Pharmaceutical	--		
Electronics	--		
Food & Drink	--		
Garment & Accessory	--		
Textile	--		
Research & Development	--		
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
8. HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

Use [RX4]	Permission	Use Standard	Specification
Collection	CU2*	**In conjunction with:**	Public & institutional use
		Size, entire use (max):	200 SF
		Screening:	
		Outdoor storage screening	S-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	--		
Waste Facility:			
Organic Waste	--		
Hazardous Waste	--		
Solid Waste	--		
Mineral & Ore Extraction	CU3*	Supplemental findings:	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	--		
9. AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Accessory to:**	Other allowed use
		Screening:	
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.8.A.1.
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		

Use [RX4]	Permission	Use Standard	Specification
Livestock	--		
Pets	P		
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	Supplemental standards:	Sec. 5C.2.8.G.1.
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

SEC. 5B.5.6. COMMERCIAL-MIXED 6 (CX6)

Use [CX6]	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P**		
Home Occupation	**P***	**Hours of operation (open/close):**	8AM/8PM
		Supplemental standards:	Sec. 5C.2.1.A.1.
Home-Sharing	**S**	**Special use program:**	
		Home-Sharing Program	Sec. 5C.3.2.
Joint Living & Work Quarters	**P***	**Designated Work Space:**	Required
Live/Work	**P***	**Designated Work Space:**	Required
Mobile Home Park	**P***	**Screening:**	
		Transition screen	T-Screen 1
Supportive Housing:			
General	**P**		
Medical Care	**P**		
Transitional	**P**		
2. PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Screening:**	
		Frontage screen	F-screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	**P**		
Regional	**–**		
Civic Fleet Services	**–**		

Use [CX6]	Permission	Use Standard	Specification
Detention Facility	**CU3**		
Hospital:			
Local	**CU2**		
Regional	**CU3**		
Parking	**P***	**In conjunction with:**	Other allowed use
Public Safety Facility	**P**		
Community Assembly:			
Local	**P**		
Regional	**CU2**		
School:			
Preschool/Daycare	**P**	**Supplemental standards**:	Not required
K-12	**CU3**		
Post-secondary	**CU2**		
Social Services	**P**		
Utilities:			
Minor	**P***	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	**CU3**		
Solar Energy Facility	**P***	**In conjunction with:**	Other allowed use
		Minimum area	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	**CU2***	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	**P***	**Supplemental standards:**	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			

Use [CX6]	Permission	Use Standard	Specification
Amphitheater or Stadium:			
Local	**P***	**Separation:**	
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
Regional	**CU3**		
Indoor Recreation:			
Public	**P**		
Commercial	**P***	**Size, tenant space (max):**	10,000 SF
		Relief	CU2
Nature Reserve	**P**		
Open Space, Public	**P**		
Outdoor Recreation:			
Public	**P**		
Commercial	**P**		
Golf Course	**–**		
4. TRANSPORTATION			
Airport	–		
Freight Railway Facility	–		
Freight Transfer Facility	–		
Heliport	**CU2***	**Accessory to:**	Other allowed use
Passenger Transit Facility	**P**		
5. GENERAL COMMERCIAL			

Use [CX6]	Permission	Use Standard	Specification
General Commercial Use Category Standards		**Size, tenant space (max):**	10,000 SF
		Relief	CU2
		Use standard applicability	Sec. 5A.1.2.C.3.
		Adjoining lot	Residential, Residential-Mixed, or Agricultural Use District
		Screening:	
		Transition Screen	T-Screen 1
Animal Services:			
General	**P***	**General Commercial Use Category Standards apply, as listed above**	
		Enclosure:	Indoors
		Supplemental standards:	Sec. 5C.2.4.A.1.
Kennel	**–**		
Veterinary Care	**P***	**General Commercial Use Category Standards apply, as listed above**	
		Enclosure:	Indoors
Commissary Kitchen	**P***	**General Commercial Use Category Standards apply, as listed above**	
Eating & Drinking:			
General	**P***	**General Commercial Use Category Standards apply, as listed above**	
		Amplified Sound Restrictions:	Applicable
		Relief:	CU2
		Supplemental Standards:	Sec. 5C.2.4.B.
Alcohol Service	**S***	**General Commercial Use Category Standards apply, as listed above**	

Use [CX6]	Permission	Use Standard	Specification
		In conjunction with:	Eating & Drinking: General
		Amplified Sound Restrictions:	Applicable
		Relief:	CU2
		Supplemental Standards:	Sec. 5C.2.4.B.
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.
Entertainment Venue, Indoor:			
Local	**P***	**General Commercial Use Category Standards apply, as listed above**	
Regional	**–**		
Financial Services:			
General	**P***	**General Commercial Use Category Standards apply, as listed above**	
Alternative	**–**		
Instructional Services	**P***	**General Commercial Use Category Standards apply, as listed above**	
Lodging	**CU3***	**Supplemental findings:**	Sec. 5C.2.4.C.1.
		Project category exceptions:	CU3
		Intensification of use	Exempt
		Intensification threshold	*Lodging units*: 25% max
Medical Clinic	**P***	**General Commercial Use Category Standards apply, as listed above**	
Office	**P***	**General Commercial Use Category Standards apply, as listed above**	

Use [CX6]	Permission	Use Standard	Specification
Personal Services	**P***	**General Commercial Use Category Standards apply, as listed above**	
Postmortem Services	**–**		
Retail:			
General	**P***	**General Commercial Use Category Standards apply, as listed above**	
Alcohol	**S***	**General Commercial Use Category Standards apply, as listed above**	
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.
Farmers' Market, Certified	**CU1***	**Hours of operation (open/close):**	7AM / 9PM
		Special use program:	
		Certified Farmers' Market Program	Sec. 5C.3.4.
Firearms	**–**		
Food & Beverage	**P***	**General Commercial Use Category Standards apply, as listed above**	
Large Format	**–**		
Merchant Market	**P**		
Pet Shop	**P***	**General Commercial Use Category Standards apply, as listed above**	
		Supplemental standards	Sec. 5C.2.4.F.1.
Seasonal Market	**CU2***	**Special use program:**	
		Seasonal Market Program	Sec. 5C.3.5.
Smoke & Vape Shop	**–**		
Sexually Oriented Business:			

Use [CX6]	Permission	Use Standard	Specification
General	–		
Sexual Encounter	–		
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	–		
Heavy	–		
Large Vehicle	–		
Car Wash	–		
Fueling Station:			
Electric Vehicle Charging Facility, Standard	**P***	**Location:**	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Electric Vehicle Charging Facility, Large Vehicle	**P***	**Separation (min):**	
		Residential uses and schools	500’
		Open Space, Residential or Agricultural Use District	500’
		Location:	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*

Use [CX6]	Permission	Use Standard	Specification
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Gas Station, Standard Vehicle	–		
Gas Station, Large Vehicle	–		
Motor Vehicle Sales & Rental:			
Standard Vehicle	–		
Large Vehicle	–		
Household Moving Truck Rental	–		
Storage, Indoor:			
General	**P***	Accessory to:	Other allowed use
Self-Service Facility	–		
Storage, Outdoor:			
General	–		
Standard Vehicle	–		
Large Vehicle	–		
Donation Bin	**P***	**Accessory to:**	Other allowed use
		Supplemental standards:	Sec. 5C.2.5.G.1.
Cargo Container	–		

Use [CX6]	Permission	Use Standard	Specification
Official Motor Vehicle Impound	–		
7. LIGHT INDUSTRIAL			
Machine Shop	–		
Manufacturing, Light:			
General	–		
Alcoholic Beverage	–		
Artistic & Artisanal	–		
Cosmetic & Pharmaceutical	–		
Electronics	–		
Food & Drink	–		
Garment & Accessory	–		
Textile	–		
Research & Development	–		
Soundstages & Backlots	–		
Wholesale Trade & Warehousing	–		
8. HEAVY INDUSTRIAL			
Animal Products Processing	–		
Manufacturing, Heavy:			
General	–		
Chemical Products	–		
Petroleum & Coal Products	–		
Salvage Yard	–		
Recycling Facility:			
Collection	**P***	**In conjunction with:**	Other allowed use

Use [CX6]	Permission	Use Standard	Specification
		Size, entire use (max):	600 SF
		Screening:	
		Outdoor storage screening	S-Screen 1
		Hours of operation (open/close):	7AM / 7PM
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	–		
Waste Facility:			
Organic Waste	–		
Hazardous Waste	–		
Solid Waste	–		
Mineral & Ore Extraction	**CU3***	Supplemental findings:	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	–		
9. AGRICULTURAL			
Animal Keeping:			
Bees	**P***	**Accessory to:**	Other allowed use
		Supplemental standards:	Sec. 5C.2.8.A.1.
Dairy	–		
Equine, Commercial	–		
Equine, Non-commercial	–		
Livestock	–		
Pets	**P**		
Small Animals	–		
Wild Animals	–		
Plant Cultivation:			

Use [CX6]	Permission	Use Standard	Specification
Community Garden	**P**		
Farming	**P***	**Supplemental standards:**	Sec. 5C.2.8.G.1.
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

SEC. 5B.5.7. COMMERCIAL-MIXED 7 (CX7)

Use [CX7]	Permission	Use Standard	Specification
1. **RESIDENTIAL**			
Dwelling	P		
Household Business:			
Family Child Care	P		
Home Occupation	P*	Hours of operation (open/close):	8AM/8PM
		Supplemental standards:	Sec. 5C.2.1.A.1.
Home-Sharing	P*	Special use program:	
		Home-Sharing Program	Sec. 5C.3.2.
Joint Living & Work Quarters	P*	**Designated Work Space:**	Required
Live/Work	P*	**Designated Work Space:**	Required
Mobile Home Park	P*	**Screening:**	
		Transition screen	T-Screen 1
Supportive Housing:			
General	P		
Medical Care	P		
Transitional	P		
2. **PUBLIC & INSTITUTIONAL**			
Cemetery	P*	Screening:	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	P		
Civic Fleet Services	–		

Use [CX7]	Permission	Use Standard	Specification
Detention Facility	CU3		
Hospital:			
Local	P		
Regional	P		
Parking	P*	In conjunction with:	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	P		
Regional	P		
School:			
Preschool/Daycare	P	Supplemental standards:	Not required
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	P*	Supplemental standards:	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	P*	Supplemental standards:	Sec. 5C.2.2.A.1.
3. **OPEN SPACE & RECREATION**			
Amphitheater or Stadium:			

Use [CX7]	Permission	Use Standard	Specification
Local	P*	Separation (min):	
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	**P***	**Size, tenant space (max):**	50,000 SF
		Relief	CU2
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	P		
Golf Course	–		
4. TRANSPORTATION			
Airport	–		
Freight Railway Facility	–		
Freight Transfer Facility	–		
Heliport	CU2*	Accessory to:	Other allowed use
Passenger Transit Facility	P		
5. **GENERAL COMMERCIAL**			
General Commercial Use Category Standards		**Size, use category (max):**	50,000 SF
		Relief	CU2

Use [CX7]	Permission	Use Standard	Specification
		Use Standard Applicability	Sec. 5A.1.2.C.3.
		Abutting	Residential, Residential-Mixed, or Agricultural Use Districts
		Screening	
		Transition screen	T-Screen 1
Animal Services:			
General	P*	General Commercial Use Standards apply	
		Enclosure:	Indoors
		Supplemental standards:	Sec. 5C.2.4.A.1.
Kennel	–		
Veterinary Care	P*	General Commercial Use Standards apply	
		Enclosure:	Indoors
Commissary Kitchen	P*	General Commercial Use Standards apply	
Eating & Drinking:			
General	P*	General Commercial Use Standards apply	
		Amplified Sound Restrictions:	Applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.
Alcohol Service	S*	General Commercial Use Category Standards apply, as listed above	
		Amplified Sound Restrictions:	Applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.
		Special use program:	

Use [CX7]	Permission	Use Standard	Specification
		Alcohol Sales Program	Sec. 5C.3.3.
Entertainment Venue, Indoor:			
Local	P*	General Commercial Use Standards apply	
Regional	CU3*	General Commercial Use Standards apply	
Financial Services:			
General	P*	General Commercial Use Standards apply	
Alternative	–		
Instructional Services	P*	General Commercial Use Standards apply	
Lodging	**CU3***	**Supplemental findings:**	Sec. 5C.2.4.C.1.
		Project category exceptions:	CU3
		Intensification of use	Exempt
		Intensification threshold	*Lodging unit*s: 25% max
Medical Clinic	P*	General Commercial Use Standards apply	
Office	P*	General Commercial Use Standards apply	
Personal Services	P*	General Commercial Use Standards apply	
Postmortem Services	–		
Retail:			
General	P*	General Commercial Use Standards apply	
Alcohol	S*	General Commercial Use Standards apply	
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.
Farmers' Market, Certified	CU1*	Hours of operation (open/close):	7AM/9PM
		Special use program:	

Use [CX7]	Permission	Use Standard	Specification
		Certified Farmers' Market Program	Sec. 5C.3.4.
Firearms	–		
Food & Beverage	P*	General Commercial Use Standards apply	
Large Format	–		
Merchant Market	P		
Pet Shop	P*	General Commercial Use Standards apply	
		Supplemental standards:	Sec. 5C.2.4.F.1.
Seasonal Market	CU2		
Smoke & Vape Shop	P*	General Commercial Use Standards apply	
		Separation (min):	
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Relief	CU2
Sexually Oriented Business:			
General	P*	General Commercial Use Standards apply	
		Separation (min):	
		Other sexually oriented businesses	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Sensitive uses	500'
		Relief	CU2
		Supplemental procedure:	Sec. 5C.2.4.G.
Sexual Encounter	–		

Use [CX7]	Permission	Use Standard	Specification
6. **HEAVY COMMERCIAL**			
Motor Vehicle Services:			
Light	–		
Heavy	–		
Large Vehicle	–		
Car Wash	–		
Fueling Station:			
EV Charging Facility, Standard Vehicle	P*	Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
EV Charging Facility, Large Vehicle	P*	Separation (min):	
		Sensitive Use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Gas Station, Standard Vehicle	–		
Gas Station, Large Vehicle	–		
Motor Vehicle Sales & Rental:			
Standard Vehicle	–		
Large Vehicle	–		
Household Moving Truck Rental	–		

Use [CX7]	Permission	Use Standard	Specification
Storage, Indoor:			
General	–		
Self-Service Facility	–		
Storage, Outdoor:			
General	–		
Standard Vehicle	–		
Large Vehicle	–		
Donation Bin	P*	Accessory to:	Other allowed use
		Supplemental standards:	Sec. 5C.2.5.G.1.
Cargo Container	–		
Official Motor Vehicle Impound	–		
7. **LIGHT INDUSTRIAL**			
Light Industrial Use Category Standards	*	**Size, use category (max):**	10,000 SF
		Relief	CU2
		Use Standard Applicability	
		Abutting	Sensitive Use, Residential, Residential-Mixed, or Agricultural Use Districts
		Screening:	
		Transition screen	T-Screen 1
		Use Enclosure:	Fully indoor
Machine Shop	–		
Manufacturing, Light:			
General	–		
Alcoholic Beverage	P*	Light Industrial Use Standards apply	

Use [CX7]	Permission	Use Standard	Specification
		Incidental to:	General Commercial
		Relief	CU2
Artistic & Artisanal	P		
Cosmetic & Pharmaceutical	–		
Electronics	–		
Food & Drink	P*	Light Industrial Use Standards apply	
		Incidental to:	General Commercial
		Relief	CU2
Garment & Accessory	P*	Light Industrial Use Standards apply	
		Incidental to:	General Commercial
		Relief	CU2
Textile	–		
Research & Development	CU2		
Soundstages & Backlots	CU3		
Wholesale Trade & Warehousing	–		
8. **HEAVY INDUSTRIAL**			
Animal Products Processing	–		
Manufacturing, Heavy:			
General	–		
Chemical Products	–		
Petroleum & Coal Products	–		
Salvage Yard	–		
Recycling Facility:			
Collection	P*	In conjunction with:	Other allowed use

Use [CX7]	Permission	Use Standard	Specification
		Size, entire use (max):	600 sf
		Screening:	
		Outdoor storage screening	S-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	–		
Waste Facility:			
Organic Waste	–		
Hazardous Waste	–		
Solid Waste	–		
Mineral & Ore Extraction	CU3*	Supplemental standards:	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	–		
9. **AGRICULTURAL**			
Animal Keeping:			
Bees	P*	Accessory to:	Other allowed use
		Supplemental standards:	Sec. 5C.2.8.A.1.
Dairy	–		
Equine, Commercial	–		
Equine, Non-commercial	–		
Livestock	–		
Pets	P		
Small Animals	–		
Wild Animals	–		

Use [CX7]	Permission	Use Standard	Specification
Plant Cultivation:			
Community Garden	P		
Farming	P*	Supplemental standards:	Not required
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

SEC. 5B.5.8. COMMERCIAL-MIXED 8 (CX8)

Use [CX8]	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P**		
Home Occupation	**P***	**Hours of operation (open/ close):**	8AM/8PM
		Supplemental standards:	Sec. 5C.2.1.A.1.
Home-Sharing	**S**	**Special Use Program:**	
		Home-Sharing Program	Sec. 5C.3.2.
Joint Living & Work Quarters	**P***	**Designated Work Space:**	Required
Live/Work	**P***	**Designated Work Space:**	Required
Mobile Home Park	**P***	**Screening:**	
		Transition Screen	T-Screen 1
Supportive Housing:			
General	**P**		
Medical Care	**P**		
Transitional	**P**		
2. PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Screening:**	
		Frontage Screen	F-Screen 2
		Transition Screen	T-Screen 1

Use [CX8]	Permission	Use Standard	Specification
Civic Facility:			
Local	**P**		
Regional	**P**		
Civic Fleet Services	**P***	**Screening:**	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
Detention Facility	**CU3**		
Hospital:			
Local	**P**		
Regional	**P**		
Parking	**P***	**In conjunction with:**	Other allowed use
Public Safety Facility	**P**		
Community Assembly:			
Local	**P**		
Regional	**P**		
School:			
Preschool/Daycare	**P**	**Supplemental standards:**	Not required
K-12	**P**		
Post-secondary	**P**		
Social Services	**P**		
Utilities:			
Minor	**P***	**Screening:**	
		Frontage Screen	F-Screen 3
		Transition Screen	T-Screen 2

Use [CX8]	Permission	Use Standard	Specification
Major	**CU3**		
Solar Energy Facility	**P***	**In conjunction with:**	Other allowed use
		Minimum area:	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	**P***	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	**P***	**Supplemental standards:**	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	**P***	**Separation (min)**	
		Agricultural, Residential or Residential-Mixed Use District	500’
		Relief	CU2
Regional	**CU3**		
Indoor Recreation:			
Public	**P**		
Commercial	**P**		
Nature Reserve	**P**		
Open Space, Public	**P**		
Outdoor Recreation:			
Public	**P**		
Commercial	**P**		
Golf Course	**--**		
4. TRANSPORTATION			
Airport	**--**		

Use [CX8]	Permission	Use Standard	Specification
Freight Railway Facility	--		
Freight Transfer Facility	--		
Heliport	**CU2***	**Accessory to:**	Other allowed use
Passenger Transit Facility	**P**		
5. GENERAL COMMERCIAL			
Animal Services:			
General	**P***	**Enclosure:**	Indoors
		Supplemental standards:	Sec. 5C.2.4.A.1.
Kennel	**–**		
Veterinary Care	**P***	**Enclosure:**	Indoors
Commissary Kitchen	**P**		
Eating & Drinking:			
General	**P***	**Amplified Sound Restrictions:**	Applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.
Alcohol Service	**S***	**In conjunction with:**	Eating & Drinking General
		Amplified Sound Restrictions:	Applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.

Use [CX8]	Permission	Use Standard	Specification
Entertainment Venue, Indoor:			
Local	**P**		
Regional	**CU3**		
Financial Services:			
General	**P**		
Alternative	**--**		
Instructional Services	**P**		
Lodging	**CU3***	**Supplemental findings:**	Sec. 5C.2.4.C.1.
		Project category exceptions:	CU3
		Intensification of use	Exempt
		Intensification threshold	*Lodging units*: 25% max
Medical Clinic	**P**		
Office	**P**		
Personal Services	**P**		
Postmortem Services	**--**		
Retail:			
General	**P**		
Alcohol	**S**	**Special use program:**	
		Alcohol Sales Program	Sec. 5C.3.3.
Farmers' Market, Certified	**CU1***	**Hours of operation (open/ close):**	7AM/9PM
		Special use program:	

Use [CX8]	Permission	Use Standard	Specification
		Certified Farmers' Market Program	Sec. 5C.3.4.
Firearms	--		
Food & Beverage	**P**		
Large Format	**CU3***	**Supplemental findings:**	Sec. 5C.2.4.E.1.
Merchant Market	**P**		
Pet Shop	**P***	**Supplemental standards:**	Sec. 5C.2.4.F.1.
Seasonal Market	**CU2***	**Special use program**:	
		Seasonal Market Program	Sec. 5C.3.5.
Smoke & Vape Shop	**P***	**Separation (min):**	
		Schools: K-12	500'
		Relief	CU2
Sexually Oriented Business:			
General	**P***	**Separation (min):**	
		Other sexually oriented business	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Sensitive uses	500'
		Relief	CU2

Use [CX8]	Permission	Use Standard	Specification
		Supplemental procedure:	Sec. 5C.2.4.G.
Sexual Encounter	--		
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	**P***	**Incidental to:**	Motor Vehicle Sales & Rental
		Separation (min):	
		Sensitive use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.A.1.
		Relief	CU2
Heavy	**P***	**Incidental to:**	Motor vehicle sales & rental
		Separation (min):	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’

Use [CX8]	Permission	Use Standard	Specification
		Relief	CU2
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.A.1.
Large Vehicle	--		
Car Wash	P*	**Incidental to:**	Motor vehicle sales & rental
		Separation (min):	
		Sensitive use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.B.1.
Fueling Station:			

Use [CX8]	Permission	Use Standard	Specification
Electric Vehicle Charging Facility, Standard Vehicle	**P***	**Location:**	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Electric Vehicle Charging Facility, Large Vehicle	**P***	**Separation (min):**	
		Residential uses and schools	500’
		Open Space, Residential, Residential-Mixed, or Agricultural Use District	500’
		Location:	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1

Use [CX8]	Permission	Use Standard	Specification
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Gas Station, Standard Vehicle	**P***	**Incidental to:**	Motor vehicle sales & rental
		Separation (min):	
		Sensitive use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen1
		Supplemental standards:	Sec. 5C.2.5.C.1.
Gas Station, Large Vehicle	**--**		
Motor Vehicle Sales & Rental:			
Standard Vehicle	**CU2***	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.
Large Vehicle	**--**		
Household Moving Truck Rental	**CU2***	**Accessory to:**	Storage, indoor: self-service facility
		Screening:	

Use [CX8]	Permission	Use Standard	Specification
		Frontage Screen	F-Screen 3
		Transition Screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.
Storage, Indoor:			
General	**P***	**Accessory to:**	Other allowed use
Self-Service Facility	**P***	**Accessory to:**	Other allowed use
		Minimum area	0.1 FAR
		Separation (min):	
		Other storage, indoor: self-service facility	500’
		Relief	CU2
Storage, Outdoor:			
General	**--**		
Standard Vehicle	**--**		
Large Vehicle	**--**		
Donation Bin	**P***	**Accessory to:**	Other allowed use
		Supplemental standards:	Sec. 5C.2.5.G.1.
Cargo Container	**--**		
Official Motor Vehicle Impound	**--**		
7. LIGHT INDUSTRIAL			
Light Industrial Use Category standards		**Size, tenant space (max):**	10,000 sf
		Relief	CU2

Use [CX8]	Permission	Use Standard	Specification
		Use standard applicability	Sec. 5A.1.2.C.3.
		Adjoining lot	Sensitive use Residential, Residential-Mixed, or Agricultural Use District
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 2
		Enclosure:	Indoors
Machine Shop	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	P*	**Light Industrial Use Category Standards apply, as listed above**	
		In conjunction with:	**General commercial use**
		Relief:	CU2
Artistic & Artisanal	P		
Cosmetic & Pharmaceutical	--		
Electronics	--		
Food & Drink	P*	**Light Industrial Use Category Standards apply, as listed above**	
		In conjunction with:	**General commercial use**
		Relief:	CU2
Garment & Accessory	P*	**Light Industrial Use Category Standards apply, as listed above**	
		In conjunction with:	General commercial use

Use [CX8]	Permission	Use Standard	Specification
Textile	--		
Research & Development	**CU2**		
Soundstages & Backlots	**CU3**		
Wholesale Trade & Warehousing	--		
8. HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	**P***	**In conjunction with:**	Other allowed use
		Size, entire use (max):	600 SF
		Screening:	
		Outdoor storage screening	S-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	--		
Waste Facility:			
Organic Waste	--		

Use [CX8]	Permission	Use Standard	Specification
Hazardous Waste	--		
Solid Waste	--		
Mineral & Ore Extraction	**CU3***	Supplemental findings:	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	--		
9. AGRICULTURAL			
Animal Keeping:			
Bees	**P***	**Accessory to:**	Other allowed use
		Screening:	
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.8.A.1.
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	**P**		
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	**P**		
Farming	**P***	**Supplemental standards:**	Sec. 5C.2.8.G.1.
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

SEC. 5B.5.9. COMMERCIAL-MIXED 9 (CX9)

generated August 20 2026

Use [CX9]	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P**		
Home Occupation	**P***	**Hours of operation (open/ close):**	8AM/8PM
		Supplemental standards:	Sec. 5C.2.1.A.1.
Home-Sharing	**P***	**Special Use Program:**	
		Home-Sharing Program	Sec. 5C.3.2.
Joint Living & Work Quarters	**P***	**Designated Work Space:**	Required
Live/Work	**P***	**Designated Work Space:**	Required
Mobile Home Park	**P***	**Screening:**	
		Transition Screen	T-Screen 1
Supportive Housing:			
General	**P**		
Medical Care	**P**		
Transitional	**P**		
2. PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Screening:**	
		Frontage Screen	F-Screen 2
		Transition Screen	T-Screen 1
Civic Facility:			

Use [CX9]	Permission	Use Standard	Specification
Local	**P**		
Regional	**P**		
Civic Fleet Services	**P***	**Screening:**	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
Detention Facility	**CU3**		
Hospital:			
Local	**P**		
Regional	**P**		
Parking	**P***	**In conjunction with:**	Other allowed use
Public Safety Facility	**P**		
Community Assembly:			
Local	**P**		
Regional	**P**		
School:			
Preschool/Daycare	**P**	**Supplemental standards:**	Not required
K-12	**P**		
Post-secondary	**P**		
Social Services	**P**		
Utilities:			
Minor	**P***	**Screening:**	
		Frontage Screen	F-Screen 3
		Transition Screen	T-Screen 2
Major	**CU3**		
Solar Energy Facility	**P***	**In conjunction with:**	Other allowed use

Use [CX9]	Permission	Use Standard	Specification
		Minimum area:	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	**P***	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	**P***	**Supplemental standards:**	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	**CU2***	**Separation (min)**	
		Agricultural, Residential or Residential-Mixed Use District	500’
		Relief	CU2
Regional	**CU3**		
Indoor Recreation:			
Public	**P**		
Commercial	**P**		
Nature Reserve	**P**		
Open Space, Public	**P**		
Outdoor Recreation:			
Public	**P**		
Commercial	**P**		
Golf Course	**--**		
4. TRANSPORTATION			
Airport	**--**		
Freight Railway Facility	**--**		

Use [CX9]	Permission	Use Standard	Specification
Freight Transfer Facility	--		
Heliport	**CU2***	**Accessory to:**	Other allowed use
Passenger Transit Facility	**P**		
5. GENERAL COMMERCIAL			
Animal Services:			
General	**P***	**Enclosure:**	Indoors
		Supplemental standards:	Sec. 5C.2.4.A.1.
Kennel	**—**		
Veterinary Care	**P***	**Enclosure:**	Indoors
Commissary Kitchen	**P**		
Eating & Drinking:			
General	**P***	**Amplified Sound Restrictions:**	Applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.
Alcohol Service	**S***	**In conjunction with:**	Eating & Drinking General
		Amplified Sound Restrictions:	Applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.
Entertainment Venue, Indoor:			

Use [CX9]	Permission	Use Standard	Specification
Local	**P**		
Regional	**--**		
Financial Services:			
General	**P**		
Alternative	**CU2**		
Instructional Services	**P**		
Lodging	**CU3***	**Supplemental findings:**	Sec. 5C.2.4.C.1.
		Project category exceptions:	CU3
		Intensification of use	Exempt
		Intensification threshold	*Lodging unit*s: 25% max
Medical Clinic	**P**		
Office	**P**		
Personal Services	**P**		
Postmortem Services	**CU2**		
Retail:			
General	**P**		
Alcohol	**S***	**Special use program:**	
		Alcohol Sales Program	Sec. 5C.3.3.
Farmers' Market, Certified	**CU1***	**Hours of operation (open/ close):**	7AM/9PM
		Special use program:	
		Certified Farmers' Market Program	Sec. 5C.3.4.
Firearms	**CU2***		

Use [CX9]	Permission	Use Standard	Specification
Food & Beverage	**P**		
Large Format	**--**	**Supplemental findings:**	Sec. 5C.2.4.E.1.
Merchant Market	**P**		
Pet Shop	**P**	**Supplemental standards:**	Sec. 5C.2.4.F.1.
Seasonal Market	**CU2**	**Special use program**:	
		Seasonal Market Program	Sec. 5C.3.5.
Smoke & Vape Shop	**P***	**Separation (min):**	
		Schools: K-12	500'
		Relief	CU2
Sexually Oriented Business:			
General	**P***	**Separation (min):**	
		Other sexually oriented business	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Sensitive uses	500'
		Relief	CU2
		Supplemental procedure:	Sec. 5C.2.4.G.
Sexual Encounter	**--**		
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	**P***	**Separation (min):**	
		Sensitive use	200'

Use [CX9]	Permission	Use Standard	Specification
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.A.1.
		Relief	CU2
Heavy	**P***	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.A.1.
Large Vehicle	**--**		
Car Wash	**P***	**Separation (min):**	
		Sensitive use	200’

Use [CX9]	Permission	Use Standard	Specification
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.B.1.
Fueling Station:			
Electric Vehicle Charging Facility, Standard Vehicle	**P***	**Location:**	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Electric Vehicle Charging Facility, Large Vehicle	**P***	**Separation (min):**	
		Residential uses and schools	500’
		Open Space, Residential, Residential-Mixed, or Agricultural Use District	500’

Use [CX9]	Permission	Use Standard	Specification
		Location:	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Gas Station, Standard Vehicle	**P***	**Separation (min):**	
		Sensitive use	200'
		Residential, Residential-Mixed, or Agricultural Use District	200'
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen1
		Supplemental standards:	Sec. 5C.2.5.C.1.
Gas Station, Large Vehicle	**CU2***		
Motor Vehicle Sales & Rental:			
Standard Vehicle	**P***	**Screening:**	

Use [CX9]	Permission	Use Standard	Specification
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.
Large Vehicle	--		
Household Moving Truck Rental	**CU2***	**Accessory to:**	Storage, indoor: self-service facility
		Screening:	
		Frontage Screen	F-Screen 3
		Transition Screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.
Storage, Indoor:			
General	**P***	**Accessory to:**	Other allowed use
Self-Service Facility	**P***	**Accessory to:**	Other allowed use
		Minimum area	0.1 FAR
		Separation (min):	
		Other storage, indoor: self-service facility	500’
		Relief	CU2
Storage, Outdoor:			
General	**P***		
Standard Vehicle	--		
Large Vehicle	--		
Donation Bin	**P***	**Accessory to:**	Other allowed use

Use [CX9]	Permission	Use Standard	Specification
		Supplemental standards:	Sec. 5C.2.5.G.1.
Cargo Container	--		
Official Motor Vehicle Impound	--		
7. LIGHT INDUSTRIAL			
Light Industrial Use Category standards		**Size, tenant space (max):**	10,000 sf
		Relief	CU2
		Use standard applicability	Sec. 5A.1.2.C.3.
		Adjoining lot	Sensitive use Residential, Residential-Mixed, or Agricultural Use District
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 2
		Enclosure:	Indoors
Machine Shop	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	**P***	**Light Industrial Use Category Standards apply, as listed above**	
		In conjunction with:	**General commercial use**
		Relief:	CU2
Artistic & Artisanal	**P**		
Cosmetic & Pharmaceutical	--		

Use [CX9]	Permission	Use Standard	Specification
Electronics	--		
Food & Drink	P*	**Light Industrial Use Category Standards apply, as listed above**	
		In conjunction with:	**General commercial use**
		Relief:	CU2
Garment & Accessory	P*	**Light Industrial Use Category Standards apply, as listed above**	
		In conjunction with:	General commercial use
Textile	--		
Research & Development	**CU2**		
Soundstages & Backlots	**CU3**		
Wholesale Trade & Warehousing	--		
8. HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	P*	**In conjunction with:**	Other allowed use
		Size, entire use (max):	600 SF
		Screening:	

Use [CX9]	Permission	Use Standard	Specification
		Outdoor storage screening	S-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	--		
Waste Facility:			
Organic Waste	--		
Hazardous Waste	--		
Solid Waste	--		
Mineral & Ore Extraction	**CU3***	Supplemental findings:	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	--		
9. AGRICULTURAL			
Animal Keeping:			
Bees	**P***	**Accessory to:**	Other allowed use
		Screening:	
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.8.A.1.
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	**P**		
Small Animals	--		
Wild Animals	--		

Use [CX9]	Permission	Use Standard	Specification
Plant Cultivation:			
Community Garden	**P**		
Farming	**P**	**Supplemental standards:**	Sec. 5C.2.8.G.1.
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

SEC. 5B.7.5. INDUSTRIAL 5 (I5)

Use [I5]	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	–		
Household Business:			
Family Child Care	–		
Home Occupation	–		
Home-Sharing	–		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobile Home Park	–		
Supportive Housing:			
General	–		
Medical Care	–		
Transitional	–		
2. PUBLIC & INSTITUTIONAL			
Cemetery	P*	**Screening:**	
		Frontage screen required	F-Screen 2
		Transition screen required	T-Screen 1
Civic Facility:			
Local	P		
Regional	P		
Civic Fleet Services	P*	Frontage screen	F-screen 4
		Transition screen	T-screen 1
Detention Facility	CU3		

Use [I5]	Permission	Use Standard	Specification
Hospital:			
Local	CU2		
Regional	CU3		
Parking	P*	In conjunction with:	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	CU2		
Regional	CU2		
School:			
Preschool/Daycare	–		
K-12	–		
Post-secondary	CU2		
Social Services	P		
Utilities:			
Minor	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	P*	**In conjunction with:**	Other allowed use
		Minimum area:	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	P*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	P*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	P*	**Separation (min):**	

Use [I5]	Permission	Use Standard	Specification
		Residential, Residential Mixed, or Agricultural Use District	500’
		Relief	CU2
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	P		
Golf Course	--		
4. TRANSPORTATION			
Airport	–		
Freight Railway Facility	--		
Freight Transfer Facility	--		
Heliport	CU2*	**Accessory to:**	Other allowed use
Passenger Transit Facility	P		
5. GENERAL COMMERCIAL			
Animal Services:			
General	P*	**Enclosure:**	Indoors

Use [I5]	Permission	Use Standard	Specification
Kennel	P*	**Enclosure:**	Covered and enclosed
		Separation (min):	
		Residential, or Residential Mixed Use District	200’
		Relief	CU2
Veterinary Care	P*	**Enclosure:**	Indoors
Commissary Kitchen	P		
Eating & Drinking:			
General	P		
Alcohol Service	S*	**In conjunction with:**	Eating & Drinking: General, or
			Manufacturing, light: food & drink, or
			Manufacturing, light: alcoholic beverage
		Amplified Sound Restrictions:	Applicable
		Relief	CU2
		Supplemental Standards:	Sec. 5C.2.4.B.1.
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.
Entertainment Venue, Indoor:			
Local	P		
Regional	CU3		
Financial Services:			

Use [I5]	Permission	Use Standard	Specification
General	P		
Alternative	CU2		
Instructional Services	P		
Lodging	--		
Medical Clinic	P		
Office	P		
Personal Services	P		
Postmortem Services	P*	**Separation (min):**	
		Residential, Residential Mixed, or Agricultural Use District	300'
		Relief	CU1
Retail:			
General	P		
Alcohol	S	**Special use program:**	
		Alcohol Sales Program	Sec. 5C.3.3.
Farmers' Market, Certified	CU1*	**Hours of operation (open/close):**	7AM / 9PM
		Operating days per week (max)	2
		Special use program:	
		Certified Farmers' Market Program	Sec 5C.3.4.
Firearms	CU2*	**Supplemental findings:**	Sec. 5C.2.4.D.1.
Food & Beverage	P		
Large Format	CU3*	**Supplemental findings:**	Sec. 5C.2.4.E.1.

Use [I5]	Permission	Use Standard	Specification
Merchant Market	P		
Pet Shop	P*	**Supplemental standards:**	Sec. 5C.2.4.F.1.
Seasonal Market	CU2		
Smoke & Vape Shop	P*	**Separation (min):**	
		School: K-12	500'
		Relief	CU2
Sexually Oriented Business:			
General	P*	**Separation (min):**	
		Other sexually oriented business	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Sensitive uses	500'
		Relief	CU2
		Supplemental Procedure:	Sec. 5C.2.4.G.
Sexual Encounter	CU2*	**Separation (min):**	
		Other sexually oriented business	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Sensitive uses	500'
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	P*	**Separation (min):**	
		Sensitive use	200'
		Residential, Residential-Mixed, or	200'

Use [I5]	Permission	Use Standard	Specification
		Agricultural Use District	
		Relief	CU2
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.A.1.
Heavy	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.A.1.
Large Vehicle	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’

Use [I5]	Permission	Use Standard	Specification
		Relief	CU2
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.A.1.
Car Wash	P*	**Separation (min):**	
		Sensitive use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.B.1.
Fueling Station:			
Electric Vehicle Charging Facility, Standard	P*	**Location:**	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Screening:	

Use [I5]	Permission	Use Standard	Specification
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Residential uses and schools	500'
		Open Space, Residential, Residential-Mixed, or Agricultural Use District	500'
		Location:	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Gas Station, Standard Vehicle	P*	**Separation (min):**	
		Sensitive use	200'
		Residential, Residential Mixed or Agricultural Use District	200'
		Relief	CU2

Use [I5]	Permission	Use Standard	Specification
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.1.
Gas Station, Large Vehicle	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.1.
Motor Vehicle Sales & Rental:			
Standard Vehicle	P*	**Separation (min):**	
		Sensitive Use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.

Use [I5]	Permission	Use Standard	Specification
Large Vehicle	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.
Household Moving Truck Rental	P*	**Separation (min):**	
		Sensitive use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.
Storage, Indoor:			
General	P		
Self-Service Facility	P*	**In conjunction with:**	Other allowed use
		Minimum area:	0.1 FAR
		Separation (min):	
		Other storage, indoor: self-service facility	500’

Use [I5]	Permission	Use Standard	Specification
		Relief	CU2
Storage, Outdoor:			
General	--		
Standard Vehicle	--		
Large Vehicle	--		
Donation Bin	P*	**Accessory to:**	Other allowed use
		Supplemental standards:	Sec. 5C.2.5.G.1.
Cargo Container	--		
Official Motor Vehicle Impound	--		
7. LIGHT INDUSTRIAL			
Light Industrial Use Category Standards		**Use standard applicability**	Sec. 5A.1.2.C.3.
		Adjoining lot	Sensitive use, Residential, Residential-Mixed, or Agricultural Use District
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 2
		Enclosure:	Indoors
Machine Shop	P*	**Light Industrial Use Standards apply**	
Manufacturing, Light:			
General	P*	**Light Industrial Use Standards apply**	
Alcoholic Beverage	P*	**Light Industrial Use Standards apply**	
Artistic & Artisanal	P*	**Light Industrial Use Standards apply**	
Cosmetic & Pharmaceutical	P*	**Light Industrial Use Standards apply**	

Use [I5]	Permission	Use Standard	Specification
Electronics	P*	**Light Industrial Use Standards apply**	
Food & Drink	P*	**Light Industrial Use Standards apply**	
Garment & Accessory	P*	**Light Industrial Use Standards apply**	
Textile	P*	**Light Industrial Use Standards apply**	
Research & Development	P*	**Light Industrial Use Standards apply**	
Soundstages & Backlots	P*	**Light Industrial Use Standards apply**	
Wholesale Trade & Warehousing	CU3*	**Supplemental findings:**	Sec. 5C.2.6.A.1.
8. HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	P*	**Separation (min):**	
		Sensitive use	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	1,000'
		Relief	CU3
		Enclosure:	Covered & enclosed
		Screening:	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2

Use [I5]	Permission	Use Standard	Specification
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	--		
Waste Facility:			
Organic Waste	--		
Hazardous Waste	--		
Solid Waste	--		
Mineral & Ore Extraction	CU3*	**Supplemental findings:**	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	--		
9. AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Accessory to:**	Other allowed use
		Screening:	
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.8.A.
Dairy	--		
Equine, Commercial	P*	**Supplemental standards:**	Sec. 5C.2.8.C.1.
Equine, Non-commercial	–		
Livestock	--		
Pets	P		
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Supplemental standards:**	Sec. 5C.2.8.G.1.

Use [I5]	Permission	Use Standard	Specification
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

SEC. 5B.7.6. INDUSTRIAL 6 (I6)

Use [I6]	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home-Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobile Home Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional	--		
2. PUBLIC & INSTITUTIONAL			
Cemetery	P*	**Screening:**	
		Frontage screen	F-screen 2
		Transition screen	T-screen 1
Civic Facility:			
Local	P		
Regional	P		
Civic Fleet Services	P*	**Screening**:	
		Frontage screen	F-screen 4
		Transition screen	T-screen 1
Detention Facility	CU3		
Hospital:			
Local	CU2		

Use [I6]	Permission	Use Standard	Specification
Regional	CU3		
Parking	P*	**In conjunction with:**	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	CU2		
Regional	CU2		
School:			
Preschool/Daycare	--		
K-12	--		
Post-secondary	CU2		
Social Services	P		
Utilities:			
Minor	P*	**Screening**:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	P*	**In conjunction with:**	Other allowed use
		Minimum area:	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	P*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	P*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	P*	**Separation (min):**	

Use [I6]	Permission	Use Standard	Specification
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	P		
Golf Course	--		
4. TRANSPORTATION			
Airport	--		
Freight Railway Facility	--		
Freight Transfer Facility	--		
Heliport	CU2*	Accessory to:	Other allowed use
Passenger Transit Facility	P		
5. GENERAL COMMERCIAL			
Animal Services:			
General	P*	**Enclosure:**	Indoors
		Supplemental standards:	Sec. 5C.2.4.A.1.
Kennel	P*	**Enclosure:**	Covered and enclosed

Use [I6]	Permission	Use Standard	Specification
		Separation (min):	
		Residential or Residential-Mixed Use District	200'
		Relief	CU2
Veterinary Care	P*	**Enclosure:**	Indoors
Commissary Kitchen	P		
Eating & Drinking:			
General	P*	**Amplified Sound Restrictions:**	Applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.
Alcohol Service	S*	**Incidental to:**	Eating & Drinking: General, or
			Manufacturing, light: food & drink, or
			Manufacturing, light: alcoholic beverage
		Amplified Sound Restrictions:	Applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.
Entertainment Venue, Indoor:			
Local	--		

Use [I6]	Permission	Use Standard	Specification
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	P		
Lodging	--		
Medical Clinic	--		
Office	P *	Incidental to:	Light industrial use or heavy industrial use
Personal Services	--		
Postmortem Services	P*	**Separation (min):**	
		Residential, Residential-Mixed, or Agricultural Use District	300'
		Relief	CU1
Retail:			
General	P *	**Incidental to:**	Light industrial use or heavy industrial use
Alcohol	S*	**Incidental to:**	Eating & Drinking: General, or
			Manufacturing, light: food & drink, or
			Manufacturing, light: alcoholic beverage
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.

Use [I6]	Permission	Use Standard	Specification
Farmers' Market, Certified	CU1*	**Hours of operation (open/close):**	7AM / 9PM
		Special use program:	
		Certified Farmers' Market Program	Sec. 5C.3.4.
Firearms	CU2*	**Supplemental findings:**	Sec. 5C.2.4.D.1.
Food & Beverage	P*	**Incidental to:**	Manufacturing, light: alcoholic beverage use or
			Manufacturing, light: food & drink use or
			Fueling station use
Large Format	CU3*	**Supplemental findings:**	Sec. 5C.2.4.E.1.
Merchant Market	P		
Pet Shop	P*	**Supplemental standards:**	Sec. 5C.2.4.F.1.
Seasonal Market	CU2*	**Special use program:**	
		Seasonal Market Program	Sec. 5C.3.5.
Smoke & Vape Shop	P*	**Separation (min):**	
		Schools: K-12	500'
		Relief	CU2
Sexually Oriented Business:			
General	P*	**Separation (min):**	

Use [I6]	Permission	Use Standard	Specification
		Other sexually oriented business	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Sensitive use	500'
		Relief	CU2
		Supplemental Procedure:	Sec. 5C.2.4.G.1.
Sexual Encounter	CU2*	**Separation (min):**	
		Other sexually oriented business	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Sensitive uses	500'
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	P*	**Separation (min):**	
		Sensitive Use	200'
		Residential, Residential-Mixed, or Agricultural Use District	200'
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3

Use [I6]	Permission	Use Standard	Specification
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.A.1.
Heavy	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.A.1.
Large Vehicle	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.A.1.

Use [I6]	Permission	Use Standard	Specification
Car Wash	P*	**Separation (min):**	
		Sensitive use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.B.1.
Fueling Station:			
Electric Vehicle Charging Facility, Standard Vehicle	P*	**Location:**	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Residential uses and schools	500’
		Open Space,	500’

Use [I6]	Permission	Use Standard	Specification
		Residential, Residential-Mixed, or Agricultural Use District	
		Location:	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Gas Station, Standard Vehicle	P*	**Separation:**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.1.

Use [I6]	Permission	Use Standard	Specification
Gas Station, Large Vehicle	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.1.
Motor Vehicle Sales & Rental:			
Standard Vehicle	P*	**Separation:**	
		Sensitive use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.
Large Vehicle	P*	**Separation (min):**	

Use [I6]	Permission	Use Standard	Specification
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.
Household Moving Truck Rental	P*	**Separation (min):**	
		Sensitive use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.
Storage, Indoor:			
General	P		

Use [I6]	Permission	Use Standard	Specification
Self-Service Facility	P*	**In conjunction with:**	Other allowed use
		Minimum area:	0.1 FAR
		Separation (min):	
		Other storage, indoor: self-service facility	500’
		Relief	CU2
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening:	
		Outdoor storage screen	S-Screen 1
Standard Vehicle	P*	**Separation (min):**	
		Sensitive use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.F.1.

Use [I6]	Permission	Use Standard	Specification
Large Vehicle	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.F.1.
Donation Bin	P*	**Accessory to:**	Other allowed use
		Supplemental standards:	Sec. 5C.2.5.G.1.
Cargo Container	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1

Use [I6]	Permission	Use Standard	Specification
Official Motor Vehicle Impound	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 2
		Supplemental standards:	Sec. 5C.2.5.I.1.
7. LIGHT INDUSTRIAL			
Light Industrial Use Category standards		**Use standard applicability**	Sec. 5A.1.2.C.3.
		Adjoining lot	Sensitive use
			Residential, Residential-Mixed, or Agricultural Use District
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 2
Machine Shop	P*	Light Industrial Use Category Standards apply, as listed above	
Manufacturing, Light:			
General	P*	Light Industrial Use Category Standards apply, as listed above	

Use [I6]	Permission	Use Standard	Specification
Alcoholic Beverage	P*	Light Industrial Use Category Standards apply, as listed above	
Artistic & Artisanal	P*	Light Industrial Use Category Standards apply, as listed above	
Cosmetic & Pharmaceutical	P*	Light Industrial Use Category Standards apply, as listed above	
Electronics	P*	Light Industrial Use Category Standards apply, as listed above	
Food & Drink	P*	Light Industrial Use Category Standards apply, as listed above	
Garment & Accessory	P*	Light Industrial Use Category Standards apply, as listed above	
Textile	P*	Light Industrial Use Category Standards apply, as listed above	
Research & Development	P*	Light Industrial Use Category Standards apply, as listed above	
Soundstages & Backlots	P*	Light Industrial Use Category Standards apply, as listed above	
Wholesale Trade & Warehousing	P*	Light Industrial Use Category Standards apply, as listed above	
		Supplemental findings:	Sec. 5C.2.6.A.1.
8. HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

Use [I6]	Permission	Use Standard	Specification
Collection	P*	**Separation (min):**	
		Sensitive use	1,000’
		Residential, Residential-Mixed, or Agricultural Use District	1,000’
		Relief	CU3
		Enclosure:	Covered & enclosed
		Screening:	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	--		
Waste Facility:			
Organic Waste	--		
Hazardous Waste	--		
Solid Waste	--		
Mineral & Ore Extraction	CU3*	**Supplemental findings:**	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	--		
9. AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Accessory to:**	Other allowed use
		Screening:	
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.8.A.1.
Dairy	--		

Use [I6]	Permission	Use Standard	Specification
Equine, Commercial	P*	**Supplemental standards:**	Sec. 5C.2.8.C.1.
Equine, Non-commercial	--		
Livestock	--		
Pets	P		
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Supplemental standards:**	Sec. 5C.2.8.G.1.
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

SEC. 5B.7.8. INDUSTRIAL 8 (I8)

Use [I8]	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	—		
Household Business:			
Family Child Care	—		
Home Occupation	—		
Home-Sharing	—		
Joint Living & Work Quarters	—		
Live/Work	—		
Mobile Home Park	—		
Supportive Housing:			
General	—		
Medical Care	—		
Transitional	—		
2. PUBLIC & INSTITUTIONAL			
Cemetery	P*	**Screening:**	
		Frontage screen	F-screen 2
		Transition screen	T-screen 1
Civic Facility:			
Local	P		
Regional	P		
Civic Fleet Services	P*	**Screening:**	
		Frontage screen	F-screen 4
		Transition screen	T-screen 1
Detention Facility	CU3		
Hospital:			
Local	--		
Regional	--		

Use [I8]	Permission	Use Standard	Specification
Parking	P*	**In conjunction with:**	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	CU2		
Regional	CU2		
School:			
Preschool/Daycare	--		
K-12	--		
Post-secondary	CU2		
Social Services			
Utilities:			
Minor	P*	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	P*	**In conjunction with:**	Other allowed use
		Minimum area:	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	P*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	P*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	P*	**Separation (min):**	
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Relief	CU2
Regional	CU3		
Indoor Recreation:			

Use [I8]	Permission	Use Standard	Specification
Public	P		
Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	--		
Golf Course	--		
4. TRANSPORTATION			
Airport	--		
Freight Railway Facility	CU3		
Freight Transfer Facility	CU3		
Heliport	CU2*	**Accessory to:**	Other allowed use
Passenger Transit Facility	P		
5. GENERAL COMMERCIAL			
Animal Services:			
General	P*	**Enclosure:**	Indoors
		Supplemental standards:	Sec. 5C.2.4.A.1.
Kennel	P*	**Enclosure:**	Covered and enclosed
		Separation (min):	
		Residential or Residential-Mixed Use District	200’
		Relief	CU2
Veterinary Care	P*	**Enclosure:**	Indoors
Commissary Kitchen	P		

Use [l8]	Permission	Use Standard	Specification
Eating & Drinking:			
General	P*	**Amplified Sound Restrictions:**	Applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.
Alcohol Service	S*	**In conjunction with:**	Eating & Drinking, or
			Manufacturing Light: food & drink, or
			Manufacturing, light alcoholic beverage
		Amplified Sound Restrictions:	Applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	P*	Incidental to:	Other allowed use
Lodging	--		
Medical Clinic	--		
Office	P*	Incidental to:	Other allowed use
Personal Services	--		
Postmortem Services	P*	**Separation (min):**	

Use [I8]	Permission	Use Standard	Specification
		Residential, Residential-Mixed, or Agricultural Use District	300'
		Sensitive Use (min)	300'
		Relief	CU1
Retail:			
General	P*	Incidental to:	Other allowed use
Alcohol	S*	**Incidental to:**	Manufacturing, light: food & drink or
			Fueling station
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.
Farmers' Market, Certified	CU1*	**Hours of operation (open/close):**	7AM / 9PM
		Special use program:	
		Certified Farmers' Market Program	Sec. 5C.3.4.
Firearms	CU2*	**Supplemental findings:**	Sec. 5C.2.4.D.1.
Food & Beverage	P*	**Incidental to:**	Manufacturing, light: food & drink or
			Fueling station
Large Format	CU3*	**Supplemental findings:**	Sec. 5C.2.4.E.1.
Merchant Market	P		
Pet Shop	P*	**Supplemental standards**	Sec. 5C.2.4.F.1.
Seasonal Market	S*	**Special use program:**	
		Seasonal Market Program	Sec. 5C.3.5.
Smoke & Vape Shop	P*	**Separation (min):**	
		School: K-12	500'

Use [l8]	Permission	Use Standard	Specification
		Relief	CU2
Sexually Oriented Business:			
General	P*	**Separation (min):**	
		Other sexually oriented business	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Sensitive use	500'
		Relief	CU2
		Supplemental Procedure:	Sec. 5C.2.4.G.
Sexual Encounter	CU2*	**Separation (min):**	
		Other sexually oriented business	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Sensitive use	500'
6. Heavy Commercial			
Motor Vehicle Services:			
Light	P*	**Separation (min):**	
		Sensitive use	200'
		Residential, Residential-Mixed, or Agricultural Use District	200'
		Relief	CU2
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1

Use [l8]	Permission	Use Standard	Specification
		Hours of operation (open/ close)	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.A.1.
Heavy	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/ close)	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.A.1.
Large Vehicle	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/ close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.A.1.
Car Wash	P*	**Separation (min):**	

Use [I8]	Permission	Use Standard	Specification
		Sensitive use	200'
		Residential, Residential-Mixed, or Agricultural Use District	200'
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/ close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.5.B.1.
Fueling Station:			
Electric Vehicle Charging Facility, Standard Vehicle	P*	**Location:**	
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Residential uses and schools	500'
		Open Space, Residential, Residential-Mixed, or Agricultural Use District	500'
		Location:	

Use [I8]	Permission	Use Standard	Specification
		Prohibited Areas	*Very High Fire Hazard Severity Zone*
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	*Sec. 5C.2.5.C.2.*
Gas Station, Standard Vehicle	P*	**Separation (min):**	
		Sensitive use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.1.
Gas Station, Large Vehicle	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3

Use [I8]	Permission	Use Standard	Specification
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.1.
Motor Vehicle Sales & Rental:			
Standard Vehicle	P*	**Separation (min):**	
		Sensitive use	200'
		Residential, Residential-Mixed, or Agricultural Use District	200'
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.
Large Vehicle	P*	**Separation (min):**	
		Sensitive use	500'
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.
Household Moving Truck Rental	P*	**Separation (min):**	
		Sensitive use	200'

Use [I8]	Permission	Use Standard	Specification
		Residential, Residential-Mixed, or Agricultural Use District	200'
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.D.1.
Storage, Indoor:			
General	P		
Self-Service Facility	P*	**In conjunction with:**	Other allowed use
		Minimum area:	0.1 FAR
		Separation (min):	
		Other storage, indoor: self-service facility	500'
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.E.1.
Storage, Outdoor:			
General	P*	**Incidental to:**	Other allowed use
		Screening:	
		Outdoor storage screening	S-Screen 2
Standard Vehicle	P*	**Separation (min):**	
		Sensitive use	200'

Use [I8]	Permission	Use Standard	Specification
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.F.1.
Large Vehicle	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.F.1.
Donation Bin	P*	**Accessory to:**	Other allowed use
		Supplemental standards:	Sec. 5C.2.5.G.1.
Cargo Container	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District Residential Mixed Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2

Use [I8]	Permission	Use Standard	Specification
		Supplemental standards:	Sec. 5C.2.5.H.1.
Official Motor Vehicle Impound	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.I.1.
7. LIGHT INDUSTRIAL			
Light Industrial Use Category standards		**Use standard applicability**	Sec. 5A.1.2.C.3.
		Adjoining lot	Sensitive use
			Residential, Residential-Mixed, or Agricultural Use District
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 2
Machine Shop	P*	**Light Industrial Use Category Standards apply, as listed above**	
Manufacturing, Light:			
General	P*	**Light Industrial Use Category Standards apply, as listed above**	
Alcoholic Beverage	P*	**Light Industrial Use Category Standards apply, as listed above**	
Artistic & Artisanal	P*	**Light Industrial Use Category Standards apply, as listed above**	

Use [I8]	Permission	Use Standard	Specification
Cosmetic & Pharmaceutical	P*	**Light Industrial Use Category Standards apply, as listed above**	
Electronics	P*	**Light Industrial Use Category Standards apply, as listed above**	
Food & Drink	P*	**Light Industrial Use Category Standards apply, as listed above**	
Garment & Accessory	P*	**Light Industrial Use Category Standards apply, as listed above**	
Textile	P*	**Light Industrial Use Category Standards apply, as listed above**	
Research & Development	P*	**Light Industrial Use Category Standards apply, as listed above**	
Soundstages & Backlots	P*	**Light Industrial Use Category Standards apply, as listed above**	
Wholesale Trade & Warehousing	P*	**Light Industrial Use Category Standards apply, as listed above**	
		Separation (min):	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU3
		Supplemental findings:	Sec. 5C.2.6.A.1.
8. HEAVY INDUSTRIAL			
Animal Products Processing	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
		Enclosure:	Indoors
		Frontage Screen	F-Screen 5

Use [I8]	Permission	Use Standard	Specification
		Transition Screen	T-Screen 2
		Supplemental standards:	Sec. 5C.2.7.A.1.
Manufacturing, Heavy:			
General	P*	**Separation (min):**	
		Sensitive use	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	1,000'
		Relief	CU3
Chemical Products	P*	**Separation (min):**	
		Sensitive use	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	1,000'
		Relief	CU3
Petroleum & Coal Products	CU3*	**Separation (min)**	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Supplemental standards:	Sec. 5C.2.7.B.1.
Salvage Yard	P*	**Separation (min):**	
		Sensitive use	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	1,000'
		Relief	CU3
		Supplemental standards:	Sec. 5C.2.7.C.1.
Recycling Facility:			
Collection	P*	**Separation (min):**	

Use [I8]	Permission	Use Standard	Specification
		Sensitive use	1,000’
		Residential, Residential-Mixed, or Agricultural Use District	1,000’
		Relief	CU3
		Enclosure:	Covered & enclosed
		Screening:	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	P*	**Separation (min):**	
		Sensitive use	1,000’
		Residential, Residential-Mixed, or Agricultural Use District	1,000’
		Relief	CU3
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards:	Sec. 5C.2.7.E.1.
Waste Facility:			
Organic Waste	P*	**Separation (min):**	
		Sensitive use	500’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2

Use [I8]	Permission	Use Standard	Specification
		Enclosure:	Indoors
		Screening:	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards:	Sec. 5C.2.7.F.1.
Hazardous Waste	CU3*	**Separation (min):**	
		Sensitive use	1,500'
		Residential, Residential-Mixed, or Agricultural Use District	1,500'
		Supplemental standards:	Sec. 5C.2.7.G.1.
Solid Waste	CU3*	**Separation (min):**	
		Sensitive use	1,500'
		Residential, Residential-Mixed, or Agricultural Use District	1,500'
		Supplemental standards:	Sec. 5C.2.7.G.1.
Mineral & Ore Extraction	CU3*	**Supplemental findings:**	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	--		
9. AGRICULTURAL			
Agricultural Use Category Standards		**Separation (min):**	
		Dwelling units	75'
		Relief	CU1
Animal Keeping:			
Bees	P*	**Accessory to:**	Other allowed use
		Screening:	
		Transition screen	T-Screen1

Use [I8]	Permission	Use Standard	Specification
		Supplemental standards:	Sec. 5C.2.8.A.1.
Dairy	P*	**Agricultural use category standards apply, as listed above**	
		Supplemental standards:	Sec. 5C.2.8.B.1.
Equine, Commercial	P*	**Agricultural use category standards apply, as listed above**	
		Supplemental standards:	Sec. 5C.2.8.C.1.
Equine, Non-commercial	--		
Livestock	P*	**Agricultural use category standards apply, as listed above**	
		Supplemental standards:	Sec. 5C.2.8.E.1.
Pets	P		
Small Animals	P*	**Agricultural use category standards apply, as listed above**	
		Supplemental standards:	Sec. 5C.2.8.F.1.
Wild Animals	CU2*	**Agricultural use category standards apply, as listed above**	
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Supplemental standards:**	Sec. 5C.2.8.G.1.
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

SEC. 5B.8.1. PUBLIC USE 1 (P1)

Use	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	A-		
Household Business:			
Family Child Care	A-		
Home Occupation	A-		
Home-Sharing	A-		
Joint Living & Work Quarters	A-		
Live/Work	A-		
Mobile Home Park	A-		
Supportive Housing:			
General	A-		
Medical Care	A-		
Transitional	P		
2. PUBLIC & INSTITUTIONAL			
Cemetery	A-		
Civic Facility:			
Local	P		
Regional	CU3		
Civic Fleet Services	P*	**Screening**	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Detention Facility	CU3		
Hospital:			
Local	P		
Regional	P		
Parking	A-		
Public Safety Facility	P		
Community Assembly:			

Use	Permission	Use Standard	Specification
Local	A-		
Regional	A-		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	CU3		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	CU2*	Supplemental standards:	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	P*	Supplemental standards:	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	CU2		
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	A-		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		

Use	Permission	Use Standard	Specification
Commercial	A-		
Golf Course	A-		
4. TRANSPORTATION			
Airport	A-		
Freight Railway Facility	A-		
Freight Transfer Facility	A-		
Heliport	A-		
Passenger Transit Facility	A-		
5. GENERAL COMMERCIAL			
Animal Services:			
General	A-		
Kennel	A-		
Veterinary Care	A-		
Commissary Kitchen	A-		
Eating & Drinking:			
General	A-		
Alcohol Service	A-		
Entertainment Venue, Indoor:			
Local	A-		
Regional	CU3		
Financial Services:			
General	A-		
Alternative	A-		
Instructional Services	A-		
Lodging	A-		
Medical Clinic	A-		
Office	A-		
Personal Services	A-		
Postmortem Services	A-		

Use	Permission	Use Standard	Specification
Retail:			
General	A-		
Alcohol	A-		
Farmers' Market, Certified	A-		
Firearms	A-		
Food & Beverage	A-		
Large Format	A-		
Merchant Market	A-		
Pet Shop	A-		
Seasonal Market	A-		
Smoke & Vape Shop	A-		
Sexually Oriented Business:			
General	A-		
Sexual Encounter	A-		
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	A-		
Heavy	A-		
Large Vehicle	A-		
Car Wash	A-		
Fueling Station:			
Electric Vehicle Charging Facility, Standard	P*	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.2.
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Residential uses and schools	500’

Use	Permission	Use Standard	Specification
		Open Space, Residential, Residential-Mixed or Agricultural Use District	500'
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
Motor Vehicle Sales & Rental:			
Standard Vehicle	A-		
Large Vehicle	A-		
Household Moving Truck Rental	A-		
Storage, Indoor:			
General	A-		
Self-Service Facility	A-		
Storage, Outdoor:			
General	A-	Accessory to:	Other allowed use
		Screening:	
		Outdoor storage screening:	S-Screen 2
Standard Vehicle	A-		
Large Vehicle	A-		
Donation Bin	A-		
Cargo Container	A-		
Official Motor Vehicle Impound	A-		

Use	Permission	Use Standard	Specification
7. LIGHT INDUSTRIAL			
Machine Shop	A-		
Manufacturing, Light:			
General	A-		
Alcoholic Beverage	A-		
Artistic & Artisanal	A-		
Cosmetic & Pharmaceutical	A-		
Electronics	A-		
Food & Drink	A-		
Garment & Accessory	A-		
Textile	A-		
Research & Development	CU3		
Soundstages & Backlots	A-		
Wholesale Trade & Warehousing	A-		
8. HEAVY INDUSTRIAL			
Animal Products Processing	A-		
Manufacturing, Heavy:			
General	A-		
Chemical Products	A-		
Petroleum & Coal Products	A-		
Salvage Yard	A-		
Recycling Facility:			
Collection	A-		
Sorting & Processing	A-		
Waste Facility:			
Organic Waste	A-		
Hazardous Waste	A-		

Use	Permission	Use Standard	Specification
Solid Waste	A-		
Mineral & Ore Extraction	A-	Supplemental findings:	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	A-		
9. AGRICULTURAL			
Animal Keeping:			
Bees	A-		
Dairy	A-		
Equine, Commercial	A-		
Equine, Non-commercial	A-		
Livestock	A-		
Pets	A-		
Small Animals	A-		
Wild Animals	A-		
Plant Cultivation:			
Community Garden	A-		
Farming	A-		
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

SEC. 5B.8.2. PUBLIC USE 2 (P2)

Use	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	S		
Household Business:			
Family Child Care	A+		
Home Occupation	A+		
Home-Sharing	A+		
Joint Living & Work Quarters	A+		
Live/Work	A+		
Mobile Home Park	A+		
Supportive Housing:			
General	A+		
Medical Care	A+		
Transitional	P		
2. PUBLIC & INSTITUTIONAL			
Cemetery	A+		
Civic Facility:			
Local	P		
Regional	CU3		
Civic Fleet Services	P*	**Screening**	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Detention Facility	CU3		
Hospital:			
Local	P		
Regional	P		
Parking	A+		
Public Safety Facility	P		
Community Assembly:			

Use	Permission	Use Standard	Specification
Local	A+		
Regional	A+		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	CU3		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	CU2*	Supplemental standards:	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	P*	Supplemental standards:	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	CU2		
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	A+		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		

Use	Permission	Use Standard	Specification
Commercial	A+		
Golf Course	A+		
4. TRANSPORTATION			
Airport	A+		
Freight Railway Facility	A+		
Freight Transfer Facility	A+		
Heliport	A+		
Passenger Transit Facility	A+		
5. GENERAL COMMERCIAL			
Animal Services:			
General	A+		
Kennel	A+		
Veterinary Care	A+		
Commissary Kitchen	A+		
Eating & Drinking:			
General	A+		
Alcohol Service	A+		
Entertainment Venue, Indoor:			
Local	A+		
Regional	CU3		
Financial Services:			
General	A+		
Alternative	A+		
Instructional Services	A+		
Lodging	A+		
Medical Clinic	A+		
Office	A+		
Personal Services	A+		
Postmortem Services	A+		

Use	Permission	Use Standard	Specification
Retail:			
General	A+		
Alcohol	A+		
Farmers' Market, Certified	A+		
Firearms	A+		
Food & Beverage	A+		
Large Format	A+		
Merchant Market	A+		
Pet Shop	A+		
Seasonal Market	A+		
Smoke & Vape Shop	A+		
Sexually Oriented Business:			
General	A+		
Sexual Encounter	A+		
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	A+		
Heavy	A+		
Large Vehicle	A+		
Car Wash	A+		
Fueling Station:			
Electric Vehicle Charging Facility, Standard	P*	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.2.
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Residential uses and schools	500’

Use	Permission	Use Standard	Specification
		Open Space, Residential, Residential-Mixed or Agricultural Use District	500’
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
Motor Vehicle Sales & Rental:			
Standard Vehicle	A+		
Large Vehicle	A+		
Household Moving Truck Rental	A+		
Storage, Indoor:			
General	A+		
Self-Service Facility	A+		
Storage, Outdoor:			
General	A+	Accessory to:	Other allowed use
		Screening:	
		Outdoor storage screening:	S-Screen 2
Standard Vehicle	A+		
Large Vehicle	A+		
Donation Bin	A+		
Cargo Container	A+		
Official Motor Vehicle Impound	A+		

Use	Permission	Use Standard	Specification
7. LIGHT INDUSTRIAL			
Machine Shop	A+		
Manufacturing, Light:			
General	A+		
Alcoholic Beverage	A+		
Artistic & Artisanal	A+		
Cosmetic & Pharmaceutical	A+		
Electronics	A+		
Food & Drink	A+		
Garment & Accessory	A+		
Textile	A+		
Research & Development	CU3		
Soundstages & Backlots	A+		
Wholesale Trade & Warehousing	A+		
8. HEAVY INDUSTRIAL			
Animal Products Processing	A+		
Manufacturing, Heavy:			
General	A+		
Chemical Products	A+		
Petroleum & Coal Products	A+		
Salvage Yard	A+		
Recycling Facility:			
Collection	A+		
Sorting & Processing	A+		
Waste Facility:			
Organic Waste	A+		
Hazardous Waste	A+		

Use	Permission	Use Standard	Specification
Solid Waste	A+		
Mineral & Ore Extraction	A+	Supplemental findings:	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	A+		
9. AGRICULTURAL			
Animal Keeping:			
Bees	A+		
Dairy	A+		
Equine, Commercial	A+		
Equine, Non-commercial	A+		
Livestock	A+		
Pets	A+		
Small Animals	A+		
Wild Animals	A+		
Plant Cultivation:			
Community Garden	A+		
Farming	A+		
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

ARTICLE 6. DENSITY

PART 6B. DENSITY DISTRICTS

DIV. 6B.1. LOT-LIMITED DENSITY DISTRICTS

In 1L, 2L, 3L and 4L Density Districts, the maximum number of dwelling units permitted on a lot is limited according to the table below.

LOT-LIMITED DENSITY DISTRICTS	
Density District	Dwelling Units Per Lot (max) *Sec. 6C.1.1.*
1L	1
2L	2
3L	3
4L	4

DIV. 6B.2. LOT AREA-BASED DENSITY DISTRICTS

In FA, 2, 3, 4, 6, 8, 10, 12, 15, 20, 25, 30, 40, 50, 60, and N Density Districts, the maximum density of household dwelling units and efficiency dwelling units permitted on a lot is limited according to the table below. A lot may contain any combination of household dwelling units and efficiency dwelling units.

LOT AREA-BASED DENSITY DISTRICTS			
Density District	Lot Area per Household Dwelling Unit (min SF) *Sec. 6C.1.2.*	Lot Area per Efficiency Dwelling Unit (min SF) *Sec. 6C.1.3.*	Minimum Dwelling Units per Lot Area *Sec. 6C.2.1.*
FA	Limited by floor area	Limited by floor area	Applicable
2	200	100	Applicable
3	300	150	Applicable
4	400	200	Applicable
6	600	300	Applicable

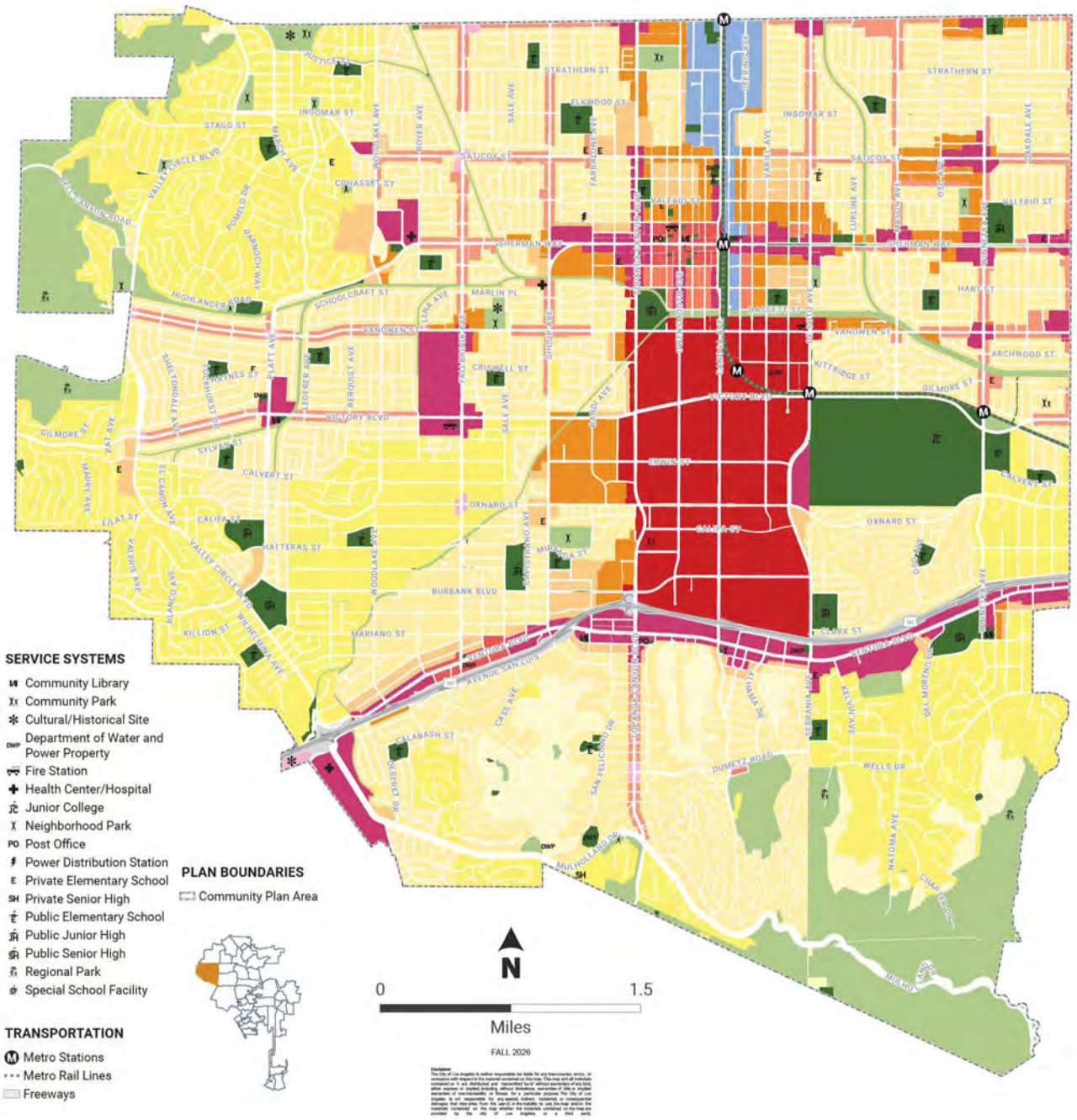
8	800	400	Applicable
10	1000	1000	Applicable
12	1200	1200	Applicable
15	1500	1500	Market-Contingent
20	2000	2000	Market-Contingent
25	2500	2500	As Mapped
30	3000	3000	As Mapped
40	4000	4000	As Mapped
50	5000	5000	As Mapped
60	6000	6000	As Mapped
N	Not Permitted	Not Permitted	As Mapped

APPENDIX F

General Plan Land Use Maps

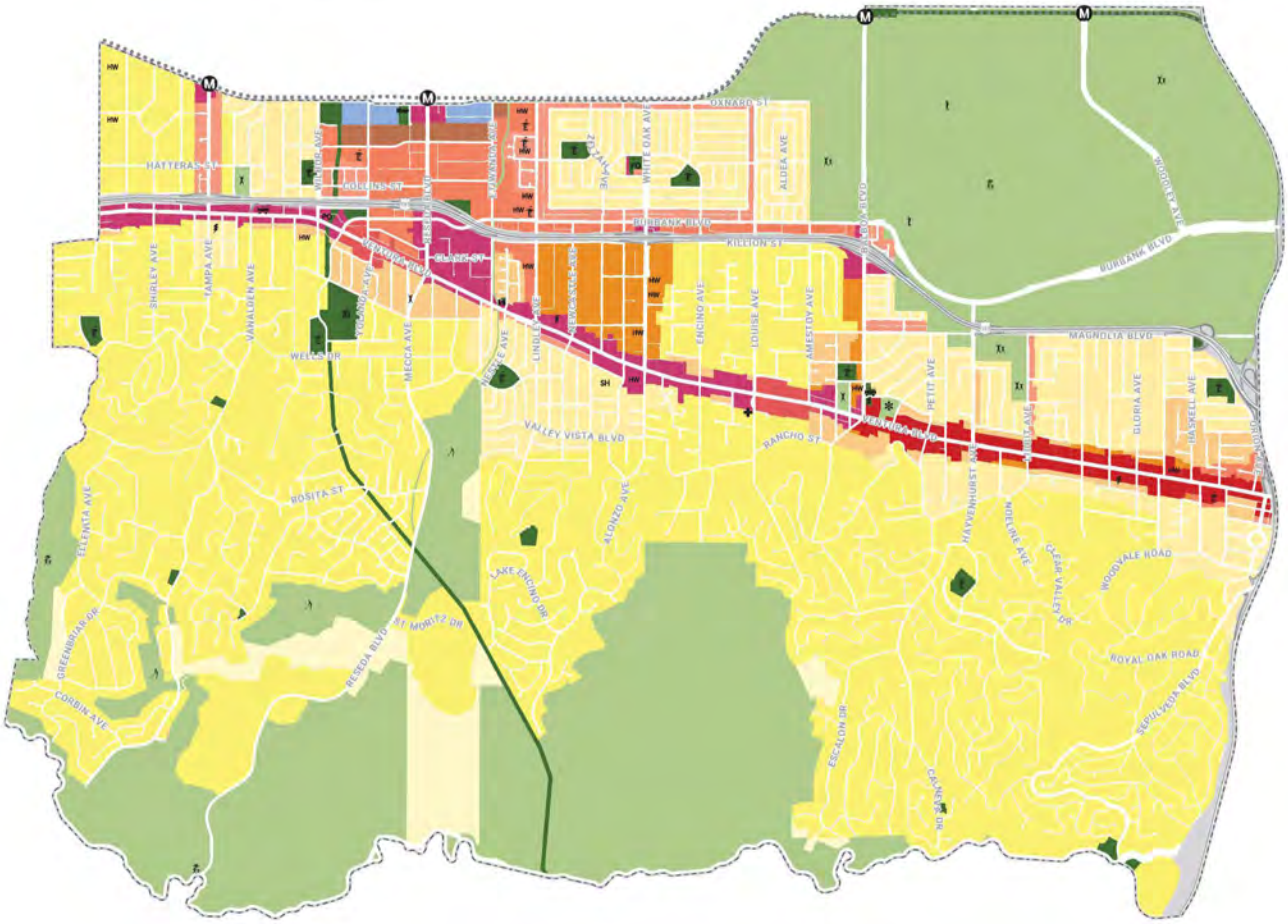
PROPOSED GENERAL PLAN LAND USE DESIGNATION MAP
Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan

GENERAL PLAN DESIGNATION	PROPOSED LAND USE: CORRESPONDING ZONING DISTRICTS — FORM	USE	DENSITY	SPECIAL DISTRICT
Regional Center	—	—	—	(WC)TOPANGA, (WC)RIVER, (WC)UPTOWN, (WC)NORTHVILLAGE, (WC)DOWNTOWN, (WC)COLLEGE, (WC)COMMERCE, (WC)PARK, PF
Community Center	LM13, LM9, MM7, MM8	CX7, CX9	4	—
Villages	LM17, MM13	CX6, CX7	4	—
Neighborhood Center	LM13, LM9	CX6	4	—
Medium Neighborhood Residential	LM8, MM4	RX4	8	—
Medium Residential	LM12, LM8, MM4	RG2	8	—
Low Neighborhood Residential	H4	RX3	4L, 2L	—
Low Medium Residential	H4	RG2	4L, 2L	—
Low Residential	H1V1, HH1	RG2	1L	—
Very Low Residential	HH2, HLG1, HLG2, HLG3, LG1, LG2, LG3, LG7	RG2, RG3	1L	—
Minimum Residential	HLG4, HLG5	A2, RG2	1L	—
Light Industrial	LB3, VF2	I5, I6	N	—
Open Space	HLG5, LG5, VF2	A2, OS1	1L, N	—
Public Facilities	LF2, MM4, MM7, VF2	P1, P2	FA	—
Public Facilities - Freeway	—	—	—	FWY


STRATHERN ST
INGOMAR ST
STAGG ST
SATICOY ST
VALERIO ST
SHERMAN WAY
HART ST
VANOWEN ST
ARCHWOOD ST
KITTRIDGE ST
GILMORE ST
VICTORY BLVD
ERWIN ST
CALVERT ST
OXNARD ST
CALIFA ST
HATTERAS ST
BURBANK BLVD
CLARK ST
MARIANO ST
KILLION ST
CALABASH ST
DUMETZ ROAD
WELLS DR
MULHOLLAND DR
HIGHLANDER ROAD
SCHOOLCRAFT ST
CRISWELL ST
MARLIN PL
SYLVAN ST
EILAT ST
JUSTICE ST
STAGG ST
COMASSET ST
VALLEY CIRCLE BLVD
PIERCE MOUNTAIN ROAD
POMELO DR
DIAMOND WAY
ROYER AVE
SALE AVE
FARRALONE AVE
LUBLINE AVE
OSSO AVE
OAKDALE AVE
VARIEL AVE
WILBUR AVE
PLATT AVE
LEDERER AVE
REROUIST AVE
SHELTONDALE AVE
CHRISTOPHER ST
PAT AVE
MANNAHAN AVE
EL CANON AVE
VALLEY CIRCLE BLVD
WILHELMINA AVE
WOODLAKE AVE
PARTHENIA ST
CASS AVE
SAN FELICIANO DR
DESOTO AVE
FERRANTI AVE
JAY AVE
DEL MORENO DR
NATOMA AVE
CHASE PEAK PARK
MULHOLLAND DR
SERRANO AVE
OSO AVE
LOUISE AVE
WILBUR AVE
AVENUE SAN LUIS
SERRANO AVE
HANNA DR
SERRANO AVE
SERRANO AVE
SERRANO AVE

PROPOSED GENERAL PLAN LAND USE DESIGNATION MAP
Encino - Tarzana Community Plan

GENERAL PLAN DESIGNATION	PROPOSED LAND USE — CORRESPONDING ZONING DISTRICTS			
	FORM	USE	DENSITY	SPECIAL DISTRICT
Regional Center	MB3	CX8	FA	—
Community Center	LM13, LM9, MM3, MM7, MM8	CX7, CX9	4	—
Villages	LM17, MM13	CX6	4	—
High Medium Residential	MM5	RG2	6	—
Medium Neighborhood Residential	LM12, LM8, MM4	RX4	8	—
Medium Residential	LM8	RG2	8	—
Low Neighborhood Residential	LN3, LN4	RX3	4L, 1S	—
Low Medium Residential	LN3, LN4	RG2	4L, 1S	—
Low Residential	HTV1, HH1	RG2	1L	—
Very Low Residential	HGL1, HGL2, LG1, LG2, LG3, LG7	RG2, RG3	1L	—
Minimum Residential	HLG5	A2	1L	—
Light Industrial	LB3	I5	N	—
Open Space	HLG5, VF2	A2, OS1	1L, N	—
Public Facilities	LF2, LM13, VF2	P1, P2	FA	—
Public Facilities - Freeways	—	—	—	FWY



SERVICE SYSTEMS
- Community Library
- Community Park
- Cultural/Historical Site
- Fire Station
- Health Center/Hospital
- House of Worship 2
- Maintenance Yard
- Neighborhood Park
- Post Office
- Power Distribution Station
- Private Elementary School
- Private Golf Course
- Private Senior High
- Public Elementary School
- Public Golf Course
- Public Junior High
- Regional Park

TRANSPORTATION
- Metro Stations
- Freeways

PLAN BOUNDARIES
- Community Plan Area



N

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Miles

FALL 2026

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PROPOSED GENERAL PLAN LAND USE DESIGNATION MAP

Reseda - West Van Nuys - Lake Balboa Community Plan

PROPOSED LAND USE

GENERAL PLAN DESIGNATION	CORRESPONDING ZONING DISTRICTS			
	FORM	USE	DENSITY	SPECIAL DISTRICT
Community Center	LM13, LM9, MM3, MM7, MM8	CX7, CX9	4	—
Villages	MM13	CX6	4	—
Neighborhood Center	LM9	CX6	4	—
Medium Neighborhood Residential	LM12, LM8, MM4	RX4	3	—
Medium Residential	LM8	RG2	3	—
Low Neighborhood Residential	LN3, LN4	RX3	4L, 1S	—
Low Medium Residential	LN3, LN4	RG2	4L, 3D, 2D, 1S	—
Low Residential	HTV1	RG2	1L	—
Very Low Residential	LG1, LG7	RG2, RG3	1L	—
Light Industrial	LB3, VF2	IS, I6	N	—
Production	—	—	—	VNY
Industrial	VF2	I3	N	—
Open Space	VF2	OS1	N	VNY
Public Facilities	LM13, MM13, VF2	P1, P2	FA	—
Public Facilities - Freeways	—	—	—	FWY

SERVICE SYSTEMS

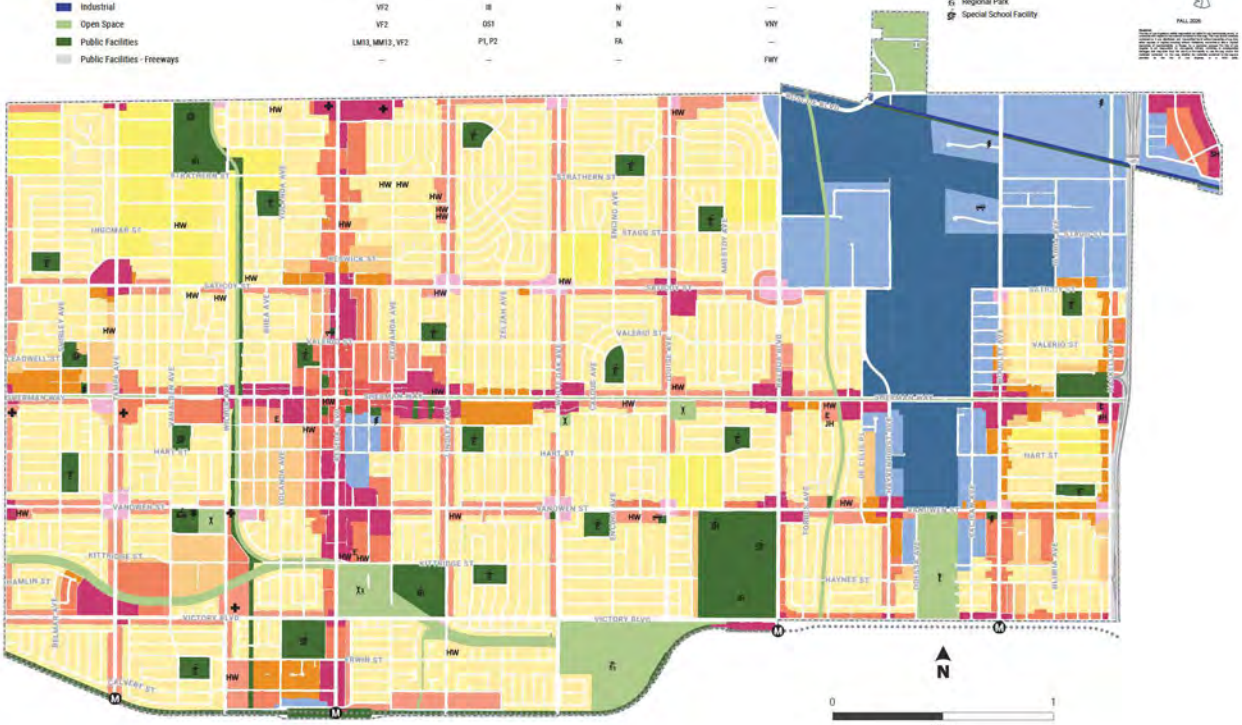
- Community Park
- Fire Station
- Health Center/Hospital
- HW House of Worship
- Neighborhood Park
- Police Station
- Power Distribution Station
- E Private Elementary School
- Private Golf Course
- JH Private Junior High
- SH Private Senior High
- Public Elementary School
- Public Junior High
- Public Senior High
- Regional Library
- Regional Park
- Special School Facility

TRANSPORTATION

- Metro Stations
- Freeways

PLAN BOUNDARIES

- Community Plan Area



Appendix G - Alternative 3 Proposed Network Changes

Reclassifications of Enhanced Networks in the Mobility Plan 2035 Amend the identified Enhanced Network Maps in the Mobility Plan 2035 as provided in the following tables:

Bicycle Enhanced Network (BEN)

Community Plan Area	Street Name	Segment Beginning	Segment Ending	Existing MP 2035 Designation	Proposed Designation Addition	Proposed Designation Removal
Encino - Tarzana	Caballero Creek	LA River	Topham	N/A	Tier 1 Path	N/A
Encino - Tarzana	Caballero Creek	Killion	Tarzana	N/A	Tier 1 Path	N/A
Encino - Tarzana	Sepulveda	405	Mulholland	Tier 2 BLN	Tier 1 BEN	Tier 2 BLN
Canoga Park - Winnetka - Woodland Hills - West Hills	Owensmouth	Vanowen	Burbank	N/A	Tier 1 BEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Variel	Victory	Califa	N/A	Tier 1 BEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Browns Canyon	LA River Path	Roscoe	N/A	Tier 1 Path	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Bell Creek South Fork	Calvert	Bell Creek	N/A	Tier 1 Path	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Bell Creek	Valley Circle	LA River Path	N/A	Tier 1 Path	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Arroyo Calabasas	Ventura	LA River Path	N/A	Tier 1 Path	N/A

Canoga Park - Winnetka - Woodland Hills - West Hills	Platt	Victory	Burbank	Tier 2 BLN and NEN	Tier 1 BEN	Tier 2 BLN and NEN
Canoga Park - Winnetka - Woodland Hills - West Hills	Oxnard	Topanga Canyon	Winnetka	Tier 2 BLN and NEN	Tier 1 BEN	Tier 2 BLN and NEN
Canoga Park - Winnetka - Woodland Hills - West Hills	Bell Canyon	City Boundary	Valley Circle	Tier 2 BLN	Tier 1 BEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Fallbrook	Saticoy	Victory	Tier 2 BLN	Tier 1 BEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Platt	Ingomar	Sherman	Tier 2 BLN and NEN	Tier 1 BEN	Tier 2 BLN and NEN
Canoga Park - Winnetka - Woodland Hills - West Hills	Platt	Sherman	Victory	Tier 2 BLN	Tier 1 BEN	Tier 2 BLN
Canoga Park - Winnetka - Woodland Hills - West Hills	Platt	Victory	Burbank	Tier 2 BLN	Tier 1 BEN	Tier 2 BLN

Bicycle Lane Network (BLN)

Community Plan Area	Street Name	Segment Beginning	Segment Ending	Existing MP 2035 Designation	Proposed Designation Addition	Proposed Designation Removal
Reseda - West Van Nuys - Lake	Balboa	Roscoe	Victory	Tier 3 BLN	Tier 2 BLN	Tier 3 BLN

Balboa						
Reseda - West Van Nuys - Lake Balboa	Tampa	Roscoe	Topham	N/A	Tier 2 BLN	N/A
Reseda - West Van Nuys - Lake Balboa	Louise	Roscoe	Victory	N/A	Tier 2 BLN	N/A
Reseda - West Van Nuys - Lake Balboa	Corbin	Roscoe	Topham	N/A	Tier 2 BLN	N/A
Reseda - West Van Nuys - Lake Balboa	Hayvenhurst	Sherman	Victory	N/A	Tier 2 BLN	N/A
Reseda - West Van Nuys - Lake Balboa	Saticoy	Corbin	Hayvenhurst	N/A	Tier 2 BLN	N/A
Encino - Tarzana	Ventura	Corbin	Reseda	Tier 3 BLN and Moderate+ TEN	Tier 2 BLN	Tier 3 BLN
Encino - Tarzana	Tampa	Topham	Ventura	N/A	Tier 2 BLN	N/A
Encino - Tarzana	Lindley	Oxnard	Ventura	NEN	Tier 2 BLN	NEN
Encino - Tarzana	Corbin	Topham	Ventura	N/A	Tier 2 BLN	N/A
Encino - Tarzana	Hayvenhurst	Burbank	Ventura	N/A	Tier 2 BLN	NEN
Encino - Tarzana	Louise	Oxnard	Killion	NEN	Tier 2 BLN	NEN
Encino - Tarzana	Ventura	Reseda	Amestoy	Tier 3 BLN	Tier 2 BLN	Tier 3 BLN
Encino - Tarzana	Ventura	Amestoy	Firmament	Tier 3 BLN	Tier 2 BLN	Tier 3 BLN
Encino - Tarzana	Ventura	Firmament	405	Tier 3 BLN	Tier 2 BLN	Tier 3 BLN
Encino -	Burbank	Reseda	Balboa	NEN	Tier 2 BLN	NEN

Tarzana						
Encino - Tarzana	Magnolia	Balboa	Hayvenhurst	N/A	Tier 2 BLN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Ventura	Canoga	Winnetka	Tier 3 BLN and Moderate+ TEN	Tier 2 BLN	Tier 3 BLN
Canoga Park - Winnetka - Woodland Hills - West Hills	Ventura	Sale	Topanga Canyon	Tier 3 BLN	Tier 2 BLN	Tier 3 BLN
Canoga Park - Winnetka - Woodland Hills - West Hills	Ventura	Topanga Canyon	Canoga	Tier 3 BLN	Tier 2 BLN	Tier 3 BLN
Canoga Park - Winnetka - Woodland Hills - West Hills	Ventura	Winnetka	Corbin	Tier 3 BLN and Moderate+ TEN	Tier 2 BLN	Tier 3 BLN
Canoga Park - Winnetka - Woodland Hills - West Hills	Ventura	Arroyo Calabasas	Woodlake	Tier 3 BLN	Tier 2 BLN	Tier 3 BLN
Canoga Park - Winnetka - Woodland Hills - West Hills	Saticoy	Woodlake	Corbin	N/A	Tier 2 BLN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Oxnard	Shoup	Farralone	N/A	Tier 2 BLN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Oxnard	Farralone	Topanga Canyon	NEN	Tier 2 BLN	NEN

Canoga Park - Winnetka - Woodland Hills - West Hills	Saticoy	Platt	Woodlake	N/A	Tier 2 BLN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Shoup	Roscoe	Valerio	N/A	Tier 2 BLN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Shoup	Valerio	Sherman	NEN	Tier 2 BLN	NEN
Canoga Park - Winnetka - Woodland Hills - West Hills	Shoup	Sherman	Ventura	N/A	Tier 2 BLN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Woodlake	Jonathan	Sherman	N/A	Tier 2 BLN	N/A

Neighborhood Enhanced Network (NEN)

Community Plan Area	Street Name	Segment Beginning	Segment Ending	Existing MP 2035 Designation	Proposed Designation Addition	Proposed Designation Removal
Reseda - West Van Nuys - Lake Balboa	Yolanda	Haynes	Calvert	N/A	NEN	N/A
Reseda - West Van Nuys - Lake Balboa	Haynes	Amigo	Yolanda	N/A	NEN	N/A
Reseda - West Van Nuys - Lake Balboa	Amigo	Haynes	Vanowen	N/A	NEN	N/A

Reseda - West Van Nuys - Lake Balboa	Vanalden	Roscoe	LA River Path	NEN	NEN	N/A
Reseda - West Van Nuys - Lake Balboa	Calvert	Tampa	Reseda	N/A	NEN	N/A
Reseda - West Van Nuys - Lake Balboa	Calvert	Belmar	Tampa	N/A	NEN	N/A
Reseda - West Van Nuys - Lake Balboa	Belmar	Haynes	Calvert	N/A	NEN	N/A
Reseda - West Van Nuys - Lake Balboa	Amestoy	Roscoe	Vanowen	N/A	NEN	N/A
Reseda - West Van Nuys - Lake Balboa	Gloria	Saticoy	Sherman	N/A	NEN	N/A
Reseda - West Van Nuys - Lake Balboa	Haynes	Balboa	Odessa	N/A	NEN	N/A
Encino - Tarzana	Shirley	Ventura Alley	Wells	N/A	NEN	N/A
Encino - Tarzana	Yolanda	Oxnard	Just south of Martha	N/A	NEN	N/A
Encino - Tarzana	Yolanda	Phillipримm	Wells	N/A	NEN	N/A
Encino - Tarzana	Etiwanda	Oxnard	Just south of Burbank	N/A	NEN	N/A
Encino - Tarzana	Etiwanda	Killion	Ventura	N/A	NEN	N/A
Encino - Tarzana	Collins	Vanalden	Cahill	N/A	NEN	N/A
Encino - Tarzana	Collins	Donna	Reseda	N/A	NEN	N/A

Encino - Tarzana	Tarzana	Reseda	Avenida Hacienda	N/A	NEN	N/A
Encino - Tarzana	Shirley	Oxnard	Martha	N/A	NEN	N/A
Encino - Tarzana	Hatteras	Corbin	Vanalden	N/A	NEN	N/A
Encino - Tarzana	Etiwanda	Oxnard	Avenida Orienta	N/A	NEN	N/A
Encino - Tarzana	Avenida Oriente	Etiwanda	Tarzana	N/A	NEN	N/A
Encino - Tarzana	Amestoy	Killion	Ventura	N/A	NEN	N/A
Encino - Tarzana	Magnolia	Amestoy	Balboa	N/A	NEN	N/A
Encino - Tarzana	Haskell	Ventura	Woodvale	N/A	NEN	N/A
Encino - Tarzana	Hayvenhurst	Adlon	Calneva	N/A	NEN	N/A
Encino - Tarzana	Lanai	Hayvenhurst	Bosque	N/A	NEN	N/A
Encino - Tarzana	Sherman Oaks	Ventura	Fiume	N/A	NEN	N/A
Encino - Tarzana	Shirley	Oxnard	Wells	N/A	NEN	N/A
Encino - Tarzana	Valley Vista	Sherman Oaks	Woodvale	N/A	NEN	N/A
Encino - Tarzana	Westfall	Dellvale	Royal Hills	N/A	NEN	N/A
Encino - Tarzana	White Oak	Ventura	Valley Vista	N/A	NEN	N/A
Encino - Tarzana	Ballina	Bosque	Ballina Canyon	N/A	NEN	N/A
Encino - Tarzana	Ballina Canyon	Ballina	Westfall	N/A	NEN	N/A
Encino - Tarzana	Bosque	Hayvenhurst	Ballina	N/A	NEN	N/A
Encino - Tarzana	Calneva	Hayvenhurst	Mulholland	N/A	NEN	N/A
Encino - Tarzana	Dellvale	Calneva	Westfall	N/A	NEN	N/A

Encino - Tarzana	Fiume	Sherman Oaks	Sepulveda	N/A	NEN	N/A
Encino - Tarzana	Royal Hills	Westfall	Sepulveda	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Willens	Larkwood	Mulholland	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Valerie	Valley Circle	Burbank	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Strathern	Mason	Lurline	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Sausalito	Kittridge	Criswell	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	San Feliciano	Avenue San Luis	Dumetz	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Sale	Mariano	Del Valle	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Oxnard	Platt	Farralone	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Oakdale	Oxnard	Martha	N/A	NEN	N/A

Canoga Park - Winnetka - Woodland Hills - West Hills	Oakdale	Ventura	Wells	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Natoma	Deforest	End of Street	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	McNulty	Lurline	Ingomar	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Martha	Winnetka	Corbin	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Lurline	LA River Path	Fairchild	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Lurline	Strathern	McNulty	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Larkwood	Willens	Calabash	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Kittridge	Topanga Canyon	Sausalito	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Kelvin	Ventura	Wells	N/A	NEN	N/A

Canoga Park - Winnetka - Woodland Hills - West Hills	Hatteras	Winnetka	Corbin	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Del Moreno	Ventura	Wells	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Deforest	Kelvin	Natoma	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Criswell	Sausalito	Fallbrook	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Calabash	Abbeyville	Larkwood	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Abbeyville	Avenue San Luis	Calabash	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Woodlake	Roscoe	Jonathan	N/A	NEN	N/A
Canoga Park - Winnetka - Woodland Hills - West Hills	Mulholland Dr	City Boundary	Topanga Canyon	Tier 2 BLN and NEN	N/A	NEN
Canoga Park - Winnetka - Woodland Hills - West Hills	Ingomar	Valley Circle	Platt	Tier 2 BLN and NEN	N/A	NEN

Canoga Park - Winnetka - Woodland Hills - West Hills	Califa	Topanga Canyon	Canoga	Tier 2 BLN and NEN	N/A	NEN
Canoga Park - Winnetka - Woodland Hills - West Hills	Burbank	Valerie	Valley Circle	Tier 2 BLN and NEN	N/A	NEN

APPENDIX 4.3

Air Quality Data

SWV CPAs 2024 Construction Example 1 Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SWV CPAs 2024 Construction Example 1
Construction Start Date	7/1/2024
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	19.2000
Location	34.20155295656049, -118.53694474494866
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3864
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.000000	Space	0.00900	400.000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.76800	1.34166	16.0914	13.5430	0.03854	0.55956	1.18842	1.74798	0.51832	0.31507	0.83339	—	5,476.00	5,476.00	0.26896	0.58850	9.21618	5,667.31
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05321	0.04035	0.49254	0.40264	0.00116	0.01686	0.03546	0.05232	0.01562	0.00941	0.02503	—	164.722	164.722	0.00812	0.01775	0.11994	170.334
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.00971	0.00736	0.08989	0.07348	0.00021	0.00308	0.00647	0.00955	0.00285	0.00172	0.00457	—	27.2716	27.2716	0.00134	0.00294	0.01986	28.2008

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.76800	1.34166	16.0914	13.5430	0.03854	0.55956	1.18842	1.74798	0.51832	0.31507	0.83339	—	5,476.00	5,476.00	0.26896	0.58850	9.21618	5,667.31
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.05321	0.04035	0.49254	0.40264	0.00116	0.01686	0.03546	0.05232	0.01562	0.00941	0.02503	—	164.722	164.722	0.00812	0.01775	0.11994	170.334
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.00971	0.00736	0.08989	0.07348	0.00021	0.00308	0.00647	0.00955	0.00285	0.00172	0.00457	—	27.2716	27.2716	0.00134	0.00294	0.01986	28.2008

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.39939	1.17587	11.5842	10.3368	0.01540	0.51547	0.00000	0.51547	0.47423	0.00000	0.47423	—	1,668.42	1,668.42	0.06768	0.01354	0.00000	1,674.14
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.04217	0.03544	0.34911	0.31152	0.00046	0.01553	0.00000	0.01553	0.01429	0.00000	0.01429	—	50.2811	50.2811	0.00204	0.00041	0.00000	50.4536
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.00770	0.00647	0.06371	0.05685	0.00008	0.00284	0.00000	0.00284	0.00261	0.00000	0.00261	—	8.32461	8.32461	0.00034	0.00007	0.00000	8.35318

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.36861	0.16579	4.50713	3.20618	0.02315	0.04409	1.18842	1.23251	0.04409	0.31507	0.35916	—	3,807.58	3,807.58	0.20128	0.57497	9.21618	3,993.17
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.01104	0.00491	0.14343	0.09112	0.00070	0.00133	0.03546	0.03678	0.00133	0.00941	0.01073	—	114.441	114.441	0.00608	0.01734	0.11994	119.881
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.00201	0.00090	0.02618	0.01663	0.00013	0.00024	0.00647	0.00671	0.00024	0.00172	0.00196	—	18.9470	18.9470	0.00101	0.00287	0.01986	19.8476

3. Construction Emissions Details

3.1. Demolition (2024)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.39939	1.17587	11.5842	10.3368	0.01540	0.51547	—	0.51547	0.47423	—	0.47423	—	1,668.42	1,668.42	0.06768	0.01354	—	1,674.14
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04217	0.03544	0.34911	0.31152	0.00046	0.01553	—	0.01553	0.01429	—	0.01429	—	50.2811	50.2811	0.00204	0.00041	—	50.4536
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.00770	0.00647	0.06371	0.05685	0.00008	0.00284	—	0.00284	0.00261	—	0.00261	—	8.32461	8.32461	0.00034	0.00007	—	8.35318
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09965	0.08973	0.09568	1.50862	0.00000	0.00000	0.26142	0.26142	0.00000	0.06128	0.06128	—	282.390	282.390	0.01168	0.00948	1.11397	286.621
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.26896	0.07606	4.41145	1.69756	0.02315	0.04409	0.92700	0.97109	0.04409	0.25380	0.29789	—	3,525.19	3,525.19	0.18960	0.56549	8.10221	3,706.55
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00296	0.00265	0.00340	0.04043	0.00000	0.00000	0.00778	0.00778	0.00000	0.00182	0.00182	—	8.18553	8.18553	0.00037	0.00030	0.01448	8.29825
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00807	0.00226	0.14002	0.05069	0.00070	0.00133	0.02767	0.02900	0.00133	0.00758	0.00891	—	106.255	106.255	0.00571	0.01704	0.10546	111.582
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Worker	0.00054	0.00048	0.00062	0.00738	0.00000	0.00000	0.00142	0.00142	0.00000	0.00033	0.00033	—	1.35521	1.35521	0.00006	0.00005	0.00240	1.37387
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00147	0.00041	0.02555	0.00925	0.00013	0.00024	0.00505	0.00529	0.00024	0.00138	0.00163	—	17.5918	17.5918	0.00095	0.00282	0.01746	18.4737

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2024	7/15/2024	5.00000	11.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Demolition	Tractors/Loaders/ Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	20.0000	18.5000	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2000	HHDT,MHDT
Demolition	Hauling	50.0000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	—	0.00000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00000	690.400	0.04890	0.00690

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Construction Phases	example 1
Construction: Off-Road Equipment	example 1

Screen	Justification
Construction: Trips and VMT	example 1

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Demolition	Demolition	Work Days per Phase	10.00000	11.0000

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Demolition	Rubber Tired Dozers	Hours Per Day	1.000000	8.00000

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Demolition	Worker	One-Way Trips per Day	5.00000	20.0000
Demolition	Hauling	One-Way Trips per Day	0.00000	50.0000

SWV CPAs 2024 Construction Example 2 Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SWV CPAs 2024 Construction Example 2
Construction Start Date	7/1/2024
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	19.2000
Location	34.20155295656049, -118.53694474494866
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3864
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.000000	Space	0.00900	400.000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.53600	2.68332	32.1827	27.0860	0.07709	1.11912	2.37684	3.49596	1.03664	0.63014	1.66679	—	10,952.0	10,952.0	0.53792	1.17700	18.4324	11,334.6
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.10642	0.08069	0.98508	0.80529	0.00232	0.03373	0.07091	0.10464	0.03124	0.01881	0.05005	—	329.444	329.444	0.01624	0.03550	0.23989	340.668
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01942	0.01473	0.17978	0.14697	0.00042	0.00616	0.01294	0.01910	0.00570	0.00343	0.00913	—	54.5433	54.5433	0.00269	0.00588	0.03972	56.4015

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	3.53600	2.68332	32.1827	27.0860	0.07709	1.11912	2.37684	3.49596	1.03664	0.63014	1.66679	—	10,952.0	10,952.0	0.53792	1.17700	18.4324	11,334.6
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.10642	0.08069	0.98508	0.80529	0.00232	0.03373	0.07091	0.10464	0.03124	0.01881	0.05005	—	329.444	329.444	0.01624	0.03550	0.23989	340.668
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.01942	0.01473	0.17978	0.14697	0.00042	0.00616	0.01294	0.01910	0.00570	0.00343	0.00913	—	54.5433	54.5433	0.00269	0.00588	0.03972	56.4015

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.79877	2.35174	23.1685	20.6736	0.03079	1.03093	0.00000	1.03093	0.94846	0.00000	0.94846	—	3,336.84	3,336.84	0.13536	0.02707	0.00000	3,348.29
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.08435	0.07087	0.69823	0.62304	0.00093	0.03107	0.00000	0.03107	0.02858	0.00000	0.02858	—	100.562	100.562	0.00408	0.00082	0.00000	100.907
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.01539	0.01293	0.12743	0.11371	0.00017	0.00567	0.00000	0.00567	0.00522	0.00000	0.00522	—	16.6492	16.6492	0.00068	0.00014	0.00000	16.7064

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.73723	0.33158	9.01426	6.41237	0.04630	0.08818	2.37684	2.46502	0.08818	0.63014	0.71833	—	7,615.17	7,615.17	0.40256	1.14993	18.4324	7,986.34
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.02207	0.00982	0.28685	0.18225	0.00140	0.00266	0.07091	0.07357	0.00266	0.01881	0.02147	—	228.882	228.882	0.01216	0.03468	0.23989	239.761
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.00403	0.00179	0.05235	0.03326	0.00025	0.00049	0.01294	0.01343	0.00049	0.00343	0.00392	—	37.8940	37.8940	0.00201	0.00574	0.03972	39.6952

3. Construction Emissions Details

3.1. Demolition (2024)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.79877	2.35174	23.1685	20.6736	0.03079	1.03093	—	1.03093	0.94846	—	0.94846	—	3,336.84	3,336.84	0.13536	0.02707	—	3,348.29
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08435	0.07087	0.69823	0.62304	0.00093	0.03107	—	0.03107	0.02858	—	0.02858	—	100.562	100.562	0.00408	0.00082	—	100.907
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.01539	0.01293	0.12743	0.11371	0.00017	0.00567	—	0.00567	0.00522	—	0.00522	—	16.6492	16.6492	0.00068	0.00014	—	16.7064
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19930	0.17946	0.19136	3.01725	0.00000	0.00000	0.52284	0.52284	0.00000	0.12255	0.12255	—	564.780	564.780	0.02337	0.01896	2.22795	573.242
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.53793	0.15212	8.82290	3.39512	0.04630	0.08818	1.85400	1.94218	0.08818	0.50759	0.59578	—	7,050.39	7,050.39	0.37920	1.13097	16.2044	7,413.10
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00593	0.00530	0.00680	0.08086	0.00000	0.00000	0.01556	0.01556	0.00000	0.00364	0.00364	—	16.3711	16.3711	0.00073	0.00060	0.02897	16.5965
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.01615	0.00452	0.28005	0.10139	0.00140	0.00266	0.05535	0.05801	0.00266	0.01517	0.01782	—	212.511	212.511	0.01143	0.03408	0.21092	223.165
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Worker	0.00108	0.00097	0.00124	0.01476	0.00000	0.00000	0.00284	0.00284	0.00000	0.00067	0.00067	—	2.71042	2.71042	0.00012	0.00010	0.00480	2.74774
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00295	0.00082	0.05111	0.01850	0.00025	0.00049	0.01010	0.01059	0.00049	0.00277	0.00325	—	35.1836	35.1836	0.00189	0.00564	0.03492	36.9475

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2024	7/15/2024	5.00000	11.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00000	8.00000	367.000	0.40000
Demolition	Tractors/Loaders/ Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	40.0000	18.5000	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2000	HHDT,MHDT
Demolition	Hauling	100.0000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	—	0.00000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00000	690.400	0.04890	0.00690

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Construction Phases	example 2
Construction: Off-Road Equipment	example 2

Screen	Justification
Construction: Trips and VMT	example 2

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Demolition	Demolition	Work Days per Phase	10.00000	11.0000

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Demolition	Rubber Tired Dozers	Number per Day	1.000000	2.00000
Demolition	Rubber Tired Dozers	Hours Per Day	1.000000	8.00000

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Demolition	Worker	One-Way Trips per Day	10.00000	40.0000
Demolition	Hauling	One-Way Trips per Day	0.00000	100.0000

SWV CPAs 2024 Construction Example 3 Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SWV CPAs 2024 Construction Example 3
Construction Start Date	7/1/2024
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	19.2000
Location	34.20155295656049, -118.53694474494866
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3864
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.000000	Space	0.00900	400.000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.17164	5.45637	64.4611	55.6806	0.15418	2.23824	5.01509	7.25333	2.07329	1.32157	3.39485	—	22,186.4	22,186.4	1.08753	2.36348	37.9787	22,955.9
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21580	0.16404	1.97356	1.65101	0.00465	0.06745	0.14960	0.21706	0.06248	0.03944	0.10193	—	667.074	667.074	0.03284	0.07129	0.49426	689.635
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03938	0.02994	0.36017	0.30131	0.00085	0.01231	0.02730	0.03961	0.01140	0.00720	0.01860	—	110.442	110.442	0.00544	0.01180	0.08183	114.177

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	7.17164	5.45637	64.4611	55.6806	0.15418	2.23824	5.01509	7.25333	2.07329	1.32157	3.39485	—	22,186.4	22,186.4	1.08753	2.36348	37.9787	22,955.9
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.21580	0.16404	1.97356	1.65101	0.00465	0.06745	0.14960	0.21706	0.06248	0.03944	0.10193	—	667.074	667.074	0.03284	0.07129	0.49426	689.635
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.03938	0.02994	0.36017	0.30131	0.00085	0.01231	0.02730	0.03961	0.01140	0.00720	0.01860	—	110.442	110.442	0.00544	0.01180	0.08183	114.177

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	5.59754	4.70349	46.3369	41.3473	0.06158	2.06187	0.00000	2.06187	1.89692	0.00000	1.89692	—	6,673.67	6,673.67	0.27071	0.05414	0.00000	6,696.58
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.16869	0.14175	1.39646	1.24608	0.00186	0.06214	0.00000	0.06214	0.05717	0.00000	0.05717	—	201.124	201.124	0.00816	0.00163	0.00000	201.815
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.03079	0.02587	0.25485	0.22741	0.00034	0.01134	0.00000	0.01134	0.01043	0.00000	0.01043	—	33.2984	33.2984	0.00135	0.00027	0.00000	33.4127

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.57410	0.75288	18.1242	14.3334	0.09259	0.17637	5.01509	5.19146	0.17637	1.32157	1.49794	—	15,512.7	15,512.7	0.81681	2.30934	37.9787	16,259.3
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.04711	0.02229	0.57710	0.40492	0.00279	0.00532	0.14960	0.15492	0.00532	0.03944	0.04476	—	465.950	465.950	0.02468	0.06966	0.49426	487.821
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.00860	0.00407	0.10532	0.07390	0.00051	0.00097	0.02730	0.02827	0.00097	0.00720	0.00817	—	77.1433	77.1433	0.00409	0.01153	0.08183	80.7643

3. Construction Emissions Details

3.1. Demolition (2024)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.59754	4.70349	46.3369	41.3473	0.06158	2.06187	—	2.06187	1.89692	—	1.89692	—	6,673.67	6,673.67	0.27071	0.05414	—	6,696.58
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16869	0.14175	1.39646	1.24608	0.00186	0.06214	—	0.06214	0.05717	—	0.05717	—	201.124	201.124	0.00816	0.00163	—	201.815
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.03079	0.02587	0.25485	0.22741	0.00034	0.01134	—	0.01134	0.01043	—	0.01043	—	33.2984	33.2984	0.00135	0.00027	—	33.4127
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.49824	0.44864	0.47840	7.54312	0.00000	0.00000	1.30709	1.30709	0.00000	0.30638	0.30638	—	1,411.95	1,411.95	0.05842	0.04740	5.56987	1,433.11
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	1.07586	0.30424	17.6458	6.79024	0.09259	0.17637	3.70800	3.88437	0.17637	1.01518	1.19155	—	14,100.8	14,100.8	0.75839	2.26194	32.4088	14,826.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01482	0.01325	0.01701	0.20215	0.00000	0.00000	0.03891	0.03891	0.00000	0.00911	0.00911	—	40.9277	40.9277	0.00183	0.00149	0.07242	41.4912
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.03229	0.00904	0.56009	0.20278	0.00279	0.00532	0.11070	0.11601	0.00532	0.03033	0.03565	—	425.022	425.022	0.02286	0.06817	0.42185	446.329
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Worker	0.00270	0.00242	0.00310	0.03689	0.00000	0.00000	0.00710	0.00710	0.00000	0.00166	0.00166	—	6.77604	6.77604	0.00030	0.00025	0.01199	6.86935
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00589	0.00165	0.10222	0.03701	0.00051	0.00097	0.02020	0.02117	0.00097	0.00554	0.00651	—	70.3672	70.3672	0.00378	0.01129	0.06984	73.8949

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2024	7/15/2024	5.00000	11.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	4.00000	8.00000	367.000	0.40000
Demolition	Tractors/Loaders/ Backhoes	Diesel	Average	4.00000	8.00000	84.0000	0.37000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	100.0000	18.5000	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2000	HHDT,MHDT
Demolition	Hauling	200.000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	—	0.00000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00000	690.400	0.04890	0.00690

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Construction Phases	example 3
Construction: Off-Road Equipment	example 3

Screen	Justification
Construction: Trips and VMT	example 3

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Demolition	Demolition	Work Days per Phase	10.00000	11.0000

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Demolition	Rubber Tired Dozers	Number per Day	1.000000	4.00000
Demolition	Rubber Tired Dozers	Hours Per Day	1.000000	8.00000

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Demolition	Worker	One-Way Trips per Day	20.0000	100.0000
Demolition	Hauling	One-Way Trips per Day	0.00000	200.000

SWV CPAs 2024 Construction Example 4 Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SWV CPAs 2024 Construction Example 4
Construction Start Date	7/1/2024
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	19.2000
Location	34.20155295656049, -118.53694474494866
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3864
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.000000	Space	0.00900	400.000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.60720	7.23300	85.3467	76.9557	0.21587	2.84189	8.17619	11.0181	2.63570	2.13554	4.77124	—	32,317.1	32,317.1	1.59282	3.55539	59.7530	33,476.2
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.28893	0.21725	2.61973	2.26606	0.00651	0.08565	0.24386	0.32950	0.07943	0.06372	0.14315	—	970.794	970.794	0.04814	0.10728	0.77760	1,004.74
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05273	0.03965	0.47810	0.41356	0.00119	0.01563	0.04450	0.06013	0.01450	0.01163	0.02613	—	160.726	160.726	0.00797	0.01776	0.12874	166.347

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	9.60720	7.23300	85.3467	76.9557	0.21587	2.84189	8.17619	11.0181	2.63570	2.13554	4.77124	—	32,317.1	32,317.1	1.59282	3.55539	59.7530	33,476.2
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.28893	0.21725	2.61973	2.26606	0.00651	0.08565	0.24386	0.32950	0.07943	0.06372	0.14315	—	970.794	970.794	0.04814	0.10728	0.77760	1,004.74
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.05273	0.03965	0.47810	0.41356	0.00119	0.01563	0.04450	0.06013	0.01450	0.01163	0.02613	—	160.726	160.726	0.00797	0.01776	0.12874	166.347

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	6.99693	5.87936	57.9212	51.6841	0.07698	2.57734	0.00000	2.57734	2.37115	0.00000	2.37115	—	8,342.09	8,342.09	0.33839	0.06768	0.00000	8,370.72
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.21087	0.17719	1.74557	1.55760	0.00232	0.07767	0.00000	0.07767	0.07146	0.00000	0.07146	—	251.405	251.405	0.01020	0.00204	0.00000	252.268
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.03848	0.03234	0.31857	0.28426	0.00042	0.01418	0.00000	0.01418	0.01304	0.00000	0.01304	—	41.6230	41.6230	0.00169	0.00034	0.00000	41.7659

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.61027	1.35364	27.4255	25.2716	0.13889	0.26455	8.17619	8.44074	0.26455	2.13554	2.40009	—	23,975.1	23,975.1	1.25443	3.48771	59.7530	25,105.5
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.07807	0.04006	0.87416	0.70846	0.00419	0.00797	0.24386	0.25183	0.00797	0.06372	0.07169	—	719.388	719.388	0.03794	0.10524	0.77760	752.476
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.01425	0.00731	0.15953	0.12929	0.00076	0.00146	0.04450	0.04596	0.00146	0.01163	0.01308	—	119.103	119.103	0.00628	0.01742	0.12874	124.581

3. Construction Emissions Details

3.1. Demolition (2024)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	6.99693	5.87936	57.9212	51.6841	0.07698	2.57734	—	2.57734	2.37115	—	2.37115	—	8,342.09	8,342.09	0.33839	0.06768	—	8,370.72
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21087	0.17719	1.74557	1.55760	0.00232	0.07767	—	0.07767	0.07146	—	0.07146	—	251.405	251.405	0.01020	0.00204	—	252.268
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.03848	0.03234	0.31857	0.28426	0.00042	0.01418	—	0.01418	0.01304	—	0.01304	—	41.6230	41.6230	0.00169	0.00034	—	41.7659
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.99649	0.89728	0.95681	15.0862	0.00000	0.00000	2.61419	2.61419	0.00000	0.61276	0.61276	—	2,823.90	2,823.90	0.11684	0.09480	11.1397	2,866.21
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	1.61378	0.45636	26.4687	10.1854	0.13889	0.26455	5.56200	5.82655	0.26455	1.52278	1.78733	—	21,151.2	21,151.2	1.13759	3.39291	48.6133	22,239.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02963	0.02651	0.03402	0.40429	0.00000	0.00000	0.07781	0.07781	0.00000	0.01822	0.01822	—	81.8553	81.8553	0.00365	0.00299	0.14483	82.9825
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.04844	0.01355	0.84014	0.30417	0.00419	0.00797	0.16605	0.17402	0.00797	0.04550	0.05347	—	637.533	637.533	0.03428	0.10225	0.63277	669.494
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Worker	0.00541	0.00484	0.00621	0.07378	0.00000	0.00000	0.01420	0.01420	0.00000	0.00333	0.00333	—	13.5521	13.5521	0.00061	0.00050	0.02398	13.7387
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00884	0.00247	0.15333	0.05551	0.00076	0.00146	0.03030	0.03176	0.00146	0.00830	0.00976	—	105.551	105.551	0.00568	0.01693	0.10476	110.842

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2024	7/15/2024	5.00000	11.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	5.00000	8.00000	367.000	0.40000
Demolition	Tractors/Loaders/ Backhoes	Diesel	Average	5.00000	8.00000	84.0000	0.37000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	200.000	18.5000	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2000	HHDT,MHDT
Demolition	Hauling	300.000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	—	0.00000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00000	690.400	0.04890	0.00690

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Construction Phases	example 4
Construction: Off-Road Equipment	example 4

Screen	Justification
Construction: Trips and VMT	example 4

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Demolition	Demolition	Work Days per Phase	10.00000	11.0000

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Demolition	Rubber Tired Dozers	Number per Day	1.000000	5.00000
Demolition	Rubber Tired Dozers	Hours Per Day	1.000000	8.00000

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Demolition	Worker	One-Way Trips per Day	25.0000	200.000
Demolition	Hauling	One-Way Trips per Day	0.00000	300.000

SWV CPAs 2050 Construction Example 1 Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SWV CPAs 2050 Construction Example 1
Construction Start Date	7/1/2050
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	19.2000
Location	34.20155295656049, -118.53694474494866
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3864
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.000000	Space	0.00900	400.000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.81929	0.63791	5.79506	6.39165	0.03856	0.14184	1.18842	1.33026	0.13402	0.31507	0.44909	—	4,262.27	4,262.27	0.13294	0.40133	0.41506	4,385.61
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02462	0.01916	0.17858	0.19090	0.00116	0.00427	0.03546	0.03973	0.00404	0.00941	0.01344	—	128.228	128.228	0.00401	0.01209	0.00541	131.938
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.00449	0.00350	0.03259	0.03484	0.00021	0.00078	0.00647	0.00725	0.00074	0.00172	0.00245	—	21.2296	21.2296	0.00066	0.00200	0.00090	21.8438

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.81929	0.63791	5.79506	6.39165	0.03856	0.14184	1.18842	1.33026	0.13402	0.31507	0.44909	—	4,262.27	4,262.27	0.13294	0.40133	0.41506	4,385.61
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.02462	0.01916	0.17858	0.19090	0.00116	0.00427	0.03546	0.03973	0.00404	0.00941	0.01344	—	128.228	128.228	0.00401	0.01209	0.00541	131.938
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.00449	0.00350	0.03259	0.03484	0.00021	0.00078	0.00647	0.00725	0.00074	0.00172	0.00245	—	21.2296	21.2296	0.00066	0.00200	0.00090	21.8438

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.66077	0.55523	3.13761	4.89295	0.01541	0.09775	0.00000	0.09775	0.08993	0.00000	0.08993	—	1,668.63	1,668.63	0.06769	0.01354	0.00000	1,674.35
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.01991	0.01673	0.09456	0.14746	0.00046	0.00295	0.00000	0.00295	0.00271	0.00000	0.00271	—	50.2874	50.2874	0.00204	0.00041	0.00000	50.4599
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.00363	0.00305	0.01726	0.02691	0.00008	0.00054	0.00000	0.00054	0.00049	0.00000	0.00049	—	8.32565	8.32565	0.00034	0.00007	0.00000	8.35422

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.15851	0.08267	2.65745	1.49870	0.02315	0.04409	1.18842	1.23251	0.04409	0.31507	0.35916	—	2,593.65	2,593.65	0.06526	0.38779	0.41506	2,711.26
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.00471	0.00243	0.08402	0.04345	0.00070	0.00133	0.03546	0.03678	0.00133	0.00941	0.01073	—	77.9406	77.9406	0.00197	0.01169	0.00541	81.4779
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.00086	0.00044	0.01533	0.00793	0.00013	0.00024	0.00647	0.00671	0.00024	0.00172	0.00196	—	12.9040	12.9040	0.00033	0.00193	0.00090	13.4896

3. Construction Emissions Details

3.1. Demolition (2050)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66077	0.55523	3.13761	4.89295	0.01541	0.09775	—	0.09775	0.08993	—	0.08993	—	1,668.63	1,668.63	0.06769	0.01354	—	1,674.35
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01991	0.01673	0.09456	0.14746	0.00046	0.00295	—	0.00295	0.00271	—	0.00271	—	50.2874	50.2874	0.00204	0.00041	—	50.4599
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.00363	0.00305	0.01726	0.02691	0.00008	0.00054	—	0.00054	0.00049	—	0.00049	—	8.32565	8.32565	0.00034	0.00007	—	8.35422
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03285	0.02425	0.02293	0.55623	0.00000	0.00000	0.26142	0.26142	0.00000	0.06128	0.06128	—	221.436	221.436	0.00132	0.00088	0.03359	221.766
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.12566	0.05842	2.63452	0.94248	0.02315	0.04409	0.92700	0.97109	0.04409	0.25380	0.29789	—	2,372.21	2,372.21	0.06393	0.38691	0.38147	2,489.49
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00099	0.00073	0.00070	0.01484	0.00000	0.00000	0.00778	0.00778	0.00000	0.00182	0.00182	—	6.42417	6.42417	0.00004	0.00003	0.00044	6.43352
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00372	0.00169	0.08332	0.02860	0.00070	0.00133	0.02767	0.02900	0.00133	0.00758	0.00891	—	71.5164	71.5164	0.00193	0.01166	0.00498	75.0444
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Worker	0.00018	0.00013	0.00013	0.00271	0.00000	0.00000	0.00142	0.00142	0.00000	0.00033	0.00033	—	1.06359	1.06359	0.00001	< 0.00005	0.00007	1.06514
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00068	0.00031	0.01521	0.00522	0.00013	0.00024	0.00505	0.00529	0.00024	0.00138	0.00163	—	11.8404	11.8404	0.00032	0.00193	0.00082	12.4245

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2050	7/15/2050	5.00000	11.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Demolition	Tractors/Loaders/ Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	20.0000	18.5000	LDA,LDT1,LDT2

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Vendor	—	10.2000	HHDT,MHDT
Demolition	Hauling	50.0000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	—	0.00000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2050	0.00000	690.400	0.04890	0.00690

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Construction Phases	example 1
Construction: Off-Road Equipment	example 1
Construction: Trips and VMT	example 1

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Demolition	Demolition	Work Days per Phase	10.00000	11.0000

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Demolition	Rubber Tired Dozers	Hours Per Day	1.000000	8.00000

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Demolition	Worker	One-Way Trips per Day	5.00000	20.0000
Demolition	Hauling	One-Way Trips per Day	0.00000	50.0000

SWV CPAs 2050 Construction Example 2 Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SWV CPAs 2050 Construction Example 2
Construction Start Date	7/1/2050
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	19.2000
Location	34.20155295656049, -118.53694474494866
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3864
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.000000	Space	0.00900	400.000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.63857	1.27581	11.5901	12.7833	0.07712	0.28368	2.37684	2.66051	0.26804	0.63014	0.89818	—	8,524.55	8,524.55	0.26589	0.80266	0.83012	8,771.22
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.04925	0.03832	0.35716	0.38181	0.00232	0.00855	0.07091	0.07946	0.00808	0.01881	0.02689	—	256.456	256.456	0.00801	0.02419	0.01083	263.876
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.00899	0.00699	0.06518	0.06968	0.00042	0.00156	0.01294	0.01450	0.00147	0.00343	0.00491	—	42.4592	42.4592	0.00133	0.00400	0.00179	43.6876

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	1.63857	1.27581	11.5901	12.7833	0.07712	0.28368	2.37684	2.66051	0.26804	0.63014	0.89818	—	8,524.55	8,524.55	0.26589	0.80266	0.83012	8,771.22
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.04925	0.03832	0.35716	0.38181	0.00232	0.00855	0.07091	0.07946	0.00808	0.01881	0.02689	—	256.456	256.456	0.00801	0.02419	0.01083	263.876
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.00899	0.00699	0.06518	0.06968	0.00042	0.00156	0.01294	0.01450	0.00147	0.00343	0.00491	—	42.4592	42.4592	0.00133	0.00400	0.00179	43.6876

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	1.32155	1.11047	6.27521	9.78590	0.03083	0.19549	0.00000	0.19549	0.17985	0.00000	0.17985	—	3,337.25	3,337.25	0.13537	0.02707	0.00000	3,348.71
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.03983	0.03347	0.18912	0.29492	0.00093	0.00589	0.00000	0.00589	0.00542	0.00000	0.00542	—	100.575	100.575	0.00408	0.00082	0.00000	100.920
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.00727	0.00611	0.03451	0.05382	0.00017	0.00108	0.00000	0.00108	0.00099	0.00000	0.00099	—	16.6513	16.6513	0.00068	0.00014	0.00000	16.7084

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.31702	0.16535	5.31490	2.99740	0.04630	0.08818	2.37684	2.46502	0.08818	0.63014	0.71833	—	5,187.29	5,187.29	0.13051	0.77559	0.83012	5,422.51
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.00942	0.00485	0.16804	0.08689	0.00140	0.00266	0.07091	0.07357	0.00266	0.01881	0.02147	—	155.881	155.881	0.00393	0.02337	0.01083	162.956
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.00172	0.00089	0.03067	0.01586	0.00025	0.00049	0.01294	0.01343	0.00049	0.00343	0.00392	—	25.8079	25.8079	0.00065	0.00387	0.00179	26.9792

3. Construction Emissions Details

3.1. Demolition (2050)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.32155	1.11047	6.27521	9.78590	0.03083	0.19549	—	0.19549	0.17985	—	0.17985	—	3,337.25	3,337.25	0.13537	0.02707	—	3,348.71
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03983	0.03347	0.18912	0.29492	0.00093	0.00589	—	0.00589	0.00542	—	0.00542	—	100.575	100.575	0.00408	0.00082	—	100.920
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.00727	0.00611	0.03451	0.05382	0.00017	0.00108	—	0.00108	0.00099	—	0.00099	—	16.6513	16.6513	0.00068	0.00014	—	16.7084
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06570	0.04850	0.04586	1.11245	0.00000	0.00000	0.52284	0.52284	0.00000	0.12255	0.12255	—	442.872	442.872	0.00265	0.00176	0.06719	443.531
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.25133	0.11684	5.26905	1.88495	0.04630	0.08818	1.85400	1.94218	0.08818	0.50759	0.59578	—	4,744.42	4,744.42	0.12787	0.77382	0.76293	4,978.98
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00198	0.00146	0.00141	0.02969	0.00000	0.00000	0.01556	0.01556	0.00000	0.00364	0.00364	—	12.8483	12.8483	0.00008	0.00005	0.00087	12.8670
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00744	0.00339	0.16663	0.05721	0.00140	0.00266	0.05535	0.05801	0.00266	0.01517	0.01782	—	143.033	143.033	0.00385	0.02332	0.00996	150.089
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Worker	0.00036	0.00027	0.00026	0.00542	0.00000	0.00000	0.00284	0.00284	0.00000	0.00067	0.00067	—	2.12719	2.12719	0.00001	0.00001	0.00014	2.13029
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00136	0.00062	0.03041	0.01044	0.00025	0.00049	0.01010	0.01059	0.00049	0.00277	0.00325	—	23.6807	23.6807	0.00064	0.00386	0.00165	24.8489

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2050	7/15/2050	5.00000	11.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00000	8.00000	367.000	0.40000
Demolition	Tractors/Loaders/ Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	40.0000	18.5000	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2000	HHDT,MHDT
Demolition	Hauling	100.0000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	—	0.00000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2050	0.00000	690.400	0.04890	0.00690

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Construction Phases	example 2
Construction: Off-Road Equipment	example 2

Screen	Justification
Construction: Trips and VMT	example 2

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Demolition	Demolition	Work Days per Phase	10.00000	11.0000

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Demolition	Rubber Tired Dozers	Number per Day	1.000000	2.00000
Demolition	Rubber Tired Dozers	Hours Per Day	1.000000	8.00000

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Demolition	Worker	One-Way Trips per Day	10.00000	40.0000
Demolition	Hauling	One-Way Trips per Day	0.00000	100.0000

SWV CPAs 2050 Construction Example 3 Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SWV CPAs 2050 Construction Example 3
Construction Start Date	7/1/2050
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	19.2000
Location	34.20155295656049, -118.53694474494866
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3864
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.000000	Space	0.00900	400.000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.30999	2.57588	23.2032	26.1228	0.15425	0.56735	5.01509	5.58245	0.53608	1.32157	1.85764	—	17,270.5	17,270.5	0.53310	1.60620	1.69383	17,764.2
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.09949	0.07736	0.71502	0.77846	0.00465	0.01710	0.14960	0.16670	0.01616	0.03944	0.05560	—	519.336	519.336	0.01607	0.04841	0.02209	534.185
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01816	0.01412	0.13049	0.14207	0.00085	0.00312	0.02730	0.03042	0.00295	0.00720	0.01015	—	85.9820	85.9820	0.00266	0.00801	0.00366	88.4404

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	3.30999	2.57588	23.2032	26.1228	0.15425	0.56735	5.01509	5.58245	0.53608	1.32157	1.85764	—	17,270.5	17,270.5	0.53310	1.60620	1.69383	17,764.2
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.09949	0.07736	0.71502	0.77846	0.00465	0.01710	0.14960	0.16670	0.01616	0.03944	0.05560	—	519.336	519.336	0.01607	0.04841	0.02209	534.185
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.01816	0.01412	0.13049	0.14207	0.00085	0.00312	0.02730	0.03042	0.00295	0.00720	0.01015	—	85.9820	85.9820	0.00266	0.00801	0.00366	88.4404

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	2.64310	2.22093	12.5504	19.5718	0.06165	0.39098	0.00000	0.39098	0.35971	0.00000	0.35971	—	6,674.50	6,674.50	0.27075	0.05415	0.00000	6,697.41
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.07965	0.06693	0.37823	0.58983	0.00186	0.01178	0.00000	0.01178	0.01084	0.00000	0.01084	—	201.149	201.149	0.00816	0.00163	0.00000	201.840
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.01454	0.01222	0.06903	0.10764	0.00034	0.00215	0.00000	0.00215	0.00198	0.00000	0.00198	—	33.3026	33.3026	0.00135	0.00027	0.00000	33.4169

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.66690	0.35494	10.6527	6.55104	0.09259	0.17637	5.01509	5.19146	0.17637	1.32157	1.49794	—	10,596.0	10,596.0	0.26235	1.55205	1.69383	11,066.8
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.01983	0.01043	0.33679	0.18863	0.00279	0.00532	0.14960	0.15492	0.00532	0.03944	0.04476	—	318.187	318.187	0.00791	0.04677	0.02209	332.345
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.00362	0.00190	0.06146	0.03442	0.00051	0.00097	0.02730	0.02827	0.00097	0.00720	0.00817	—	52.6794	52.6794	0.00131	0.00774	0.00366	55.0235

3. Construction Emissions Details

3.1. Demolition (2050)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.64310	2.22093	12.5504	19.5718	0.06165	0.39098	—	0.39098	0.35971	—	0.35971	—	6,674.50	6,674.50	0.27075	0.05415	—	6,697.41
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07965	0.06693	0.37823	0.58983	0.00186	0.01178	—	0.01178	0.01084	—	0.01084	—	201.149	201.149	0.00816	0.00163	—	201.840
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.01454	0.01222	0.06903	0.10764	0.00034	0.00215	—	0.00215	0.00198	—	0.00198	—	33.3026	33.3026	0.00135	0.00027	—	33.4169
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16424	0.12125	0.11464	2.78113	0.00000	0.00000	1.30709	1.30709	0.00000	0.30638	0.30638	—	1,107.18	1,107.18	0.00661	0.00441	0.16797	1,108.83
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.50265	0.23369	10.5381	3.76990	0.09259	0.17637	3.70800	3.88437	0.17637	1.01518	1.19155	—	9,488.84	9,488.84	0.25574	1.54765	1.52586	9,957.96
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00495	0.00365	0.00352	0.07421	0.00000	0.00000	0.03891	0.03891	0.00000	0.00911	0.00911	—	32.1208	32.1208	0.00020	0.00013	0.00218	32.1676
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.01488	0.00678	0.33327	0.11441	0.00279	0.00532	0.11070	0.11601	0.00532	0.03033	0.03565	—	286.066	286.066	0.00771	0.04664	0.01991	300.178
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Worker	0.00090	0.00067	0.00064	0.01354	0.00000	0.00000	0.00710	0.00710	0.00000	0.00166	0.00166	—	5.31797	5.31797	0.00003	0.00002	0.00036	5.32571
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00272	0.00124	0.06082	0.02088	0.00051	0.00097	0.02020	0.02117	0.00097	0.00554	0.00651	—	47.3615	47.3615	0.00128	0.00772	0.00330	49.6978

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2050	7/15/2050	5.00000	11.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	4.00000	8.00000	367.000	0.40000
Demolition	Tractors/Loaders/ Backhoes	Diesel	Average	4.00000	8.00000	84.0000	0.37000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	100.0000	18.5000	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2000	HHDT,MHDT
Demolition	Hauling	200.000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	—	0.00000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2050	0.00000	690.400	0.04890	0.00690

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Construction Phases	example 3
Construction: Off-Road Equipment	example 3

Screen	Justification
Construction: Trips and VMT	example 3

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Demolition	Demolition	Work Days per Phase	10.00000	11.0000

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Demolition	Rubber Tired Dozers	Number per Day	1.000000	4.00000
Demolition	Rubber Tired Dozers	Hours Per Day	1.000000	8.00000

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Demolition	Worker	One-Way Trips per Day	20.0000	100.0000
Demolition	Hauling	One-Way Trips per Day	0.00000	200.000

SWV CPAs 2050 Construction Example 4 Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SWV CPAs 2050 Construction Example 4
Construction Start Date	7/1/2050
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	19.2000
Location	34.20155295656049, -118.53694474494866
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3864
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.000000	Space	0.00900	400.000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.38634	3.36921	31.7245	35.6819	0.21596	0.75329	8.17619	8.92947	0.71419	2.13554	2.84972	—	24,790.8	24,790.8	0.73527	2.39797	2.62474	25,526.4
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.13179	0.10114	0.97973	1.05734	0.00651	0.02270	0.24386	0.26656	0.02152	0.06372	0.08525	—	744.777	744.777	0.02216	0.07227	0.03423	766.901
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02405	0.01846	0.17880	0.19296	0.00119	0.00414	0.04450	0.04865	0.00393	0.01163	0.01556	—	123.306	123.306	0.00367	0.01196	0.00567	126.969

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	4.38634	3.36921	31.7245	35.6819	0.21596	0.75329	8.17619	8.92947	0.71419	2.13554	2.84972	—	24,790.8	24,790.8	0.73527	2.39797	2.62474	25,526.4
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.13179	0.10114	0.97973	1.05734	0.00651	0.02270	0.24386	0.26656	0.02152	0.06372	0.08525	—	744.777	744.777	0.02216	0.07227	0.03423	766.901
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.02405	0.01846	0.17880	0.19296	0.00119	0.00414	0.04450	0.04865	0.00393	0.01163	0.01556	—	123.306	123.306	0.00367	0.01196	0.00567	126.969

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	3.30387	2.77617	15.6880	24.4647	0.07707	0.48873	0.00000	0.48873	0.44963	0.00000	0.44963	—	8,343.13	8,343.13	0.33843	0.06769	0.00000	8,371.76
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.09957	0.08367	0.47279	0.73729	0.00232	0.01473	0.00000	0.01473	0.01355	0.00000	0.01355	—	251.437	251.437	0.01020	0.00204	0.00000	252.300
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.01817	0.01527	0.08628	0.13456	0.00042	0.00269	0.00000	0.00269	0.00247	0.00000	0.00247	—	41.6282	41.6282	0.00169	0.00034	0.00000	41.7711

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	1.08247	0.59304	16.0364	11.2171	0.13889	0.26455	8.17619	8.44074	0.26455	2.13554	2.40009	—	16,447.6	16,447.6	0.39683	2.33029	2.62474	17,154.6
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.03222	0.01747	0.50694	0.32004	0.00419	0.00797	0.24386	0.25183	0.00797	0.06372	0.07169	—	493.340	493.340	0.01196	0.07023	0.03423	514.601
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2050	0.00588	0.00319	0.09252	0.05841	0.00076	0.00146	0.04450	0.04596	0.00146	0.01163	0.01308	—	81.6781	81.6781	0.00198	0.01163	0.00567	85.1981

3. Construction Emissions Details

3.1. Demolition (2050)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.30387	2.77617	15.6880	24.4647	0.07707	0.48873	—	0.48873	0.44963	—	0.44963	—	8,343.13	8,343.13	0.33843	0.06769	—	8,371.76
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09957	0.08367	0.47279	0.73729	0.00232	0.01473	—	0.01473	0.01355	—	0.01355	—	251.437	251.437	0.01020	0.00204	—	252.300
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.01817	0.01527	0.08628	0.13456	0.00042	0.00269	—	0.00269	0.00247	—	0.00247	—	41.6282	41.6282	0.00169	0.00034	—	41.7711
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32849	0.24251	0.22928	5.56226	0.00000	0.00000	2.61419	2.61419	0.00000	0.61276	0.61276	—	2,214.36	2,214.36	0.01323	0.00882	0.33594	2,217.66
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.75398	0.35053	15.8071	5.65486	0.13889	0.26455	5.56200	5.82655	0.26455	1.52278	1.78733	—	14,233.3	14,233.3	0.38360	2.32147	2.28880	14,936.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00990	0.00731	0.00704	0.14843	0.00000	0.00000	0.07781	0.07781	0.00000	0.01822	0.01822	—	64.2417	64.2417	0.00040	0.00027	0.00436	64.3352
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.02232	0.01017	0.49990	0.17162	0.00419	0.00797	0.16605	0.17402	0.00797	0.04550	0.05347	—	429.099	429.099	0.01156	0.06996	0.02987	450.266
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Worker	0.00181	0.00133	0.00129	0.02709	0.00000	0.00000	0.01420	0.01420	0.00000	0.00333	0.00333	—	10.6359	10.6359	0.00007	0.00004	0.00072	10.6514
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00407	0.00186	0.09123	0.03132	0.00076	0.00146	0.03030	0.03176	0.00146	0.00830	0.00976	—	71.0422	71.0422	0.00191	0.01158	0.00495	74.5467

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2050	7/15/2050	5.00000	11.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	5.00000	8.00000	367.000	0.40000
Demolition	Tractors/Loaders/ Backhoes	Diesel	Average	5.00000	8.00000	84.0000	0.37000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	200.000	18.5000	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2000	HHDT,MHDT
Demolition	Hauling	300.000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	—	0.00000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2050	0.00000	690.400	0.04890	0.00690

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Construction Phases	example 4
Construction: Off-Road Equipment	example 4

Screen	Justification
Construction: Trips and VMT	example 4

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Demolition	Demolition	Work Days per Phase	10.00000	11.0000

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Demolition	Rubber Tired Dozers	Number per Day	1.000000	5.00000
Demolition	Rubber Tired Dozers	Hours Per Day	1.000000	8.00000

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Demolition	Worker	One-Way Trips per Day	25.0000	200.000
Demolition	Hauling	One-Way Trips per Day	0.00000	300.000

SWV CPAs - Existing (Plan) Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SWV CPAs - Existing (Plan)
Operational Year	2024
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	19.2000
Location	34.202351438704184, -118.57262070803215
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3874
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	27,532.0	Dwelling Unit	8,938.96	53,687,400	322,478,379	—	72,349.0	—
Apartments Mid Rise	67,580.0	Dwelling Unit	1,778.42	64,876,800	0.00000	—	177,583	—
Regional Shopping Center	199,746	1000sqft	4,585.54	199,746,060	0.00000	—	—	—
Industrial Park	29,752.0	1000sqft	683.012	29,752,000	0.00000	—	—	—
Government Office Building	16,602.0	1000sqft	381.129	16,602,000	0.00000	—	—	—
Single Family Housing	27,532.0	Dwelling Unit	8,938.96	53,687,400	322,478,379	—	72,349.0	—
Single Family Housing	27,532.0	Dwelling Unit	8,938.96	53,687,400	322,478,379	—	72,349.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.3. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	40,297.3	39,294.7	8,203.47	97,987.5	177.361	3,243.39	11,060.7	14,304.1	3,231.89	2,809.29	6,041.18	523,036	23,524,142	24,047,178	25,113.7	702.537	60,745.2	24,945,123
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	37,488.0	36,666.3	8,514.29	74,134.1	170.993	3,219.96	11,060.7	14,280.7	3,214.19	2,809.29	6,023.49	523,036	22,915,178	23,438,214	25,138.7	729.355	11,668.4	24,295,698
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	21,226.4	20,339.6	7,404.14	68,422.1	134.838	435.115	10,924.8	11,359.9	425.417	2,775.32	3,200.73	256,422	21,730,095	21,986,516	25,109.8	705.542	32,117.0	22,856,630
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3,873.81	3,711.98	1,351.25	12,487.0	24.6080	79.4085	1,993.77	2,073.18	77.6386	506.495	584.134	42,453.6	3,597,665	3,640,119	4,157.22	116.811	5,317.34	3,784,176

2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6,857.28	6,206.23	5,005.95	56,129.6	124.980	82.9918	11,060.7	11,143.7	77.2291	2,809.29	2,886.52	—	12,776,485	12,776,485	625.796	504.219	50,383.2	12,992,770

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Area	33,251.8	32,994.3	1,558.20	40,947.2	42.1144	3,030.36	—	3,030.36	3,024.61	—	3,024.61	286,218	1,545,056	1,831,274	30.6338	28.6047	—	1,840,564
Energy	188.225	94.1123	1,639.33	910.768	10.2668	130.046	—	130.046	130.046	—	130.046	—	8,942,510	8,942,510	669.463	72.8128	—	8,980,945
Water	—	—	—	—	—	—	—	—	—	—	—	38,707.1	260,091	298,798	3,987.39	96.9008	—	427,359
Waste	—	—	—	—	—	—	—	—	—	—	—	198,111	0.00000	198,111	19,800.5	0.00000	—	693,122
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10,362.0	10,362.0
Total	40,297.3	39,294.7	8,203.47	97,987.5	177.361	3,243.39	11,060.7	14,304.1	3,231.89	2,809.29	6,041.18	523,036	23,524,142	24,047,178	25,113.7	702.537	60,745.2	24,945,123
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6,771.55	6,112.13	5,491.49	51,463.4	119.620	83.0625	11,060.7	11,143.8	77.2967	2,809.29	2,886.59	—	12,234,314	12,234,314	653.556	531.603	1,306.32	12,410,377
Area	30,528.2	30,460.1	1,383.48	21,759.9	41.1064	3,006.85	—	3,006.85	3,006.85	—	3,006.85	286,218	1,478,262	1,764,480	27.8352	28.0381	—	1,773,532
Energy	188.225	94.1123	1,639.33	910.768	10.2668	130.046	—	130.046	130.046	—	130.046	—	8,942,510	8,942,510	669.463	72.8128	—	8,980,945
Water	—	—	—	—	—	—	—	—	—	—	—	38,707.1	260,091	298,798	3,987.39	96.9008	—	427,359
Waste	—	—	—	—	—	—	—	—	—	—	—	198,111	0.00000	198,111	19,800.5	0.00000	—	693,122
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10,362.0	10,362.0
Total	37,488.0	36,666.3	8,514.29	74,134.1	170.993	3,219.96	11,060.7	14,280.7	3,214.19	2,809.29	6,023.49	523,036	22,915,178	23,438,214	25,138.7	729.355	11,668.4	24,295,698
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6,728.70	6,070.38	5,550.38	52,879.0	121.065	83.0215	10,924.8	11,007.8	77.2575	2,775.32	2,852.57	—	12,380,493	12,380,493	648.681	533.520	21,755.0	12,577,454

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Area	14,309.4	14,175.1	214.433	14,632.4	3.50593	222.047	—	222.047	218.113	—	218.113	19,604.0	147,000	166,604	3.82338	2.30854	—	167,388
Energy	188.225	94.1123	1,639.33	910.768	10.2668	130.046	—	130.046	130.046	—	130.046	—	8,942,510	8,942,510	669.463	72.8128	—	8,980,945
Water	—	—	—	—	—	—	—	—	—	—	—	38,707.1	260,091	298,798	3,987.39	96.9008	—	427,359
Waste	—	—	—	—	—	—	—	—	—	—	—	198,111	0.00000	198,111	19,800.5	0.00000	—	693,122
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10,362.0	10,362.0
Total	21,226.4	20,339.6	7,404.14	68,422.1	134.838	435.115	10,924.8	11,359.9	425.417	2,775.32	3,200.73	256,422	21,730,095	21,986,516	25,109.8	705.542	32,117.0	22,856,630
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1,227.99	1,107.84	1,012.94	9,650.41	22.0944	15.1514	1,993.77	2,008.92	14.0995	506.495	520.595	—	2,049,732	2,049,732	107.397	88.3303	3,601.79	2,082,341
Area	2,611.47	2,586.96	39.1339	2,670.41	0.63983	40.5237	—	40.5237	39.8057	—	39.8057	3,245.66	24,337.5	27,583.2	0.63300	0.38220	—	27,712.9
Energy	34.3510	17.1755	299.177	166.215	1.87369	23.7334	—	23.7334	23.7334	—	23.7334	—	1,480,535	1,480,535	110.837	12.0550	—	1,486,898
Water	—	—	—	—	—	—	—	—	—	—	—	6,408.40	43,061.1	49,469.5	660.158	16.0430	—	70,754.2
Waste	—	—	—	—	—	—	—	—	—	—	—	32,799.5	0.00000	32,799.5	3,278.19	0.00000	—	114,754
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,715.55	1,715.55
Total	3,873.81	3,711.98	1,351.25	12,487.0	24.6080	79.4085	1,993.77	2,073.18	77.6386	506.495	584.134	42,453.6	3,597,665	3,640,119	4,157.22	116.811	5,317.34	3,784,176

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,234,229	1,234,229	87.4186	12.3351	—	1,240,090
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	507,175	507,175	35.9224	5.06881	—	509,583
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	3,784,323	3,784,323	268.038	37.8213	—	3,802,295
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	882,609	882,609	62.5139	8.82098	—	886,801
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	492,507	492,507	34.8836	4.92222	—	494,846
Total	—	—	—	—	—	—	—	—	—	—	—	—	6,900,844	6,900,844	488.776	68.9685	—	6,933,616

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,234,229	1,234,229	87.4186	12.3351	—	1,240,090
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	507,175	507,175	35.9224	5.06881	—	509,583
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	3,784,323	3,784,323	268.038	37.8213	—	3,802,295
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	882,609	882,609	62.5139	8.82098	—	886,801
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	492,507	492,507	34.8836	4.92222	—	494,846
Total	—	—	—	—	—	—	—	—	—	—	—	—	6,900,844	6,900,844	488.776	68.9685	—	6,933,616
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	204,341	204,341	14.4731	2.04222	—	205,311
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	83,968.6	83,968.6	5.94737	0.83920	—	84,367.3
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	626,538	626,538	44.3767	6.26175	—	629,513

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	146,126	146,126	10.3499	1.46041	—	146,820
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	81,540.2	81,540.2	5.77537	0.81493	—	81,927.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,142,513	1,142,513	80.9225	11.4185	—	1,147,939

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	104.081	52.0406	889.420	378.477	5.67715	71.9106	—	71.9106	71.9106	—	71.9106	—	1,128,965	1,128,965	99.9129	2.12580	—	1,132,096
Apartments Mid Rise	27.5648	13.7824	235.554	100.236	1.50353	19.0448	—	19.0448	19.0448	—	19.0448	—	298,994	298,994	26.4609	0.56300	—	299,824
Regional Shopping Center	28.8202	14.4101	262.002	220.082	1.57201	19.9122	—	19.9122	19.9122	—	19.9122	—	312,612	312,612	27.6661	0.58864	—	313,479
Industrial Park	17.8166	8.90829	161.969	136.054	0.97181	12.3096	—	12.3096	12.3096	—	12.3096	—	193,256	193,256	17.1031	0.36389	—	193,792

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Government Office Building	9.94188	4.97094	90.3807	75.9198	0.54228	6.86894	—	6.86894	6.86894	—	6.86894	—	107,839	107,839	9.54373	0.20306	—	108,138
Total	188.225	94.1123	1,639.33	910.768	10.2668	130.046	—	130.046	130.046	—	130.046	—	2,041,667	2,041,667	180.687	3.84439	—	2,047,330
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	104.081	52.0406	889.420	378.477	5.67715	71.9106	—	71.9106	71.9106	—	71.9106	—	1,128,965	1,128,965	99.9129	2.12580	—	1,132,096
Apartments Mid Rise	27.5648	13.7824	235.554	100.236	1.50353	19.0448	—	19.0448	19.0448	—	19.0448	—	298,994	298,994	26.4609	0.56300	—	299,824
Regional Shopping Center	28.8202	14.4101	262.002	220.082	1.57201	19.9122	—	19.9122	19.9122	—	19.9122	—	312,612	312,612	27.6661	0.58864	—	313,479
Industrial Park	17.8166	8.90829	161.969	136.054	0.97181	12.3096	—	12.3096	12.3096	—	12.3096	—	193,256	193,256	17.1031	0.36389	—	193,792
Government Office Building	9.94188	4.97094	90.3807	75.9198	0.54228	6.86894	—	6.86894	6.86894	—	6.86894	—	107,839	107,839	9.54373	0.20306	—	108,138
Total	188.225	94.1123	1,639.33	910.768	10.2668	130.046	—	130.046	130.046	—	130.046	—	2,041,667	2,041,667	180.687	3.84439	—	2,047,330
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	18.9948	9.49740	162.319	69.0720	1.03608	13.1237	—	13.1237	13.1237	—	13.1237	—	186,913	186,913	16.5417	0.35195	—	187,431

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Apartments Mid Rise	5.03057	2.51529	42.9885	18.2930	0.27439	3.47567	—	3.47567	3.47567	—	3.47567	—	49,501.9	49,501.9	4.38090	0.09321	—	49,639.2
Regional Shopping Center	5.25969	2.62985	47.8154	40.1649	0.28689	3.63397	—	3.63397	3.63397	—	3.63397	—	51,756.5	51,756.5	4.58043	0.09746	—	51,900.1
Industrial Park	3.25153	1.62576	29.5593	24.8298	0.17736	2.24651	—	2.24651	2.24651	—	2.24651	—	31,995.7	31,995.7	2.83161	0.06025	—	32,084.5
Government Office Building	1.81439	0.90720	16.4945	13.8554	0.09897	1.25358	—	1.25358	1.25358	—	1.25358	—	17,854.0	17,854.0	1.58007	0.03362	—	17,903.5
Total	34.3510	17.1755	299.177	166.215	1.87369	23.7334	—	23.7334	23.7334	—	23.7334	—	338,021	338,021	29.9147	0.63648	—	338,959

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	19,413.9	19,345.8	1,383.48	21,759.9	41.1064	3,006.85	—	3,006.85	3,006.85	—	3,006.85	286,218	1,478,262	1,764,480	27.8352	28.0381	—	1,773,532
Consumer Products	10,101.6	10,101.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Architectural Coatings	1,012.65	1,012.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2,723.54	2,534.27	174.724	19,187.3	1.00803	23.5041	—	23.5041	17.7602	—	17.7602	—	66,794.0	66,794.0	2.79861	0.56666	—	67,032.8
Total	33,251.8	32,994.3	1,558.20	40,947.2	42.1144	3,030.36	—	3,030.36	3,024.61	—	3,024.61	286,218	1,545,056	1,831,274	30.6338	28.6047	—	1,840,564
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	19,413.9	19,345.8	1,383.48	21,759.9	41.1064	3,006.85	—	3,006.85	3,006.85	—	3,006.85	286,218	1,478,262	1,764,480	27.8352	28.0381	—	1,773,532
Consumer Products	10,101.6	10,101.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1,012.65	1,012.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	30,528.2	30,460.1	1,383.48	21,759.9	41.1064	3,006.85	—	3,006.85	3,006.85	—	3,006.85	286,218	1,478,262	1,764,480	27.8352	28.0381	—	1,773,532
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	242.674	241.822	17.2935	271.999	0.51383	37.5856	—	37.5856	37.5856	—	37.5856	3,245.66	16,763.2	20,008.9	0.31565	0.31795	—	20,111.5
Consumer Products	1,843.55	1,843.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	184.808	184.808	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Landscape Equipment	340.443	316.784	21.8405	2,398.41	0.12600	2.93801	—	2.93801	2.22002	—	2.22002	—	7,574.32	7,574.32	0.31736	0.06426	—	7,601.40
Total	2,611.47	2,586.96	39.1339	2,670.41	0.63983	40.5237	—	40.5237	39.8057	—	39.8057	3,245.66	24,337.5	27,583.2	0.63300	0.38220	—	27,712.9

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	18,717.7	125,773	144,491	1,928.20	46.8587	—	206,660
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9,028.00	60,663.4	69,691.4	930.014	22.6010	—	99,676.9
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	7,506.96	50,442.8	57,949.8	773.325	18.7932	—	82,883.3
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	2,802.71	18,832.7	21,635.5	288.720	7.01641	—	30,944.3
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	651.673	4,378.90	5,030.57	67.1317	1.63142	—	7,195.03

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	38,707.1	260,091	298,798	3,987.39	96.9008	—	427,359
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	18,717.7	125,773	144,491	1,928.20	46.8587	—	206,660
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9,028.00	60,663.4	69,691.4	930.014	22.6010	—	99,676.9
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	7,506.96	50,442.8	57,949.8	773.325	18.7932	—	82,883.3
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	2,802.71	18,832.7	21,635.5	288.720	7.01641	—	30,944.3
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	651.673	4,378.90	5,030.57	67.1317	1.63142	—	7,195.03
Total	—	—	—	—	—	—	—	—	—	—	—	38,707.1	260,091	298,798	3,987.39	96.9008	—	427,359
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3,098.93	20,823.2	23,922.2	319.235	7.75799	—	34,214.9
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1,494.69	10,043.5	11,538.2	153.975	3.74186	—	16,502.6
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1,242.86	8,351.39	9,594.25	128.033	3.11143	—	13,722.3

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	464.021	3,117.98	3,582.00	47.8008	1.16165	—	5,123.19
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	107.892	724.977	832.869	11.1144	0.27010	—	1,191.22
Total	—	—	—	—	—	—	—	—	—	—	—	6,408.40	43,061.1	49,469.5	660.158	16.0430	—	70,754.2

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	31,032.7	0.00000	31,032.7	3,101.60	0.00000	—	108,573
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	25,840.7	0.00000	25,840.7	2,582.69	0.00000	—	90,407.9
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	113,033	0.00000	113,033	11,297.3	0.00000	—	395,466
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	19,882.8	0.00000	19,882.8	1,987.21	0.00000	—	69,563.1

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	8,321.14	0.00000	8,321.14	831.668	0.00000	—	29,112.8
Total	—	—	—	—	—	—	—	—	—	—	—	198,111	0.00000	198,111	19,800.5	0.00000	—	693,122
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	31,032.7	0.00000	31,032.7	3,101.60	0.00000	—	108,573
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	25,840.7	0.00000	25,840.7	2,582.69	0.00000	—	90,407.9
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	113,033	0.00000	113,033	11,297.3	0.00000	—	395,466
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	19,882.8	0.00000	19,882.8	1,987.21	0.00000	—	69,563.1
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	8,321.14	0.00000	8,321.14	831.668	0.00000	—	29,112.8
Total	—	—	—	—	—	—	—	—	—	—	—	198,111	0.00000	198,111	19,800.5	0.00000	—	693,122
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	5,137.81	0.00000	5,137.81	513.506	0.00000	—	17,975.5

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	4,278.23	0.00000	4,278.23	427.593	0.00000	—	14,968.1
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	18,714.0	0.00000	18,714.0	1,870.39	0.00000	—	65,473.8
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	3,291.82	0.00000	3,291.82	329.006	0.00000	—	11,517.0
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	1,377.66	0.00000	1,377.66	137.692	0.00000	—	4,819.96
Total	—	—	—	—	—	—	—	—	—	—	—	32,799.5	0.00000	32,799.5	3,278.19	0.00000	—	114,754

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,153.53	1,153.53
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	464.648	464.648

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	958.905	958.905
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40.3761	40.3761
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,744.58	7,744.58
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10,362.0	10,362.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,153.53	1,153.53
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	464.648	464.648
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	958.905	958.905
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40.3761	40.3761
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,744.58	7,744.58
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10,362.0	10,362.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	190.980	190.980
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	76.9278	76.9278
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	158.758	158.758
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.68472	6.68472
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,282.20	1,282.20
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,715.55	1,715.55

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	1,701,100	1,701,100	1,701,100	620,901,500	15,601,300	15,601,300	15,601,300	5,694,474,500

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Single Family Housing	Wood Fireplaces	1,377	1,377
Single Family Housing	Gas Fireplaces	23,402	23,402

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	2,753	2,753
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	0	0
Single Family Housing	Non-Catalytic Wood Stoves	0	0
Single Family Housing	Pellet Wood Stoves	0	0
Apartments Mid Rise	Wood Fireplaces	0	0
Apartments Mid Rise	Gas Fireplaces	0	0
Apartments Mid Rise	Propane Fireplaces	0	0
Apartments Mid Rise	Electric Fireplaces	0	0
Apartments Mid Rise	No Fireplaces	0	0
Apartments Mid Rise	Conventional Wood Stoves	0	0
Apartments Mid Rise	Catalytic Wood Stoves	0	0
Apartments Mid Rise	Non-Catalytic Wood Stoves	0	0
Apartments Mid Rise	Pellet Wood Stoves	0	0
Regional Shopping Center	Wood Fireplaces	0	0
Regional Shopping Center	Gas Fireplaces	0	0
Regional Shopping Center	Propane Fireplaces	0	0
Regional Shopping Center	Electric Fireplaces	0	0
Regional Shopping Center	No Fireplaces	0	0

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Regional Shopping Center	Conventional Wood Stoves	0	0
Regional Shopping Center	Catalytic Wood Stoves	0	0
Regional Shopping Center	Non-Catalytic Wood Stoves	0	0
Regional Shopping Center	Pellet Wood Stoves	0	0
Industrial Park	Wood Fireplaces	0	0
Industrial Park	Gas Fireplaces	0	0
Industrial Park	Propane Fireplaces	0	0
Industrial Park	Electric Fireplaces	0	0
Industrial Park	No Fireplaces	0	0
Industrial Park	Conventional Wood Stoves	0	0
Industrial Park	Catalytic Wood Stoves	0	0
Industrial Park	Non-Catalytic Wood Stoves	0	0
Industrial Park	Pellet Wood Stoves	0	0
Government Office Building	Wood Fireplaces	0	0
Government Office Building	Gas Fireplaces	0	0
Government Office Building	Propane Fireplaces	0	0
Government Office Building	Electric Fireplaces	0	0
Government Office Building	No Fireplaces	0	0
Government Office Building	Conventional Wood Stoves	0	0
Government Office Building	Catalytic Wood Stoves	0	0
Government Office Building	Non-Catalytic Wood Stoves	0	0

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Government Office Building	Pellet Wood Stoves	0	0
Single Family Housing	Wood Fireplaces	1,377	1,377
Single Family Housing	Gas Fireplaces	23,402	23,402
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	2,753	2,753
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	0	0
Single Family Housing	Non-Catalytic Wood Stoves	0	0
Single Family Housing	Pellet Wood Stoves	0	0
Single Family Housing	Wood Fireplaces	1,377	1,377
Single Family Housing	Gas Fireplaces	23,402	23,402
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	2,753	2,753
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	0	0
Single Family Housing	Non-Catalytic Wood Stoves	0	0
Single Family Housing	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
457,526,475	152,508,825	369,150,090	123,050,030	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	250.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	217,503,651	690.400	0.0489	0.0069	1,174,224,244
Apartments Mid Rise	268,132,603	690.400	0.0489	0.0069	932,942,535
Regional Shopping Center	2,000,692,389	690.400	0.0489	0.0069	975,434,257
Industrial Park	466,617,034	690.400	0.0489	0.0069	603,010,168
Government Office Building	260,378,327	690.400	0.0489	0.0069	336,487,456
Single Family Housing	217,503,651	690.400	0.0489	0.0069	1,174,224,244
Single Family Housing	217,503,651	690.400	0.0489	0.0069	1,174,224,244

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	3,255,989,557	0.00000
Apartments Mid Rise	4,711,318,895	0.00000
Regional Shopping Center	3,917,554,125	0.00000
Industrial Park	1,462,612,305	0.00000
Government Office Building	340,079,625	0.00000
Single Family Housing	3,255,989,557	0.00000
Single Family Housing	3,255,989,557	0.00000

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	19,193.7	0.00000
Apartments Mid Rise	47,947.4	0.00000
Regional Shopping Center	209,733	0.00000
Industrial Park	36,892.5	0.00000
Government Office Building	15,439.9	0.00000
Single Family Housing	19,193.7	0.00000
Single Family Housing	19,193.7	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.30000	4.00000	4.00000	18.0000
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Population derived from current population of SWV CPAs
Operations: Hearths	SF units assume default values for fireplaces and apartments units no fireplaces, no wood stoves assumed for all land uses
Operations: Water and Waste Water	Water demand consistent with Existing Water Demand from Table 4.17-4 from Section 4.17, Utilities and Service Systems
Operations: Solid Waste	Consistent with Solid Waste Generation Rates from Table 4.17-20 of Section 4.17, Utilities and Service Systems

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Population	people	81,495.0	72,349.0
Landscape Area	sq. ft	—	0.00000
Population	people	200,037	177,583
Population	people	81,495.0	72,349.0
Population	people	81,495.0	72,349.0

8.5. Operations

8.5.2. Area Sources

8.5.2.1. Hearths

Land Use	Model Parameter	Units	Default Value	New Value
Single Family Housing	Catalytic Wood Stoves	—	1,377	0
Single Family Housing	Non-Catalytic Wood Stoves	—	1,377	0
Single Family Housing	Days/Year	—	25	0
Single Family Housing	Wood Mass	lb/year	1,000	0
Apartments Mid Rise	Wood Fireplaces	—	3,379	0
Apartments Mid Rise	Gas Fireplaces	—	57,443	0
Apartments Mid Rise	No Fireplaces	—	6,758	0
Apartments Mid Rise	Hours/Day	—	3	0
Apartments Mid Rise	Days/Year	—	25	0
Apartments Mid Rise	Wood Mass	lb/year	1,019	0

Land Use	Model Parameter	Units	Default Value	New Value
Apartments Mid Rise	Catalytic Wood Stoves	—	3,379	0
Apartments Mid Rise	Non-Catalytic Wood Stoves	—	3,379	0
Apartments Mid Rise	Days/Year	—	25	0
Apartments Mid Rise	Wood Mass	lb/year	1,000	0
Single Family Housing	Catalytic Wood Stoves	—	1,377	0
Single Family Housing	Non-Catalytic Wood Stoves	—	1,377	0
Single Family Housing	Days/Year	—	25	0
Single Family Housing	Wood Mass	lb/year	1,000	0
Single Family Housing	Catalytic Wood Stoves	—	1,377	0
Single Family Housing	Non-Catalytic Wood Stoves	—	1,377	0
Single Family Housing	Days/Year	—	25	0
Single Family Housing	Wood Mass	lb/year	1,000	0

8.5.4. Water and Waste Water

Land Use	Model Parameter	Units	Default Value	New Value
Single Family Housing	Indoor Water	gal/year	1,026,222,262	3,255,989,557
Single Family Housing	Outdoor Water	gal/year	5,527,652,703	0.00000
Apartments Mid Rise	Indoor Water	gal/year	2,518,963,404	4,711,318,895
Regional Shopping Center	Indoor Water	gal/year	14,795,694,320	3,917,554,125
Industrial Park	Indoor Water	gal/year	6,880,150,000	1,462,612,305
Government Office Building	Indoor Water	gal/year	3,298,148,105	340,079,625

Land Use	Model Parameter	Units	Default Value	New Value
Single Family Housing	Indoor Water	gal/year	1,026,222,262	3,255,989,557
Single Family Housing	Outdoor Water	gal/year	5,527,652,703	0.00000
Single Family Housing	Indoor Water	gal/year	1,026,222,262	3,255,989,557
Single Family Housing	Outdoor Water	gal/year	5,527,652,703	0.00000

8.5.5. Solid Waste

Land Use	Model Parameter	Units	Default Value	New Value
Apartments Mid Rise	Solid Waste Generation Rate	ton/resident/yr	0.24982	0.27000

SWV CPAs - Future w Plan Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SWV CPAs - Future w Plan
Operational Year	2050
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	19.2000
Location	34.202351438704184, -118.57262070803215
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3874
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	26,248.3	Dwelling Unit	8,522.19	51,184,250	307,442,975	—	63,629.0	—
Apartments Mid Rise	186,714	Dwelling Unit	4,913.54	179,245,824	0.00000	—	445,402	—
Regional Shopping Center	145,600	1000sqft	3,342.51	145,599,949	0.00000	—	—	—
Industrial Park	74,893.2	1000sqft	1,719.31	74,893,172	0.00000	—	—	—
Government Office Building	26,156.9	1000sqft	600.481	26,156,949	0.00000	—	—	—
Single Family Housing	26,248.3	Dwelling Unit	8,522.19	51,184,250	307,442,975	—	63,629.0	—
Single Family Housing	26,248.3	Dwelling Unit	8,522.19	51,184,250	307,442,975	—	63,629.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.3. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	43,393.4	42,498.7	7,424.18	96,317.7	185.046	3,255.56	14,405.7	17,661.3	3,246.05	3,659.75	6,905.80	580,392	26,137,957	26,718,349	30,930.8	776.561	24,297.0	27,747,331
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	40,107.7	39,432.2	7,521.87	67,303.9	178.482	3,229.82	14,405.7	17,635.5	3,226.59	3,659.75	6,886.34	580,392	25,520,540	26,100,932	30,946.1	799.864	22,684.1	27,135,627
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	24,212.2	23,445.8	6,439.41	65,742.7	142.834	450.885	14,228.9	14,679.8	443.351	3,615.55	4,058.90	313,778	24,412,334	24,726,112	30,920.6	774.551	23,356.1	25,753,299
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4,418.73	4,278.86	1,175.19	11,998.0	26.0671	82.2865	2,596.77	2,679.06	80.9116	659.837	740.749	51,949.5	4,041,740	4,093,690	5,119.26	128.236	3,866.87	4,263,753

2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6,839.84	6,358.89	3,629.05	47,458.0	129.001	50.0766	14,405.7	14,455.8	46.8479	3,659.75	3,706.60	—	13,147,741	13,147,741	488.902	517.922	1,655.86	13,315,960

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Area	36,296.6	36,011.3	1,555.28	47,599.4	42.0325	3,027.99	—	3,027.99	3,021.70	—	3,021.70	286,218	1,489,664	1,775,882	29.9947	28.6133	—	1,785,159
Energy	256.906	128.453	2,239.85	1,260.29	14.0131	177.499	—	177.499	177.499	—	177.499	—	11,120,791	11,120,791	836.912	88.5402	—	11,168,099
Water	—	—	—	—	—	—	—	—	—	—	—	56,516.4	379,761	436,277	5,822.01	141.485	—	623,990
Waste	—	—	—	—	—	—	—	—	—	—	—	237,657	0.00000	237,657	23,753.0	0.00000	—	831,483
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22,641.1	22,641.1
Total	43,393.4	42,498.7	7,424.18	96,317.7	185.046	3,255.56	14,405.7	17,661.3	3,246.05	3,659.75	6,905.80	580,392	26,137,957	26,718,349	30,930.8	776.561	24,297.0	27,747,331
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6,846.12	6,363.84	3,956.04	44,308.2	123.730	50.1180	14,405.7	14,455.8	46.8875	3,659.75	3,706.64	—	12,614,703	12,614,703	507.662	541.937	42.9414	12,788,935
Area	33,004.7	32,939.9	1,325.98	21,735.4	40.7394	3,002.20	—	3,002.20	3,002.20	—	3,002.20	286,218	1,405,284	1,691,503	26.4611	27.9007	—	1,700,479
Energy	256.906	128.453	2,239.85	1,260.29	14.0131	177.499	—	177.499	177.499	—	177.499	—	11,120,791	11,120,791	836.912	88.5402	—	11,168,099
Water	—	—	—	—	—	—	—	—	—	—	—	56,516.4	379,761	436,277	5,822.01	141.485	—	623,990
Waste	—	—	—	—	—	—	—	—	—	—	—	237,657	0.00000	237,657	23,753.0	0.00000	—	831,483
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22,641.1	22,641.1
Total	40,107.7	39,432.2	7,521.87	67,303.9	178.482	3,229.82	14,405.7	17,635.5	3,226.59	3,659.75	6,886.34	580,392	25,520,540	26,100,932	30,946.1	799.864	22,684.1	27,135,627
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6,773.84	6,291.34	3,951.69	45,278.6	125.145	50.0940	14,228.9	14,279.0	46.8645	3,615.55	3,662.41	—	12,757,736	12,757,736	504.445	542.126	714.994	12,932,615

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Area	17,181.5	17,026.0	247.875	19,203.8	3.67609	223.292	—	223.292	218.988	—	218.988	19,604.0	154,046	173,650	4.23272	2.39909	—	174,471
Energy	256.906	128.453	2,239.85	1,260.29	14.0131	177.499	—	177.499	177.499	—	177.499	—	11,120,791	11,120,791	836.912	88.5402	—	11,168,099
Water	—	—	—	—	—	—	—	—	—	—	—	56,516.4	379,761	436,277	5,822.01	141.485	—	623,990
Waste	—	—	—	—	—	—	—	—	—	—	—	237,657	0.00000	237,657	23,753.0	0.00000	—	831,483
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22,641.1	22,641.1
Total	24,212.2	23,445.8	6,439.41	65,742.7	142.834	450.885	14,228.9	14,679.8	443.351	3,615.55	4,058.90	313,778	24,412,334	24,726,112	30,920.6	774.551	23,356.1	25,753,299
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1,236.23	1,148.17	721.183	8,263.34	22.8389	9.14215	2,596.77	2,605.91	8.55278	659.837	668.390	—	2,112,189	2,112,189	83.5167	89.7551	118.375	2,141,142
Area	3,135.62	3,107.25	45.2372	3,504.69	0.67089	40.7508	—	40.7508	39.9652	—	39.9652	3,245.66	25,504.1	28,749.8	0.70077	0.39720	—	28,885.7
Energy	46.8854	23.4427	408.772	230.002	2.55739	32.3936	—	32.3936	32.3936	—	32.3936	—	1,841,174	1,841,174	138.560	14.6588	—	1,849,006
Water	—	—	—	—	—	—	—	—	—	—	—	9,356.94	62,873.7	72,230.7	963.900	23.4245	—	103,309
Waste	—	—	—	—	—	—	—	—	—	—	—	39,346.9	0.00000	39,346.9	3,932.58	0.00000	—	137,661
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,748.49	3,748.49
Total	4,418.73	4,278.86	1,175.19	11,998.0	26.0671	82.2865	2,596.77	2,679.06	80.9116	659.837	740.749	51,949.5	4,041,740	4,093,690	5,119.26	128.236	3,866.87	4,263,753

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,176,684	1,176,684	83.3427	11.7600	—	1,182,272
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,401,255	1,401,255	99.2488	14.0044	—	1,407,910
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	2,758,489	2,758,489	195.380	27.5689	—	2,771,589
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	2,221,747	2,221,747	157.363	22.2046	—	2,232,298
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	775,960	775,960	54.9601	7.75511	—	779,645
Total	—	—	—	—	—	—	—	—	—	—	—	—	8,334,134	8,334,134	590.294	83.2931	—	8,373,713

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,176,684	1,176,684	83.3427	11.7600	—	1,182,272
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,401,255	1,401,255	99.2488	14.0044	—	1,407,910
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	2,758,489	2,758,489	195.380	27.5689	—	2,771,589
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	2,221,747	2,221,747	157.363	22.2046	—	2,232,298
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	775,960	775,960	54.9601	7.75511	—	779,645
Total	—	—	—	—	—	—	—	—	—	—	—	—	8,334,134	8,334,134	590.294	83.2931	—	8,373,713
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	194,813	194,813	13.7983	1.94701	—	195,739
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	231,994	231,994	16.4318	2.31859	—	233,095
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	456,699	456,699	32.3473	4.56435	—	458,868

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	367,836	367,836	26.0532	3.67622	—	369,582
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	128,469	128,469	9.09927	1.28395	—	129,079
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,379,811	1,379,811	97.7300	13.7901	—	1,386,364

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	99.2284	49.6142	847.952	360.830	5.41245	68.5578	—	68.5578	68.5578	—	68.5578	—	1,076,327	1,076,327	95.2545	2.02669	—	1,079,313
Apartments Mid Rise	76.1578	38.0789	650.803	276.937	4.15406	52.6181	—	52.6181	52.6181	—	52.6181	—	826,081	826,081	73.1078	1.55548	—	828,372
Regional Shopping Center	21.0078	10.5039	190.980	160.423	1.14588	14.5145	—	14.5145	14.5145	—	14.5145	—	227,871	227,871	20.1665	0.42907	—	228,503
Industrial Park	44.8488	22.4244	407.716	342.481	2.44629	30.9864	—	30.9864	30.9864	—	30.9864	—	486,473	486,473	43.0526	0.91601	—	487,822

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Government Office Building	15.6637	7.83187	142.398	119.614	0.85438	10.8222	—	10.8222	10.8222	—	10.8222	—	169,904	169,904	15.0364	0.31992	—	170,375
Total	256.906	128.453	2,239.85	1,260.29	14.0131	177.499	—	177.499	177.499	—	177.499	—	2,786,657	2,786,657	246.618	5.24718	—	2,794,386
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	99.2284	49.6142	847.952	360.830	5.41245	68.5578	—	68.5578	68.5578	—	68.5578	—	1,076,327	1,076,327	95.2545	2.02669	—	1,079,313
Apartments Mid Rise	76.1578	38.0789	650.803	276.937	4.15406	52.6181	—	52.6181	52.6181	—	52.6181	—	826,081	826,081	73.1078	1.55548	—	828,372
Regional Shopping Center	21.0078	10.5039	190.980	160.423	1.14588	14.5145	—	14.5145	14.5145	—	14.5145	—	227,871	227,871	20.1665	0.42907	—	228,503
Industrial Park	44.8488	22.4244	407.716	342.481	2.44629	30.9864	—	30.9864	30.9864	—	30.9864	—	486,473	486,473	43.0526	0.91601	—	487,822
Government Office Building	15.6637	7.83187	142.398	119.614	0.85438	10.8222	—	10.8222	10.8222	—	10.8222	—	169,904	169,904	15.0364	0.31992	—	170,375
Total	256.906	128.453	2,239.85	1,260.29	14.0131	177.499	—	177.499	177.499	—	177.499	—	2,786,657	2,786,657	246.618	5.24718	—	2,794,386
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	18.1092	9.05459	154.751	65.8516	0.98777	12.5118	—	12.5118	12.5118	—	12.5118	—	178,198	178,198	15.7705	0.33554	—	178,693

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Apartments Mid Rise	13.8988	6.94940	118.771	50.5411	0.75812	9.60280	—	9.60280	9.60280	—	9.60280	—	136,767	136,767	12.1038	0.25753	—	137,146
Regional Shopping Center	3.83392	1.91696	34.8539	29.2772	0.20912	2.64889	—	2.64889	2.64889	—	2.64889	—	37,726.6	37,726.6	3.33879	0.07104	—	37,831.3
Industrial Park	8.18490	4.09245	74.4082	62.5029	0.44645	5.65502	—	5.65502	5.65502	—	5.65502	—	80,541.2	80,541.2	7.12786	0.15166	—	80,764.6
Government Office Building	2.85863	1.42932	25.9876	21.8295	0.15593	1.97505	—	1.97505	1.97505	—	1.97505	—	28,129.6	28,129.6	2.48945	0.05297	—	28,207.6
Total	46.8854	23.4427	408.772	230.002	2.55739	32.3936	—	32.3936	32.3936	—	32.3936	—	461,363	461,363	40.8304	0.86873	—	462,642

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	19,407.2	19,342.4	1,325.98	21,735.4	40.7394	3,002.20	—	3,002.20	3,002.20	—	3,002.20	286,218	1,405,284	1,691,503	26.4611	27.9007	—	1,700,479
Consumer Products	12,400.2	12,400.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Architectural Coatings	1,197.29	1,197.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	3,291.91	3,071.42	229.299	25,864.0	1.29315	25.7858	—	25.7858	19.5017	—	19.5017	—	84,379.3	84,379.3	3.53366	0.71261	—	84,680.0
Total	36,296.6	36,011.3	1,555.28	47,599.4	42.0325	3,027.99	—	3,027.99	3,021.70	—	3,021.70	286,218	1,489,664	1,775,882	29.9947	28.6133	—	1,785,159
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	19,407.2	19,342.4	1,325.98	21,735.4	40.7394	3,002.20	—	3,002.20	3,002.20	—	3,002.20	286,218	1,405,284	1,691,503	26.4611	27.9007	—	1,700,479
Consumer Products	12,400.2	12,400.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1,197.29	1,197.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	33,004.7	32,939.9	1,325.98	21,735.4	40.7394	3,002.20	—	3,002.20	3,002.20	—	3,002.20	286,218	1,405,284	1,691,503	26.4611	27.9007	—	1,700,479
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	242.590	241.780	16.5748	271.693	0.50924	37.5275	—	37.5275	37.5275	—	37.5275	3,245.66	15,935.7	19,181.3	0.30006	0.31639	—	19,283.1
Consumer Products	2,263.04	2,263.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	218.505	218.505	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Landscape Equipment	411.489	383.928	28.6624	3,233.00	0.16164	3.22322	—	3.22322	2.43771	—	2.43771	—	9,568.47	9,568.47	0.40071	0.08081	—	9,602.57
Total	3,135.62	3,107.25	45.2372	3,504.69	0.67089	40.7508	—	40.7508	39.9652	—	39.9652	3,245.66	25,504.1	28,749.8	0.70077	0.39720	—	28,885.7

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	18,175.2	122,128	140,303	1,872.31	45.5005	—	200,670
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	24,682.0	165,850	190,532	2,542.60	61.7899	—	272,511
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	9,463.64	63,590.7	73,054.4	974.892	23.6917	—	104,487
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	3,347.01	22,490.2	25,837.2	344.791	8.37905	—	36,953.9
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	848.569	5,701.94	6,550.51	87.4149	2.12434	—	9,368.93

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	56,516.4	379,761	436,277	5,822.01	141.485	—	623,990
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	18,175.2	122,128	140,303	1,872.31	45.5005	—	200,670
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	24,682.0	165,850	190,532	2,542.60	61.7899	—	272,511
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	9,463.64	63,590.7	73,054.4	974.892	23.6917	—	104,487
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	3,347.01	22,490.2	25,837.2	344.791	8.37905	—	36,953.9
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	848.569	5,701.94	6,550.51	87.4149	2.12434	—	9,368.93
Total	—	—	—	—	—	—	—	—	—	—	—	56,516.4	379,761	436,277	5,822.01	141.485	—	623,990
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3,009.11	20,219.6	23,228.7	309.982	7.53312	—	33,223.2
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	4,086.39	27,458.4	31,544.8	420.957	10.2300	—	45,117.3
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1,566.81	10,528.2	12,095.0	161.405	3.92242	—	17,299.0

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	554.136	3,723.51	4,277.64	57.0841	1.38725	—	6,118.14
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	140.490	944.021	1,084.51	14.4725	0.35171	—	1,551.13
Total	—	—	—	—	—	—	—	—	—	—	—	9,356.94	62,873.7	72,230.7	963.900	23.4245	—	103,309

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	27,292.4	0.00000	27,292.4	2,727.78	0.00000	—	95,486.8
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	64,812.0	0.00000	64,812.0	6,477.73	0.00000	—	226,755
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	82,392.9	0.00000	82,392.9	8,234.88	0.00000	—	288,265
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	50,049.9	0.00000	50,049.9	5,002.31	0.00000	—	175,108

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	13,110.2	0.00000	13,110.2	1,310.32	0.00000	—	45,868.2
Total	—	—	—	—	—	—	—	—	—	—	—	237,657	0.00000	237,657	23,753.0	0.00000	—	831,483
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	27,292.4	0.00000	27,292.4	2,727.78	0.00000	—	95,486.8
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	64,812.0	0.00000	64,812.0	6,477.73	0.00000	—	226,755
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	82,392.9	0.00000	82,392.9	8,234.88	0.00000	—	288,265
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	50,049.9	0.00000	50,049.9	5,002.31	0.00000	—	175,108
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	13,110.2	0.00000	13,110.2	1,310.32	0.00000	—	45,868.2
Total	—	—	—	—	—	—	—	—	—	—	—	237,657	0.00000	237,657	23,753.0	0.00000	—	831,483
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4,518.57	0.00000	4,518.57	451.615	0.00000	—	15,808.9

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	10,730.4	0.00000	10,730.4	1,072.46	0.00000	—	37,541.9
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	13,641.1	0.00000	13,641.1	1,363.38	0.00000	—	47,725.5
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	8,286.33	0.00000	8,286.33	828.189	0.00000	—	28,991.1
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	2,170.54	0.00000	2,170.54	216.938	0.00000	—	7,594.00
Total	—	—	—	—	—	—	—	—	—	—	—	39,346.9	0.00000	39,346.9	3,932.58	0.00000	—	137,661

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,099.75	1,099.75
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,283.76	1,283.76

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	698.970	698.970
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	63.6137	63.6137
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19,495.0	19,495.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22,641.1	22,641.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,099.75	1,099.75
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,283.76	1,283.76
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	698.970	698.970
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	63.6137	63.6137
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19,495.0	19,495.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22,641.1	22,641.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	182.075	182.075
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	212.541	212.541
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	115.723	115.723
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10.5320	10.5320
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,227.62	3,227.62
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,748.49	3,748.49

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	3,237,800	3,237,800	3,237,800	1,181,797,000	20,296,200	20,296,200	20,296,200	7,408,113,000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Single Family Housing	Wood Fireplaces	1,377	1,377
Single Family Housing	Gas Fireplaces	22,247	22,247

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	2,625	2,625
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	0	0
Single Family Housing	Non-Catalytic Wood Stoves	0	0
Single Family Housing	Pellet Wood Stoves	0	0
Apartments Mid Rise	Wood Fireplaces	0	0
Apartments Mid Rise	Gas Fireplaces	0	0
Apartments Mid Rise	Propane Fireplaces	0	0
Apartments Mid Rise	Electric Fireplaces	0	0
Apartments Mid Rise	No Fireplaces	0	0
Apartments Mid Rise	Conventional Wood Stoves	0	0
Apartments Mid Rise	Catalytic Wood Stoves	0	0
Apartments Mid Rise	Non-Catalytic Wood Stoves	0	0
Apartments Mid Rise	Pellet Wood Stoves	0	0
Regional Shopping Center	Wood Fireplaces	0	0
Regional Shopping Center	Gas Fireplaces	0	0
Regional Shopping Center	Propane Fireplaces	0	0
Regional Shopping Center	Electric Fireplaces	0	0
Regional Shopping Center	No Fireplaces	0	0

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Regional Shopping Center	Conventional Wood Stoves	0	0
Regional Shopping Center	Catalytic Wood Stoves	0	0
Regional Shopping Center	Non-Catalytic Wood Stoves	0	0
Regional Shopping Center	Pellet Wood Stoves	0	0
Industrial Park	Wood Fireplaces	0	0
Industrial Park	Gas Fireplaces	0	0
Industrial Park	Propane Fireplaces	0	0
Industrial Park	Electric Fireplaces	0	0
Industrial Park	No Fireplaces	0	0
Industrial Park	Conventional Wood Stoves	0	0
Industrial Park	Catalytic Wood Stoves	0	0
Industrial Park	Non-Catalytic Wood Stoves	0	0
Industrial Park	Pellet Wood Stoves	0	0
Government Office Building	Wood Fireplaces	0	0
Government Office Building	Gas Fireplaces	0	0
Government Office Building	Propane Fireplaces	0	0
Government Office Building	Electric Fireplaces	0	0
Government Office Building	No Fireplaces	0	0
Government Office Building	Conventional Wood Stoves	0	0
Government Office Building	Catalytic Wood Stoves	0	0
Government Office Building	Non-Catalytic Wood Stoves	0	0

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Government Office Building	Pellet Wood Stoves	0	0
Single Family Housing	Wood Fireplaces	1,377	1,377
Single Family Housing	Gas Fireplaces	22,247	22,247
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	2,625	2,625
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	0	0
Single Family Housing	Non-Catalytic Wood Stoves	0	0
Single Family Housing	Pellet Wood Stoves	0	0
Single Family Housing	Wood Fireplaces	1,377	1,377
Single Family Housing	Gas Fireplaces	22,247	22,247
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	2,625	2,625
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	0	0
Single Family Housing	Non-Catalytic Wood Stoves	0	0
Single Family Housing	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
673,917,112	224,639,037	369,975,105	123,325,035	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	250.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	207,362,644	690.400	0.0489	0.0069	1,119,476,584
Apartments Mid Rise	740,814,117	690.400	0.0489	0.0069	2,577,594,045
Regional Shopping Center	1,458,355,223	690.400	0.0489	0.0069	711,018,671
Industrial Park	1,174,590,945	690.400	0.0489	0.0069	1,517,926,331
Government Office Building	410,233,865	690.400	0.0489	0.0069	530,146,081
Single Family Housing	207,362,644	690.400	0.0489	0.0069	1,119,476,584
Single Family Housing	207,362,644	690.400	0.0489	0.0069	1,119,476,584

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	3,161,611,750	0.00000
Apartments Mid Rise	12,880,465,290	0.00000
Regional Shopping Center	4,938,662,795	0.00000
Industrial Park	1,746,660,780	0.00000
Government Office Building	442,831,140	0.00000
Single Family Housing	3,161,611,750	0.00000
Single Family Housing	3,161,611,750	0.00000

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	16,880.3	0.00000
Apartments Mid Rise	120,259	0.00000
Regional Shopping Center	152,880	0.00000
Industrial Park	92,867.5	0.00000
Government Office Building	24,326.0	0.00000
Single Family Housing	16,880.3	0.00000
Single Family Housing	16,880.3	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.30000	4.00000	4.00000	18.0000
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Population derived from values in Section 4.13, Population and Housing
Operations: Hearths	SF units carry over existing values for wood fireplaces from the existing SWV Plan model run - apartment units assumed to have no fireplaces, no wood stoves assumed for all land uses
Operations: Water and Waste Water	Water demand consistent with Table 4.17-7 of Section 4.17, Utilities and Service Systems
Operations: Solid Waste	Consistent with Solid Waste Generation Rates from Table 4.17-20 of Section 4.17, Utilities and Service Systems

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Population	people	77,695.0	63,629.0
Landscape Area	sq. ft	—	0.00000
Population	people	552,675	445,402
Population	people	77,695.0	63,629.0
Population	people	77,695.0	63,629.0

8.5. Operations

8.5.2. Area Sources

8.5.2.1. Hearths

Land Use	Model Parameter	Units	Default Value	New Value
Single Family Housing	Wood Fireplaces	—	1,312	1,377
Single Family Housing	Gas Fireplaces	—	22,311	22,247
Single Family Housing	Catalytic Wood Stoves	—	1,312	0
Single Family Housing	Non-Catalytic Wood Stoves	—	1,312	0
Single Family Housing	Days/Year	—	25	0
Single Family Housing	Wood Mass	lb/year	1,000	0
Apartments Mid Rise	Wood Fireplaces	—	9,336	0
Apartments Mid Rise	Gas Fireplaces	—	158,707	0
Apartments Mid Rise	No Fireplaces	—	18,671	0
Apartments Mid Rise	Hours/Day	—	3	0

Land Use	Model Parameter	Units	Default Value	New Value
Apartments Mid Rise	Days/Year	—	25	0
Apartments Mid Rise	Wood Mass	lb/year	1,019	0
Apartments Mid Rise	Catalytic Wood Stoves	—	9,336	0
Apartments Mid Rise	Non-Catalytic Wood Stoves	—	9,336	0
Apartments Mid Rise	Days/Year	—	25	0
Apartments Mid Rise	Wood Mass	lb/year	1,000	0
Single Family Housing	Wood Fireplaces	—	1,312	1,377
Single Family Housing	Gas Fireplaces	—	22,311	22,247
Single Family Housing	Catalytic Wood Stoves	—	1,312	0
Single Family Housing	Non-Catalytic Wood Stoves	—	1,312	0
Single Family Housing	Days/Year	—	25	0
Single Family Housing	Wood Mass	lb/year	1,000	0
Single Family Housing	Wood Fireplaces	—	1,312	1,377
Single Family Housing	Gas Fireplaces	—	22,311	22,247
Single Family Housing	Catalytic Wood Stoves	—	1,312	0
Single Family Housing	Non-Catalytic Wood Stoves	—	1,312	0
Single Family Housing	Days/Year	—	25	0
Single Family Housing	Wood Mass	lb/year	1,000	0

8.5.4. Water and Waste Water

Land Use	Model Parameter	Units	Default Value	New Value
Single Family Housing	Indoor Water	gal/year	978,375,126	3,161,611,750
Single Family Housing	Outdoor Water	gal/year	5,269,928,474	0.00000
Apartments Mid Rise	Indoor Water	gal/year	6,959,555,203	12,880,465,290
Regional Shopping Center	Indoor Water	gal/year	10,784,955,342	4,938,662,795
Industrial Park	Indoor Water	gal/year	17,319,046,025	1,746,660,780
Government Office Building	Indoor Water	gal/year	5,196,331,272	442,831,140
Single Family Housing	Indoor Water	gal/year	978,375,126	3,161,611,750
Single Family Housing	Outdoor Water	gal/year	5,269,928,474	0.00000
Single Family Housing	Indoor Water	gal/year	978,375,126	3,161,611,750
Single Family Housing	Outdoor Water	gal/year	5,269,928,474	0.00000

8.5.5. Solid Waste

Land Use	Model Parameter	Units	Default Value	New Value
Apartments Mid Rise	Solid Waste Generation Rate	ton/resident/yr	0.24982	0.27000

SWV CPAs - Future w/o Plan Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SWV CPAs - Future w/o Plan
Operational Year	2050
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	19.2000
Location	34.202351438704184, -118.57262070803215
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3874
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	27,819.3	Dwelling Unit	9,032.25	54,247,699	325,843,870	—	66,285.0	—
Apartments Mid Rise	129,589	Dwelling Unit	3,410.24	124,405,440	0.00000	—	311,031	—
Regional Shopping Center	102,125	1000sqft	2,344.47	102,125,180	0.00000	—	—	—
Industrial Park	70,023.5	1000sqft	1,607.52	70,023,520	0.00000	—	—	—
Government Office Building	22,442.0	1000sqft	515.198	22,442,040	0.00000	—	—	—
Single Family Housing	27,819.3	Dwelling Unit	9,032.25	54,247,699	325,843,870	—	66,285.0	—
Single Family Housing	27,819.3	Dwelling Unit	9,032.25	54,247,699	325,843,870	—	66,285.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.3. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	39,040.2	38,280.6	6,544.92	83,127.2	163.942	3,228.11	12,235.4	15,463.5	3,220.42	3,108.39	6,328.81	523,107	22,389,316	22,912,422	24,961.0	650.262	22,235.2	23,752,460
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	36,426.8	35,841.7	6,630.69	59,718.0	158.433	3,207.71	12,235.4	15,443.1	3,205.00	3,108.39	6,313.39	523,107	21,869,101	22,392,208	24,972.5	669.499	20,865.3	23,236,897
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	20,076.5	19,435.5	5,454.50	54,408.1	121.973	419.818	12,085.2	12,505.1	413.691	3,070.85	3,484.54	256,492	20,644,454	20,900,946	24,945.8	644.080	21,436.1	21,737,963
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3,663.97	3,546.97	995.445	9,929.48	22.2601	76.6167	2,205.56	2,282.17	75.4987	560.430	635.929	42,465.3	3,417,925	3,460,390	4,130.06	106.635	3,548.99	3,598,968

2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5,484.75	5,083.06	2,978.05	39,640.6	109.281	42.1694	12,235.4	12,277.6	39.4547	3,108.39	3,147.85	—	11,137,292	11,137,292	401.007	429.463	1,406.40	11,276,704

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Area	33,327.3	33,083.5	1,579.14	42,376.6	42.2176	3,028.33	—	3,028.33	3,023.35	—	3,023.35	286,218	1,561,716	1,847,934	30.9536	28.6356	—	1,857,241
Energy	228.131	114.066	1,987.73	1,110.00	12.4435	157.618	—	157.618	157.618	—	157.618	—	9,372,056	9,372,056	707.536	73.5947	—	9,411,675
Water	—	—	—	—	—	—	—	—	—	—	—	47,362.6	318,252	365,615	4,879.03	118.569	—	522,924
Waste	—	—	—	—	—	—	—	—	—	—	—	189,526	0.00000	189,526	18,942.4	0.00000	—	663,087
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20,828.8	20,828.8
Total	39,040.2	38,280.6	6,544.92	83,127.2	163.942	3,228.11	12,235.4	15,463.5	3,220.42	3,108.39	6,328.81	523,107	22,389,316	22,912,422	24,961.0	650.262	22,235.2	23,752,460
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5,487.30	5,085.11	3,246.62	36,842.6	104.801	42.2020	12,235.4	12,277.6	39.4859	3,108.39	3,147.88	—	10,684,196	10,684,196	415.380	449.266	36.4721	10,828,499
Area	30,711.4	30,642.5	1,396.35	21,765.4	41.1885	3,007.89	—	3,007.89	3,007.89	—	3,007.89	286,218	1,494,597	1,780,816	28.1428	28.0688	—	1,789,884
Energy	228.131	114.066	1,987.73	1,110.00	12.4435	157.618	—	157.618	157.618	—	157.618	—	9,372,056	9,372,056	707.536	73.5947	—	9,411,675
Water	—	—	—	—	—	—	—	—	—	—	—	47,362.6	318,252	365,615	4,879.03	118.569	—	522,924
Waste	—	—	—	—	—	—	—	—	—	—	—	189,526	0.00000	189,526	18,942.4	0.00000	—	663,087
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20,828.8	20,828.8
Total	36,426.8	35,841.7	6,630.69	59,718.0	158.433	3,207.71	12,235.4	15,443.1	3,205.00	3,108.39	6,313.39	523,107	21,869,101	22,392,208	24,972.5	669.499	20,865.3	23,236,897
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5,430.89	5,028.41	3,245.93	37,690.1	106.004	42.1831	12,085.2	12,127.4	39.4678	3,070.85	3,110.32	—	10,805,805	10,805,805	412.929	449.605	607.277	10,950,718

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Area	14,417.5	14,293.0	220.843	15,608.0	3.52600	220.017	—	220.017	216.606	—	216.606	19,604.0	148,341	167,945	3.85277	2.31071	—	168,730
Energy	228.131	114.066	1,987.73	1,110.00	12.4435	157.618	—	157.618	157.618	—	157.618	—	9,372,056	9,372,056	707.536	73.5947	—	9,411,675
Water	—	—	—	—	—	—	—	—	—	—	—	47,362.6	318,252	365,615	4,879.03	118.569	—	522,924
Waste	—	—	—	—	—	—	—	—	—	—	—	189,526	0.00000	189,526	18,942.4	0.00000	—	663,087
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20,828.8	20,828.8
Total	20,076.5	19,435.5	5,454.50	54,408.1	121.973	419.818	12,085.2	12,505.1	413.691	3,070.85	3,484.54	256,492	20,644,454	20,900,946	24,945.8	644.080	21,436.1	21,737,963
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	991.137	917.685	592.381	6,878.43	19.3457	7.69841	2,205.56	2,213.25	7.20287	560.430	567.633	—	1,789,024	1,789,024	68.3651	74.4372	100.542	1,813,016
Area	2,631.20	2,608.47	40.3039	2,848.47	0.64350	40.1530	—	40.1530	39.5305	—	39.5305	3,245.66	24,559.6	27,805.2	0.63787	0.38256	—	27,935.2
Energy	41.6340	20.8170	362.760	202.574	2.27094	28.7653	—	28.7653	28.7653	—	28.7653	—	1,551,651	1,551,651	117.141	12.1844	—	1,558,210
Water	—	—	—	—	—	—	—	—	—	—	—	7,841.42	52,690.2	60,531.7	807.780	19.6305	—	86,576.0
Waste	—	—	—	—	—	—	—	—	—	—	—	31,378.2	0.00000	31,378.2	3,136.14	0.00000	—	109,782
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,448.45	3,448.45
Total	3,663.97	3,546.97	995.445	9,929.48	22.2601	76.6167	2,205.56	2,282.17	75.4987	560.430	635.929	42,465.3	3,417,925	3,460,390	4,130.06	106.635	3,548.99	3,598,968

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,247,110	1,247,110	88.3309	12.4639	—	1,253,032
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	972,540	972,540	68.8836	9.71977	—	977,159
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	1,934,830	1,934,830	137.041	19.3371	—	1,944,019
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	2,077,286	2,077,286	147.131	20.7608	—	2,087,151
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	665,755	665,755	47.1545	6.65370	—	668,917
Total	—	—	—	—	—	—	—	—	—	—	—	—	6,897,521	6,897,521	488.541	68.9352	—	6,930,278

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,247,110	1,247,110	88.3309	12.4639	—	1,253,032
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	972,540	972,540	68.8836	9.71977	—	977,159
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	1,934,830	1,934,830	137.041	19.3371	—	1,944,019
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	2,077,286	2,077,286	147.131	20.7608	—	2,087,151
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	665,755	665,755	47.1545	6.65370	—	668,917
Total	—	—	—	—	—	—	—	—	—	—	—	—	6,897,521	6,897,521	488.541	68.9352	—	6,930,278
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	206,473	206,473	14.6242	2.06354	—	207,454
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	161,015	161,015	11.4045	1.60922	—	161,780
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	320,333	320,333	22.6887	3.20148	—	321,854

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	343,918	343,918	24.3592	3.43719	—	345,552
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	110,223	110,223	7.80696	1.10160	—	110,747
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,141,963	1,141,963	80.8836	11.4130	—	1,147,387

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	105.167	52.5837	898.703	382.427	5.73640	72.6611	—	72.6611	72.6611	—	72.6611	—	1,140,747	1,140,747	100.956	2.14799	—	1,143,911
Apartments Mid Rise	52.8572	26.4286	451.689	192.208	2.88312	36.5195	—	36.5195	36.5195	—	36.5195	—	573,341	573,341	50.7404	1.07958	—	574,931
Regional Shopping Center	14.7351	7.36754	133.955	112.522	0.80373	10.1806	—	10.1806	10.1806	—	10.1806	—	159,831	159,831	14.1450	0.30096	—	160,274
Industrial Park	41.9326	20.9663	381.206	320.213	2.28723	28.9716	—	28.9716	28.9716	—	28.9716	—	454,842	454,842	40.2533	0.85645	—	456,104

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Government Office Building	13.4391	6.71955	122.174	102.626	0.73304	9.28520	—	9.28520	9.28520	—	9.28520	—	145,774	145,774	12.9009	0.27449	—	146,178
Total	228.131	114.066	1,987.73	1,110.00	12.4435	157.618	—	157.618	157.618	—	157.618	—	2,474,534	2,474,534	218.995	4.65947	—	2,481,398
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	105.167	52.5837	898.703	382.427	5.73640	72.6611	—	72.6611	72.6611	—	72.6611	—	1,140,747	1,140,747	100.956	2.14799	—	1,143,911
Apartments Mid Rise	52.8572	26.4286	451.689	192.208	2.88312	36.5195	—	36.5195	36.5195	—	36.5195	—	573,341	573,341	50.7404	1.07958	—	574,931
Regional Shopping Center	14.7351	7.36754	133.955	112.522	0.80373	10.1806	—	10.1806	10.1806	—	10.1806	—	159,831	159,831	14.1450	0.30096	—	160,274
Industrial Park	41.9326	20.9663	381.206	320.213	2.28723	28.9716	—	28.9716	28.9716	—	28.9716	—	454,842	454,842	40.2533	0.85645	—	456,104
Government Office Building	13.4391	6.71955	122.174	102.626	0.73304	9.28520	—	9.28520	9.28520	—	9.28520	—	145,774	145,774	12.9009	0.27449	—	146,178
Total	228.131	114.066	1,987.73	1,110.00	12.4435	157.618	—	157.618	157.618	—	157.618	—	2,474,534	2,474,534	218.995	4.65947	—	2,481,398
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	19.1930	9.59652	164.013	69.7929	1.04689	13.2606	—	13.2606	13.2606	—	13.2606	—	188,864	188,864	16.7144	0.35562	—	189,388

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Apartments Mid Rise	9.64645	4.82322	82.4333	35.0780	0.52617	6.66482	—	6.66482	6.66482	—	6.66482	—	94,923.1	94,923.1	8.40065	0.17874	—	95,186.4
Regional Shopping Center	2.68915	1.34458	24.4468	20.5353	0.14668	1.85796	—	1.85796	1.85796	—	1.85796	—	26,461.8	26,461.8	2.34186	0.04983	—	26,535.2
Industrial Park	7.65270	3.82635	69.5700	58.4388	0.41742	5.28732	—	5.28732	5.28732	—	5.28732	—	75,304.3	75,304.3	6.66439	0.14180	—	75,513.1
Government Office Building	2.45264	1.22632	22.2967	18.7292	0.13378	1.69455	—	1.69455	1.69455	—	1.69455	—	24,134.5	24,134.5	2.13589	0.04544	—	24,201.4
Total	41.6340	20.8170	362.760	202.574	2.27094	28.7653	—	28.7653	28.7653	—	28.7653	—	409,687	409,687	36.2572	0.77143	—	410,824

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	19,415.4	19,346.5	1,396.35	21,765.4	41.1885	3,007.89	—	3,007.89	3,007.89	—	3,007.89	286,218	1,494,597	1,780,816	28.1428	28.0688	—	1,789,884
Consumer Products	10,309.2	10,309.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Architectural Coatings	986.754	986.754	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2,615.93	2,440.97	182.796	20,611.2	1.02911	20.4350	—	20.4350	15.4550	—	15.4550	—	67,118.4	67,118.4	2.81076	0.56675	—	67,357.6
Total	33,327.3	33,083.5	1,579.14	42,376.6	42.2176	3,028.33	—	3,028.33	3,023.35	—	3,023.35	286,218	1,561,716	1,847,934	30.9536	28.6356	—	1,857,241
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	19,415.4	19,346.5	1,396.35	21,765.4	41.1885	3,007.89	—	3,007.89	3,007.89	—	3,007.89	286,218	1,494,597	1,780,816	28.1428	28.0688	—	1,789,884
Consumer Products	10,309.2	10,309.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	986.754	986.754	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	30,711.4	30,642.5	1,396.35	21,765.4	41.1885	3,007.89	—	3,007.89	3,007.89	—	3,007.89	286,218	1,494,597	1,780,816	28.1428	28.0688	—	1,789,884
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	242.693	241.832	17.4543	272.067	0.51486	37.5986	—	37.5986	37.5986	—	37.5986	3,245.66	16,948.5	20,194.1	0.31913	0.31830	—	20,297.0
Consumer Products	1,881.43	1,881.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	180.083	180.083	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Landscape Equipment	326.991	305.122	22.8495	2,576.40	0.12864	2.55437	—	2.55437	1.93187	—	1.93187	—	7,611.11	7,611.11	0.31874	0.06427	—	7,638.23
Total	2,631.20	2,608.47	40.3039	2,848.47	0.64350	40.1530	—	40.1530	39.5305	—	39.5305	3,245.66	24,559.6	27,805.2	0.63787	0.38256	—	27,935.2

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	19,263.0	129,437	148,700	1,984.37	48.2238	—	212,680
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	17,130.6	115,108	132,239	1,764.70	42.8853	—	189,136
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	6,795.95	45,665.3	52,461.2	700.082	17.0133	—	75,033.2
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	3,322.67	22,326.6	25,649.3	342.283	8.31809	—	36,685.1
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	850.396	5,714.22	6,564.62	87.6031	2.12892	—	9,389.11

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	47,362.6	318,252	365,615	4,879.03	118.569	—	522,924
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	19,263.0	129,437	148,700	1,984.37	48.2238	—	212,680
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	17,130.6	115,108	132,239	1,764.70	42.8853	—	189,136
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	6,795.95	45,665.3	52,461.2	700.082	17.0133	—	75,033.2
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	3,322.67	22,326.6	25,649.3	342.283	8.31809	—	36,685.1
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	850.396	5,714.22	6,564.62	87.6031	2.12892	—	9,389.11
Total	—	—	—	—	—	—	—	—	—	—	—	47,362.6	318,252	365,615	4,879.03	118.569	—	522,924
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3,189.21	21,429.8	24,619.0	328.535	7.98400	—	35,211.7
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2,836.16	19,057.5	21,893.7	292.166	7.10016	—	31,313.7
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1,125.15	7,560.41	8,685.55	115.907	2.81674	—	12,422.6

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	550.105	3,696.42	4,246.53	56.6688	1.37716	—	6,073.64
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	140.793	946.054	1,086.85	14.5037	0.35247	—	1,554.47
Total	—	—	—	—	—	—	—	—	—	—	—	7,841.42	52,690.2	60,531.7	807.780	19.6305	—	86,576.0

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	28,431.6	0.00000	28,431.6	2,841.64	0.00000	—	99,472.7
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	45,259.2	0.00000	45,259.2	4,523.49	0.00000	—	158,347
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	57,791.2	0.00000	57,791.2	5,776.02	0.00000	—	202,192
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	46,795.6	0.00000	46,795.6	4,677.05	0.00000	—	163,722

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	11,248.2	0.00000	11,248.2	1,124.22	0.00000	—	39,353.8
Total	—	—	—	—	—	—	—	—	—	—	—	189,526	0.00000	189,526	18,942.4	0.00000	—	663,087
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	28,431.6	0.00000	28,431.6	2,841.64	0.00000	—	99,472.7
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	45,259.2	0.00000	45,259.2	4,523.49	0.00000	—	158,347
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	57,791.2	0.00000	57,791.2	5,776.02	0.00000	—	202,192
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	46,795.6	0.00000	46,795.6	4,677.05	0.00000	—	163,722
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	11,248.2	0.00000	11,248.2	1,124.22	0.00000	—	39,353.8
Total	—	—	—	—	—	—	—	—	—	—	—	189,526	0.00000	189,526	18,942.4	0.00000	—	663,087
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4,707.18	0.00000	4,707.18	470.466	0.00000	—	16,468.8

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7,493.18	0.00000	7,493.18	748.916	0.00000	—	26,216.1
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	9,567.99	0.00000	9,567.99	956.286	0.00000	—	33,475.1
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	7,747.55	0.00000	7,747.55	774.339	0.00000	—	27,106.0
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	1,862.28	0.00000	1,862.28	186.128	0.00000	—	6,515.47
Total	—	—	—	—	—	—	—	—	—	—	—	31,378.2	0.00000	31,378.2	3,136.14	0.00000	—	109,782

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,165.57	1,165.57
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	890.992	890.992

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	490.264	490.264
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	54.5791	54.5791
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18,227.4	18,227.4
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20,828.8	20,828.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,165.57	1,165.57
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	890.992	890.992
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	490.264	490.264
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	54.5791	54.5791
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18,227.4	18,227.4
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20,828.8	20,828.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	192.973	192.973
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	147.514	147.514
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.1689	81.1689
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.03619	9.03619
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,017.76	3,017.76
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,448.45	3,448.45

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	2,549,500	2,549,500	2,549,500	930,567,500	17,238,500	17,238,500	17,238,500	6,292,052,500

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Single Family Housing	Wood Fireplaces	1,377	1,377
Single Family Housing	Gas Fireplaces	23,661	23,661

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	2,782	2,782
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	0	0
Single Family Housing	Non-Catalytic Wood Stoves	0	0
Single Family Housing	Pellet Wood Stoves	0	0
Apartments Mid Rise	Wood Fireplaces	0	0
Apartments Mid Rise	Gas Fireplaces	0	0
Apartments Mid Rise	Propane Fireplaces	0	0
Apartments Mid Rise	Electric Fireplaces	0	0
Apartments Mid Rise	No Fireplaces	0	0
Apartments Mid Rise	Conventional Wood Stoves	0	0
Apartments Mid Rise	Catalytic Wood Stoves	0	0
Apartments Mid Rise	Non-Catalytic Wood Stoves	0	0
Apartments Mid Rise	Pellet Wood Stoves	0	0
Regional Shopping Center	Wood Fireplaces	0	0
Regional Shopping Center	Gas Fireplaces	0	0
Regional Shopping Center	Propane Fireplaces	0	0
Regional Shopping Center	Electric Fireplaces	0	0
Regional Shopping Center	No Fireplaces	0	0

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Regional Shopping Center	Conventional Wood Stoves	0	0
Regional Shopping Center	Catalytic Wood Stoves	0	0
Regional Shopping Center	Non-Catalytic Wood Stoves	0	0
Regional Shopping Center	Pellet Wood Stoves	0	0
Industrial Park	Wood Fireplaces	0	0
Industrial Park	Gas Fireplaces	0	0
Industrial Park	Propane Fireplaces	0	0
Industrial Park	Electric Fireplaces	0	0
Industrial Park	No Fireplaces	0	0
Industrial Park	Conventional Wood Stoves	0	0
Industrial Park	Catalytic Wood Stoves	0	0
Industrial Park	Non-Catalytic Wood Stoves	0	0
Industrial Park	Pellet Wood Stoves	0	0
Government Office Building	Wood Fireplaces	0	0
Government Office Building	Gas Fireplaces	0	0
Government Office Building	Propane Fireplaces	0	0
Government Office Building	Electric Fireplaces	0	0
Government Office Building	No Fireplaces	0	0
Government Office Building	Conventional Wood Stoves	0	0
Government Office Building	Catalytic Wood Stoves	0	0
Government Office Building	Non-Catalytic Wood Stoves	0	0

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Government Office Building	Pellet Wood Stoves	0	0
Single Family Housing	Wood Fireplaces	1,377	1,377
Single Family Housing	Gas Fireplaces	23,661	23,661
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	2,782	2,782
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	0	0
Single Family Housing	Non-Catalytic Wood Stoves	0	0
Single Family Housing	Pellet Wood Stoves	0	0
Single Family Housing	Wood Fireplaces	1,377	1,377
Single Family Housing	Gas Fireplaces	23,661	23,661
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	2,782	2,782
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	0	0
Single Family Housing	Non-Catalytic Wood Stoves	0	0
Single Family Housing	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
581,475,787	193,825,262	291,886,110	97,295,370	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	250.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	219,773,591	690.400	0.0489	0.0069	1,186,478,834
Apartments Mid Rise	514,161,525	690.400	0.0489	0.0069	1,788,977,362
Regional Shopping Center	1,022,904,133	690.400	0.0489	0.0069	498,715,214
Industrial Park	1,098,217,505	690.400	0.0489	0.0069	1,419,228,776
Government Office Building	351,970,898	690.400	0.0489	0.0069	454,852,726
Single Family Housing	219,773,591	690.400	0.0489	0.0069	1,186,478,834
Single Family Housing	219,773,591	690.400	0.0489	0.0069	1,186,478,834

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	3,350,842,715	0.00000
Apartments Mid Rise	8,939,697,165	0.00000
Regional Shopping Center	3,546,513,010	0.00000
Industrial Park	1,733,955,130	0.00000
Government Office Building	443,784,885	0.00000
Single Family Housing	3,350,842,715	0.00000
Single Family Housing	3,350,842,715	0.00000

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	17,585.0	0.00000
Apartments Mid Rise	83,978.4	0.00000
Regional Shopping Center	107,231	0.00000
Industrial Park	86,829.2	0.00000
Government Office Building	20,871.1	0.00000
Single Family Housing	17,585.0	0.00000
Single Family Housing	17,585.0	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.30000	4.00000	4.00000	18.0000
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Population derived from values in Section 4.13, Population and Housing
Operations: Hearths	SF units assume default values for fireplaces and apartments units no fireplaces, no wood stoves assumed for all land uses
Operations: Water and Waste Water	Water demand consistent with Table 4.17-7 of Section 4.17, Utilities and Service Systems
Operations: Solid Waste	Consistent with Solid Waste Generation Rates from Table 4.17-20 of Section 4.17, Utilities and Service Systems

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Population	people	82,345.0	66,285.0
Landscape Area	sq. ft	—	0.00000
Population	people	383,583	311,031
Population	people	82,345.0	66,285.0
Population	people	82,345.0	66,285.0

8.5. Operations

8.5.2. Area Sources

8.5.2.1. Hearths

Land Use	Model Parameter	Units	Default Value	New Value
Single Family Housing	Wood Fireplaces	—	1,391	1,377
Single Family Housing	Gas Fireplaces	—	23,646	23,661
Single Family Housing	No Fireplaces	—	2,782	2,782
Single Family Housing	Catalytic Wood Stoves	—	1,391	0
Single Family Housing	Non-Catalytic Wood Stoves	—	1,391	0
Single Family Housing	Days/Year	—	25	0
Single Family Housing	Wood Mass	lb/year	1,000	0
Apartments Mid Rise	Wood Fireplaces	—	6,479	0
Apartments Mid Rise	Gas Fireplaces	—	110,151	0
Apartments Mid Rise	No Fireplaces	—	12,959	0

Land Use	Model Parameter	Units	Default Value	New Value
Apartments Mid Rise	Hours/Day	—	3	0
Apartments Mid Rise	Days/Year	—	25	0
Apartments Mid Rise	Wood Mass	lb/year	1,019	0
Apartments Mid Rise	Catalytic Wood Stoves	—	6,479	0
Apartments Mid Rise	Non-Catalytic Wood Stoves	—	6,479	0
Apartments Mid Rise	Days/Year	—	25	0
Apartments Mid Rise	Wood Mass	lb/year	1,000	0
Single Family Housing	Wood Fireplaces	—	1,391	1,377
Single Family Housing	Gas Fireplaces	—	23,646	23,661
Single Family Housing	No Fireplaces	—	2,782	2,782
Single Family Housing	Catalytic Wood Stoves	—	1,391	0
Single Family Housing	Non-Catalytic Wood Stoves	—	1,391	0
Single Family Housing	Days/Year	—	25	0
Single Family Housing	Wood Mass	lb/year	1,000	0
Single Family Housing	Wood Fireplaces	—	1,391	1,377
Single Family Housing	Gas Fireplaces	—	23,646	23,661
Single Family Housing	No Fireplaces	—	2,782	2,782
Single Family Housing	Catalytic Wood Stoves	—	1,391	0
Single Family Housing	Non-Catalytic Wood Stoves	—	1,391	0
Single Family Housing	Days/Year	—	25	0
Single Family Housing	Wood Mass	lb/year	1,000	0

8.5.4. Water and Waste Water

Land Use	Model Parameter	Units	Default Value	New Value
Single Family Housing	Indoor Water	gal/year	1,036,932,254	3,350,842,715
Single Family Housing	Outdoor Water	gal/year	5,585,341,114	0.00000
Apartments Mid Rise	Indoor Water	gal/year	4,830,274,468	8,939,697,165
Regional Shopping Center	Indoor Water	gal/year	7,564,669,589	3,546,513,010
Industrial Park	Indoor Water	gal/year	16,192,939,000	1,733,955,130
Government Office Building	Indoor Water	gal/year	4,458,328,617	443,784,885
Single Family Housing	Indoor Water	gal/year	1,036,932,254	3,350,842,715
Single Family Housing	Outdoor Water	gal/year	5,585,341,114	0.00000
Single Family Housing	Indoor Water	gal/year	1,036,932,254	3,350,842,715
Single Family Housing	Outdoor Water	gal/year	5,585,341,114	0.00000

8.5.5. Solid Waste

Land Use	Model Parameter	Units	Default Value	New Value
Apartments Mid Rise	Solid Waste Generation Rate	ton/resident/yr	0.24982	0.27000

APPENDIX 4.5

Cultural Resources Report

cogstone

PALEONTOLOGY - ARCHAEOLOGY - HISTORY



CULTURAL RESOURCES OF THE SOUTHWEST VALLEY COMMUNITY PLANS UPDATE PROJECT, CITY OF LOS ANGELES, CALIFORNIA

Prepared for:
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Placeworks
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Santa Ana, California 92707

Authors:
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Principal Investigator:
John Gust

December 2022

Cogstone Project Number: 4107
Type of Study: Programmatic Assessment
USGS 7.5' Quadrangles: Calabasas (1976), Canoga Park (1976), Van Nuys (1976)
Area: 60 square miles (38,400 acres)

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Federal Certifications EDWOSB, SDB
State Certifications DBE, WBE,UDBE

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SUMMARY OF FINDINGS

The Southwest Valley Community Plans Update Project (Project) is approximately 61 square miles in size, encompassing the (1) Canoga Park/ Winnetka/Woodland Hills/West Hills (17,906 acres), (2) Reseda/West Van Nuys/Lake Balboa (7,765 acres), and (3) Encino/Tarzana (13,007 acres) Community Plan Areas in the City of Los Angeles, California. The current Project will evaluate the environmental impacts of the three Community Plan Areas (CPAs) under a single Environmental Impact Report (EIR). These three community plan areas are geographically continuous, and comprise the southwest portion of the San Fernando Valley.

The Proposed Project also includes changes to three community plan boundaries, and the adoption of necessary updates to land use designation, zoning, plan text, and other ordinances to implement those updates. The Proposed Plans direct future growth to already urbanized and transit-oriented areas of each Plan Area. The proposed changes largely follow the current pattern of land use development reflecting City policies to direct growth where it can be supported by existing transportation infrastructure. The Proposed Plans promote a balance of housing units and jobs near transit where different types of land uses (e.g., commercial and residential) can be provided to reduce the length and number of vehicle trips.

Megan Wilson conducted a records search for archaeological and historical resources within the Proposed Project at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS), on January 31, 2018 and Sandy Duarte completed an updated search on June 14, 2022. The combined results of these two searches are detailed below.

The record search indicated that 257 previous cultural resource studies have been completed which were at least partially within the Proposed Project.

The CHRIS records search indicated that 45 archaeological resources have been previously recorded within the Proposed Project. Of these resources, 31 are in the Canoga Park- Winnetka-Woodland Hills-West Hills CP and 14 are in the Encino-Tarzana CP. There are no recorded archaeological resources in the Reseda-West Van Nuys-Lake Balboa CP. Two resources are currently listed in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR)

RANCHO EL ENCINO (NRHP NO. 71000142)
Built in 1849, Rancho El Encino was a popular resting area for travelers along the El Camino Real. This resource was listed as State Historical Landmark No. 689 in 1959 and then added to the NRHP in 1971; significance listed under Criterion A (social history) and Criterion C (architecture). This resource is currently listed in the CRHR.

LEONIS ADOBE (NRHP NO. 75000433)
The Leonis Adobe is located at 23537 Calabasas Road in the southwest area of the Canoga Park-West Hills-Winnetka-Woodland Hills. Built in 1844-1846, this NRHP and CRHR listed building is a two-story Monterey style adobe. It is one of the oldest surviving buildings in the San Fernando Valley. In 1962, the adobe was listed as Los Angeles Historic-Cultural Monument #1 and in 1975 was listed in the NRHP. It is listed for significance under architecture (Criterion C).

The combined records from CHRIS and all other sources indicate that 395 built resources have been previously recorded within the Proposed Project. Of these, 62 resources are in the Canoga Park-West Hills-Winnetka-Woodland Hills CP, 232 resources are in the Encino-Tarzana CP, and 101 resources in the Reseda-West Van Nuys CP. Due to the number of resources the tables listing them by Community Plan are in Appendix D.

As part of the present cultural resources assessment, Cogstone conducted extensive background research in order to understand the historic context of the Project Area. As noted above, for the purposes of the study, the Project Area can be divided into three general geographical areas for descriptive purposes. These are (1) the hilly areas west of Valley Circle Blvd., (2) the mostly hilly areas south of Ventura Blvd., and (3) the rest of the mostly generally level valley floor, to as far north as Roscoe Blvd. and as far east as (approximately) the San Diego (405) Freeway.

The hilly areas west of Valley Circle Blvd.
This area is west of Valley Circle Blvd. and includes the eastern edge of the Simi Hills. In this region both the lower Bell Canyon and the lower Dayton Canyon areas are especially sensitive. The village of Jacjauybit/Huwam was located at the mouth of Bell Canyon, and many other prehistoric and historic sites are present. The most important of these are Castle Peak (CA-LAN-511), and the site of the 1845 Mexican Period Rancho El Escorpion land grant, which includes the Rancho El Escorpion lime kiln that has been nominated as a Los Angeles Historical-Cultural Monument. Given the presence of these and other cultural resources, much of the area west of Valley Circle Blvd. should be considered sensitive, or potentially sensitive, in terms of cultural resources.

The foothill areas south of Ventura Blvd.
This part of the Project Area includes a portion of the north foot of the Santa Monica Mountains, where the hills interface with the valley floor. There are significant cultural resources at both the west and east ends of this area.

The site of the Encino land grant in the southeast corner of the study area is permanently protected as Los Encinos State Historic Park, and was the site of a large Native American village and the first place where Euro-American explorers (the Portola party of 1769) camped in the valley. The entire area around the State Park on both sides of Ventura Blvd. is and should be considered very sensitive for archaeological resources.

Although large parts of the hills to the south even where development has already taken place, should be considered to be moderately sensitive, especially at and around any drainages and areas that have springs or may have had springs in the past.

Valley floor, north to Roscoe Blvd. and east to the San Diego (405) Freeway
The Encino site (CA-LAN-111) in Sepulveda Basin is one of the few known prehistoric sites in this area. However, because the Los Angeles River has historically frequently flooded this area (and continues to do so today), and because the area along the river would have provided a hospitable environment for native peoples and wildlife, the potential for buried prehistoric sites is high. A line of historical structures largely follows the old east-west Southern Pacific Railroad right-of-way, now the route of the Los Angeles Metro G (Orange) Line Busway. Other historic resources, like the National Guard Armory in Sepulveda Basin, are scattered throughout this area. Based on these observations, areas near the river should be considered moderately sensitive, while the general valley floor away from the river has low sensitivity for prehistoric cultural resources but high potential for historic resources.

The research for the current Project has demonstrated that there are numerous prehistoric and historic cultural resources in the Project Area. Some of these resources are extant, while others have been destroyed or otherwise negatively impacted by development, including, unfortunately, most of the Native American village and Mexican Period Rancho El Escorpion at Bell Canyon, while others may await discovery.

The following programmatic Mitigation Measures are recommended to reduce future impact to cultural resources within the community plans.

CR 1. Prior to issuance of a demolition permit for a building over fifty years old, the City shall require a Historic Resource Evaluation prepared by a qualified architectural historian. If the resource is determined to meet the CEQA significance criteria, the City shall require appropriate offsetting mitigation such as a Historic American Building Record, adaptive reuse or preservation.

CR 2. City staff shall require applicants for future proposed ground disturbing projects within these Community Plan areas to either (1) provide a technical cultural resources assessment consisting of a record search, survey, background context and project specific recommendations performed by a qualified archaeologist meeting Secretary of the Interior Standards or (2) agree to full-time monitoring by an archaeologist and a Native American. If resources are known or reasonably anticipated the recommendations shall provide a detailed mitigation plan which shall require monitoring during grading and other earthmoving activities in undisturbed sediments, provide a treatment plan for potential resources that includes data to be collected, requires professional identification, other special studies as appropriate, requires curation at a repository for artifacts meeting significance criteria, requires a comprehensive final mitigation compliance report including a catalog of specimens with museum numbers and an appendix containing a letter from the museum stating that they are in possession of the materials.

CR 3. Unanticipated discoveries of human remains shall require immediate cessation of ground disturbance within 50 feet and notification to City staff and the Coroner and shall follow state law as stated in Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.

INTRODUCTION

PURPOSE OF STUDY

The Southwest Valley Community Plans Update Project (Project) is approximately 61 square miles in size, encompassing the (1) Canoga Park /Winnetka/Woodland Hills/West Hills (17,906 acres), (2) Reseda/West Van Nuys/Lake Balboa (7,765 acres), and (3) Encino/Tarzana (13,007 acres) Community Plan Areas in the City of Los Angeles, California (Figure 1). Plan updates were previously prepared for these three areas in 1998 and 1999. The current Project will evaluate the environmental impacts of the three Community Plan Areas (CPAs) under a single Environmental Impact Report (EIR).

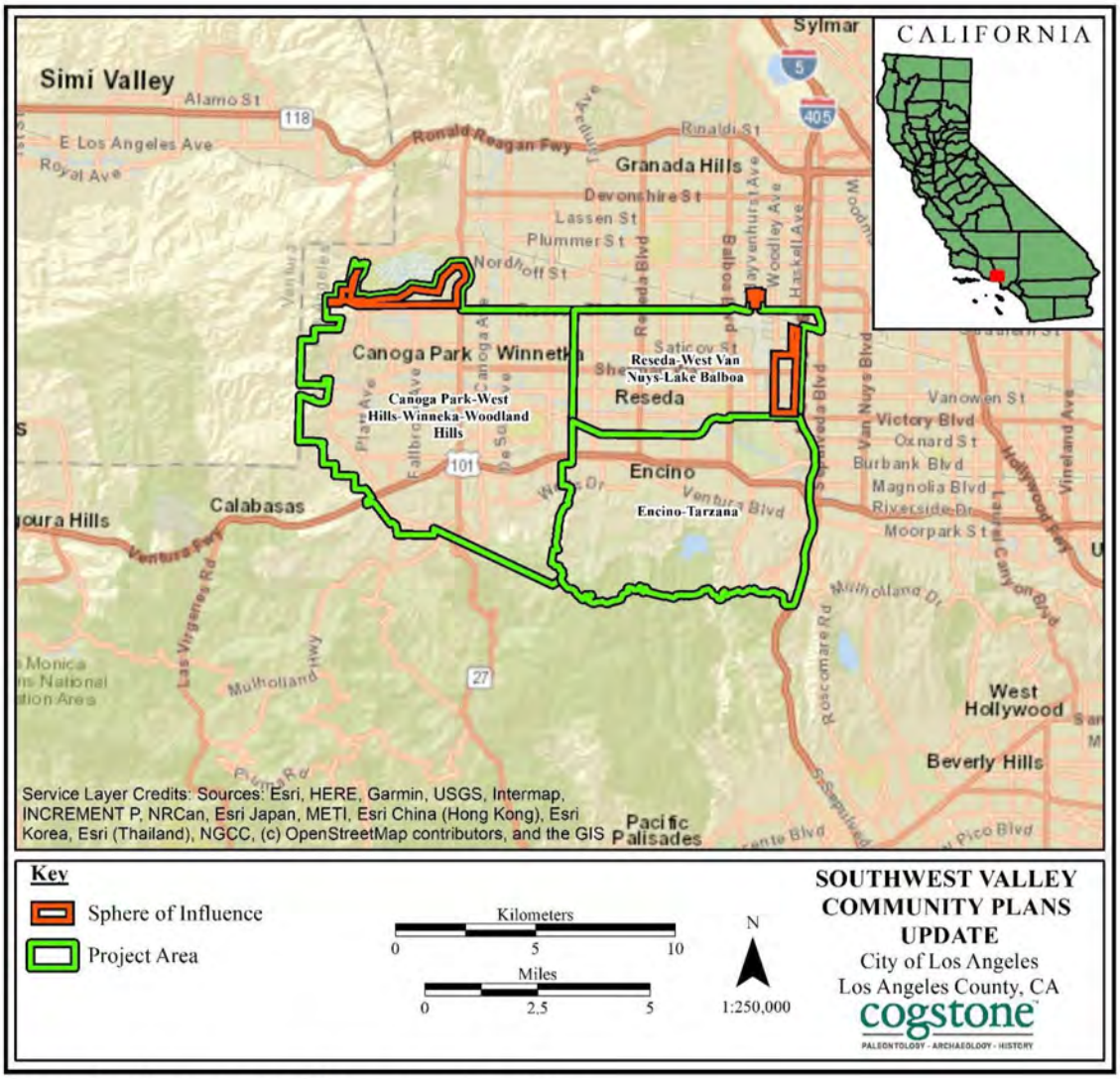

Figure 1. Community Plans overview map

PROJECT LOCATION

The Southwest Valley Community Plans Update is comprised of three community plan areas, plus the areas being added by the boundary changes discussed below: (1) the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area (CPA), (2) the Encino-Tarzana CPA, and (3) the Reseda-West Van Nuys-Lake Balboa CPA. These three community plan areas are geographically continuous, and comprise the southwest portion of the San Fernando Valley. The Project Location is outlined in Figure 1 – Project Overview. The Project Location area is shown within greater detail in Appendix A – Figures 1a-n – Project Location.

The current Canoga Park-Winnetka-Woodland Hills-West Hills CPA is approximately 17,906 acres and shares a common boundary along Corbin Avenue with the Reseda-West Van Nuys CPA and the Encino-Tarzana CPA. The current Encino-Tarzana CPA is approximately 13,007 acres and shares a common boundary along Oxnard Street with the Reseda-West Van Nuys-Lake Balboa CPA, which is approximately 7,765 acres. The current Southwest Valley Community Plans are bordered by Roscoe Boulevard to the north, Sepulveda Boulevard to the northeast, Interstate-405 to the east, the Santa Monica Mountains to the south, and Topanga Canyon Boulevard to the west. The southwestern border of the Southwest Valley Community Plans aligns with the city limits of Los Angeles, with the City of Calabasas and City of Hidden Hills to the southwest, and Simi Hills, Ventura County, and unincorporated Los Angeles County to the west. The Los Angeles communities of Chatsworth-Porter Ranch, Northridge, and Mission Hills-Panorama City-North Hills are located to the north, Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the east, and Brentwood-Pacific Palisades Community Plan to the south. The Southwest Valley Community Plans area is approximately 61 square miles.

The Southwest Valley Community Plans Update proposes amending the existing physical boundaries of the Community Plans, as described below. These proposed amendments would extend the existing Southwest Valley Community Plans boundaries beyond those existing as described below. It is important to note these boundary changes are proposed and may have some adjustments during the plan approval process. The EIR intends to analyze the boundary changes substantially the same as described below that meet the intent of the boundary changes to potentially align Community Plan boundaries with significant and distinguishable land use patterns.

PROPOSED BOUNDARY CHANGES

Proposed Boundary Change 1: The Reseda-West Van Nuys-Lake Balboa Community Plan and the Van Nuys–North Sherman Oaks Community Plan share a north to south boundary that follows Gloria Avenue and Valjean Avenue, which represents the eastern border of the existing Reseda-West Van Nuys-Lake Balboa Community Plan and the western border of the existing

Van Nuys-North Sherman Oaks Community Plan. The Proposed Project would study the impacts of a proposed boundary change which would extend the Reseda-West Van Nuys Community Plan boundary east to Interstate-405 (I-405). This area is generally bounded by the Southern Pacific Railroad right-of-way to the north, I-405 to the east, Victory Boulevard to the south, and Gloria and Valjean Avenues to the west. An amendment to both Community Plan Maps would be proposed to reallocate land from the Van Nuys-North Sherman Oaks Community Plan to the Reseda-West Van Nuys-Lake Balboa Community Plan. This proposed boundary change would align the shared boundary with the Freeway right-of-way, as it is the most linear and physically dividing feature demarcating the two Community Plans.

Proposed Boundary Change 2: The Van Nuys Airport is located primarily within the Reseda-West Van Nuys-Lake Balboa Community Plan. However, there is land located within the Van Nuys Airport Master Plan boundary that extends outside the boundaries of the Reseda-West Van Nuys-Lake Balboa Community Plan, and into the Mission Hills- Panorama City-North Hills Community Plan. An amendment to the Mission Hills-Panorama City-North Hills Community Plan Map and the Reseda-West Van Nuys-Lake Balboa Community Plan Map would be proposed to reallocate land from the Mission Hills-Panorama City-North Hills Community Plan to the Reseda-West Van Nuys-Lake Balboa Community Plan. This area is generally bounded by Napa Street to the north, Gothic Avenue to the east, Roscoe Boulevard to the south, and Hayvenhurst Place to the west. This boundary adjustment is proposed as it would allow the entire portion of the Van Nuys Airport Master Plan Boundary to be located within the Reseda-West Van Nuys-Lake Balboa Community Plan.

Proposed Boundary Change 3: As discussed above, the Van Nuys Airport is located primarily within the Reseda-West Van Nuys-Lake Balboa Community Plan. There is land located within the Van Nuys Airport Master Plan boundary that extends outside the boundaries of the Reseda-West Van Nuys Community Plan, and into the Northridge Community Plan. An amendment to the Northridge Community Plan and the Reseda-West Van Nuys-Lake Balboa Community Plan would be proposed to reallocate land from the Northridge Community Plan to the Reseda-West Van Nuys-Lake Balboa Community Plan. This area is generally bounded by the Southern Pacific Railroad right-of-way to the north, Roscoe Boulevard to the east and south, and Balboa Place to the west. This boundary adjustment is proposed as it would allow the entire portion of the Van Nuys Airport Master Plan Boundary to be located within the Reseda West Van Nuys Community Plan.

Proposed Boundary Change 4: The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan shares an east to west boundary with the Chatsworth-Porter Ranch Community Plan, along Roscoe Boulevard. An amendment to both Community Plans would be proposed to reallocate land from the Chatsworth-Porter Ranch Community Plan to the Canoga Park-

Winnetka-Woodland Hills-West Hills Community Plan. This proposed boundary adjustment would allow the Canoga Park-Winnetka-Woodland Hills-West Hills northern boundary to be generally extended north to the Chatsworth Reservoir (Nature Preserve). This boundary adjustment would be generally bounded by the southern boundary of the Chatsworth Reservoir (Nature Preserve) to the north, Topanga Canyon Boulevard to the east, Roscoe Boulevard to the south, and the Simi Hills to the west. This boundary change is proposed as it would align the shared boundary with the natural topography of the Chatsworth Reservoir (Nature Preserve).

PROJECT DESCRIPTION

The Proposed Project is an update of the Southwest Valley Community Plans, which includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan (collectively, the Proposed Plans; Figures 2a-c). The Proposed Project also includes the proposed community plan boundary changes described above, and the adoption of necessary updates to land use designation, zoning, plan text, and other ordinances to implement those updates. The Proposed Plans direct future growth to already urbanized and transit-oriented areas of each Plan Area. The proposed changes largely follow the current pattern of land use development reflecting City policies to direct growth where it can be supported by existing transportation infrastructure. The Proposed Plans promote a balance of housing units and jobs near transit where different types of land uses (e.g., commercial and residential) can be provided to reduce the length and number of vehicle trips.

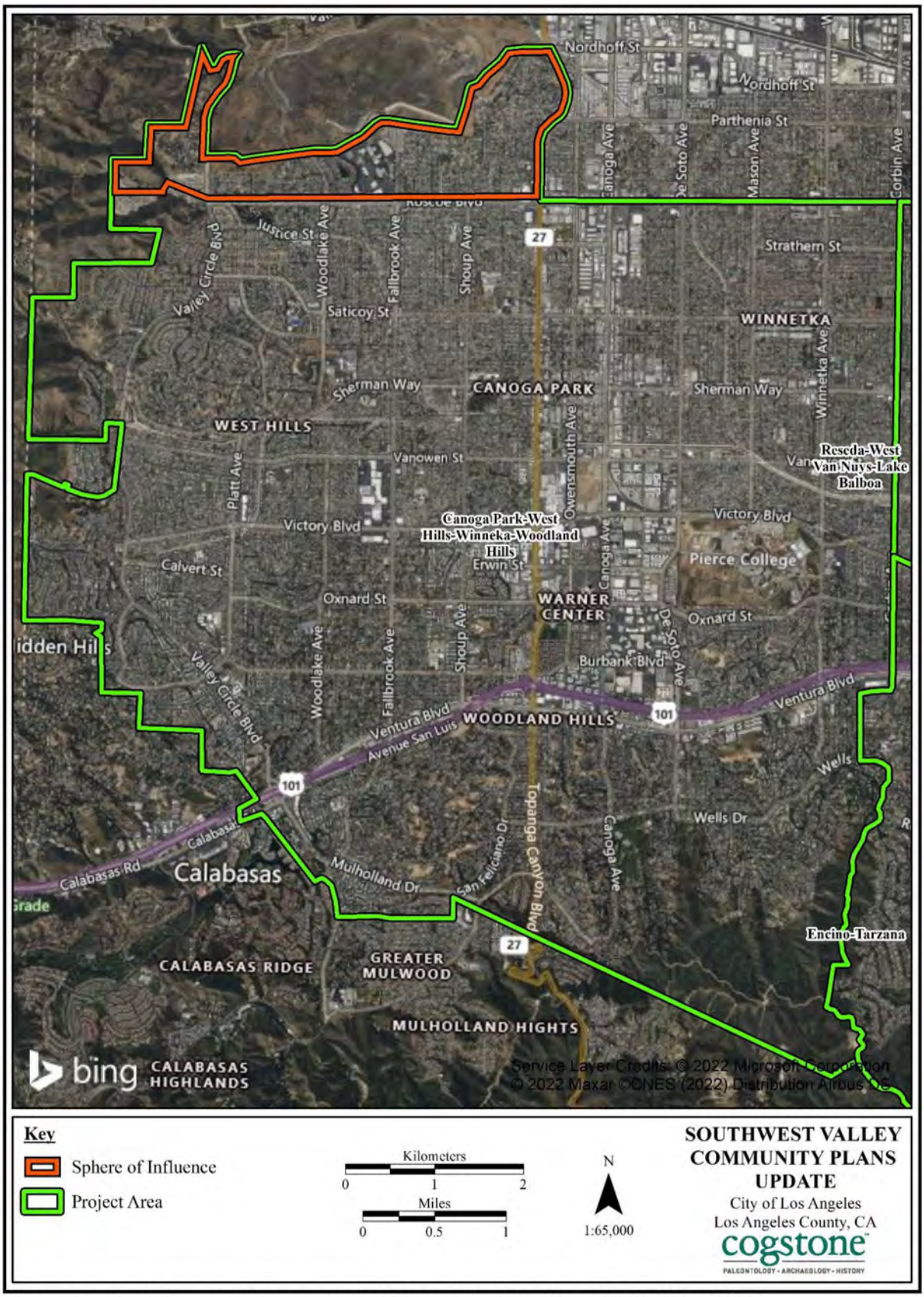

Figure 2a. Aerial map of Canoga Park-Winnetka – Woodland Hills -West Hills

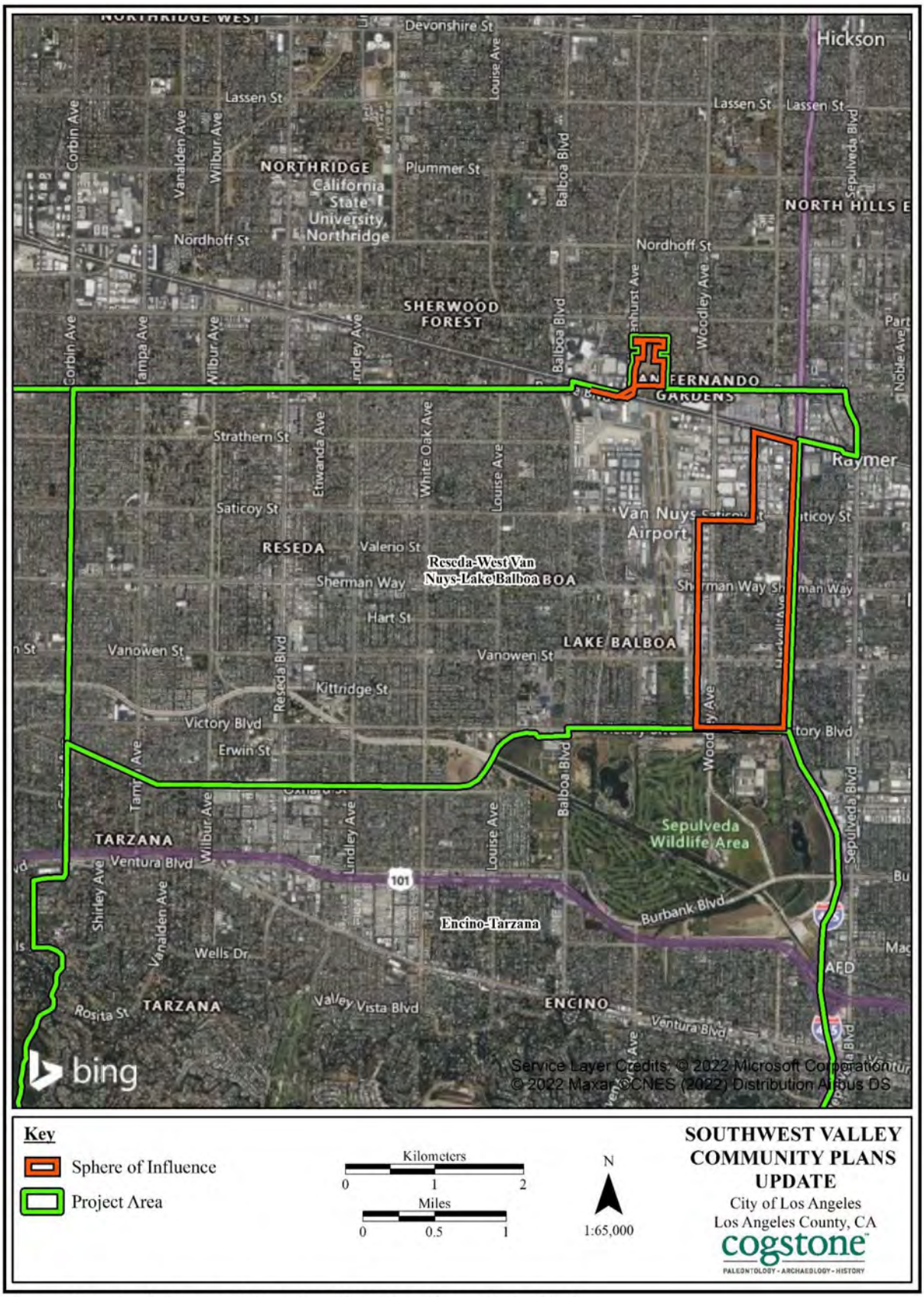

Figure 2b. Aerial map of Reseda-West Van Nuys -Lake Balboa

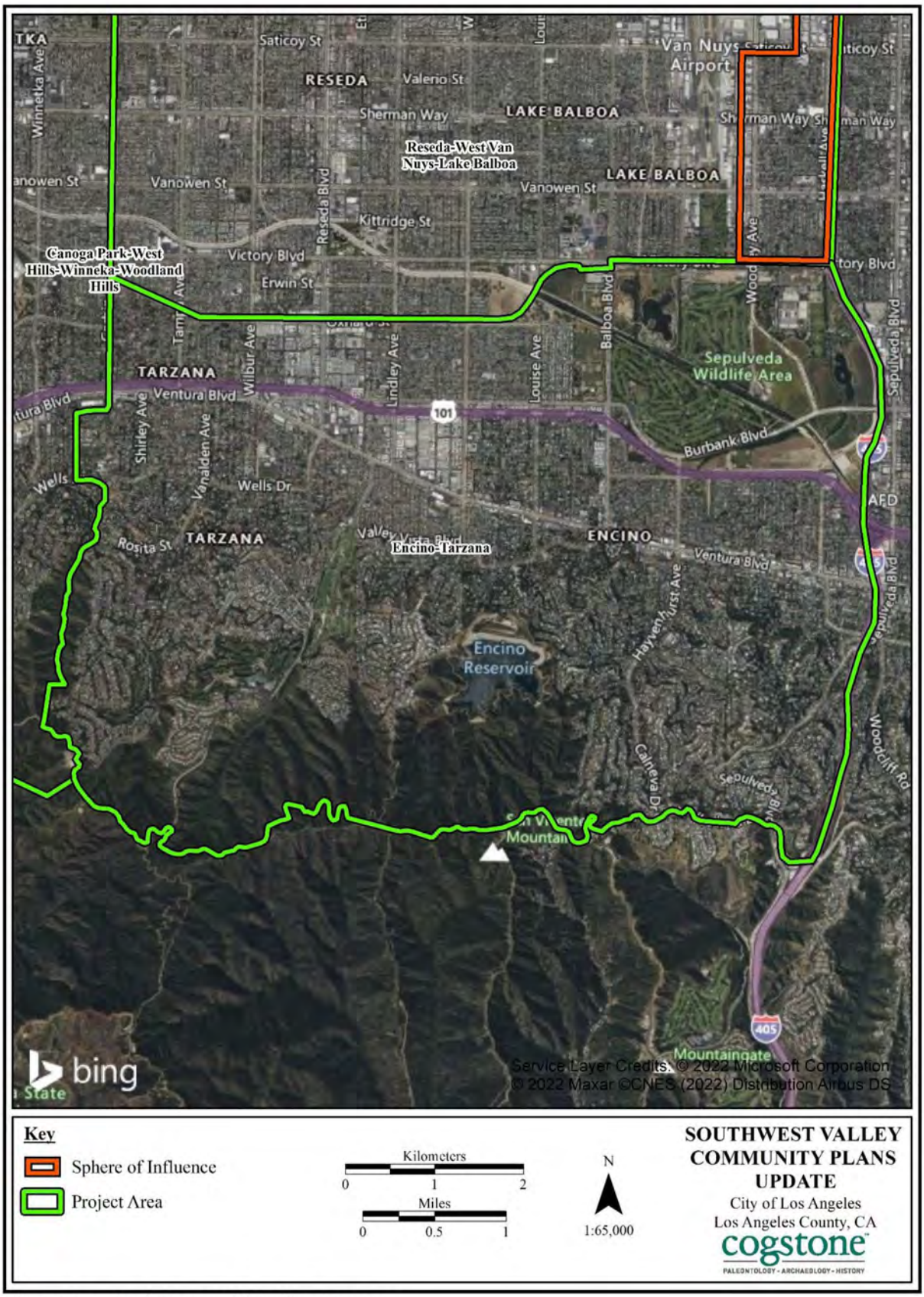

Figure 2c. Aerial map of Encino-Tarzana

PROJECT PERSONNEL

Cogstone Resource Management, Inc. (Cogstone) conducted the cultural resources study and drafted this report. Resumes of key personnel are provided in Appendix B.

- Molly Valasik took over Task Manager and overall QA/QC responsibilities for the Project from Sherri Gust to complete the Project. Ms. Valasik has an M.A. in Anthropology from Kent State University in Ohio and over 13 years of experience in southern California archaeology.
- Sherri Gust (late) wrote the Introduction, Regulatory Environment, Record Search, Assessment and Mitigation sections of the report and acted as Task Manager and QA/QC until her passing. She earned an M.S. in Evolutionary Morphology from the University of Southern California and a B.S. in Physical Anthropology from the University of California (UC), Davis. Ms. Gust had more than 40 years of experience.
- Albert Knight wrote the Background, Sensitivity Analysis and Conclusions sections. Mr. Knight has a B.A. in Anthropology from UC Santa Barbara and over 40 years of experience in California archaeology.
- John Gust, RPA, served as the Principal Investigator for Archaeology, and updated sections of this report. Dr. Gust has a Ph.D in Anthropology from UC Riverside and more than ten years of experience in archaeology.
- Shannon Lopez updated sections of this report. Ms. Lopez holds an M.A. from California State University (CSU), Fullerton and has more than four years of experience as an architectural historian.
- Logan Freeberg conducted the updated archaeological and record searches and prepared the maps for the report. He has a certificate in Geographic Information Systems (GIS) from CSU Fullerton and a B.A. in Anthropology from UC Santa Barbara and has more than 19 years of experience in southern California archaeology.
- Debbie Webster provided technical editing. Ms. Webster has more than 22 years of experience in technical writing.

REGULATORY SETTING

STATE LAWS AND REGULATIONS

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA states that: It is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required are intended to assist public agencies in systematically identifying both the

significant effects of proposed project and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.

CEQA declares that it is state policy to: "take all action necessary to provide the people of this state with...historic environmental qualities." It further states that public or private projects financed or approved by the state are subject to environmental review by the state. All such projects, unless entitled to an exemption, may proceed only after this requirement has been satisfied. CEQA requires detailed studies that analyze the environmental effects of a proposed project. In the event that a project is determined to have a potential significant environmental effect, the act requires that alternative plans and mitigation measures be considered.

TRIBAL CULTURAL RESOURCES

As of 2015, CEQA established that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Pub. Resources Code, § 21084.2). In order to be considered a "tribal cultural resource," a resource must be either:

(1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or

(2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource.

To help determine whether a project may have such an effect, the lead agency must consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code §20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources.

PUBLIC RESOURCES CODE

Section 5097.5: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands (lands under state, county, city, district or public authority jurisdiction, or the jurisdiction of a public corporation), except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (CRHR) is a listing of all properties considered to be significant historical resources in the state. The California Register includes all properties listed or determined eligible for listing on the National Register, including properties evaluated under Section 106, and State Historical Landmarks No. 770 and above. The California Register statute specifically provides that historical resources listed, determined eligible for listing on the California Register by the State Historical Resources Commission, or resources that meet the California Register criteria are resources which must be given consideration under CEQA (see above). Other resources, such as resources listed on local registers of historic resources or in local surveys, may be listed if they are determined by the State Historic Resources Commission to be significant in accordance with criteria and procedures to be adopted by the Commission and are nominated; their listing in the California Register is not automatic.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state or national level under one or more of the following four criteria:

1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2) It is associated with the lives of persons important to local, California, or national history;
3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance.

Alterations to a resource or changes in its use over time may have historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register, if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data.

NATIVE AMERICAN HUMAN REMAINS

Sites that may contain human remains important to Native Americans must be identified and treated in a sensitive manner, consistent with state law (i.e., Health and Safety Code §7050.5 and

Public Resources Code §5097.98), as reviewed below:

> In the event that human remains are encountered during project development and in accordance with the Health and Safety Code Section 7050.5, the County Coroner must be notified if potentially human bone is discovered. The Coroner will then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with Public Resources Code Section 5097.98. The NAHC will then designate a Most Likely Descendant (MLD) with respect to the human remains. The MLD then has the opportunity to recommend to the property owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and associated grave goods.

CALIFORNIA ADMINISTRATIVE CODE, TITLE 14, SECTION 4307

This section states that "No person shall remove, injure, deface or destroy any object of paleontological, archeological or historical interest or value."

BACKGROUND

ENVIRONMENTAL SETTING

The southwest San Fernando Valley can be divided into three general geographical areas for description. These are (1) the foothills west of Valley Circle Blvd., (2) the foothill areas of the northern Santa Monica Mountains south of Ventura Blvd., and (3) the rest of the valley floor, to as far north as Roscoe Blvd. and as far east as (approximately) the San Diego (405) Freeway (Figure 3).

Most of the Proposed Project Area is within the boundaries of the lands that were formerly part of Mission San Fernando. When these lands were privatized, the area became known as Rancho Ex-mission San Fernando. The smaller Rancho El Encino in the south, and the Rancho El Escorpion on the west, are also part of the Proposed Project Area (refer to Figure 3).

THE HILLY AREAS WEST OF VALLEY CIRCLE BLVD.

This area includes the eastern edge of the Simi Hills, which were known to the Spanish and Mexicans as the *Sierra de Santa Susana* and are so-described in historic references (for example, as seen in Figure 3). The name was "floated" north by U.S. surveyors, early in the American Period, so that today the term *Santa Susana Mountains* refers to the mountains to the north and northwest of the western San Fernando Valley. They will be referred to here as the Simi Hills, although researchers examining older documents and maps need to be aware of this nuance. The eastern Simi Hills consists of relatively steep canyons and hillsides, which are largely Cretaceous in age (Dibblee 1992; Sage 1971). Seasonal streams and perennial springs are common, and Bell Canyon, the largest of these west-valley canyons, forms the principal western headwaters of the Los Angeles River.

THE FOOTHILL AREAS SOUTH OF VENTURA BLVD.

This area includes the northern foothills of the Santa Monica Mountains, where the hills interface with the valley floor. The area consists largely of low finger ridges and isolated hills, which rise gradually towards the south, and descend to the valley floor on the north. There are numerous small canyons, some of which are well-watered (e.g. Calabasas Creek), and seasonal streams and perennial springs are common, or were in the past.

VALLEY FLOOR, NORTH TO ROSCOE BLVD. AND EAST TO THE SAN DIEGO (405) FREEWAY

This area consists of generally level valley floor, east of the Simi Hills, and north of the Santa Monica Mountains. Note that the Los Angeles River originates in the western San Fernando Valley, coalescing from tributaries in the eastern Simi Hills and the northern Santa Monica Mountains.

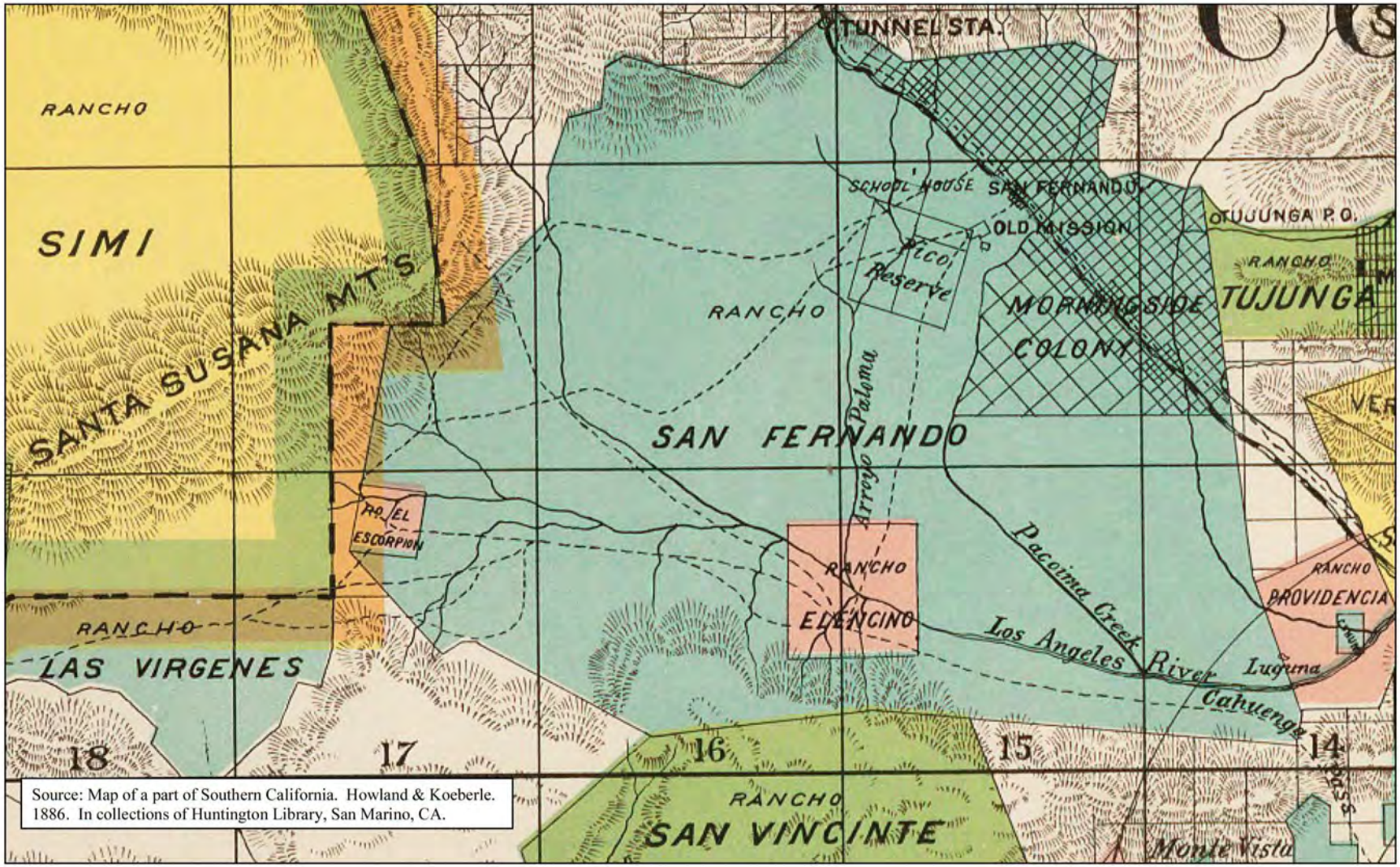

Figure 3. 1886 Map showing vicinity of Proposed Project

In Figure 3, note the dirt roads from Mission San Fernando south to El Encino and west to Rancho El Escorpion (Bell Canyon), and also the road from El Encino to the southeast, that passed through the Cahuenga Pass to Los Angeles. South of El Escorpion, the road west to the Conejo Valley and, eventually, to the Pacific Ocean, is also visible.

PREHISTORIC SETTING

Review of archaeological data has resulted in a revised synthesis of cultural change as evidenced by material culture and archaeologically visible cultural practices. A large part of what was previously referred to as the Millingstone Period is now called the Topanga Pattern of the Encinitas Tradition. This pattern would later be replaced in the Project Area by the Angeles Pattern of the Del Rey Tradition (Sutton 2010; Table 1).

In years past, Chester King developed a chronology for the general Santa Barbara Channel/western Los Angeles coast region based on a detailed analysis of shell beads (i.e., his dating system is based on observable changes in shell bead artifacts, over time). King proposed a basic three period temporal division he called Early, Middle and Late (Glassow et al. 2007:191-214). Knowledge of King's Chumash-centric chronology for the coast is important because the native villages of the southwest San Fernando Valley were culturally integrated with the "Malibu Province," at least in the Late Period and into the ethnographic period (see below). Sutton's 2010 chronology incorporates the archaeological record of the long-present Chumash with the archaeological record established by the newly arriving Takic-language family peoples, as outlined following.

Sutton (2010:3) proposes, "that the archaeological materials of the Intermediate and Late periods in the Los Angeles Basin/southern Channel Islands region of southern California be reinterpreted as a cultural tradition, herein named the Del Rey tradition, with two patterns designated Angeles and Island . . . It is argued that the Del Rey Tradition began with the arrival [of the first] Takic [language family] groups in the Los Angeles Basin about 3,500 BP, and it persisted into contact times . . . The Del Rey Tradition takes its name from the Del Rey site (CA-LAN-63), located near Santa Monica in the Marina del Rey area."

Sutton's 2010 chronology begins with the Paleocoastal Period, which began some 13,000 years ago. This is followed by the San Dieguito Period, at 10,000 – 8,500 BP, and by the Encinitas Tradition, which is divided into three phases, beginning with Topanga Phase I, which dates from 8,500 to 5,000 BP. Topanga I sites are characterized by the presence of abundant manos and metates, many core tools and scraper planes/scrapers, charmstones, cogged stones, early discoidals, and a few large points; faunal remains are rare. Burials are usually secondary and are frequently found under metate cairn, with some burials including long bones only; cremations

are absent. Faunal remains are minimal, but adequate to identify many different species of animal, fish, and shellfish.

Table 1. Summary of Culture Change Chronology (after Sutton 2010:9)

Pattern	Phase	Dates (BP)	Material Traits	Other Traits
Topanga	Topanga I	8,500 to 5,000	Abundant manos and metates, many core tools and scraper planes/scrapers, charmstones, cogged stones, early discoidals, few but large points, faunal remains are rare	Shellfish and hunting important, secondary burials under metate cairns (some with long bones only), few extended inhumations, no cremations
	Topanga II	5,000 to 3,500	Still abundant but fewer manos and metates, adoption of mortar and pestles, smaller points, cogged stones, late discoidals, fewer scraper planes and core tools, some stone balls and charmstones	Shellfish important, addition of acorns, reburial of long bones only and addition of flexed inhumations (some beneath metate cairns), cremations rare
Angeles	Angeles I	3,500 to 2,600	Appearance of Elko dart points and an increase in the overall number of projectile points from Encinitas components; beginning of large-scale trade in small steatite artifacts (effigies, pipes, and beads) and *Olivella* shell beads from the southern Channel Islands; appearance of single-piece shell fishhooks and bone harpoon points; Coso obsidian becomes important; appearance of donut stones	Appearance of a new biological population (Takic, proto-Gabrielino/Cupan language), apparent population increase; fewer and larger sites along the coast; collector strategy; less overall dependence on shellfish but fishing and terrestrial hunting more important; appearance of flexed and extended inhumations without cairns, cremations uncommon
	Angeles II	2,600 to 1,600	Continuation of basic Angeles I material culture with the addition of mortuary features containing broken tools and fragmented cremated human bone; fishhooks become more common	Continuation of basic Angeles I settlement and subsistence systems; appearance of a new funerary complex
	Angeles III	1,600 to 1,250	Appearance of bow and arrow technology (e.g., Marymount or Rose Spring points); changes in *Olivella* beads; asphaltum becomes important; reduction in obsidian use; Obsidian Butte obsidian largely replaces Coso	Larger seasonal villages; flexed primary inhumations but no extended inhumations and an increase in cremations; appearance of obsidian grave goods; possible expansion into eastern Santa Monica Mountains, replacing Topanga III groups

Pattern	Phase	Dates (BP)	Material Traits	Other Traits
	Angeles IV	1,250 to 800	Cottonwood points appear; some imported pottery appears; birdstone effigies at the beginning of the phase and "spike" effigies dropped by the end of the phase; possible appearance of ceramic pipes	Change in settlement pattern to fewer but larger permanent villages; flexed primary inhumations continue, cremations uncommon; expansion into the San Gabriel Mountains, displacing Greven Knoll III groups
	Angeles V	800 to 450	Trade of steatite artifacts from the southern Channel Islands becomes more intensive and extensive, with the addition or increase in more and larger artifacts, such as vessels and comals; larger and more elaborate effigies	Strengthening of ties, especially trade, with southern Channel Islands; expansion into the northern Santa Ana Mountains and San Joaquin Hills; development of mainland dialects of Gabrielino
	Angeles VI	450 to 150	Addition of Euro-American material culture (e.g., glass beads and metal tools), locally made pottery, metal needle-drilled *Olivella* beads	Change of settlement pattern, movement close to missions and ranches; use of domesticated species obtained from Euro-Americans; flexed primary inhumations continue, cremations uncommon to the north (nearer the Chumash) but somewhat more common to the south (nearer the Luiseño); apparent adoption of Chinigchinich religion

The artifact assemblage of Topanga Phase II (5,000 – 3,500 BP) continues to include manos and metates, cogged stones and discoidals, but there are fewer core tools and scraper planes; small points now appear, as do stone balls and charmstones. Exploitation of shellfish becomes more important, and acorns begin to become a major food source, as shown by the appearance of mortars and pestles. Primary burials and reburial of human remains continue to be common practice.

Beginning about 3,500 years ago, Takic-language groups begin to arrive in Los Angeles County. This marks the beginning of what Sutton calls the Del Rey Tradition Angeles Pattern, Phase I. These Takic-language peoples gradually came into contact with Topanga III (i.e. Chumash-speaking) peoples; thus two ethnolinguistic cultures (the older Chumash and the newly arriving Takic groups) were now both present in the study area. The presence of Haplogroup A (Chumash) and Haplogroup B (Uto-Aztecan) at the Dayton Canyon cemetery site, CA-LAN-254 (Knight et al. 2017) confirms that this interaction was taking place in the Project Area. The Takic-language newcomers had migrated south towards the coast, from somewhere in the general region of the Southern Sierra Nevada Mountains/Tehachapi Mountains/Southern San

Joaquin Valley (Sutton 2009). These Takic-language speakers eventually separated into Gabrielino and Cupan language groups.

Elko points for atlatls darts appear in Angeles Phase I; small steatite objects such as pipes and effigies appear, as do a wider variety of shell beads and shell ornaments. Fishing technologies became more complex, and bone harpoons/fishhooks and shell fishhooks were developed; donut stones and hafted micro blades, for cutting/graving wood or stone, were now widely utilized. Settlement patterns made a shift from general use sites, to habitation areas separate from functional work areas.

Over time, new cultural traits appeared. Angeles Phase II burials are recognized by the presence of killed (broken) artifacts, including manos, metates, bowls, mortars, pestles, and occasional points, which were sometimes placed over fragmented cremated human bones, in Takic-language areas. The cremations were often secondary, the remains having been cremated in one place and interred in another. Angeles Phase III is the period of transition to what King called the Late Period. Small projectile points are now common, as are steatite shaft straighteners; this reflects the introduction of bow and arrow technology in the region. Obsidian sources changed from mostly the Coso range (in eastern California) to Obsidian Butte (at the southeast corner of the Salton Sea), and shell beads from Gulf of California species appear. The Angeles Pattern III was spreading to the Yuman-language areas in southern Los Angeles and Orange counties.

Angeles Phase IV is defined by the appearance of new items including Cottonwood points for arrows, various types of Olivella beads, Mytilus shell disks, birdstones (zoomorphic effigies with magico-religious properties), and trade items from the Southwest, including occasional pieces of pottery. It appears that populations densities increased, and the settlement pattern altered to one of fewer, but larger villages/site complexes, although smaller special-purpose sites continued to be used.

Angeles Phase V components contain more and larger steatite artifacts, including larger vessels, more elaborate effigies, and comals. Settlement locations shifted from woodland to open grasslands. Santa Catalina Island steatite bowls and other goods are now being manufactured, transported, and traded along the entire Los Angeles-Ventura County coast, and to many inland locations including the Project Area, where they are commonly found, by sea-going plank canoes (the Chumash *Tomol* and the Gabrielino *Tiat*).

Angeles Phase VI is essentially Angeles Phase V augmented by a variety of Euro-American tools and materials, including glass beads and metal tools, such as knives and needles, which were used to make clothing and in shell bead manufacture. By this time, the natives of Santa Catalina Island had acquired pieces of scrap metal, possibly from shipwrecks, and used them as tools to

carve larger and nicer steatite bowls and other items. The frequency of Euro-American material culture items increased through time and eventually all but replaced native manufactured items.

ETHNOGRAPHY

The Native American people of the San Fernando Valley are generally known as Fernandeños, due to their association with Mission San Fernando. They are frequently described as being essentially the same people as their close ethnolinguistic relatives, the *Gabrielino* (e.g. Bean and Smith 1978:538–549; Johnson 1997, 2006; McCawley 1996), but this is not entirely correct, for by the time Euro-Americans arrived in the area the two triblets were distinct populations, as described by Harrington's Fernandeño consultants (Harrington 1986). In addition, the ethnographic record shows that the southwest San Fernando Valley was part of a *Chumash Interaction Sphere* (Hudson and Blackburn 1979, 1983, 1984, 1986a, 1986b), with the principal village at Malibu (*Humaliwo* in Chumash and *Ongobepet* in Fernandeño). The area administered by the chiefs of Malibu incorporated the Santa Monica Mountains, the inland area as far as (all of) Simi Valley, most of the San Fernando Valley, and included both Eastern Chumash (Ventureño) and Fernandeño speakers (Knight 2017a, 2018a, 2018b, 2019; Librado 1981; Whitley and Simon 1979). In fact, all the villages in southeastern Ventura and southwestern Los Angeles counties were bi-ethnic and bi-lingual. Johnson (2006:7) provides a list of the Chumash, Fernandeno/Gabrielino, and Spanish names for the San Fernando Valley villages. Two important villages, *Jacjauynga/Huwam* at Bell Canyon, and *Siutcanga/Siyuhi* (both in Fernandeno and Chumash) at Los Encinos State Historic Park, are in the current Project Area.

The material culture of the chumash and the Fernandeño was similar in many ways. One of the most obvious examples are plank canoes, which were known nowhere else in North America. Shared material traits, however, were not completely the same. Hudson and Blackburn note that "The basketry of the Fernandeño, for example, appears to us in many ways to be intermediate in form between the basketry of the Chumash and that of the Gabrielino proper, and to comprise an amalgam of traits that reflects the geographical location of the group. Some design elements (such as the presence and placement of a principal band) are essentially Chumashan, while other attributes (such as the binding under the fag ends of stitches in the so-called 'Mission' stitch) are typical of the Gabrielino" (Hudson and Blackburn 1983:31).

Alfred Kroeber began his chapter on the *Gabrielino* (1925:620–635) by briefly describing the Fernandeño, but he quickly subsumed them to the Gabrielino and many people continue to do so today. But, again, there were clearly some distinctions. In 1916, for example, Setimo Lopez told Harrington that "The Fernandeño language was close to Gabrielino—many words were the same, others were absolutely different" (Harrington 1986). Like the historical term *Gabrielino*, the exact meaning of Fernandeño is somewhat misleading, because there are no specific terms which distinguish between the prehistoric Fernandeño, who lived specifically in the San Fernando Valley, and the historic Fernandeño, which eventually included all or parts of several

different tribes, including the (prehistoric) Fernandeño, the Tataviam, the Kitanemuk, some Yanyume people, and a few Yokuts and Cahuilla. Chester King introduced the term Western Tongva (or, sometimes, Western Gabrielino), in preference to the term Fernandeño (see King 2000, 2011), and noted that "The registers of San Gabriel and San Fernando Mission indicate that the Tongva of the Santa Monica Mountains were members of a distinct Western Tongva group. The people in this group have few marriages with people who lived east of the Los Angeles River drainage . . . Men's names with Chumash suffixes are present at many Western Tongva villages."

Languages belonging to the Chumashan Language Family were spoken along the entire coast of south-central California, from central San Luis Obispo County south to and including all of Santa Barbara and Ventura counties, as well as western Los Angeles and southwestern Kern counties. Although the Chumashan Languages were once considered to belong to the Hokan Language Family, recent research shows that Chumashan is a linguistic isolate, with a deep antiquity of many thousands of years (Golla 2007:71–82, 2011:240-241). The term Ventureño Chumash or just Ventureño, has long been used to describe the easternmost Chumash group. In 1978, the anthropologist Campbell Grant introduced the term "Eastern Coastal Chumash" as an alternative description (Grant 1978:509-519). Grant's term has not gained wide usage, which is unfortunate, because using Eastern Coastal Chumash, or more simply Eastern Chumash, helps make it clear that not all of the Eastern Chumash became historically associated with Mission San Buenaventura (thus becoming Ventureños). In fact, the majority of the southeastern-most Eastern Chumash became associated with Mission San Fernando and became what could be called Chumash-Fernandenos.

The most important source of information about the native peoples of the southwest San Fernando Valley was recorded by John Peabody Harrington. Harrington, whose main expertise was linguistics, was hired by the Smithsonian Institution as an ethnographer in 1914, and some of his first research was to interview several locally knowledgeable Fernandeno and Chumash people. These included Jose Juan Olivos (1858–1936), Setino Moraga Lopez (1844–1930), Fernando Librado (1839–1915), Juan Antonio Manuel Menendez (1867–1924), and his wife Juana Menendez. Harrington also interviewed the Anglo-American Charlie Bell, the son of old-timer Horace Bell. Harrington's then-wife Carobeth (Tucker) Harrington also interviewed Juan and Juana during this period (Laird 1975, 1982).

Fernando Librado is best known for his contributions to the ethnohistory of the Santa Barbara County and Ventura County areas (Librado 1981). His knowledge, however, extended across a broader area, including the Malibu Coast and adjacent inland areas. Fernando was one of the few local Native Americans that understood something about the political relationships between villages at the time of the arrival of the Spanish. As noted above, these political relationships did not conform to ethnolinguistic territories. Librado, for example, told Harrington that the "San

Fernando [Valley] . . . belonged to the Humaliwo . . . Humaliwo was . . . on the coast, and all of the San Fernando Indians were called Humaliwo because of it." Corbett et al. (2015:15–17) noted that "It is important not to confuse Fernando's concept . . . with current tribal entities . . . He made no distinction based on ethnic or linguistic differences, instead suggesting sociopolitical unification under the Humaliwo chief as the binding agent. In other accounts, Librado further elaborated on the connection, stating, for example, that the people at Humaliwo spoke a dialect of Ventureño, while acknowledging that some spoke a Takic language" (this would be Western Tongva, or Fernandeño). King (2011:386) notes that "This indicates that the Chief of Malibu had jurisdiction over Tujunga and the other San Fernando Valley settlements as well as the Santa Monica Mountains east of Mugu, the capitol of the central Chumash . . ." This political jurisdiction included all of the current Project Area.

According to Hudson and Underhay (1978:30), ". . . one of Harrington's Kitanemuk consultants explained some of the relationships between various groups as follows: '. . . the religion of the yivar [siliyik] was the custom at Ventura and of the Castec [interior Ventureño] people, and of the Fernandeño . . . and [the] Gabrielino. Also of the people of Santa Barbara and Santa Inez . . . But it . . . was not the custom of the Tulereno . . . They had other customs . . . The Kitanemuk understood it, but did not practice it . . . It was not the custom of the Serrano . . . It was at Ventura and reached to San Gabriel—it was very strong at San Gabriel . . . The Gabrielino sang their long verses . . . in Ventureño Chumash'" (also see Librado 1981:17–28, 31, 39–42). Guests traveled to the host villages for important ceremonial occasions, often from a long-distance. Blackburn notes that "An important Ventureño Chumash fiesta, for example, might be attended by sizeable numbers of people from as far away as Gaviota or the Santa Inez Valley, as far east as Malibu or the San Fernando Valley, and as far north as Tejon, while performances by Yokuts dancers were not uncommon . . .." (Blackburn 1974:100). Because of this regional system, the west valley Native American community was economically and ceremonially connected to a wide range of villages, some well outside of the local area.

PREHISTORIC SITES

Western Hill Area. One of the largest Native American villages in the San Fernando Valley was located at the mouth of Bell Canyon, and many other prehistoric and historic sites were also present in the general area. These include the previously mentioned village site at the mouth of the canyon (LAN-413), Castle Peak (CA-LAN-511), which was a significant place in native mythology, and the site of the 1845 Mexican Period Rancho El Escorpion land grant, which includes the Rancho El Escorpion lime kiln (LAN-783H). This historic kiln was recently listed as City of Los Angeles Historic-Cultural Monument #1164 (Knight 2017b); it is likely that it is the oldest extant man-made structure in the San Fernando Valley. Other important cultural resources in this area are found at Dayton Canyon, at the northwest corner of the Proposed Project Area; this includes a small but important Native American village site (CA-LAN-254), an early historic lime kiln and works (CA-LAN-247H), and Orcutt Ranch Park (City of Los

Angeles Historic-Cultural Monument #31). Many other archaeological sites are present in this part of the Project Area.

Southern Foothill Area. There are significant cultural resources at both the west end and the east end of this area. In the west, "Old Town Calabasas" consists of the Leonis Adobe and Museum, which are listed as City of Los Angeles Historic Cultural Monument #1, and two adjacent properties that are owned by the Leonis; these are the popular western-themed Sagebrush Cantina and Calabasas Creek Park, where the last grove of oak trees on Calabasas Creek have been preserved.

The site of the Mexican Period Rancho Encino land grant, in the southeast corner of the study area, is permanently protected as California's Los Encinos State Historic Park, and includes the original nine-room de la Ossa Adobe, the two-story limestone Garnier building, a blacksmith shop, a warm spring and a pond (see below). The entire area around the State Park, on both the north and south sides of Ventura Blvd., should be considered sensitive for archaeological resources.

Although large parts of the hills to the south have been developed, there are still many undeveloped hillsides, and a few archaeological sites and isolates are probably still present. For example, an andesite chopping tool was recovered during development of a portion of Edgar Rice Burroughs Tarzana estate (Burroughs was the author of the Tarzan stories, and many others). Burroughs named his estate "Tarzana" and it became so popular that in 1927 Tarzana officially became the name for the entire community. This is a good example of the juxtaposition of prehistoric and historic resources across much of the Project Area.

Valley Proper. Only one prehistoric site, the Encino Site (CA-LAN-111) is recorded in this area. There are also several recorded historical structures in this area; these are largely in the immediate vicinity of the old Southern Pacific Railroad right-of-way, now the Los Angeles Metro G (Orange) Line Busway. Other historic resources are present along Victory Blvd., in the northern part of Sepulveda Basin, and other isolated historic structures are scattered throughout this area.

HISTORIC SETTING

SPANISH PERIOD (1769-1822)

The first direct contact between the Chumash and Europeans occurred on October 12, 1542, when the Spanish explorer, Juan Rodriguez Cabrillo went ashore and visited the large village of *Shisholop* ("port" in Chumash) at what later became known as *San Buenaventura* (the present-day City of Ventura). Cabrillo subsequently became the first European to lead an expedition through the Santa Barbara Channel, and he eventually stopped at San Miguel Island to repair his ships and take on food and water. Cabrillo died from old injuries while on the island and is believed to be buried there, although his gravesite has never been identified. A subsequent

Spanish naval expedition, led by Sebastian Vizcaino, explored the Santa Barbara Channel in 1602.

Alta California was eventually colonized, beginning with the *entrada* of the Portola Expedition, in 1769. Portola and his men entered the San Fernando Valley via the Indian trail that crossed Sepulveda Pass, and Portola and his men camped at the village of *Siutcanga/Siyuhi*, next to a warm spring that can still be seen at today in the previously mentioned Los Encinos State Historic Park, at the southeast corner of the Project Area. Portola named the area *El Valle del Encinos* (The Valley of the Oaks). Not quite 30 years later, after the founding of Mission San Fernando, the name was changed to what it is today, the San Fernando Valley. The expedition then traveled north and left the valley through what later became known as San Fernando Pass. After the American conquest this became Fremont Pass, and later still it became known as Newhall Pass, the name that's used today. The first industries in the valley were the raising of cattle and sheep, a very small amount of farming, the extraction of lumber from the local mountains for building purposes, and the processing of limestone into quicklime and its derivatives.

MEXICAN PERIOD (1822-1848)

Daily life in Alta California remained essentially unchanged after Mexico gained its independence from Spain in 1822, although the vast Mission lands were privatized under the Secularization Act of 1833. A subsequent series of large land grants were used by the Mexican governors, especially the last governor, Pio Pico, to transfer the former Mission properties to private ownership (as, for example, the lands of Mission San Fernando, as mentioned above). Although the smaller grants are often not well-known, a few of these were made to native people. In 1845, for example, three local Chumash men, including Odon Chihuya, received a grant for Rancho El Escorpión, the site of *Jacjauynga/Huwam*. On January 13, 1847, the American Army occupied the San Fernando Valley. In February 1848, with the signing of Treaty of Guadalupe Hidalgo in Mexico, the war came to an end and the United States acquired California, New Mexico/Arizona, and the entire Great Basin region. Only a few months later, gold was discovered at Sutter's Mill on the American River, in the foothills east of Sacramento. Within a year, nearly 90,000 people journeyed to the gold fields of California, and in 1850 California became the 31st state, one of only three states that was never a territory. Cattle and sheep raising continued to be the major industries, especially in the gold-rush years, and small-scale farming was begun. The west valley lime works, the first non-agricultural industry in the San Fernando Valley, undoubtedly continued to be active, although there are few records for this.

AMERICAN PERIOD (1848-1900)

Very few *norteamericano* (American) settlers migrated to the western San Fernando Valley during the next few decades, and the ethnicity of the population remained much as it had been–a mélange of Native American, Mexican, French, and Basque. This west valley Native

American/mixed-race community can be identified in the United States census records until 1880, and well-known members of the community were important consultants for the anthropologist John P. Harrington in the early 1900s.

HISTORIC INDUSTRY

Harrington's research is important for our understanding of the west valley Native American/mixed race community, and their relationship to the local lime producing industry (Knight et al. 2017). In the beginning of the Historic period, all of Mission San Fernando's new buildings and structures required an initial coating of quicklime-based plaster, and additional coats had to be applied periodically so as to maintain a water-tight covering; plaster and mortar were also needed to build anything substantial. It is possible that the two of the three west valley kilns (Figure 4), including those at Bell Canyon and Dayton Canyon, were constructed before the permanent buildings at the mission were built. The amount of lime needed for the construction of the buildings at and in support of Mission San Fernando was probably large enough so that multiple sources of limestone were required, if only for a short period. Thus, stories of processed lime being brought to the Mission from as far away as the western San Fernando Valley are certainly plausible.

In 1916, in speaking of *La Calera*, Charlie Bell told Harrington that "Lime pits of the Mission were there" (Harrington 1986:27, 106–117:9:3). Bell also told Harrington that "Lime from La Calera was used in Los Angeles even after the Santa Cruz lime began to be brought in" and, concerning the fate of the lime industry, that "Finally the Tehachapi lime was granted such low rates by the railroads that all competition was precluded" (Harrington 1986:28, 106–117:9:5, 106–117:9:6). From the archaeological and historic evidence, it seems very likely that Bell's specific comments about La Calera also apply to the kilns at Dayton Canyon, and that the west valley lime industry would have been an important source of employment for many people in the area, until following the end of World War I when, as Bell told Harrington, large amounts of lime from Tehachapi became available.

Thus, the historic lime kilns at Bell Canyon, Dayton Canyon (both of these in the current Proposed Project Area), and Woolsey Canyon, are the physical remains of what was once a very important part of the economic development of the modern San Fernando Valley region. The Mission San Fernando complex, the various local ranches, and old downtown Los Angeles, all grew and prospered largely because of this lime industry and the people that operated it.

As mentioned above, lower Bell Canyon and lower Dayton Canyon are both located in the westernmost part of the Project Area; because of their historical significance, they are discussed in more detail below.

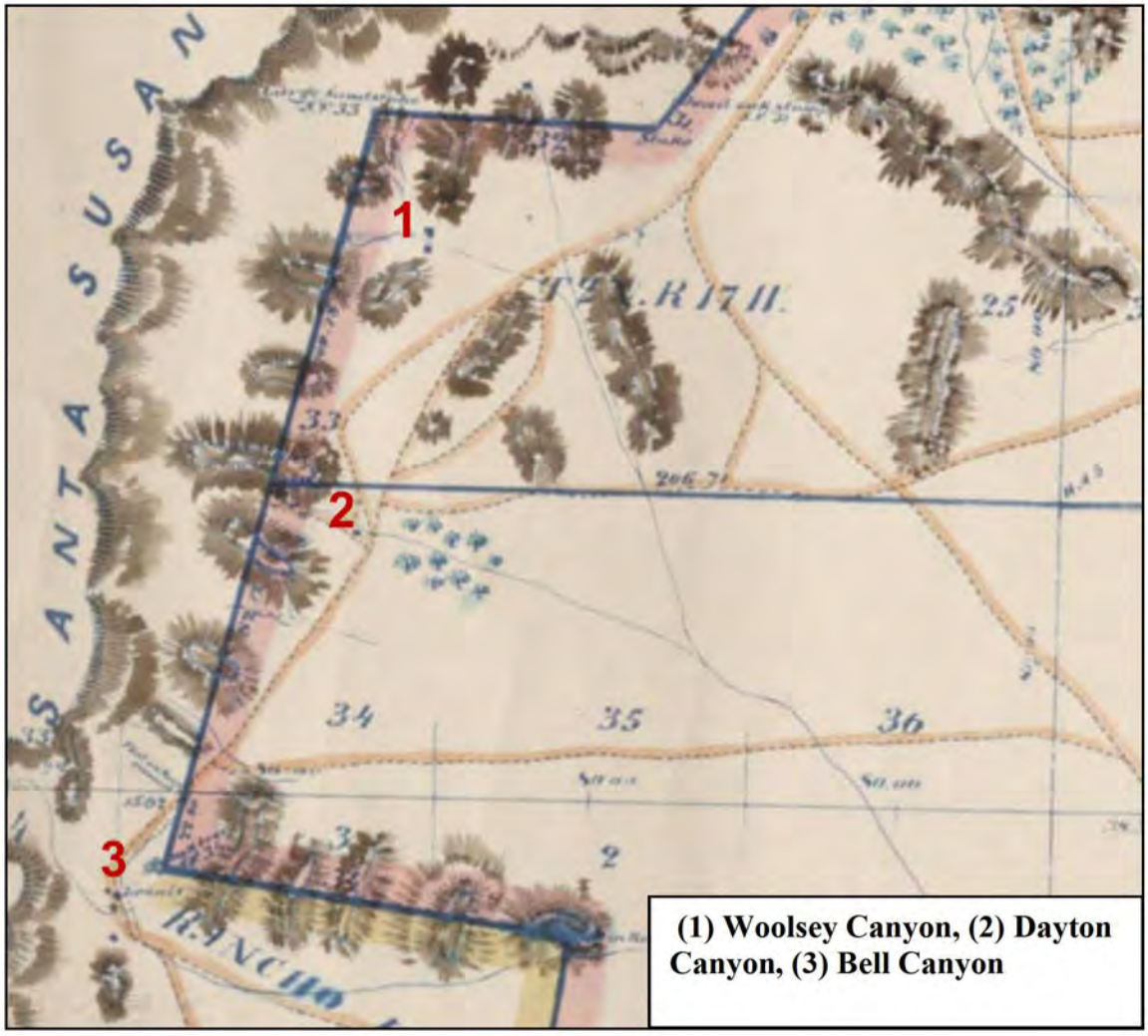

Figure 4. West San Fernando Valley lime works locations

Bell Canyon Area

As previously noted, the Eastern Chumash name for the village at Bell Canyon was *Huwam*, while the Western Tongva (or *Fernandeno*) called it *Jacjauybit*. For Spanish speakers, the native village, historic ranch, canyon to the west, and general area became known as Rancho El Escorpion, or simply as El Escorpion (Figure 5). Later, after the establishment of El Escorpion de las Salinas two miles to the north, it was sometimes called Escorpion Viejo ("Old Escorpion"). According to Harrington's consultants, El Escorpion and El Escorpion de las Salinas were collectively known as Los Escorpiones. Jacjauybit/Huwam was the largest village in the west San Fernando Valley and was important enough to be mentioned in the records of Mission San Fernando, Mission San Buenaventura, and Mission San Gabriel, which collectively list 76 baptisms for the village.

Jacjauybit/Huwam was partially excavated by archaeologists in 1978, prior to its destruction by area development. This is an interesting story in itself, for although the old village as well as the

historic Bell Ranch adobes, etc., were graded away, the planned development never took place; much of the area was eventually made into what is now the City of Los Angeles Bell Canyon Park. The archaeological deposit was one meter deep in places, and the site covered an area of some 6,000 square meters. Romani states that, "Analysis of temporal . . . artifact types, specifically shell beads and projectile points, indicate a terminal middle, late to historic date of occupation . . .." (Romani 1978:1–2; Tartaglia and Romani 1978). Romani observed that 30 percent of the ecofactual material was marine shell and fishbones and this showed that the village had a close relationship with thadobee coast, some ten miles to the south. According to San Fernando Mission registers (King 2000, 2011), *Huwam* also had close ties with the villages of *Momonga* (in Chatsworth), *Taapu* (in Simi Valley), and *Talepop (*in the Santa Monica Mountains, on Malibu Creek). Romani believed that *Huwam* (as he called it) was the host village for the regional *Kakunupmawa* (Winter Solstice) festival. The solstice festival, local rock art, and a proposed archaeoastronomical interpretation of the rock art, are discussed in Romani (1981), and in Romani et al. (1985, 1988). In 1854, during the Mexico Period, the area at the mouth of the canyon was granted to three Native Americans. The first United States census of the west valley, in 1850, listed 89 Indians as living in the area.

From the perspective of Rancho El Escorpion (Bell Canyon), Cohen (1989:21–22) noted:

> To the north, where Orcutt Ranch Center and the empty Chatsworth Reservoir are today, Joaquin Romero and Pierre Domec continued as squatters on Rancho Ex-Mission San Fernando, and the new owners in the later part of the 1870s were not as indulgent towards them as Andres Pico had been . . . The New Escorpion ranch [i.e., El Escorpion de las Salinas], where Pierre Domec lived with Maria Dolores Odon and their three daughters, overlapped a northern corner of Rancho Ex-Mission San Fernando, and in 1877 the owners of the 56,000-acre north portion of the valley, Charles Maclay and George Porter, brought suit against Domec and his Indian relatives . . . old Jose Odon . . . explained that he was the selfsame Indian who had occupied this land since 1836 and his right to live there was written into Pio Pico's 1846 sale of the San Fernando Ranch to Eulogio de Celis . . . The old-timers of Escorpion Viejo made their final U.S. Census appearance in 1880 . . . the imaginary boundaries of the New Escorpion faded with the departure of Odon, Joaquin Romero, and Pierre Domec. Part of the New Escorpion became [part of the] Chatsworth Park townsite, part would later become Chatsworth Reservoir, and the western edge awaited homesteaders such as . . . Charles Woolsey, and Clyde Dayton.

As noted above, during his 1916 tour of the west valley, Harrington and Setimo Moraga Lopez visited Charlie Bell at Rancho El Escorpion, where they discussed local history. Harrington noted (1986:26; 106–117:1; also see Edberg 1977) that Bell ". . . has had several old Indians work for him." This comment confirms that various members of the old Native American community were still active in the west valley well after the beginning of the 20th century.

In 1917, Harrington visited the west valley again and he interviewed Juan and Juana Menendez. On this trip, Harrington was accompanied by his wife Carobeth Tucker Harrington (later Carobeth Laird). Carobeth subsequently visited Juan and Juana at their home at the Leonis Adobe in Calabasas several times (Laird 1975:91–97). Juan Antonio Manuel Menendez was the grandson of Odon Chihuya (aka Jose Odon), and he was the son of Odon's daughter Maria del Espiritu Santo (aka Espiritu Chihuya de Leonis).

When Espiritu passed away in 1906, Juan would have become the principal leader of the old community—a position he would have held at the time of Harrington's visit. Few other people, if any, would have been better qualified to teach Harrington about the native history of the area. In later years Carobeth wrote that "There was a greatly respected couple who lived in a little narrow two-storied adobe house at Calabasas . . . They were always addressed as 'Don' and 'Doña' . . . they seemed to be very prosperous, very secure" (Laird 1975:91). Carobeth also used the honorific "Don Juan" in a 1982 letter to Bob Edberg, where she states "I recall vividly the dramatic way in which Don Juan told . . .. the [Kh]Ra'wijawi story." Carobeth was in her 80s by the time that she exchanged letters with Edberg, and by then she was a noted expert on the Chemehuevi people of the Colorado River area and was well-regarded as an anthropologist in her own right. Carobeth would not have used the honorific titles had Juan and Juana not been entitled to them; Carobeth noted that "All of my visits to the house at Calabasas were enriching experiences" (Laird 1975:97). It is quite fitting that the Leonis Adobe is City of Los Angeles Historic-Cultural Monument #1.

Of all of Harrington's San Fernando Valley area native consultants, it is Juan and Juana that are the most important. They provided Harrington with the native and Spanish names of many places in the west valley, and they retold some of the few now-known Native American myths for the area. Their version of the *Khra'wiyawi* story, for example, contains much more information about the west valley than the version which was recorded by Hugo Reid (1852). Also, the locally important *Gavilan was Chief of the Village Where Coyote Lived* story is found nowhere else (it is *Gavilan* that slays the evil shaman *Munits*, on Castle Peak, above the mouth of Bell Canyon, at the very west edge of the Project Area).

Again, it is possible that the Bell Canyon kiln (Figure 7) is the oldest man-made structure in the San Fernando Valley/eastern Ventura County area.



Figure 5. Old Adobe at Rancho El Escorpion



Figure 6. Mouth of Bell Canyon Kiln in 1987

Dayton Canyon Area

Dayton Canyon is located at the northwest corner of the Project Area; the south side of the canyon (south of Roscoe Blvd.) is in the Project Area. The name of the Native American village that was located here (CA-LAN-254) is unknown, although the Chumash name for the general area was *Sitiptip* (the saltmarsh). In any event, the information derived from the scientific

examination of the site is pertinent for our understanding of the Project Area. SWCA Environmental Consultants produced a detailed report in 2008 on the excavations and associated research at this site. During pre-development site excavations in 2001, 159 archaeological features were excavated; 120 of these were "burned rock features" and 39 were burials. Most of the remains were in poor condition, almost all were flexed and not extended, and there was no evidence of cremations. The SWCA report states that the method of interment was "similar to Chumash" practice. After being carefully examined by osteological experts, all the burials were reinterred by the Native American community in a permanently secure location.

The findings of the examination of the burials have made a significant contribution to our understanding of the prehistory of the western San Fernando Valley region. The earliest burial dated to ca. 3360 BC (over 5,000 years ago), while the most recent burial dated to ca. 350 AD. Mitochondrial DNA was recovered from seven individuals. Of these, two individuals belonged to Haplogroup A (and were therefore probably Chumash), three individuals belonged to haplogroup B (and were therefore probably from a Takic language group), one belonged to Haplogroup C, there were no individuals from Haplogroup D, and one individual belonged to Haplogroup X, a rare ancient type. The fact that, despite the differences in haplogroup types, all the burials were "similar to Chumash" burials, suggests that whatever their ethnicity, and whatever language they spoke, the people of this village were all culturally Chumash. Importantly, the dates derived from an analysis of the "burnt rock features," show that there was no discernible occupational hiatus; the Dayton Canyon village was probably actively used, if not permanently lived in, for some 5,000 years.

Historically, Dayton Canyon, like Bell Canyon, hosted a lime works, and this may have been the most significant in the area, given the extent of the ash deposit uncovered there in 2014. When the project is completed, the lower canyon will be developed into a park, and there will be a public-access pedestrian and equestrian trail, which will be administered by the State of California Mountains Recreation and Conservation Authority. The trail will follow the old Dayton Canyon Motorway, from Valley Circle Blvd. to points west, where the new trail will join with the Rim of the Valley trail system. The new public park and access trail, at the very northwest corner of the Project Area, has the potential to become a very important outdoor activity resource for the City of Los Angeles and its citizens, if developed and managed properly.

The most famous person to have lived at Dayton Canyon was William Warren Orcutt (1869–1942), who established his 210-acre *Rancho Sombra del Roble* ("Ranch in the Shade of the Oak") a short distance from the mouth of the canyon in 1917. Orcutt was a very well-known geologist and oilman and was eventually known as the "Dean of the Petroleum Geologists" (Orcutt 1926). In time, Orcutt became one of the most important people in the then-young Union Oil Company and in 1901, while working at the oil field north of Wilshire Blvd., Orcutt was the first to realize the scientific importance of the extensive late Pleistocene fossil-beds at Rancho La

Brea (i.e., the La Brea Tar-Pits). The Orcutt Ranch Park buildings, which are in the Project Area, are a mixture of Spanish Colonial Revival and Mission Revival Style buildings, plus a couple of generic American ranch/farm barns and outbuildings. According to Catherine Mulholland (1987:152), Mrs. Orcutt eventually became the "Grande Dame" of the new town of Owensmouth, which had a population of 202 in 1917, the year the Orcutt family arrived and the year the short-lived town was annexed to the City of Los Angeles.

The grounds of *Rancho Sombra del Roble* were (and still largely are) planted with extensive fruit orchards, rose gardens, and other specialty gardens, and all of these are linked by a number of nicely constructed and attractive walkways. The ranch even has its own shrine to the Madonna. Orcutt used the ranch, in part, as an experimental botanic garden, and many exotic trees, shrubs, and flowers were planted. The citrus orchard that Orcutt planted is now one of the last two citrus orchards in the San Fernando Valley (a small grove also still exists on the campus of California State University, Northridge). Although most of the ranch was eventually sold off and the area was developed as single-family housing, in 1965 the remaining undeveloped 24 acres of *Rancho Sombra del Roble* were designated as Los Angeles Historical-Cultural Monument No. 31. William had passed away many years earlier, but Mrs. Orcutt still lived in the ranch house. The following year, the City of Los Angeles purchased the entire remaining 24 acres, and the ranch became the beautiful Los Angeles City Park that it is today.

All of this is pertinent because one of Orcutt's many interests was California History. Orcutt was, at times, a member of the Board of Directors of the Southern California Historical Society, and we know that as a geologist, he was interested in the nearby lime-kiln operations. The facilities and quarries that were still present at the time that Orcutt established *Rancho Sombra del Roble* would have been available for him to examine at his leisure. It is therefore likely that it was Orcutt that initiated the effort to preserve the local kilns and give them the recognition that they deserved. Indeed, a historical marker in his honor was established on the grounds of Orcutt Ranch by the Historical Society of Southern California, on October 2, 1948, as a part of the celebration of the California Centennial. The marker specifically mentions the Dayton Canyon kilns and associates them with Mission San Fernando Rey (Figure 7). The 1797-1806 date on the plaque in Orcutt Park identifies the building period as 1- from the original founding of the Mission complex in general (1797), prior to the erection of permanent structures, and more specifically to 2- the beginning of the period of construction of the permanent adobe, lime-covered, church and associated buildings, etc., in 1806.



Figure 7. Ancient Live Oaks and Old Mission Lime Kilns Historic Marker in Orcutt Ranch Park

20TH CENTURY PERIOD (1900-1999)

The earliest topographic map available for the Project Area is the 1903 Camulos (1:125,000) United Sates Geological Survey (USGS) topographic quadrangle map. It indicates that the area was largely rural with the Chatsworth Park Branch of the Southern Pacific Railroad heading westward along present-day US 101, before turning northward along Topanga Canyon Boulevard. Residential development is minimal. The 1925 Dry Canyon (1:24,000) USGS topographic quadrangle map shows the Encino Reservoir and Reseda Road. The 1928 Dry Canyon (1:24,000) USGS topographic quadrangle map shows US Route 101 and Canoga Road. The 1932 Zelzah (1:24,000) USGS topographic quadrangle map shows the Runnymede Poultry Colony has been constructed south of Roscoe Street and east of Lindley Avenue. The 1944 Calabasas (1:62,500) USGS topographic quadrangle map shows that residential development is extensive across much of the Project Area, with the communities of Reseda Tarzana, and Canoga Park being most densely populated, though agricultural uses persist. The 1949 Los Angeles (1:250,000) USGS topographic quadrangle map shows that the Van Nuys Metropolitan Airport has been constructed. A review of aerial imagery shows considerable development by 1952, including the Encino Reservoir, commercial and residential development, and other infrastructure such as roadways. The 1972 Hollywood (1:24,000) USGS topographic quadrangle

map shows the expansion of Interstate 110 and the construction of Interstate 10. By ca. 1975 the Project Area (NETROnline 1972, 1977) has been completely developed with construction of surface streets and housing throughout.

RECORDS SEARCH

Megan Wilson conducted a records search for archaeological and historical resources within the Proposed Project at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS), on January 31, 2018. Due to changes to the Project Area, Sandy Duarte completed an updated search on June 14, 2022. The combined results of these two searches are detailed below.

The record search indicated that 257 previous cultural resource studies have been completed which were at least partially within the Proposed Project (Appendix C). Archaeological sites, which include prehistoric and historic sites, generally have refuse and sometimes remnants of buildings or structures. Resources which have both prehistoric and historic components are called multicomponent sites. Built resources, also called historic resources, consist of relatively intact buildings, structures, roads, etc. These are reported separately below.

ARCHAEOLOGICAL RESOURCES

The CHRIS records search indicated that 45 archaeological resources have been previously recorded within the Proposed Project (Tables 2 and 3). Of these resources, 31 are in the Canoga Park- Winnetka-Woodland Hills-West Hills CP and 14 are in the Encino-Tarzana CP. There are no recorded archaeological resources in the Reseda-West Van Nuys-Lake Balboa CP.

Table 2. Archaeological Resource Total by Community Plan

Site Type	Canoga Park	Encino-Tarzana	Total
Historic Archaeological Site	6	2	**8**
Multicomponent Site	4	1	**5**
Prehistoric Archaeological Site	17	9	**26**
Prehistoric Isolate	4	2	**6**
Total	**31**	**14**	**45**

Table 3. Previously Recorded Archaeological Sites in Order by Community Plan

Primary Number (P-19-)	Trinomial (CA-LAN-)	Site Type	Site Description	CP	Year Recorded
000006	000006	Prehistoric Archaeological Site	Sparse flaked stone artifacts; site reported completely destroyed by grading in 1979	Canoga Park	1950, 1979
000218	000218/H	Prehistoric Archaeological Site	Fire-affected rock, abundant groundstone and flaked stone artifacts; 1 cremation; farmhouse foundation	Canoga Park	1949, 1965, 1981
000246	000246	Prehistoric Archaeological Site	Midden; groundstone and flaked stone artifacts including a crescent, pigments, burials with grave goods; site destroyed by grading in 1978.	Canoga Park	1963, 1979
000247	000247/H	Historic Archaeological Site	Spanish/Mexican Period Dayton Canyon Lime Kilns	Canoga Park	1963, 1978, 1989, 2000
000249	000249	Prehistoric Archaeological Site	Sandstone outcrop with monolith, bedrock mortar, midden area	Canoga Park	1963
000253	000253	Prehistoric Archaeological Site	Two rock shelters, obsidian point, and chert flake detritus	Canoga Park	1963, 2000
000254	000254/H	Multicomponent Site	"The Dayton Canyon Site." Village site, human remains, "Shawman's pipe," lithic scatter, pestle, mano, faunal remains, shell beads, funerary items, historic bottles, jar fragments, modern hardware items, ceramic fragments	Canoga Park	1963, 1965, 1989, 2000, 2005, 2017
000413	000413	Multicomponent Site	Village of Jacjauybit/Huwam : Midden with abundant artifacts including ground and flaked stone tools, food refuse including marine shell, pigment, tar pebbles, shell beads/ornaments, bone awls; site destroyed by grading after 1978; Historic artifacts including pottery	Canoga Park	1970, 1978
000416	000416	Prehistoric Archaeological Site	Midden with fire-affected rock, groundstone and flaked stone tools	Canoga Park	1972, 1978
000511	000511	Prehistoric Archaeological Site	Shrine site with copious shell beads along with glass trade beads, groundstone and flaked stone artifacts also known; site extensively damaged by pothunters; now within an open space preserve	Canoga Park	1972, 1978
000783	000783/H	Multicomponent Site	Sparse groundstone and flaked stone artifacts, pigment; Bell Canyon Spanish/Mexican Period Lime Kilns, adobe foundation, historic household refuse	Canoga Park	1977, 1978
000784	000784	Prehistoric Archaeological Site	Prehistoric rock shelter, midden with sparse groundstone and flaked stone artifacts, food refuse	Canoga Park	1977

Primary Number (P-19-)	Trinomial (CA-LAN-)	Site Type	Site Description	CP	Year Recorded
000792	000792H	Historic Archaeological Site	Flagstone foundation with lime mortar of 1890s adobe, two historic household refuse pits, farm refuse and a cistern	Canoga Park	1978, 1981
00793	000793	Prehistoric Archaeological Site	Midden with abundant artifacts including ground and flaked stone tools and food refuse including marine shell	Canoga Park	1978, 1981
000819	000899H	Historic Archaeological Site	Remnants of adobe home of Urbano, one of three Chumash granted Rancho El Escorpion in 1845 by Pio Pico; flaked stone artifacts	Canoga Park	1978
000833	000833	Prehistoric Archaeological Site	Sparse groundstone and flaked stone artifacts; site destroyed by grading in 1978	Canoga Park	1972, 1978
000834	000834	Prehistoric Archaeological Site	Sparse groundstone and flaked stone artifacts; site destroyed by grading in 1978	Canoga Park	1972, 1978
000835	000835	Prehistoric Archaeological Site	Sparse flaked stone waste; site destroyed by grading in 1978	Canoga Park	1972, 1978
000900	000900/H	Multicomponent Site	Prehistoric midden and burials; remnants of two adobe houses, an adobe barn, adobe smokehouse, two wells, a privy and two historic refuse areas on Rancho El Escorpion; destroyed by grading for Bell Canyon Rd.	Canoga Park	1978
000964	000964	Historical Archaeological Site	Mexican to American period refuse from Leonis Adobe property	Canoga Park	1978
000975	000975	Prehistoric Isolate	Single flaked stone knife; original site destroyed by grading before 1978	Canoga Park	1978
001017	001017	Prehistoric Archaeological Site	Flaked stone artifacts; site destroyed by development c. 1980	Canoga Park	1979
001026	001026	Prehistoric Isolate	Single flaked stone projectile point; original site destroyed by grading before 1978	Canoga Park	1979
001060	001060	Prehistoric Archaeological Site	Fire-affected rock, groundstone and flaked stone artifacts; site probably destroyed by grading in 1980s	Canoga Park	1980, 2008
001223	001223	Prehistoric Archaeological Site	Midden with groundstone and flaked stone artifacts; probably destroyed by grading in 1980s	Canoga Park	1985
001353	001353H	Historic Archaeological Site	Historic sandstone headstones with names and dates	Canoga Park	1987
001413	001413	Prehistoric Archaeological Site	Sparse groundstone and flaked stone artifacts; site destroyed by grading in 1979	Canoga Park	1979
001606	001606	Prehistoric Archaeological Site	Multi-room rock shelter with fire-blackened interior	Canoga Park	1989, 2000

Primary Number (P-19-)	Trinomial (CA-LAN-)	Site Type	Site Description	CP	Year Recorded
001608	001608H	Historic Archaeological Site	Two unmortared rock walls, historic refuse from 1880s-1940s, bottles, ceramics, metal, machine parts	Canoga Park	1989, 2000
100204		Prehistoric Isolate	Single waste flake	Canoga Park	1991
101417		Prehistoric Isolate	No longer extant; "La Luna; the Luna Stone;" Luna Stone (boulder 7 feet wide and 6 feet tall) possibly included petroglyphs	Canoga Park	2018
000035	000035	Prehistoric Archaeological Site	Fire-affected rock, groundstone and flaked stone artifacts; single burial	Encino-Tarzana	1950, 1961
000043	000043	Prehistoric Archaeological Site	Village of Sjutkanga/Siyuhi with cemetery and habitation debris; largely destroyed for development in 1980s	Encino-Tarzana	1952, 1960, 1978, 1979
000111	000111	Prehistoric Archaeological Site	Abundant groundstone and flaked stone artifacts including a cogstone; site destroyed in 1977 by grading	Encino-Tarzana	1952,1968 1977
000177	000177	Prehistoric Archaeological Site	Abundant groundstone and flaked stone artifacts, bedrock milling feature; shark teeth	Encino-Tarzana	1949
000336	000336	Prehistoric Archaeological Site	Natural sandstone cave utilized as shelter, flaked stone artifacts, bedrock milling feature	Encino-Tarzana	1964
000343	000343	Multicomponent Site		Encino-Tarzana	1959, 1962, 1970, 1980
000345	000345	Prehistoric Archaeological Site	Millingstone Period village (no details given); site destroyed by grading in 1977	Encino-Tarzana	1968, 1977
000841	000841	Prehistoric Archaeological Site	Sparse flaked stone waste, shell fragment	Encino-Tarzana	1976
000871	000871H	Historic Archaeological Site	Encino Basque Saloon foundations, refuse deposit (1872-1916); within CHL No. 689: Los Encinos State Historical Monument	Encino-Tarzana	1978, 1979
001048	001048H	Historic Archaeological Site	Caballero Canyon Lime kiln, Spanish/Mexican Period; NRHP status code3S2	Encino-Tarzana	1979, 2010
001125	001125	Prehistoric Archaeological Site	Midden with groundstone and flaked stone artifacts; destroyed by grading in 1980s	Encino-Tarzana	1982
001695	001695	Prehistoric Archaeological Site	Groundstone and flaked stone artifacts; site destroyed by grading in 1989	Encino-Tarzana	1989
100413		Prehistoric Isolate	Single flaked stone tool	Encino-Tarzana	2000
100508		Prehistoric Isolate	Serpentine smoking pipe bowl	Encino-Tarzana	2004

Cogstone also consulted a variety of other sources including the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), California Built Environment Resource Database (BERD), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and Los Angeles Cultural Historical Monuments list.

Table 4. Other Sources

Source	Results		
National Register of Historic Places (NRHP)	Positive		
	NRHP No.	**Name**	**CP Location**
	71000142	Rancho El Encino (1S*)	Encino-Tarzana
	75000433	Leonis Adobe (1S*)	Canoga Park
California Register of Historical Resources (CRHR)	Positive:		
	I.D.	**Name**	**CP Location**
	P-19-167264 (NRHP No. 71000142)	Rancho El Encino (1S*)	Encino-Tarzana
	P-19-187332 (NRHP No. 75000433)	Leonis Adobe (1S*)	Canoga Park
	P-19-175314 (Property No. 097831)	Canoga Park Elementary School (2S2*)	Canoga Park
	P-19-175251 (Property No. 97760)	Reseda Elementary School (2S2*)	Reseda-West Van Nuys
Built Environment Resource Directory (BERD)	Positive		
	Primary No.	Name	CP Location
	P-19-167264 (NRHP No. 71000142)	Rancho El Encino (1S*)	Encino-Tarzana
California Historical Landmarks (CHL)	Positive		
	CHL No.	**Name**	**CP Location**
	160	Plummer Park and the Oldest House in Hollywood	Canoga Park
	689	Los Encino State Historic Park (Rancho El Encino)	Encino-Tarzana
	939.5	The Old Trapper Lodge	Canoga Park

<table>
<tr><th>Source</th><th>Results</th></tr>
<tr><td>California Points of Historical Interest (CPHI)</td><td>Positive
<table>
<tr><th>ID No.</th><th>Name</th><th>CP Location</th></tr>
<tr><td>939</td><td>Old Trappers Lodge</td><td>Canoga Park</td></tr>
<tr><td>689</td><td>Rancho El Encino</td><td>Encino Tarzana</td></tr>
</table></td></tr>
<tr><td>Caltrans Historic Bridge Inventory (2016)</td><td>Negative</td></tr>
<tr><td>Los Angeles Cultural Historical Monuments list.</td><td>Positive:
<table>
<tr><th>Monument No.</th><th>Name</th><th>Community Plan Location</th></tr>
<tr><td>1</td><td>Leonis Adobe</td><td>Canoga Park</td></tr>
<tr><td>9</td><td>Shadow Ranch House</td><td>Canoga Park</td></tr>
<tr><td>31</td><td>Orcutt Ranch Horticulture Center</td><td>Canoga Park</td></tr>
<tr><td>93</td><td>Pepper Trees</td><td>Canoga Park</td></tr>
<tr><td>135</td><td>Canoga Mission Gallery</td><td>Canoga Park</td></tr>
<tr><td>204</td><td>Lederer Residence and Immediate Environments</td><td>Canoga Park</td></tr>
<tr><td>488</td><td>Site of Canoga Park Southern Pacific Rail Road Station</td><td>Canoga Park</td></tr>
<tr><td>700</td><td>Canoga Park Branch Library</td><td>Canoga Park</td></tr>
<tr><td>974</td><td>Van Dekker House</td><td>Encino-Tarzana</td></tr>
<tr><td>976</td><td>Corbin Palms House</td><td>Canoga Park</td></tr>
<tr><td>1150</td><td>Schaefer House</td><td>Canoga Park</td></tr>
<tr><td>1163</td><td>Corbin Palms Model H-3</td><td>Canoga Park</td></tr>
<tr><td>1164</td><td>Rancho El Escorpion Lime Kiln</td><td>Canoga Park</td></tr>
<tr><td>1209</td><td>The John Lary and Pauline Kuhns House</td><td>Canoga Park</td></tr>
</table></td></tr>
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***1S**: Individual property listed in the NR by the Keeper. Listed in the CR.

***2S2**: Individual property determined eligible for the NR by a consensus through Section 106 process. Listed in the CR.

RANCHO EL ENCINO (NRHP NO. 71000142)
Built in 1849, Rancho El Encino was a popular resting area for travelers along the El Camino Real. This resource was listed as State Historical Landmark No. 689 in 1959 and then added to the NRHP in 1971; significance listed under Criterion A (social history) and Criterion C (architecture). This resource is currently listed in the CRHR.

LEONIS ADOBE (NRHP NO. 75000433)
The Leonis Adobe is located at 23537 Calabasas Road in the southwest area of the Canoga Park-Winnetka-Woodland Hills-West Hills. Built in 1844-1846, this NRHP and CRHR listed building is a two-story Monterey style adobe. It is one of the oldest surviving buildings in the San Fernando Valley. In 1962, the adobe was listed as Los Angeles Historic-Cultural Monument #1 and in 1975 was listed in the NRHP. It is listed for significance under architecture (Criterion C).

BUILT RESOURCES
The combined records from CHRIS and all other sources indicate that 395 built resources have been previously recorded within the Proposed Project (Table 5). Of these, 62 resources are in the Canoga Park- Winnetka-Woodland Hills-West Hills CP, 232 resources are in the Encino-Tarzana CP, and 101 resources in the Reseda-West Van Nuys-Lake Balboa CP. Due to the number of resources the tables listing them by Community Plan are in Appendix D.

Table 5. Built Environment Resources by Community Plan

Resource Type	Canoga Park-West Hills-Winnetka-Woodland Hills	Reseda-West Van Nuys	Encino-Tarzana	Total
Unknown	2	0	0	2
Single family property	33	73*	224	330
Multi-family property	1	15	0	16
Hotel/Motel	1	0	0	1
1-3 story commercial building	6	8	0	14
3+ story commercial building	2	0	0	2
Industrial building	1	1	0	2
Public utility building	1	0	0	1
Educational building	3	2	1	6
Religious building	2	2	0	4
Bridge	0	0	1	1
Military property	0	0	3	3
Road	1	0	0	1
Hospital	1	0	0	1
Adobe	2	0	0	2
Mixed Use	4 (Multi-family property/ Educational building)	0	1 (Single family property/hospital)	5

Other	2 (Utility poles)	0	2 (1 Historic district and 1 tunnel)	4
Total	**62**	**101**	**232**	**395**

*Nine additional single family properties previously recorded are no longer extant and are not included in the overall total resource count.

SENSITIVITY ANALYSIS

METHODS

As part of the present cultural resources assessment, Cogstone conducted extensive background research in order to understand the historic context of the Project Area. As noted above, for the purposes of the study, the Project Area can be divided into three general geographical areas for descriptive purposes. These are (1) the hilly areas west of Valley Circle Blvd., (2) the mostly hilly areas south of Ventura Blvd., and (3) the rest of the mostly generally level valley floor, to as far north as Roscoe Blvd. and as far east as (approximately) the San Diego (405) Freeway.

RESULTS

The results of Project Area research showed that known cultural heritage resources, and the potential for currently unidentified resources, are as follows.

The hilly areas west of Valley Circle Blvd.

This area is west of Valley Circle Blvd. and includes the eastern edge of the Simi Hills. In this region both the lower Bell Canyon and the lower Dayton Canyon areas are especially sensitive. The village of Jacjauybit/Huwam was located at the mouth of Bell Canyon, and many other prehistoric and historic sites are present. The most important of these are Castle Peak (CA-LAN-511), and the site of the 1845 Mexican Period Rancho El Escorpion land grant, which includes the Rancho El Escorpion lime kiln that has been nominated as a Los Angeles Historical-Cultural Monument. Other important cultural resources that are found at Dayton Canyon include Orcutt Ranch Park (City of Los Angeles Historic-Cultural Monument #31), another lime kiln, multiple prehistoric sites, and a new public hiking access trail (tentatively named The Sitiptip Trailhead at Dayton Canyon) which will provide public pedestrian and equestrian access to the Rim of the Valley parks system and the entire Simi Hills area beyond. Given the presence of these cultural resources, much of the area west of Valley Circle Blvd. should be considered sensitive, or potentially sensitive, in terms of cultural resources.

The foothill areas south of Ventura Blvd.

This part of the Project Area includes a portion of the north foot of the Santa Monica Mountains, where the hills interface with the valley floor. There are significant cultural resources at both the west and east ends of this area. In the west, "Old Town Calabasas" consists largely of the Leonis Adobe Museum (City of Los Angeles Historic Cultural Monument #1), and two adjacent properties that are owned by the Museum; these are the Sagebrush Cantina and Calabasas Creek Park, where a beautiful grove of oak trees has been set aside as a park. The Leonis was the center for much of the activities in the southwest valley in the mid-to-late 19th and early 20th centuries, and it was an important place for both Native American people and the newly arrived

Euro-American settlers from Spain, Mexico, France, and the United States. The Leonis and the area around the Leonis should be considered very sensitive for archaeological resources.

The site of the Encino land grant in the southeast corner of the study area is permanently protected as Los Encinos State Historic Park, and was the site of a large Native American village and the first place where Euro-American explorers (the Portola party of 1769) camped in the valley. The park buildings include the original nine-room de la Ossa Adobe, the two-story limestone Garnier building, a blacksmith shop, a spring and a pond (see below). The entire area around the State Park on both sides of Ventura Blvd. is and should considered very sensitive for archaeological resources.

Although large parts of the hills to the south have been developed, there are still many undeveloped hillsides, and a few sites and isolates are probably still present. For example, an andesite chopping tool was recovered during development of a portion of the Edgar Rice Burrough's Tarzana estate. This foothill area, even where development has already taken place, should be considered to be moderately sensitive, especially at and around any drainages and areas that have springs or may have had springs in the past.

Valley floor, north to Roscoe Blvd. and east to the San Diego (405) Freeway

The Encino site (CA-LAN-111) in Sepulveda Basin is one of the few known prehistoric sites in this area. However, because the Los Angeles River has historically frequently flooded this area (and continues to do so today), and because the area along the river would have provided a hospitable environment for native peoples and wildlife, the potential for buried prehistoric sites is high. A line of historical structures largely follows the old east-west Southern Pacific Railroad right-of-way, now the route of the Los Angeles Metro G (Orange) Line Busway. Other historic resources, like the National Guard Armory in Sepulveda Basin, are scattered throughout this area. Based on these observations, areas near the river should be considered moderately sensitive, while the general valley floor away from the river has low sensitivity for prehistoric cultural resources but high potential for historic resources.

CONCLUSIONS

The research for the current Project has demonstrated that there are numerous prehistoric and historic cultural resources in the Project Area. Some of these resources are extant, while others have been destroyed or otherwise negatively impacted by development, including, unfortunately, most of the Native American village and Mexican Period Rancho El Escorpion at Bell Canyon, while others may await discovery.

Fortunately, some of these resources have been developed into public parks (e.g., the Leonis Adobe Museum complex and The Rancho Los Encino State Historic Park). These parks offer us examples of the positive things that can be developed from our cultural and historic heritage. Both of these significant historic facilities are used and enjoyed by many tens of thousands of people every year, and both are important components of our local educational curriculum. Although most of Rancho El Escorpion has been destroyed, the lime kiln, which has recently been nominated as a City of Los Angeles Historic-Cultural Monument, still exists, and it would make an excellent education tool which could be developed into an integral part of our local educational system. The new *Sitiptip* trailhead and the cultural resources at Dayton Canyon could be developed into part of an outdoor educational and exercise program, and integrated with existing programs at the beautiful Los Angeles Historic-Cultural Monument at Orcutt Ranch Park, at the very northwest corner of the Project Area.

PROGRAMATIC MITIGATION MEASURES

CR 1. Prior to issuance of a demolition permit for a building over fifty years old, the City shall require a Historic Resource Evaluation prepared by a qualified architectural historian. If the resource is determined to meet the CEQA significance criteria, the City shall require appropriate offsetting mitigation such as a Historic American Building Record, adaptive reuse or preservation.

CR 2. City staff shall require applicants for future proposed ground disturbing projects within these Community Plan areas to either (1) provide a technical cultural resources assessment consisting of a record search, survey, background context and project specific recommendations performed by a qualified archaeologist meeting Secretary of the Interior Standards or (2) agree to full-time monitoring by an archaeologist and a Native American. If resources are known or reasonably anticipated the recommendations shall provide a detailed mitigation plan which shall require monitoring during grading and other earthmoving activities in undisturbed sediments, provide a treatment plan for potential resources that includes data to be collected, requires professional identification, other special studies as appropriate, requires curation at a repository

for artifacts meeting significance criteria, requires a comprehensive final mitigation compliance report including a catalog of specimens with museum numbers and an appendix containing a letter from the museum stating that they are in possession of the materials.

CR 3. Unanticipated discoveries of human remains shall require immediate cessation of ground disturbance within 50 feet and notification to City staff and the Coroner and shall follow state law as stated in Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.

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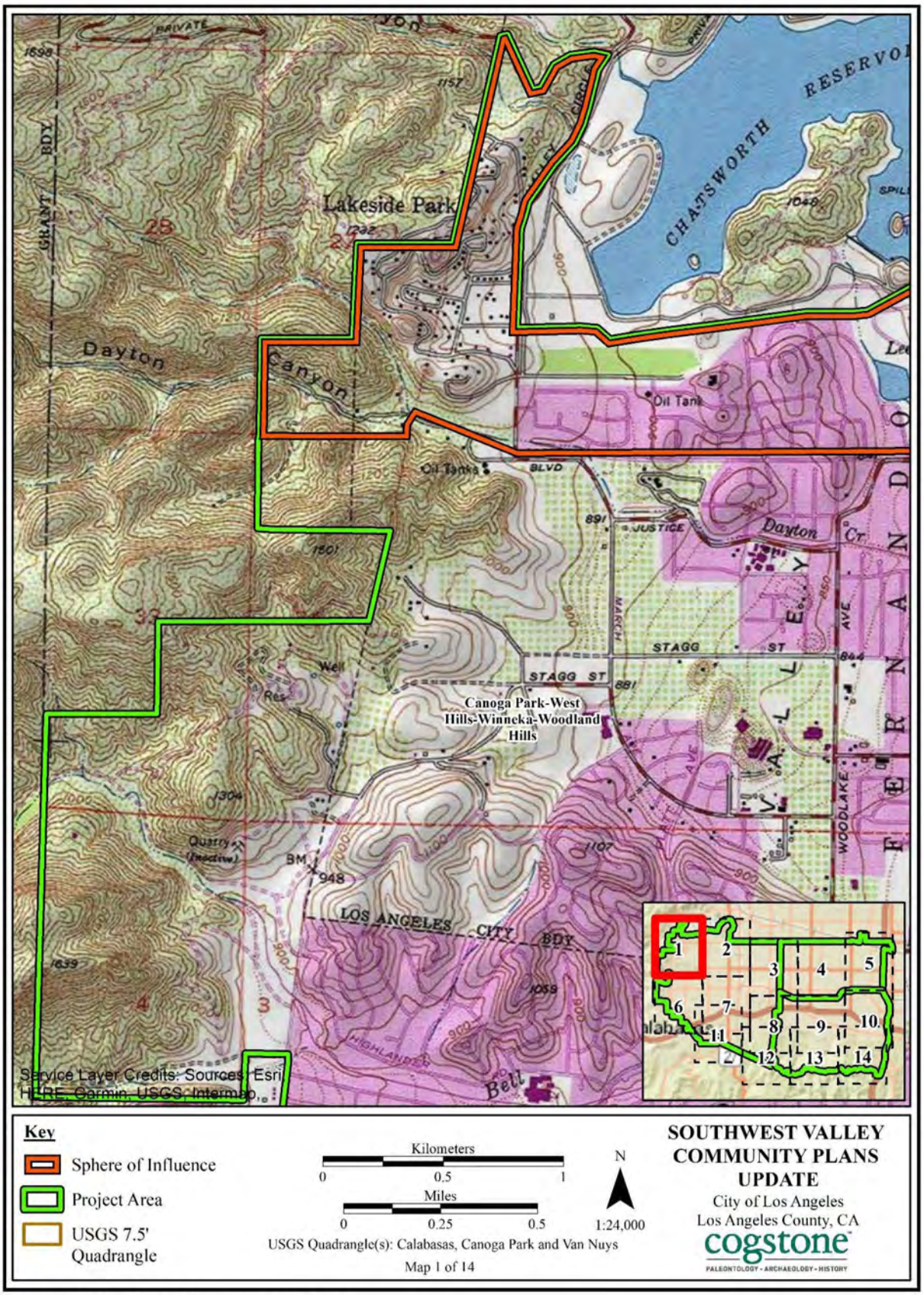
APPENDIX A. LOCATION MAPS



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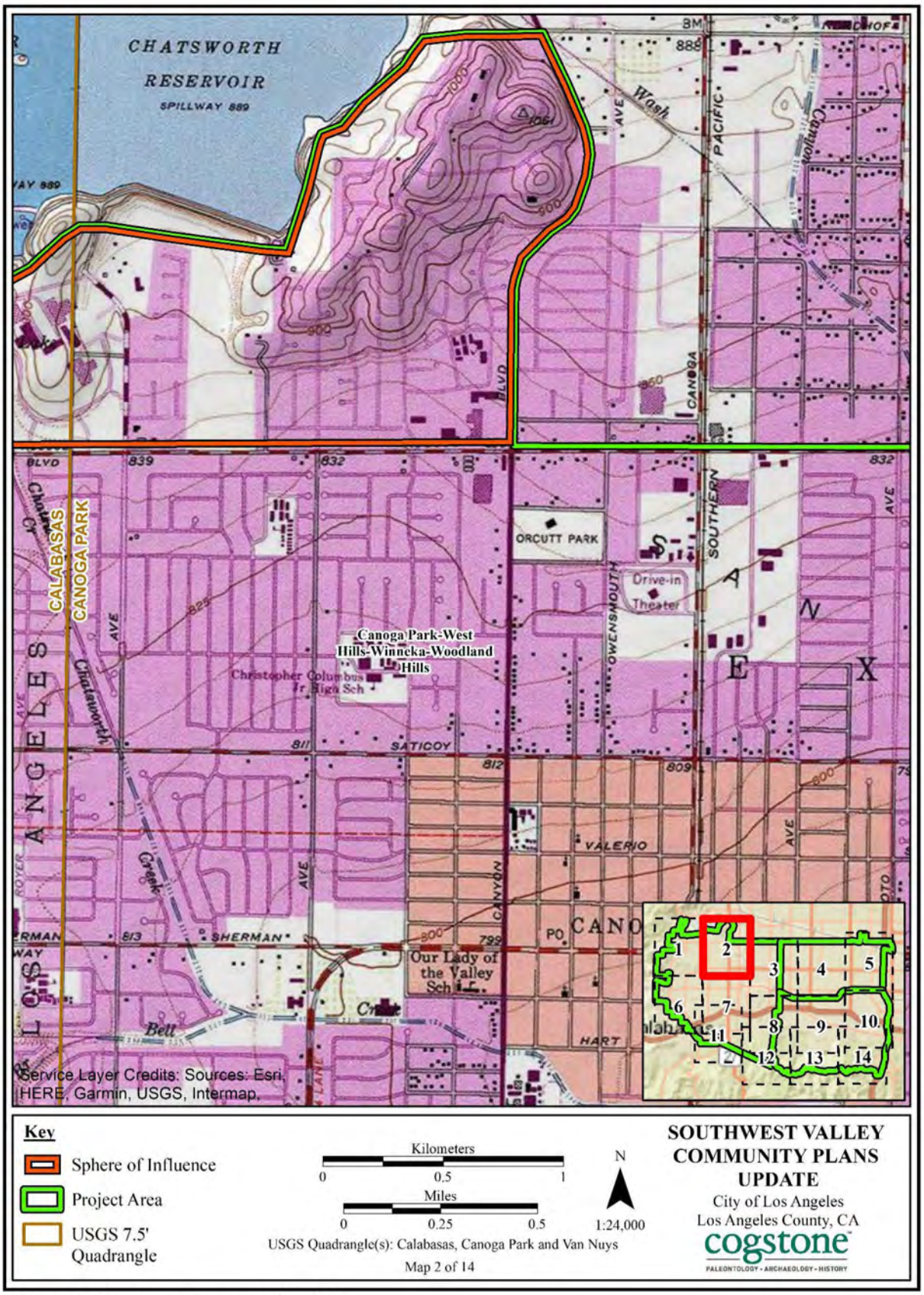

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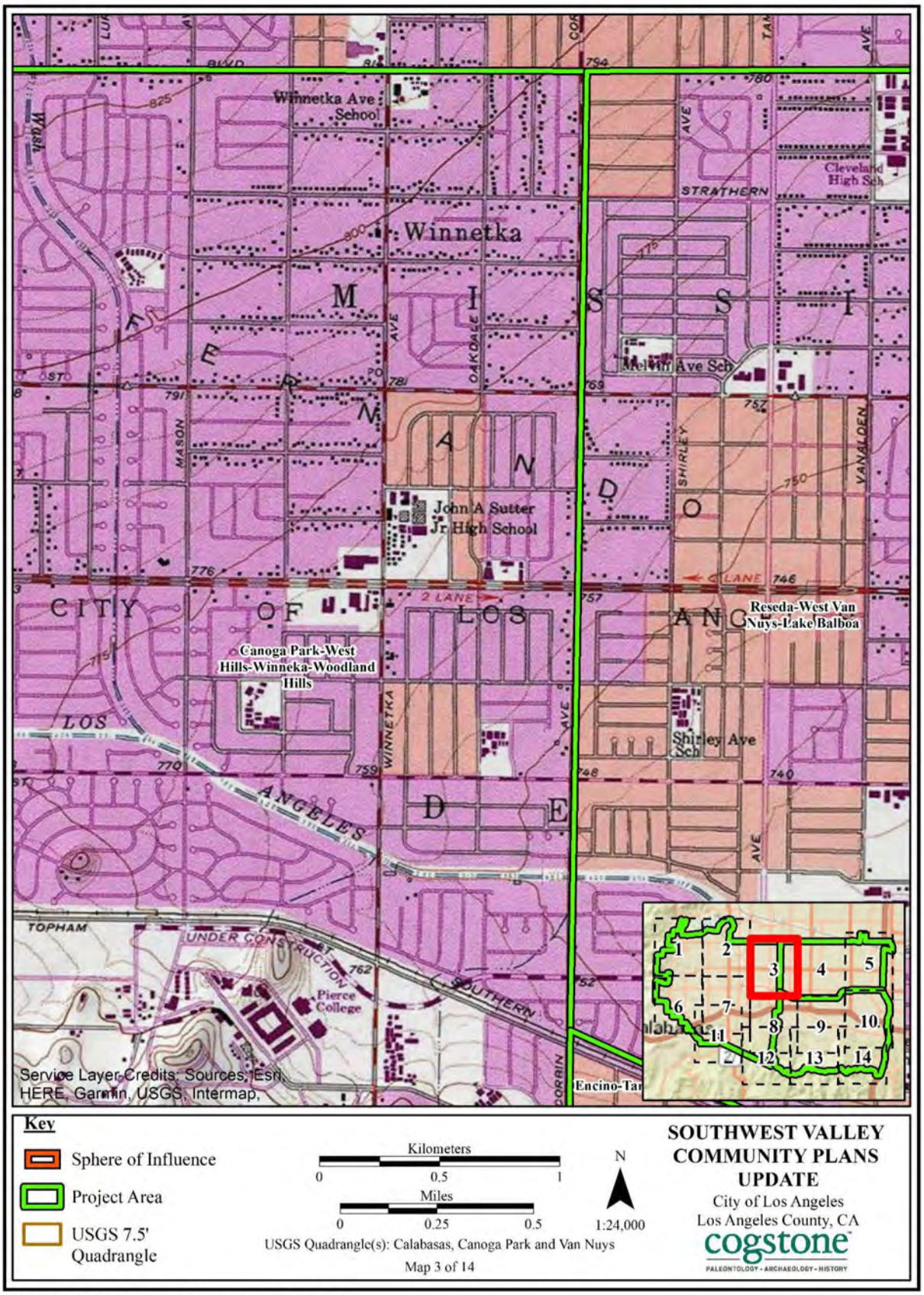

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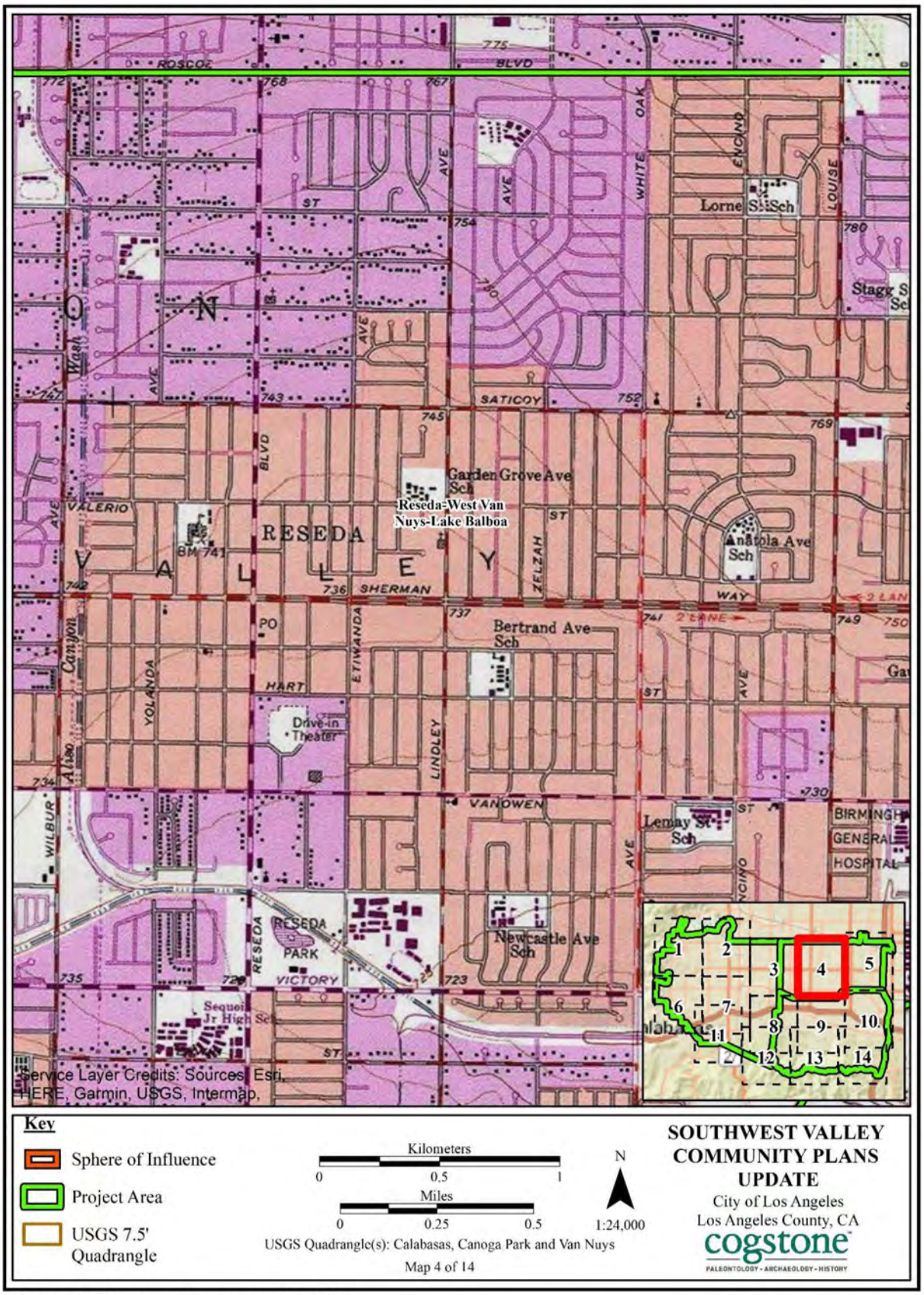

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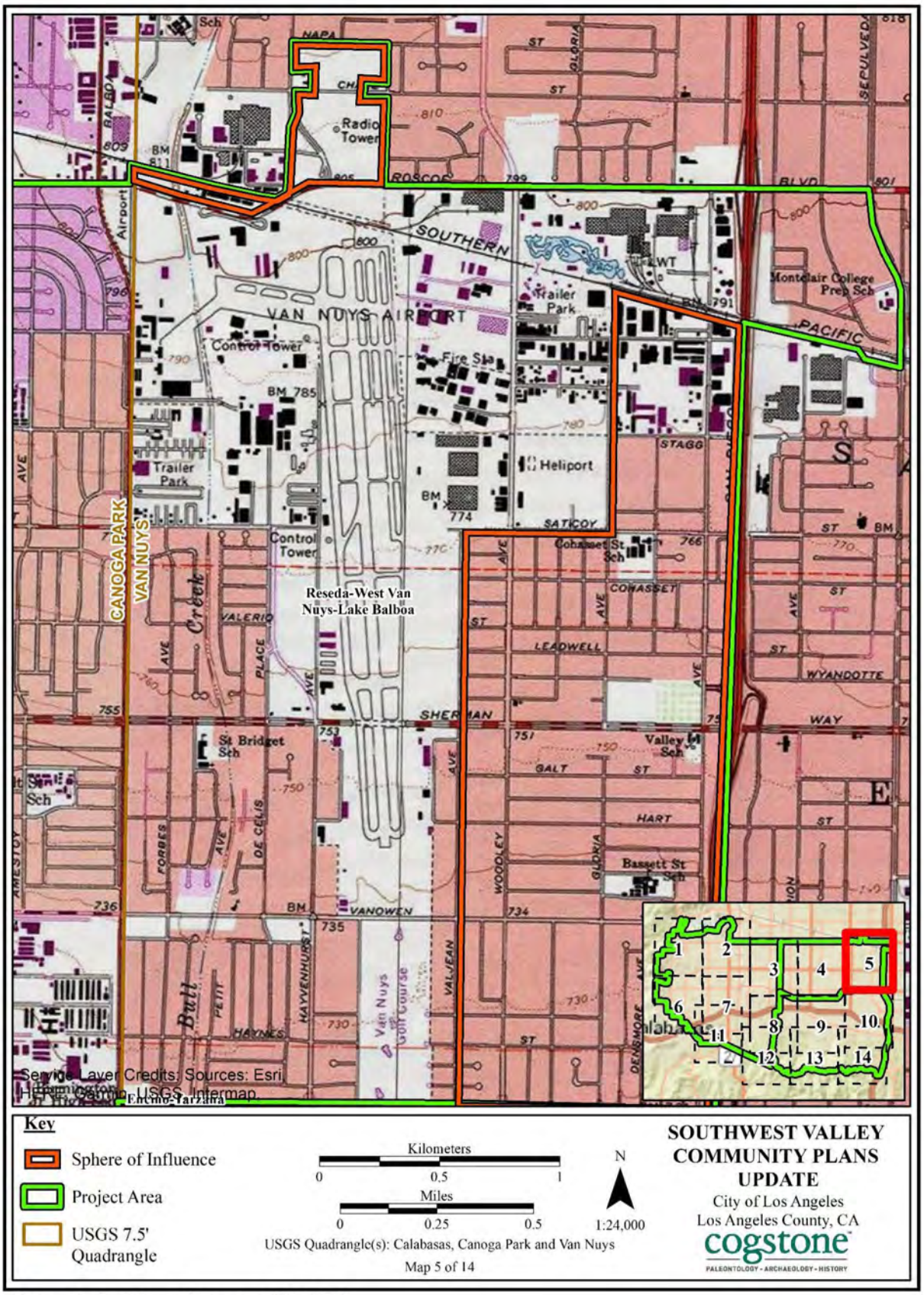

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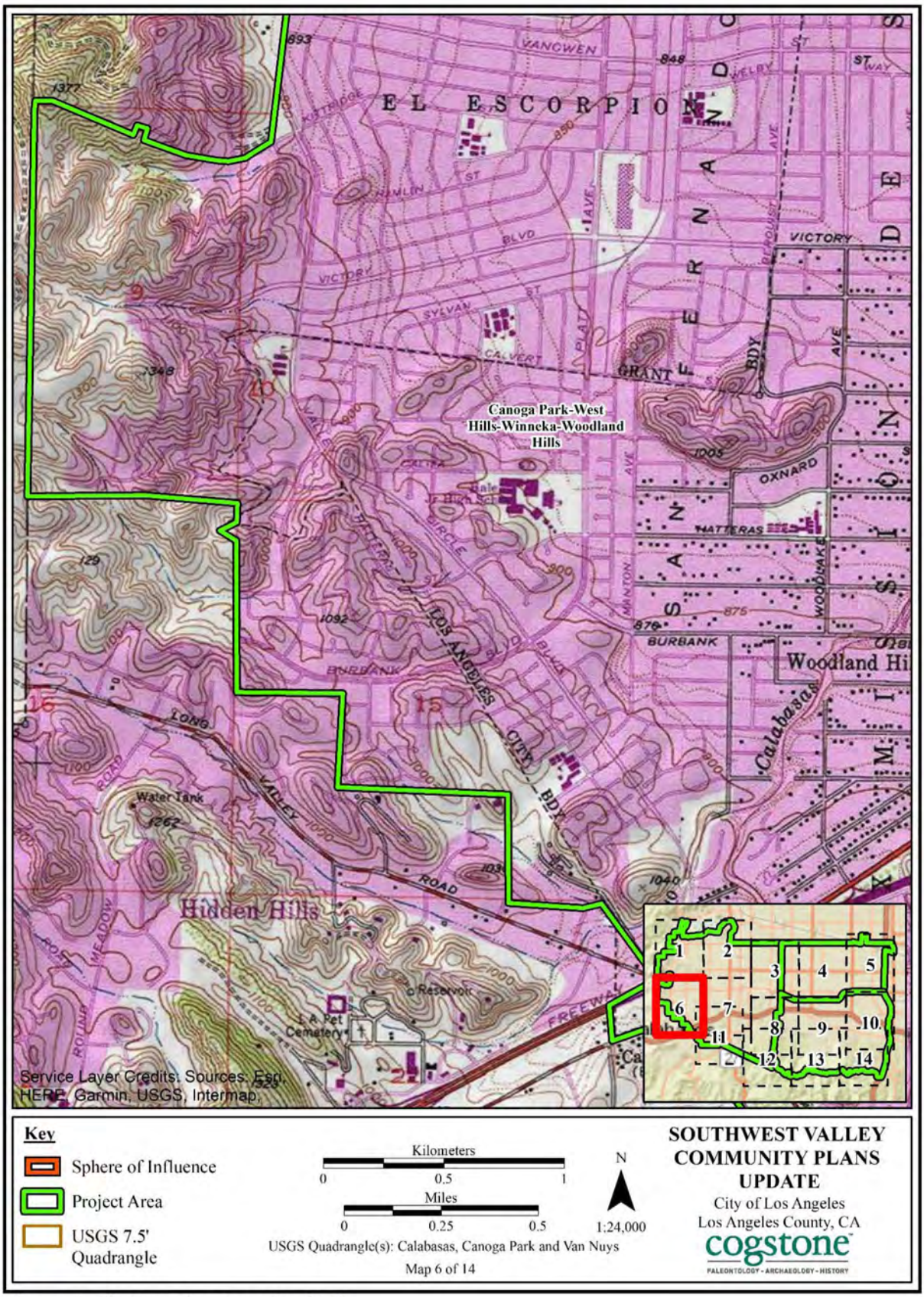

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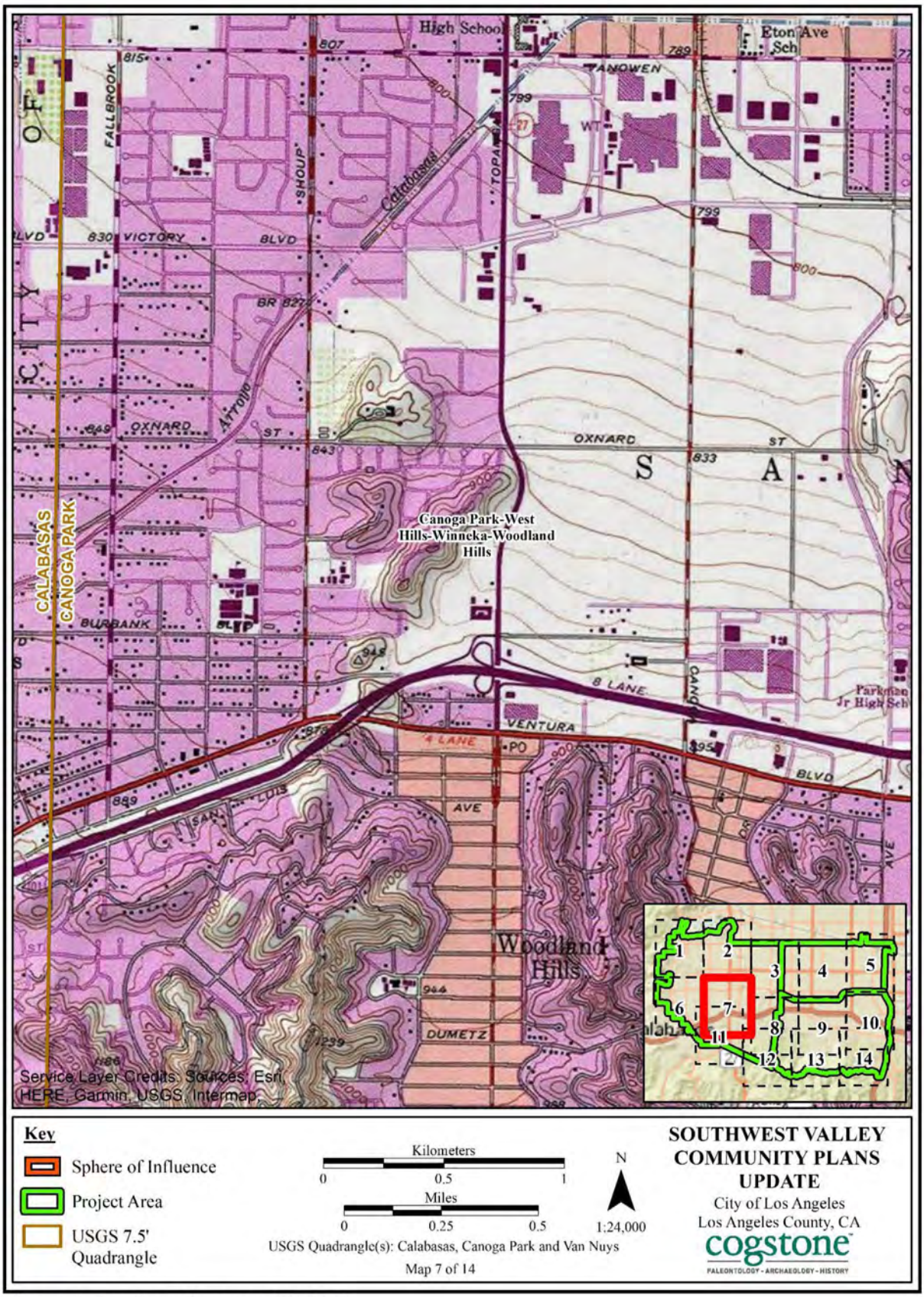
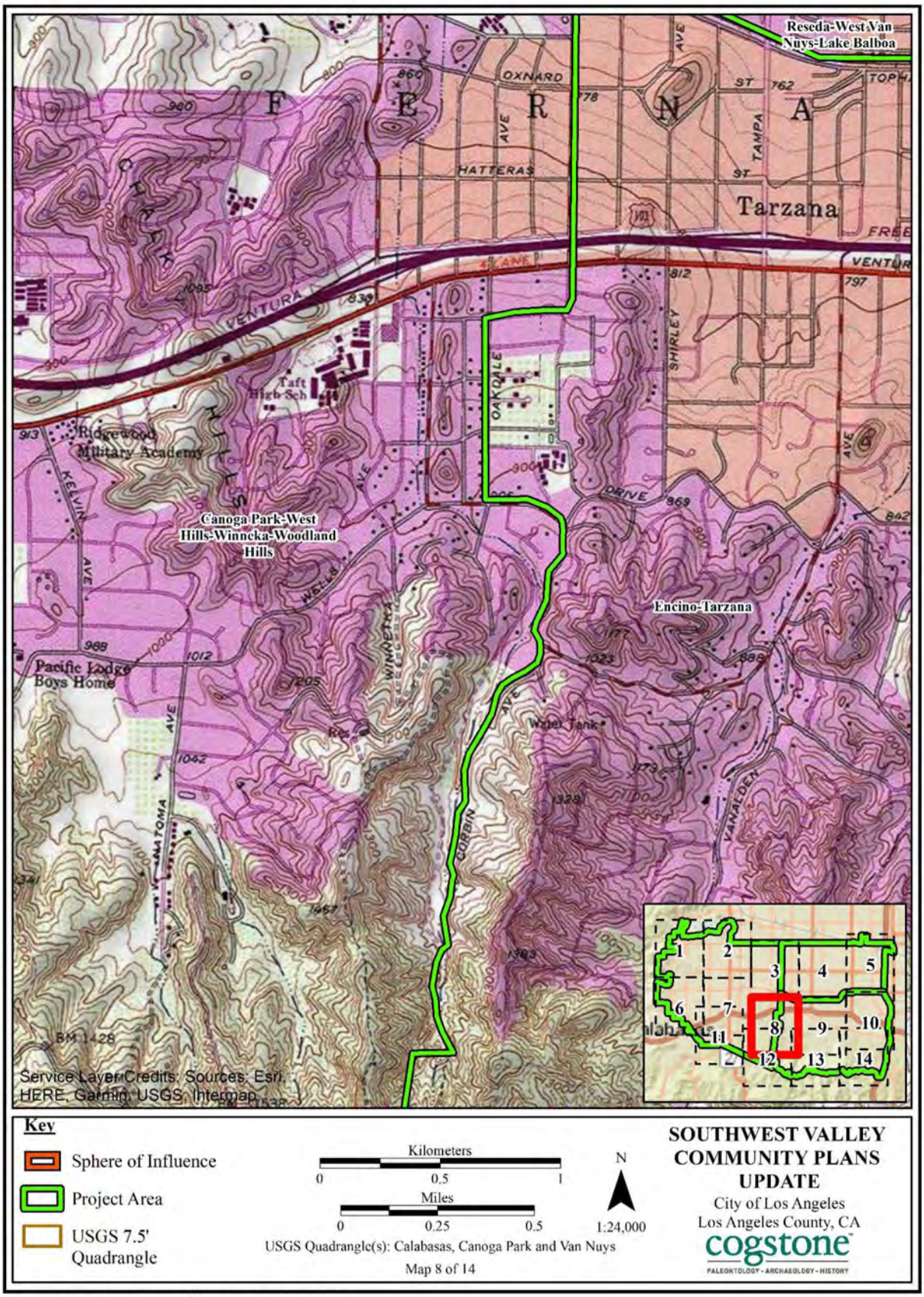


Figure A-1g. Location map (7 of 14)



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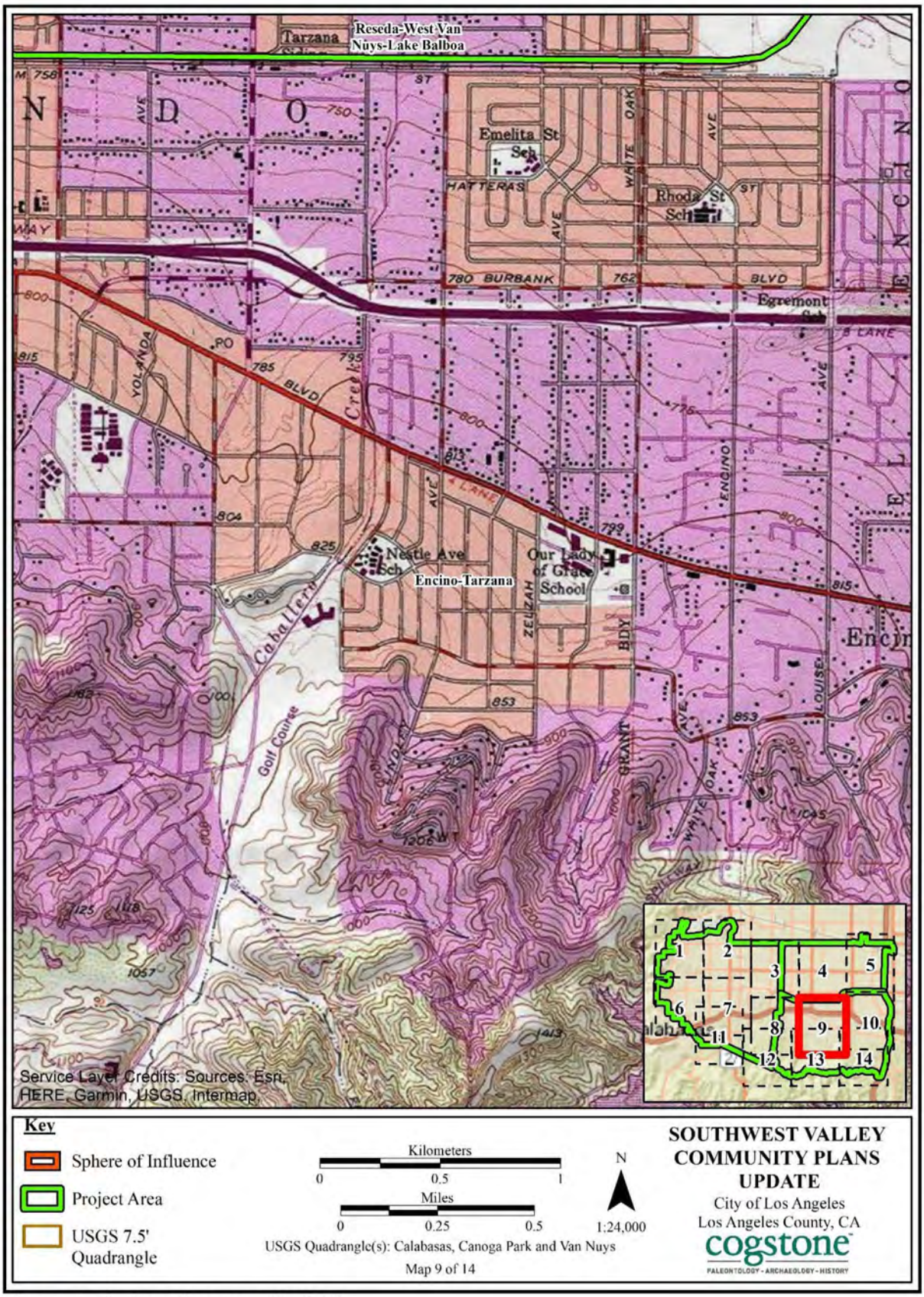

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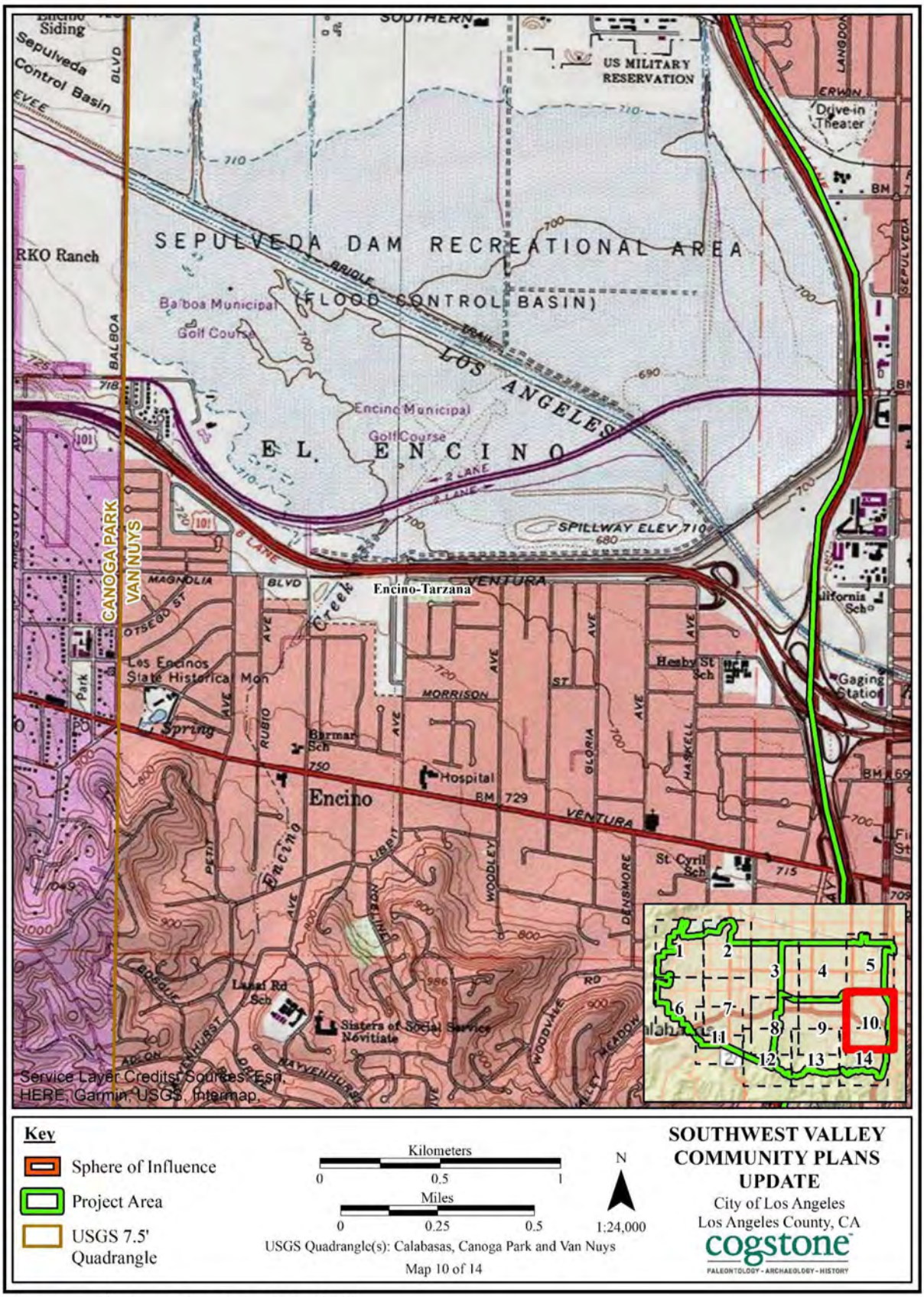

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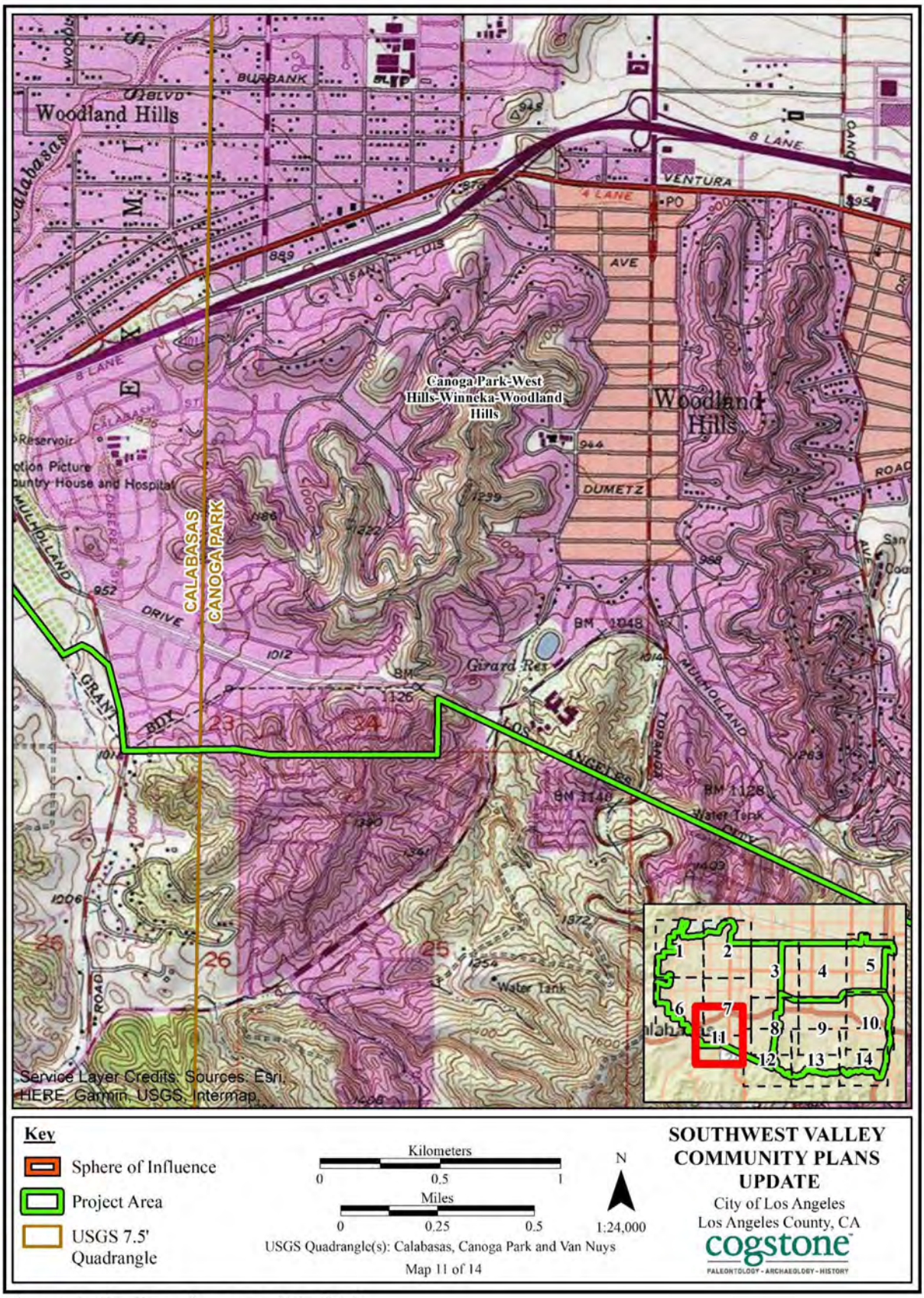
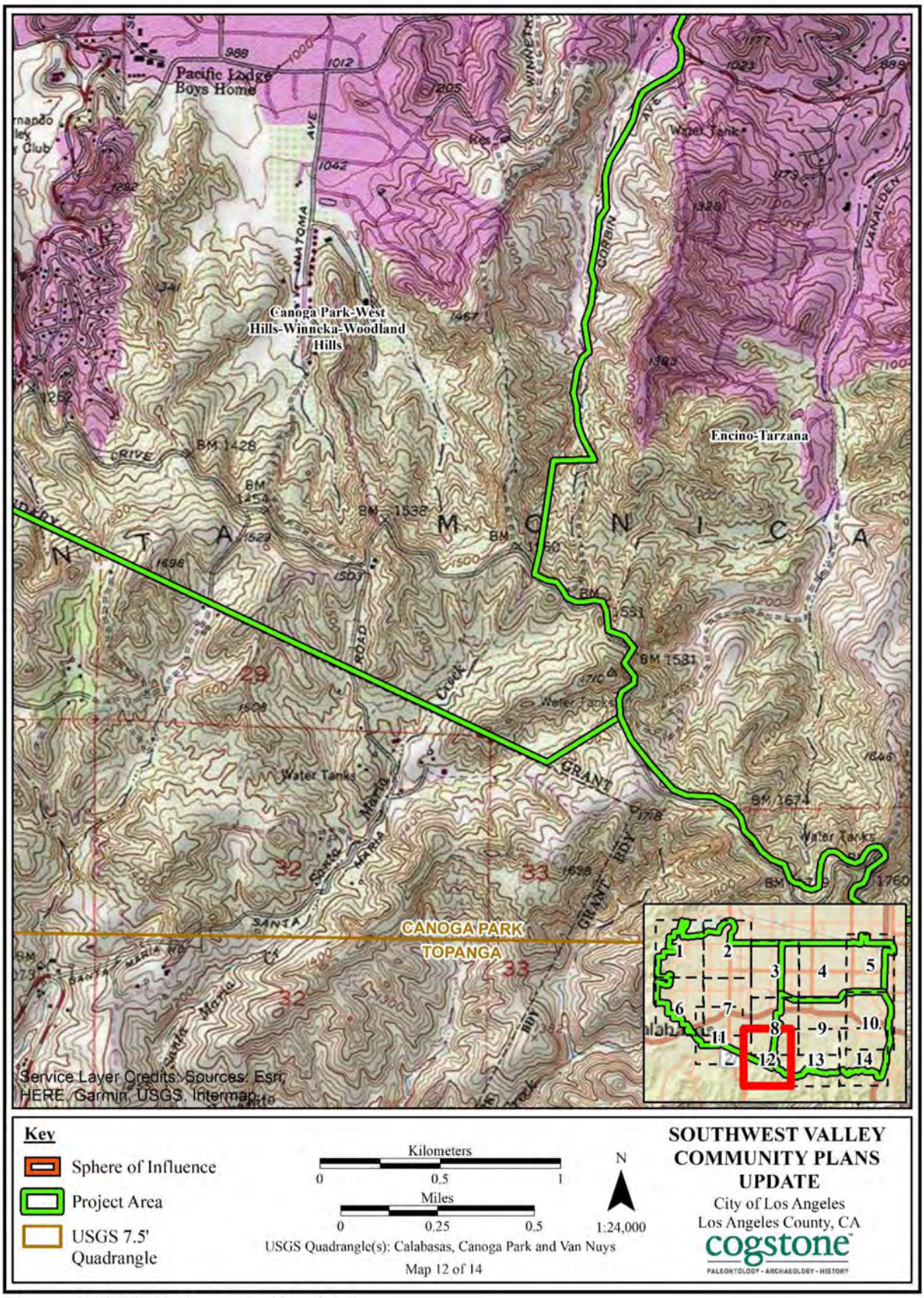


Figure A-1k. Location map (11 of 14)



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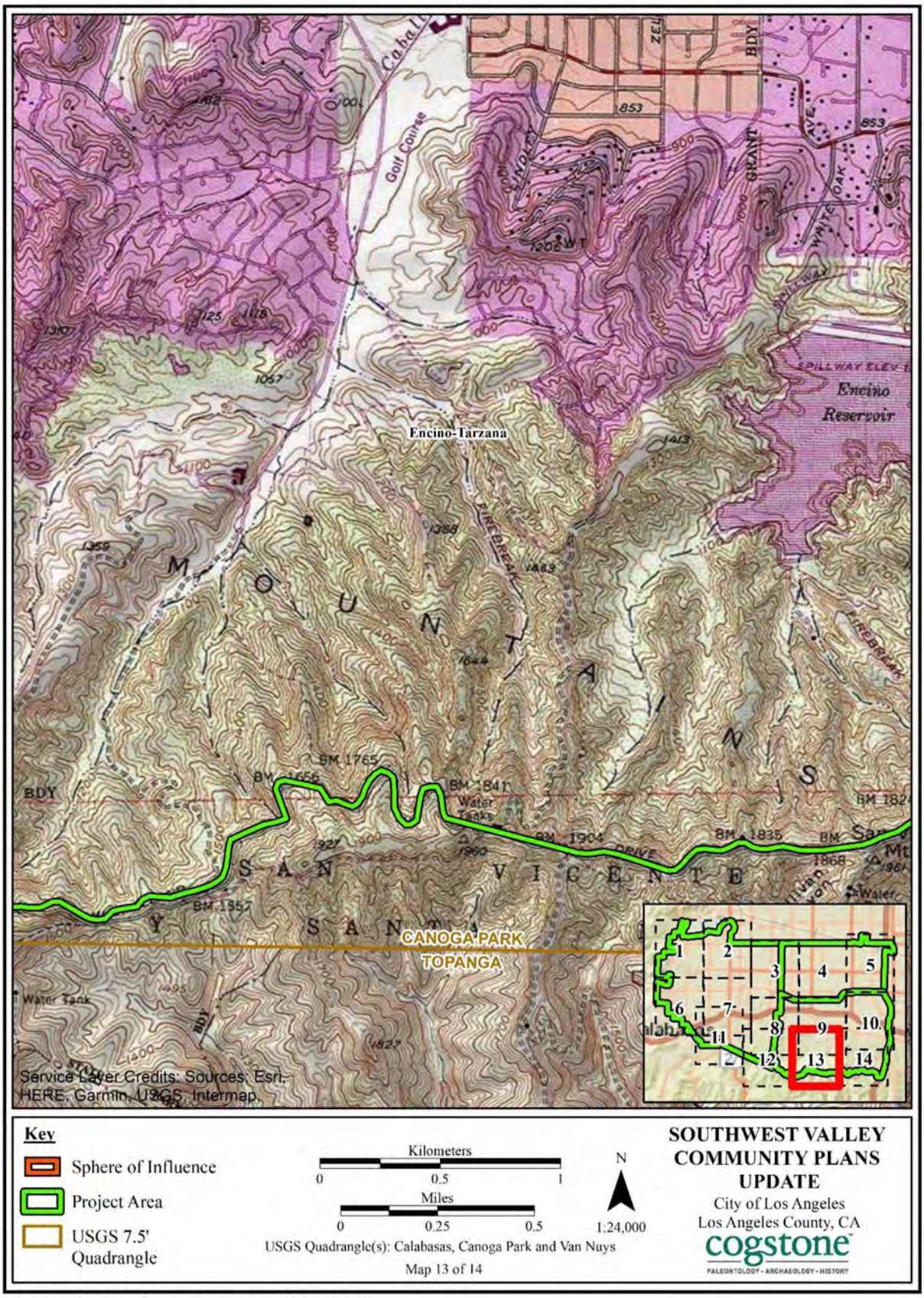

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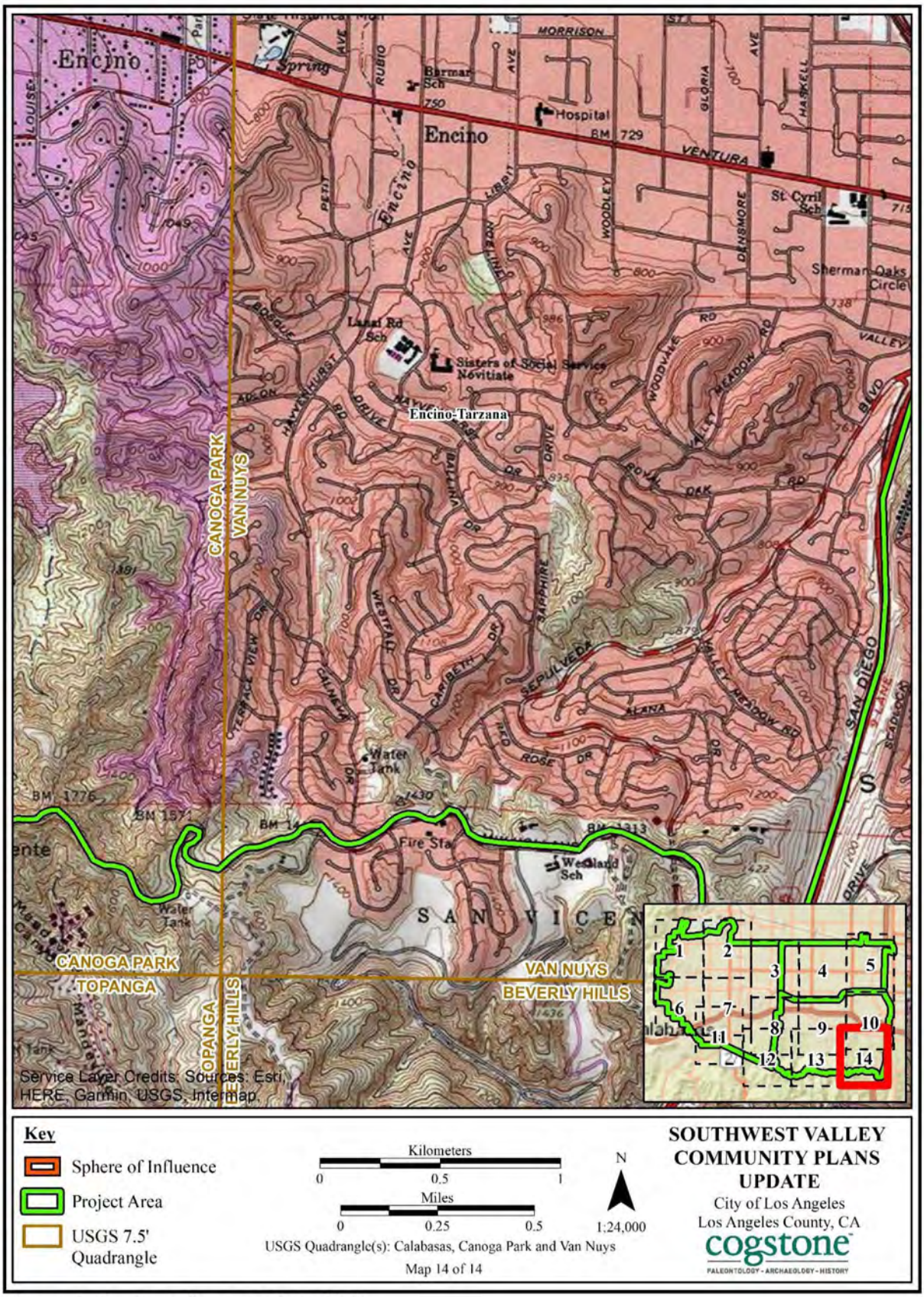

Figure A-1n. Location map (14 of 14)

APPENDIX B. QUALIFICATIONS

cogstone
PALEONTOLOGY - ARCHAEOLOGY - HISTORY

MOLLY VALASIK
QA/QC and Principal Investigator

EDUCATION

2009 M.A., Anthropology, Kent State University, Kent, Ohio
2006 B.A., Anthropology, Ohio State University, Columbus, Ohio

SUMMARY QUALIFICATIONS

Ms. Valasik is a Registered Professional Archaeologist (RPA) with more than 13 years of experience. She is a skilled professional who is well-versed in the compliance procedures of CEQA and Section 106 of the NHPA and regularly prepares cultural resources assessment reports for a variety of federal, state, and local agencies throughout California. Ms. Valasik has managed a variety of projects at Cogstone in the water, transportation, energy, development, and federal sectors. She meets the qualifications required by the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*. She is accepted as a principal investigator for prehistoric archaeology by the State Office of Historic Preservation's Information Centers.

SELECTED EXPERIENCE

Brea 265 Specific Plan, City of Brea, Orange County, CA. The objective of this study was to review and summarize available information regarding known paleontological, archaeological, and historical resources within the boundaries of the proposed Specific Plan. This study provided environmental documentation as required by CEQA. A Paleontological Resource Impact Mitigation Program and full-time monitoring was recommended. Due to the high sensitivity for subsurface archaeological resources, a cultural resources mitigation plan and monitoring was also recommended. Sub to Placeworks. Project Manager and Principal Investigator for Archaeology. 2018-2019

La Verne General Plan Update, City of La Verne, Los Angeles County, CA. Cogstone reviewed and summarized available information regarding known paleontological, archaeological, and historical resources within the boundaries of the City of La Verne to support an update of the City's General Plan. Cogstone conducted archaeological and paleontological record searches, extensive historical research at City Hall, a Sacred Lands File (SLF) search was requested from the Native American Heritage Commission (NAHC), and a general analysis of impacts of future projects within the city that may adversely affect paleontological, archaeological, or historic resources was provided along with mitigation recommendations. Sub to De Novo. Principal Investigator for Archaeology. 2018

Whittier Boulevard/Three Intersection Improvements, City of Whittier, Los Angeles County, CA. Cogstone conducted intensive-level cultural resources surveys and prepared technical studies for improvements proposed for three intersections at Colima Road, Santa Fe Springs Road and Painter Avenue in a disturbed urban environment. Managed records search, Sacred Lands search, NAHC consultation, and APE mapping. Sub to Michael Baker. Principal Investigator. 2016-2018

Reseda Skate Facility Project, City of Los Angeles, Los Angeles County, CA. Cogstone was retained to conduct an archaeological assessment to determine the potential effects to archaeological resources resulting from construction of an ice rink, roller rink, and associated parking lot. Services included a records search, intensive-level pedestrian survey, and archaeological assessment report that determined the potential of disturbance to archaeological resources was low. *This project was a task order from an on-call contract with Los Angeles Bureau of Engineering.* Sub to ICF. Principal Investigator. 2017

SR-138 Palmdale Boulevard, Caltrans District 8, City of Palmdale, Los Angeles County, CA. The project involved widening and modifying three southbound lanes on Sierra Highway to Avenue R at the railroad crossing. Conducted a cultural resources assessment to support the Project environmental documents (IS/MND) in compliance with NEPA and CEQA. Services for this Local Assistance Project, on behalf of the City, included records search, Sacred Lands File search, Tribal consultation, intensive-level field survey, finalization of the APE map in concurrence with Caltrans District 7, and preparation of an ASR technical report. Sub to Parsons. Principal Archaeologist. 2015-2016

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PALEONTOLOGY - ARCHAEOLOGY - HISTORY

SHERRI GUST
Principal Investigator

EDUCATION

1994 M. S., Anatomy, University of Southern California, Los Angeles
1979 B. S., Anthropology (Physical), University of California, Davis

SUMMARY QUALIFICATIONS

Ms. Gust is a Registered Professional Archaeologist and Qualified Principal Paleontologist with more than 35 years of experience in cultural resources management and consulting in California. She has conducted technical studies and prepared cultural resources chapters for CEQA/EIR compliance documents for project-level and program-level Specific Plans, General Plans, Master Plans, and Zoning Amendments for mixed-use, residential, commercial and industrial developments. She meets the qualifications required by the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*. Ms. Gust holds current BLM permits for cultural and paleontology in California and is certified by all counties and cities in California that maintain lists. She is accepted as a principal investigator for both prehistoric and historical archaeology by the State Office of Historic Preservation's Information Centers.

SELECTED PROJECTS

Tustin Downtown Commercial Core Specific Plan Project, City of Tustin, Orange County, CA. Cogstone performed archaeological and paleontological resources assessments in compliance with CEQA for a 220-acre portion of the City of Tustin. The assessment included an inventory of all historic-era buildings, the preparation of GIS Maps for the entire Specific Plan area, and preparation of a combined cultural and paleontological assessment report with recommendations. Sub to EPD Solutions, Inc. Principal Investigator for Archaeology & Co-Author. 2017

Westminster General Plan EIR, City of Westminster, Orange County, CA. Performed archaeological and paleontological programmatic technical study including record searches, Native American consultation, and prepared report with recommendations. Sub to Placeworks. Principal Investigator for Archaeology and Paleontology. 2016

Alton Parkway Mixed Use Development, City of Irvine, Orange County, CA. Cogstone conducted a literature review followed by archaeological and paleontological monitoring during ground disturbing activities for construction of a four-story residential development on a 3.7-acre site. Subsequently, Cogstone prepared a monitoring compliance report to fulfill the City of Irvine's Existing Plans, Programs, and Policies mitigation measure. Project Manager. 2016

Hidden Oaks Country Club Specific Plan and TT 18869, City of Chino Hills, San Bernardino County, CA. Managed cultural and paleontological resources assessments, assisted the City with SB 18 compliance, and responded to the cultural section of the project EIR comment for this proposed 537-acre residential project with minimum 5-acre per lot constraints. Services included records search, Sacred Lands search, NAHC consultation, field survey, and mitigation recommendations. Principal Investigator. 2015-2016

Paradise Valley Specific Plan, Glorious Land Company, unincorporated Riverside County, CA. The project involves construction of a 5,411 acre resort community. Prepared Supplemental Phase I Cultural Resources Assessment Report and Final Paleontological Assessment Report. Sub to Envicom. Principal Investigator. 2011-2014

Historic Town Center Master Plan Update EIR, City of San Juan Capistrano, Orange County CA. Conducted a survey and assessment to determine the potential effects on cultural resources of potential changes to the Historic Town Center Master Plan area in support of a project-level EIR. Managed archaeological and paleontological record searches, research, and survey plus Native American consultation for the 31-acre town center. Evaluated resources, including updated site records and impact assessment. Sub to Templeton Planning Group. Principal Archaeologist/Paleontologist & Author. 2011

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PALEONTOLOGY - ARCHAEOLOGY - HISTORY

ALBERT KNIGHT
Archaeologist and Co-Author

EDUCATION

1983 B.A., Anthropology, University of California, Santa Barbara

SUMMARY QUALIFICATIONS

Mr. Knight is a qualified archaeologist with 32 years of professional and academic experience in prehistoric and historic archaeological fieldwork, including field survey, testing, excavation, analysis, and reporting. He has worked as a Field Technician, Crew Chief and Field Director and Principal Investigator. He has conducted numerous excavations and has performed over 200 field surveys in many parts of south-central California. He is a member of the Board of Directors Santa Susana Mountains Park Association; the Little Landers Historical Society; and the Society for California Archaeology. His personal research interests include California and Great Basin prehistory, geography, and rock art.

SELECTED PROJECTS

Cold Canyon Landfill Expansion, Arroyo Grande, San Luis Obispo County, CA. Conducted archaeological monitoring at the historic Patchett-Weir family site (CA-SLO-2559H) and other areas for the landfill expansion and Army Corps of Engineers wetland restoration. Archaeologist. 2017-Present

Dr. Anita Kundi Senior Residential Care Facility Project, Malibu, Los Angeles County, CA. Conducted and intensive pedestrian archaeological survey of the Project area for the construction of a senior care facility. Prepared the background and ethnographic portions of the final report. Archaeologist. 2018

Fair Oaks Medical Office Building, Arroyo Grande, San Luis Obispo County, CA. Supervised and participated in the archaeological monitoring of ground disturbing activities for construction of a new 45,000 sq.ft. three-story medical office building on a vacant lot in proximity to Arroyo Grande Community Hospital on behalf of the developer. The project is Phase II of an approved mixed-use project which consists of a Phase I residential community. Monitoring was conducted in compliance with CEQA. Field Supervisor. 2016

Sky Valley Ethnographic History (former Santa Susana Field Laboratory), Ventura County, CA. For Santa Ynez Band of Chumash Indians performed all background research, partially based on Knight's own area research over +20 years. Report submitted to National Aeronautical and Space Administration (NASA), Huntsville, Alabama. Authored report. Archaeologist. 2016

Santa Susana Sacred Sites and Traditional Cultural Landscape, Ventura County, CA. Conducted research and prepared the State of California Sacred Lands nomination forms and supporting documentation on behalf of the Santa Ynez Band of Chumash Indians for presentation to the California Native American Heritage Commission. Archaeologist. 2014

Longboat Solar Photovoltaic, EDF Renewable Energy, Barstow and Lenwood, San Bernardino County, CA. Conducted monitoring, mechanical testing, screening and collecting within site CA-LAN-2294 during ground disturbing activities for this ~233-acre site in compliance with the Cultural Resources Mitigation Plan. The Project would connect to the electrical grid by way of a line tap on an existing Southern California Edison (SCE) 33kV transmission line, at which point the power generated from the Project changes ownership from the project developer to SCE. Sub to Environmental Intelligence. Field Supervisor. 2016

Exposition Transit Corridor Phase II, Los Angeles County, CA. Construction of light trail transit from Culver City to Santa Monica. Conducted pedestrian survey and archaeological/paleontological monitoring along a 6.6-mile segment of the historic electric railroad known as the Santa Monica Air Line that is being replaced with a new light rail line. Coordinated with construction work crews and inspectors, conducted awareness training, provided daily reporting, recovered artifacts related to the historic rail line and documented historic rail line features. Archaeologist. 2011-2012 and 2013-2015

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PALEONTOLOGY - ARCHAEOLOGY - HISTORY

JOHN GUST
Archaeologist and Co-Author

2016 Ph.D., Department of Anthropology, University of California, Riverside (UCR)
2011 M.A., Department of Anthropology, UCR
2007 M.A., Applied Geography, University of Colorado, Colorado Springs (UCCS)
2002 B.A., Department of Anthropology, minor in Geography/Environmental Studies, UCCS

SUMMARY QUALIFICATIONS

Dr. Gust is a Registered Professional Archaeologist (RPA) with over109 years of experience in field archaeology. He meets the qualifications required by the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* and his field expertise includes pedestrian surveys, excavation monitoring, resource recording, and historic artifact analysis. Dr. Gust has managed cultural assessments for over 20 cellular tower projects and multiple assessments for construction of commercial and residential structures. He has also managed cultural resources monitoring projects for both public and private sector clients. Dr. Gust is a member of the Society for California Archaeology, Society for American Archaeology, and the American Anthropological Association.

SELECTED EXPERIENCE

Dogwood Road Project, City of El Centro, Imperial County, CA. Cogstone conducted a cultural resources assessment to determine the potential effects to cultural resources resulting from the construction of United States Department of Agriculture (USDA) Part 70-B RD Funding assisted housing on a 2.2-acre parcel. Cogstone conducted a record search, pedestrian survey, and determined that no further cultural resources work was necessary. The assessment provided environmental documentation as required by Section 106 of the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA). The City of El Centro acted as the lead agency. Sub to Partner Science & Engineering, Inc. Principal Investigator for Archaeology. 2019-2020

Euclid Fueling Station Project, City of Santa Ana, Orange County, CA. Cogstone conducted a cultural resources assessment to determine the potential impacts to cultural and paleontological resources during the construction of a convenience store, associated parking, gas station, and underground fuel storage tank. The assessment was conducted to meet the requirements of CEQA with the City of Santa Ana acting as lead agency. Cogstone conducted record searches, a Sacred Lands File Search, an intensive pedestrian survey, gave mitigation recommendations, and produced a report. Sub to Sagecrest Planning + Environmental. Principal Investigator for Archaeology. 2019

Jackson St HUD 58 EA Project, City of Riverside, Riverside County, CA. Cogstone conducted a cultural resources assessment to determine the potential effects to cultural resources resulting from the construction of United States Department of Housing and Urban Development (HUD) assisted housing on a 3.58-acre parcel. This assessment provided environmental documentation as required by Section 106 of the National Historic Preservation Act (NHPA). The City of Riverside was the lead agency. Cogstone conducted a records search, a Sacred Lands File Search, a pedestrian survey, and produced a report. Sub to Partner Science & Engineering. Principal Investigator for Archaeology and Report Author. 2019

Heathercliff Malibu Development Project, City of Malibu, Los Angeles County, CA. Cogstone conducted a study to determine the potential impacts to cultural resources resulting from the construction of a single residence bounded by Heathercliff Road to the southeast and the Pacific Coast Highway to the northwest. This study included all information required by the City of Malibu Archaeology Guidelines. Cogstone conducted a record search, Sacred Lands File Search, pedestrian survey, and produced an assessment. Sub to ACS Construction. Principal Investigator for Archaeology and Report Author. 2019

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PALEONTOLOGY - ARCHAEOLOGY - HISTORY

SHANNON LOPEZ
Architectural Historian and Co-Author

EDUCATION

2018 M.A., History (with an emphasis in architecture), California State University, Fullerton
2012 B.A., History, Minor in Asian-Pacific Studies, California State University, Dominguez Hills

SUMMARY QUALIFICATIONS

Ms. Lopez is a qualified historian and she meets the *Secretary of the Interior's Standards and Guidelines for Architectural History*. Ms. Lopez is experienced in architectural history research and surveys along with photo documentation and recording of built environment resources for local and federal projects. She has extensive knowledge with Native American consultation, consultation with city and county historical societies, and analysis of primary and secondary sources. Additionally, she is an approved Reader at the Huntington Library by the Los Angeles Office of Historic Resources.

SELECTED EXPERIENCE

Irvine General Plan Update, Phase II, City of Irvine, Orange County, CA. Cogstone conducted a study to review and summarize available information regarding known paleontological, archaeological, and historical resources within the boundaries of the City of Irvine to support the Phase II update of the City's General Plan. A general analysis of impacts of future projects within the City of Irvine that may adversely affect paleontological, archaeological, or historic resources was provided along with mitigation recommendations. Sub to Placeworks. Architectural Historian. 2018-2019

2525 N. Main, City of Santa Ana, Orange County, CA. The project proposed demolition of existing buildings and the construction of a five-story multi-family residential apartment complex. Cogstone conducted a cultural and historic resources records search, a field visit to known historic homes and Santiago Park, evaluation of the historic resources, and produced a built environment report. Conducted research, evaluation and co-author. Architectural Historian. 2018

Purple Line Extension (Westside Subway) Crack Propagation Reassessment, City of Beverly Hills, Los Angeles County, CA. On behalf of METRO, Cogstone was approved to reassess the exterior façade of the old Porsche building located on Wilshire Boulevard. The purpose of this reassessment was to document and compare the cracks of the current building during construction of the underground subway with those recorded in a pre-construction survey. Architectural Monitor and Author. 2018

Desert Sage Wellness Center, City of Hemet, Riverside County, CA. Cogstone completed a National Register of Historic Places eligibility re-evaluation for a proposed historical ranching line camp on behalf of the California Area Office Indian Health Service. This study was performed pursuant to Section 110 of the National Historic Preservation Act. Services included an archaeological and architectural pedestrian survey, records search, update to DPR forms, public outreach, additional research, and reported updates to SHPO. Architectural Historian. 2018

3800 W. 6th Street Mixed-Used Development, Koreatown, Los Angeles County, CA. The project proposed to construct a 21-story mixed-use development with two levels of underground parking. Cogstone conducted a paleontological and cultural resources assessment. Tasks included records search, built environment survey, resource recording and technical report. Conducted built environment survey, recoded building, and conducted view shed impact analysis. Architectural Historian. 2018

Accelerated Charter Elementary School, Los Angeles Unified School District, City of Los Angeles, Los Angeles County, CA. The project involved the construction of a new facility on a 2.3-acre site in South Central Los Angeles. Cogstone conducted paleontological and cultural resources monitoring. Five new archaeological sites were defined and one building record was updated. Sub to Gafon. Assistant Architectural Historian. 2017

cogstone
PALEONTOLOGY - ARCHAEOLOGY - HISTORY

LOGAN FREEBERG
GIS Manager

EDUCATION

2018 Geographic Information Systems (GIS) Certificate, California State University, Fullerton
2003 B.A., Anthropology, University of California, Santa Barbara

SUMMARY QUALIFICATIONS

Mr. Freeberg has over 19 years of professional experience in cultural resource management, and has extensive experience in field surveying, data recovery, monitoring, and excavation of archaeological and paleontological resources associated with land development projects in the private and public sectors. He has conducted all phases of archaeological work, including fieldwork, laboratory analysis, research, and reporting. Mr. Freeberg also has a strong grounding in conventional field and laboratory methods and is skilled in the use of ArcGIS.

SELECTED PROJECTS

Laguna Creek Trail and Bruceville Road Project, Caltrans District 3, City of Elk Grove, Sacramento County, CA. The City of Elk Grove, in cooperation with Caltrans, proposed multiple trail extensions and gap closures in effort to provide connecting links that would ultimately provide trail users with access to a vast system of trails, with connections to parks, schools, community centers, commercial retail and office areas, and transit facilities. Cogstone conducted pedestrian surveys, records search, and prepared an Archaeological Survey Report (ASR) and a Historic Property Survey Report (HPSR). Sub to Helix Environmental. GIS Technician. 2019

Roosevelt Park Regional Stormwater Capture Project, unincorporated area of Florence-Firestone, Los Angeles County, CA. Conducted cultural and paleontological monitoring during all ground disturbing activities in native sediments. This project included the construction of three diversion structures and pipelines. Sub to Environmental Advisors. GIS Technician. 2019

Goddard School Project, City of Chino Hills, San Bernardino County, CA. Cogstone produced a paleontological resources mitigation and monitoring program for a proposed 59,129 square foot development that would consist of a one-story, 10,587-square foot pre-school/daycare with nine classrooms, fenced play yards and play structures, and a parking lot with 40 stalls. Cogstone put forward mitigation measures that included monitoring for all ground-breaking activities, paleontological resource awareness training for construction personnel, and the completion of a final mitigation report. GIS Technician. 2019

Euclid Fueling Station Project, City of Santa Ana, Orange County, CA. This study was conducted to determine the potential impacts to archaeological and paleontological resources during construction activities for a proposed 7-Eleven gas station and convenience store. The proposed project entailed the construction of the convenience store, associated parking, gas station, and underground fuel storage tank. Planned vertical impacts included approximately three to four feet of fill removal over at least some of the site, a trench approximately eight feet deep for utilities, and approximately 12 feet for the new fuel storage tanks. Sub to Sagecrest Environmental. GIS Technician. 2019

Fresno West Area Specific Plan, City of Fresno, Fresno County, CA. The objective of this study was to review and summarize available information regarding known paleontological, archaeological, and historical resources within the boundaries of the City of Fresno's West Area Specific Plan. The purpose of the West Area Specific Plan is to implement and refine the City's vision for the West Area in order to guide future growth and development in the most northwest area of the City. Cogstone's services included record searches, mapping, and extensive background research. Sub to De Novo Planning. GIS Technician. 2019

Laguna Beach Fire Department Fire Breaks, City of Laguna Beach, Orange County, CA. This project included the areas adjacent to homes and businesses requiring vegetation removal to create new fire breaks. Conducted a pedestrian survey of the natural landscape and slopes located along the eastern and western sides of the SR-133 highway, south of El Toro Road to Pacific Coast Highway. Archaeological Monitor. 2019

APPENDIX C. PREVIOUS CULTURAL STUDIES

Table C-1: Previous studies with the Project Area

Report No. (LA-)	Authors	Title	Year	Quad Maps
00001	Wessel, Richard L.	Archaeological Reconnaissance of Tentative Tract # 31319	1973	Canoga Park
00068	Fielding, F. Glenn	Zone Change From Ra-1 to Rd 1.5 for Development of 230 2-Story Apartments at 6545 Avenue, Reseda.	1974	Canoga Park
00080	Rosen, Martin D.	Evaluation of the Archaeological Resources and Potential Impact of Property Acquired by the State Which May be Sold Back Into Private Ownership, Route 64 Deletion, Los Angeles County	1975	Calabasas
00081	Rosen, Martin D.	Evaluation of the Archaeological Resources for the Area-wide Facilities Plan for the Las Virgenes Municipal District, (Malibu Coast, Western Santa Monica Mountains, Southern Simi Hills), Los Angeles and Ventura Counties.	1975	Calabasas, Canoga Park, Malibu Beach, Newbury Park, Oat Mountain, Point Dume, Santa Susana, Thousand Oaks, Topanga, Triunfo Pass
00136	Wlodarski, Robert J.	Negative Archaeological Survey Report for Mulholland Drive/Valley Circle Overcrossing	1984	Calabasas
00153	Hill, James N.	Environmental Impact Study of Land in the Canoga Park- Woodland Hills Area Archaeological Element	1973	Canoga Park
00160	Dames and Moore	Phase 1 Cultural Resources Survey Fiber Optic Cable Project Burbank to Santa Barbara, California for US Sprint Communications Company	1988	Burbank, Van Nuys
00184	Ivie, Pamela J.	Evaluation of the Archaeological Resources and Potential Impact of Proposed Residential Development in Tarzana-Woodland Hills, California	1976	Canoga Park
00185	Langewalter, P.E. and R.W. Huddleston	Evaluation of the Archaeological and Paleontological Resources of the 55 Acre Tentative Tract No. 29898, Los Angeles County, California.	1976	Canoga Park
00198	Singer, Clay A.	Archaeological Resource Survey and Impact Evaluation for Tentative Tract No. 25422, City of Los Angeles, Los Angeles County, C	1976	Van Nuys
00251	Rice, Glen E.	An Archaeological Survey in a Portion of the Santa Monica Mountains, Los Angeles County, California.	1977	Beverly Hills, Van Nuys
00255	Gumerman IV, George and Bleitz-Sandburg	Intensive Archaeological Investigations of CA-LAN-1183, Sunset Cove, Palos Verdes Estates, Los Angeles County, California.	1988	Canoga Park, Van Nuys
00256	Chase, Paul G.	Archaeological Survey and Monitoring for Valley Circle Estates City of Los Angeles	1988	Calabasas
00262	Environmental Review Section	The Proposed Final Environmental Impact Report (EIR) on This Project Consists of This Report Together With the Draft EIR	1977	Canoga Park
00266	Environmental Review Section	Draft Environmental Impact Report EIR No. 93-76-sub	1976	Canoga Park
00282	Van Horn, David M.	Draft Environmental Impact Report EIR No. 265-82-zc(bl)(sub) State Clearing House No. 82123008 Woodlake Village	1983	Canoga Park

Report No. (LA-)	Authors	Title	Year	Quad Maps
00351	Romani, John F.	Assessment of the Cultural Resources Located on 280 Acres of Land in Bell Canyon, California (the Bell Canyon Site Complex)	1978	Calabasas
00369	Rosen, Martin D.	An Archaeological Resource Survey and Impact Assessment of Tract #34211, 225 Acres in the Santa Monica Mountains City of Los Angeles, California	1978	Canoga Park
00377	Van Horn, David M.	Ultrasystems Project: Archaeological Survey	1978	Canoga Park
00384	Martz, Patricia	Description and Evaluation of the Cultural Resources Within Haines Debris Basin, Hansen Dam, Lopez Dam, and Sepulveda Dam, Los Angeles County, Los Angeles County	1977	Burbank, Canoga Park, San Fernando
00400	D'Altroy, Terence N.	Archaeological Resources Survey: the Impact on Archaeological Resources of the Proposed Development of the G.A.C. Natoma Reseda Tracts in Tarzana, California	1978	Canoga Park
00411	Rosen, Martin D.	Archaeological Records Search for Tentative Tract 8200 (Lots 1, 4 and 5) and Tentative Tract 2605 (part of Lot 54)	1978	Canoga Park
00426	Clewlow, William C. Jr.	An Archaeological Resource Survey and Impact Assessment of a Lot Located at 21298 Escondido Street, Woodland Hills, California	1978	Canoga Park
00461	Rosen, Martin D.	An Archaeological Resource Survey and Impact Assessment of Serrania Avenue Park, City of Los Angeles, California	1979	Canoga Park
00475	Hector, Susan M.	An Archaeological Resource Survey and Impact Assessment of Tract 34924 (Sanger), Los Angeles County	1978	Calabasas
00520	Day, Donna A.	Tentative Tract Map 34211, Southwest Corner of Topanga Canyon Boulevard and Mulholland Drive, Woodland Hills, California.	1979	Canoga Park
00538	Singer, Clay A.	Cultural Resource Survey and Impact Assessment for a 5 Acre Parcel Located at 22600 Sherman Way, Canoga Park, Los Angeles County, California	1979	Canoga Park
00639	Rosen, Martin D.	Archaeological Investigations at the Corbin Tank Site, Mulholland Highway, City of Los Angeles, Calif.	1979	Canoga Park
00657	Drews, Michael M. and Ellen McCann	An Archaeological Resource Assessment for a 11.86 Acre Parcel of Land in Woodland Hills, Los Angeles County, California	1980	Canoga Park
00664	Desautels, Roger J. and Nancy A. Whitney	Historical Report on the Encino Roadhouse-Privy	1979	Canoga Park, Van Nuys
00681	Ahlering, Michael L.	Archaeological Survey Conducted for Tentative Tract 37893, Calabasas Area County of Los Angeles	1980	Calabasas
00722	Snyder, R. R. and Roome, R. L.	Archaeological Investigations at a Lake Chatsworth Knoll Site (LAN-249)	1963	Calabasas
00778	Desautels, Roger J.	Archaeological Historical Final Assessment on the First Financial Group Property Located in the Encino Area of the City of Los Angeles	1978	Canoga Park, Van Nuys

Report No. (LA-)	Authors	Title	Year	Quad Maps
00788	Singer, Clay A.	Cultural Resource Survey and Impact Assessment for Tentative Tract #39563 in the City and County of Los Angeles	1980	Canoga Park
00875	Bode, Michael R. and John Romani	Cultural Resource Reconnaissance and Impact Evaluation of Tentative Parcel Map No. 13263 Located in Canoga Park, Los Angeles County, California	1980	Calabasas
00887	Greenwood, Roberta S.	Preliminary Cultural Resource Reconnaissance, Proposed Distributing Station 136 and Alternatives	1980	Canoga Park
00910	Desautels, Roger J. and Terry Malone	Archaeological Survey Report on Tentative Tract 3392 a 161 Acre Parcel of Land Located in the Woodland Hills Area of the City of Los Angeles, California	1978	Canoga Park
00936	Dillon, Brian D.	An Archaeological Resource Survey and Impact Assessment of the Corbin Tank Site Mulholland Drive City of Los Angeles, California	1981	Canoga Park
01028	Wlodarski, Robert J. and R. L. Pence	(MISSING)		
01037	McIntyre, Michael J.	Assessment of the Archaeological Impact by the Proposed Development of the East Valley Interceptor Sewer-Unit 1	1976	Van Nuys
01058	Desautels, Roger J.	Archaeological-Historical Resources on the First Financial Group Property Located in the Encino Area of the City of Los Angeles	1978	Van Nuys
01148	Wessel, Richard L. and Leslie Schupp	Archaeological Letter Report: 22650 Sherman Way, Canoga Park	1982	Canoga Park
01181	Wessel, Richard L.	Archaeological Letter Report: Parcel Map #10855 Located in Woodland Hills	1981	Canoga Park
01196	Singer, Clay A.	Cultural Resource Survey and Impact Assessment for Tentative Tract No. 31359 in Chatsworth, Los Angeles County	1982	Calabasas
01218	Boxt, Matthew A.	An Archaeological and Historical Resource Assessment of the Property Proposed for the Scenic Corridor Concept, Los Angeles County	1983	Calabasas
01248	Boxt, Matthew A. and Richard Aycock	An Archaeological Survey and Impact Assessment of the Boy Scouts of America Property Located on Mulholland Drive at the San Diego Freeway (interstate 405) Los Angeles County	1983	Van Nuys
01258	Singer, Clay A.	Cultural Resource Survey and Impact Assessment for a Portion of the Former Warner Ranch in Woodland Hills	1982	Canoga Park
01259	Cottrell, Marie G.	Archaeological Resource Assessment of Tentative Tract 31011	1982	Canoga Park
01289	Whitley, David S.	An Archaeological Resource Survey and Impact Assessment of a 200 Foot Wide Road Right-of-Way on Mulholland Drive Between Topanga Canyon Boulevard to 920 Feet West of San Feliciano Drive, Los Angeles, California	1983	Canoga Park

Report No. (LA-)	Authors	Title	Year	Quad Maps
01037	McIntyre, Michael J.	Assessment of the Archaeological Impact by the Proposed Development of the East Valley Interceptor Sewer-Unit 1	1976	Van Nuys
01196	Singer, Clay A.	Cultural Resource Survey and Impact Assessment for Tentative Tract No. 31359 in Chatsworth, Los Angeles County	1982	Calabases
01218	Boxt, Matthew A.	An Archaeological and Historical Resource Assessment of the Property Proposed for the Scenic Corridor Concept, Los Angeles County	1983	Calabases
01401	Stickel, Gary E.	A Site Survey of the Westhill Adjacent Property, Chatsworth	1982	Calabasas
01411	Singer, Clay A.	Letter of Archaeological Survey of Tentative Tract No. 43428	1984	Van Nuys
01817	Dillon, Brian D.	An Archaeological and Paleontological Records Search for the Intersection of Topanga Canyon Road and Ventura Boulevard, Los Angeles County	1989	Canoga Park
01928	Singer, Clay A. and John E. Atwood	Archaeological Monitoring at Crystal Canoga, Tract No's. 34946, 43932, 43933 and 43934, Near Bell Canyon in the Community of West Hills, Los Angeles County, California.	1989	Calabasas
01931	Bissell, Ronald M.	Cultural Resources Reconnaissance of the Dayton Canyon Parcel, Los Angeles County, California	1989	Calabasas
01953	Singer, Clay A. and John E. Atwood	Archaeological Monitoring at Tentative Tracts 34924, 41060, and 41062, Near Bell Canyon in the Community of West Hills, Los Angeles County, California	1989	Calabasas
01973	Cooley, Theodore G.	Draft Environmental Impact Statement for US Army Corps of Engineers Regulatory Permit Under Section 404 of the Clean Water Act	1990	Calabasas, Sunland
02003	Romani, John F.	Assessment of the Archaeological Impact by the Development of 8.5 Acres Located at 16808 Ventura Blvd. Encino	1975	Canoga Park, Van Nuys
02011	McIntyre, Michael J.	Assessment of the Archaeological Impact by the Development of Tentative Tract No. 27795	1976	Calabasas
02012	Romani, John F.	Environmental Study Mulholland Drive - Topanga Canyon Boulevard to 920 Feet West of San Feliciano Drive W.o. 71239	1975	Canoga Park
02014	McIntyre, Michael J.	Assessment of the Archaeological Impact by the Development of Woodlake Avenue Between Leadwell Street to Bell Creek Channel (70 W.v)	1976	Calabasas
02056	Unknown	Draft Environmental Impact Report Re: B Permit and Grading Permit for Project Located N'ly of Mulholland Drive and W'ly of Topanga Canyon Boulevard	1976	Canoga Park
02065	Rice, Glen E.	Letter Report: the Results of the Archaeological Survey and Records Search of Tentative Tract No. 24625 in the City of Encino, California.	1976	Canoga Park
02074	Galdikas-Brindamor, Birute	Trade and Subsistence at Mulholland: a Site Report on LAN-246	1970	Canoga Park
02161	Van Horn, David M.	An Intensive Archaeological Survey of the Encino Parkview Development Site, Encino District of the City of Los Angeles	1990	Canoga Park, Van Nuys

Report No. (LA-)	Authors	Title	Year	Quad Maps
02169	Farnsworth, Laurie A.	Changing Patterns of Animal Resource Exploitation in the San Fernando Valley - the Application of Optimal Foraging Models to the Faunal Assemblage of CA-LAN-43	1990	Van Nuys
02186	Leonard, Nelson N. III	Field Project Number UCAS 224: Highway Construction Between Route 27 and Route 405	1966	Canoga Park, Van Nuys
02188	Lopez, Robert	An Archaeological Reconnaissance of the Area Involved in the Proposed Long Valley Road Storm Drain (file No. 6fc) City of Hidden Hills, California.	1986	Calabasas
02305	Moratto, Michael J.	Cultural and Paleontological Resources in the Santa Susana and Santa Monica Mountains, Los Angeles County, California	1990	Beverly Hills, Topanga
02408	Rozaire, Charles E.	The Archaeology at Encino, California - Site LAN-111 at Encino, California	1960	Van Nuys
02409	Stelle, Kenneth and Albert Galiardo	For Improvements of the Operational Characteristics of Route 101, the Ventura Freeway in Los Angeles and Ventura Counties, Between Route 405 in Los Angeles, and the Santa Clara River in Oxnard	1982	Camarillo, Oxnard
02481	Becker, Kenneth M.	A Cultural Resources Reconnaissance of the Mulholland Hills Estates, Approximately 419 Acres Located in Tarzana, Los Angeles County, California	1991	Canoga Park
02559	King, Chester	Native American Placenames in the Santa Monica Mountains: First Draft	1992	Calabasas, Camarillo, Malibu Beach, Newbury Park, Point Dume, Point Mugu, Thousand Oaks, Topanga, Torrance, Triunfo Pass, Van Nuys
02645	Peak and Associates, Inc.	Class 3 Cultural Resource Assessment of the Proposed Carpintera and Southern Reroutes, Santa Barbara, Ventura, and Los Angeles Counties, California	1991	Burbank, Camarillo
02657	Bell, James	Park Square/Warner Center Draft Environmental Impact Report	1992	Canoga Park
02730	King, Chester	Review of Cultural Resource Element of Ahmanson Ranch EIR	1992	Calabasas
02908	Anonymous	Draft Environmental Assessment Tillman Reclamation Plant Flood Protection Project	1990	Canoga Park, Van Nuys

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02950	Anonymous	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	1992	Burbank, Camarillo, Canoga Park, Fillmore, Hollywood, Inglewood, Long Beach, Los Angeles, Moorpark, Newhall, Oat Mountain, Oxnard, Piru, Pitas Point, San Fernando, Santa Paula, Santa Paula Peak, Santa Susana, Saticoy, Simi, South Gate, Val Verde, Van Nuys, Venice, Ventura, White Ledge Peak
02977	Singer, Clay A., John E. Atwood, Shelley Gomes, and Mercy Leithem	A Preliminary Cultural Resources Report for the Old Town Calabasas Master Plan, Los Angeles County, California.	1994	Calabasas
03183	Romani, John F. and Jerry Kleeb	Assessment of the Archaeological Impact of the Proposed Widening and Realignment of Mulholland Scenic Parkway (w.o. 61710) Between Encino Hills Drive and Canoga Avenue (sub Purchase Order 071548)	1975	Canoga Park
03184	Wessel, Richard L.	Assessment of the Archaeological Impact by the Development of Burbank Boulevard- Topanga Canyon Boulevard to Fallbrook Avenue	1975	Canoga Park
03186	Romani, John F. and Jerry Kleeb	Assessment of the Archaeological Impact of the Proposed Widening and Realignment of Mulholland Scenic Parkway (W.O. 71239) Topanga Canyon to San Feliciano Drive (sub Purchase Order 071547)	1975	Canoga Park
03187	Brown, Joan C.	Cultural Assessment and Survey of a Portion of the Encino Reservoir Area	1995	Canoga Park

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03289	Davis, Gene	Mobil M-70 Pipeline Replacement Project Cultural Resource Survey Report for Mobil Corporation	1990	Alamo Mountain, Beverly Hills, Black Mtn, Canoga Park, Cobblestone Mtn, Frazier Mountain, Inglewood, Lebec, Liebre Mtn, Newhall, Oat Mountain, San Fernando, Torrance, Val Verde, Van Nuys, Venice, Warm Springs Mountain, Whitaker Peak
03486	Stickel, Gary E.	A Cultural Resources Inventory for the East Valley Water Reclamation Project	1994	San Fernando, Van Nuys
03513	Chartkoff, Joseph L.	UCAS-025 Non-salvage Excavation of CA-LAN-246, Topanga Canyon, Los Angeles County	1965	Canoga Park
03521	Neuensch-wander, Neal J.	Cultural Resource Assessment of the Proposed Expansion of National Guard Facilities at Van Nuys, Los Angeles County, California	1996	Canoga Park
03546	Wlodarski, Robert J.	A Phase I Archaeological Study Bikeway Gap Closure Project Cities of Calabasas, Agoura Hills, Westlake Village and Unincorporated Los Angeles County, California	1996	Calabasas, Thousand Oaks
03581	Burnat, Mimi	Molluscan Remains As Archaeological Indicator, With Special Reference to CA-LAN-1031		Canoga Park, Newbury Park, Thousand Oaks
03587	King, Chester	Prehistoric Native American Cultural Sites in the Santa Monica Mountains	1994	Beverly Hills, Burbank, Calabasas, Camarillo, Canoga Park, Hollywood, Malibu Beach, Newbury Park, Point Dume, Point Mugu, Thousand Oaks, Topanga, Triunfo Pass, Van Nuys, Venice
03633	Anonymous	Lower Bell Canyon: a Microcosm of the Heritage of the San Fernando Valley		Calabasas
03635	Anonymous	Draft Master Environmental Assessment Warner Center Woodland Hills, California a Development of Kaiser Aetna	1973	Canoga Park

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03640	Uthe, Robert F., H. Lee Warren, and James M. Tryner	The Santa Monica Mountains State Parks	1976	Beverly Hills, Calabasas, Camarillo, Canoga Park, Malibu Beach, Newbury Park, Point Dume, Point Mugu, Topanga, Triunfo Pass
03716	Anonymous	Historic Property Survey Mulholland Drive - Topanga Canyon Boulevard to 92- Feet West of San Feliciano Drive W.o. 71239	1977	Calabasas, Canoga Park
03717	Anonymous	Historic Property Survey Saticoy Street from Topanga Canyon Boulevard to Shoup Avenue W.o. 21236	1977	Canoga Park
03719	Anonymous	Historic Property Survey Topanga Canyon Boulevard and Nordhoff Street W.O. 21299	1977	Canoga Park
03720	Anonymous	Historic Property Survey Havenhurst Avenue - Between Sherman Way and Victory Boulevard W.o. 21263		Van Nuys
03723	Anonymous	Historic Property Survey Shoup Avenue and Victory Boulevard Improvement District	1977	Canoga Park
03742	Romani, John F.	Archaeological Survey Report for the 07-LA/VEN 101 Project P.m. 17.1-38.2/0.0-22.7 07351 - 076620	1982	Calabasas, Thousand Oaks
03744	Anonymous	Historic Property Survey Desoto Avenue Between Sherman Way and Victory Boulevard W.O. 21247	1977	Canoga Park
03753	Anonymous	Historic Property Survey Woodlake Avenue and Bridge - Sherman Way to Bell Creek W.o. 61480 Woodlake Avenue - N/o Leadwell Street to Sherman Way W.O. 61825	1977	Calabasas
03754	McIntyre, Michael J.	(Duplicate of 2014) Assessment of the Archaeological Impact by the Development of Woodlake Avenue Between Leadwell Street to Bell Creek Channel (70 W.v.)	1976	Calabasas
03762	Anonymous	Historical Property Survey Saticoy Street Between Sepulveda Boulevard and Woodley Avenue	1977	Van Nuys
03774	Clewlow, William C. Jr.	Evaluation of Archaeological Resources and Potential Impact of Proposed Construction of the Sepulveda Water Reclamation Plant	1975	Van Nuys
03789	Anonymous	Phase I Archaeological Survey/class III Inventory, San Fernando Valley East-west Transportation Corridor Study Area, Los Angeles, California	1996	Van Nuys
03941	McLean, Deborah K.	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility La 615-03, 23717 Victory Boulevard, City of West Hills, County of Los Angeles, California	1998	Calabasas
03957	McLean, Deborah K.	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility La 035-05, 5445 Balboa Avenue, City of Encino, County of Los Angeles, California	1998	Canoga Park
04099	Preston, Randall	Historic Property Survey Report Negative Findings for the Proposed Tillman Flood Protection Project Sepulveda Flood Control Basin Los Angeles, California	1990	Van Nuys

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04108	Brechbiel, Brant A.	Cultural Resources Records Search and Literature Review Report for a Pacific Bell Mobile Services Telecommunications Facility: La 695-05 in Warner Center, City of Los Angeles, California	1998	Canoga Park
04109	Brechbiel, Brant A.	Cultural Resources Records Search and Literature Review Report for a Pacific Bell Mobile Services Telecommunications Facility: La 843-02 in Woodland Hills, City of Los Angeles, California	1998	Canoga Park
04160	Mason, Roger D.	Summary of Work Carried Out at LAN-43 the Encino Village Site	1985	Van Nuys
04182	McLean, Deborah K.	Cultural Resource Assessment for Pacific Bell Mobile Services Telecommunications Facility La 682-04, 20823 Roscoe Boulevard, Winnetka, City and County of Los Angeles, California	1998	Canoga Park
04183	Duke, Curt	Cultural Resource Assessment for the Los Angeles Cellular Telephone Company, Cellular Facility Number 145 Located at 21300 Sherman Way, Canoga Park, City and County of Los Angeles, California	1998	Canoga Park
04307	Maxon, Patrick O.	Summary of Cultural Resources Investigations and Recommendations for Further Work for the Dayton Canyon Estates Development Project, Los Angeles County, California	1998	Calabasas
04319	McLean, Deborah K.	Cultural Resource Assessment for Pacific Bell Mobile Services Telecommunications Facility La 836-01, 3906 1/2 Sepulveda Boulevard, City and County of Los Angeles, California	1998	Van Nuys
04320	McLean, Deborah K.	Cultural Resource Assessment for Pacific Bell Mobile Services Telecommunications Facility La 835-01, Sepulveda Boulevard, City and County of Los Angeles, California	1998	Van Nuys
04321	McLean, Deborah K.	Cultural Resource Assessment for Pacific Bell Mobile Services Telecommunications Facility La 833-01, 3157 1/2 Sepulveda Boulevard, City and County of Los Angeles, California	1998	Van Nuys
04322	McLean, Deborah K.	Cultural Resource Assessment for Pacific Bell Mobile Services Telecommunications Facility La 834-01, 3616 1/2 Sapphire Drive, City and County of Los Angeles, California.	1998	Van Nuys
04327	Duke, Curt	Cultural Resource Assessment for the Los Angeles Cellular Telephone Company, Cellular Facility Number 145, Located at 21300 Sherman Way, Canoga Park, City and County of Los Angeles, California	1998	Canoga Park
04408	Duke, Curt	Cultural Resource Assessment for the AT&T Wireless Services Facility Number 617.3, Located at 22030 Sherman Way, Canoga Park, City and County of Los Angeles, California	1999	Canoga Park
04466		Finding of No Adverse Effect Mulholland Drive and Valley Circle Boulevard Interchange	1988	Calabasas
04475	Wlodarski, Robert J.	A Phase I Archaeological Study: a Proposed Senior Housing Project Located at 6639 Darby Avenue, City of Reseda, Los Angeles County, California	1999	Canoga Park

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04565	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 687-01, in the County of Los Angeles, California	1999	Canoga Park
04618	Unknown	Draft Environmental Impact Report: Dayton Canyon Estates	1998	Calabasas
04845	Lapin, Philippe	Cultural Resource Assessment for Pacific Bell Wireless Facility La 835-01, County of Los Angeles, California	2000	Van Nuys
04846	Duke, Curt	Cultural Resource Assessment for Pacific Bell Wireless Facility La 076-01, County of Los Angeles, California	2000	Van Nuys
04854	Lapin, Philippe	Cultural Resource Assessment for Pacific Bell Wireless Facility La 118-03, County of Los Angeles, California	2000	Van Nuys
04892	Smith, Philomene C.	Road Safety Improvements Along Route 27 Topanga Canyon Highway	2000	Canoga Park, Topanga
04893	Sylvia, Barbara	Road Improvements Along Route 27, Topanga Canyon Road and Kell Gulch Road	2000	Canoga Park, Topanga
04900	Duke, Curt	Cultural Resource Assessment for AT&T Wireless Services Facility Number R220.1, County of Los Angeles, California	2000	Beverly Hills, Van Nuys
05045	Lapin, Philippe	Cultural Resource Assessment for Pacific Bell Wireless Facility La 931-01, County of Los Angeles, Ca	2000	Canoga Park
05047	Lapin, Philippe	Cultural Resource Assessment for Pacific Bell Wireless Facility La 209-01, County of Los Angeles, Ca	2000	Canoga Park
05048	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 697-02, County of Los Angeles, Ca	1999	Canoga Park
05049	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 687-04, County of Los Angeles, Ca	1999	Canoga Park
05051	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 169-01, County of Los Angeles, Ca	1999	Canoga Park
05052	Romani, John F. and Dan A. Larson	Negative Archaeological Survey Report at 6823 Owensmouth Avenue, in Canoga Park	1999	Canoga Park
05054	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 093-01, County of Los Angeles, Ca	1999	Canoga Park
05056	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 064-02, in the County of Los Angeles, Ca	2000	Canoga Park
05057	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 113-02, County of Los Angeles, Ca	1999	Canoga Park
05594	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 118-01, in the County of Los Angeles, California	2000	Van Nuys
05598	Duke, Curt	Cultural Resource Assessment: Cingular Wireless Facility No. VY 086-01 Los Angeles County, California	2001	Van Nuys
05600	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 091-01 County of Los Angeles, California	1999	Van Nuys
05601	Duke, Curt	Cultural Resource Assessment for Modifications to Pacific Bell Mobile Services Facility La 099-01 County of Los Angeles, California	1999	Van Nuys

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05606	Duke, Curt	Cultural Resource Assessment for AT&T Wireless Services Facility Number C925.1 County of Los Angeles, California	2000	Van Nuys
05610	Sylvia, Barbara	Negative Archaeological Survey Report	2001	Van Nuys
05706	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Vy 086-03 Los Angeles County, California	2001	Van Nuys
05731	Duke, Curt	Cultural Resource Assessment: Cingular Wireless Facility No. La 840-05 Los Angeles County, California	2001	Calabasas
05750	Atkins, Carter	Phase I Archaeological Survey Fire Station No. 83, Encino	2002	Van Nuys
06007	Horne, Melinda C.	Archaeological Survey Report Los Angeles Pierce College Los Angeles County, California	2002	Canoga Park
06068	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for T-Mobile USA Candidate Sv01498b (Muhammad Center Mosque), 5701 Platt Avenue, Woodland Hills, Los Angeles County, California	2006	Calabasas
06139	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Vy-054-04 Los Angeles County, California	2002	Calabasas
06140	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. VY 241-02 Los Angeles County, California	2002	Canoga Park
06142	Unknown	Expansion of the Reseda High School Facilities Located at 18230 Kittridge Street in the City of Los Angeles	2002	Canoga Park
06143	Unknown	Expansion of Grover Cleveland High School Facilities Located at 8140 Vanalden Avenue, Northridge, California.	2002	Canoga Park
06491	Sriro, Adam	Highway Project to Add High Occupancy Vehicle (HOV) Lane to Northbound Route 405 From 0.5 Km South of 1-10 to Ventura Boulevard in Los Angeles County	2001	Beverly Hills
06590	Maxon, Patrick O.	Completion of Past Cultural Resources Investigations and Recommendations for Further Work for the Dayton Canyon Development Project, Los Angeles County, California	2000	Calabasas
06594	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. VY 054-02 Los Angeles County, California	2001	Calabasas
06595	Bonner, Wayne H.	Records Search Results for Sprint PCS Facility La54xc914b (Excelente Site), Located at 23335 Mulholland Drive, Woodland Hills in Los Angeles County, California	2001	Calabasas
06599	Foster, John M.	Historic Resource Evaluation Report Mason Avenue At-grade Crossing and Safety Improvements Project Los Angeles City, California	2002	Burbank, Camarillo, Canoga Park, Moorpark, Oxnard, Santa Susana, Simi, Van Nuys
06601	King, Chester and Parsons, Jeff	Archaeological Record of Settlement and Activity in the Simi Hills Malu'liwini	2000	Calabasas, Newbury Park, Thousand Oaks

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06758	Duke, Curt	Cultural Resource Assessment AT&T Wireless Services Facility No. 14055 Los Angeles County, California	2002	Canoga Park
06759	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 968-01, County of Los Angeles, California	2000	Canoga Park
06766	Duke, Curt	Cultural Resource Assessment for Pacific Bell Wireless Facility La 969-01, County of Los Angeles, California	2000	Canoga Park
06767	McKenna, Jeanette A.	Review of Cultural Resource Assessment for Nextel Communications Site CA-6870g, Reseda, Los Angeles County, California (19323 W. Lanark Street)	2002	Canoga Park
06769	Unknown	Hughes Middle School Site in Woodland Hills	2003	Canoga Park
06770	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. VY 055-01 Los Angeles County, California	2001	Calabasas
06773	Hale, Alice E.	Cultural Resources Archival Research Report West Valley Area Police Station Replacement Project Vanowen Street Los Angeles, California	2002	Canoga Park
06778	Demcak, Carol R.	Report of Cultural Resources Records Search for 6639 Darby Avenue, City of Reseda, Los Angeles County, California	2001	Canoga Park
06780	Welch, Ilena	Historic Property Survey Sherman Way-Farralone Avenue to Fallbrook Avenue W.o 21252	1977	Canoga Park
06880	Harper, Caprice D.	Cultural Resource Assessment Cingular Wireless Facility No. Vy 282-15 City and County of Los Angeles, California	2003	Canoga Park
07144	Billat, Scott	Stonehenge Pierce/CA-7566a Telecommunications Facility, Los Angeles Community Pierce College 6201 Winnetka Avenue, Woodland Hills, California	2004	Canoga Park
07163	Thal, Sean	Fallbrook/CA-6396b Telecommunications 22736 Vanowen Street, Los Angeles, Ca Los Angeles County	2005	Canoga Park
07187	Miller, Jason A.	Archaeological Monitoring During Trenching at the Encino Reservoir, Los Angeles County, California	2001	Canoga Park
07269	Bonner, Wayne H. and Christeen Taniguchi	Records Search Results and Site Visit for Cingular Telecommunications Facility Candidate Vy-983-02 (West Hills Center) 23747 Roscoe Boulevard, Canoga Park, Los Angeles County, California	2004	Calabasas
07273	Wlodarski, Robert J.	Results of a Records Search and Archaeological Reconnaissance for Bechtel Corporation Wireless Communications Site Lsanca0426a (atc Project No. 52.75132.0475) (located Near the Southwest Corner of Mulholland Drive and Mulholland Highway in the City of Cal (sic)	2005	Canoga Park
07274	Bonner, Wayne H.	Cultural Resource Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate La60xc544h (Canoga Medical Building) 7621 Canoga Avenue< Canoga Park, Los Angeles County, California	2004	Canoga Park
07276	Bonner, Wayne H. and Christeen Taniguchi	Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate La60xc514a (AT&T/Gil's Muffler) 18437-1/2 Roscoe Boulevard, Reseda, Los Angeles County, California	2004	Canoga Park

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07277	Kyle, Carolyn E.	Cultural Resource Assessment for Cingular Wireless Facility Vy234-03 City of Woodland Hills Los Angeles County, California	2002	Canoga Park
07278	Kyle, Carolyn E.	Cultural Resource Assessment for Cingular Wireless Facility Vy-241-01 City of Woodland Hills Los Angeles, California	2002	Canoga Park
07280	Wlodarski, Robert J.	Records Search and Field Reconnaissance Results for Bechtel Site 950014218c (Boris & Lindley) Located at 4500 Azalia Drive, City of Tarzana, Los Angeles County, California 91356 (ATC Ref#52.75132.0486)	2005	Canoga Park
07430	Feldman, J., Hope, A.	Caltrans Historic Bridges Inventory Update: Concrete Box Girder Bridges	2004	Hollywood, Los Angeles, Pasadena, Santa Paula, Van Nuys
07527	Feldman, Jessica B., Lemon, David, and Hope, Andrew	Caltrans Statewide Historic Bridge Inventory Update Tunnels	2006	Agua Dulce, Beverly Hills, Condor Peak, Los Angeles, Malibu Beach, Mt Baldy, Van Nuys
07788	Bonner, Wayne H.	Cultural Resource Records Search Results and Site Visit for T-Mobile Telecommunications Facility Candidate Sv01491e 3800-1/2 Hayenhurst Avenue, Encino, Los Angeles County, California	2006	Van Nuys
07800	Bonner, Wayne H.	Cultural Resource Records Search Results and Site Visit for Cingular Site Candidate 642-02 (nl-064-02) Studio Dick Albain, 16829 Saticoy Street, Van Nuys, Los Angeles County, California	2005	Van Nuys
07806	Mason, Roger D. and Sander, Jay K.	Cultural Resources Survey of the Proposed Sepulveda Basin Water Recycling Project, Los Angeles County, Los Angeles, California	2003	Van Nuys
07810	Bonner, Wayne H.	Records Search Results and Site Visit for Cingular Telecommunications Facility Vy-640-01 (AT&T Colo @405 & Mulholland), 15630 Castlewood Drive, Los Angeles, Los Angeles County, California	2003	Van Nuys
07814	Sylvia, Barbara and Adam Sriro	Proposed to Alleviate Traffic Congestion, Implement Standard Design Features and Improve Safety at the Southbound II-405 to the Northbound Us-101 Connector	2002	Van Nuys
07824	Tomes, Angel and Strauss, Monica	Historical Architectural Evaluation of the Sepulveda Boulevard Tunnel at Mulholland Drive in Connection With the Proposed Sepulveda Boulevard Reversible Lane and Bike Lanes Project, City of Los Angeles, California	2003	Van Nuys
07835	Whitley, David S. and Joseph M. Simon	Phase I Archaeological Survey/class III Inventory, San Fernando Valley East-west Transit Corridor, Brt Alternative, Study Area, Los Angeles, California	2000	Canoga Park, Van Nuys

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07931	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for T-Mobile Candidate SV-00945 Globale Signal), 8000 Haskell Avenue, Van Nuys, Los Angeles County, California	2006	Van Nuys
07840	Sylvia, Barbara	Negative Archaeological Survey Report for the Beautification and Modernization Along Route 134 From the 134/170 Separation to Shoup Ave Uc, and Along Route 101 From the 101/170 Separation to Concord Street Uc	2001	Burbank, Canoga Park, Van Nuys
07841	Sylvia, Barbara	Project Proposes to Construct Curb Ramps at Various Locations on Pacific Coast Highway From Pier Avenue to Topanga Canyon Boulevard and on Route 27 Mulholland Drive	2001	Beverly Hills, Canoga Park, Topanga
07878	Wlodarski, Robert J.	Record Search and Field Reconnaissance for the Proposed Royal Street Communications LLC Wireless Telecommunications Site La0024c (vfw West Valley) Located at 8105 Canoga Avenue, Canoga Park, California 91307	2006	Canoga Park
07931	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for T-mobile Candidate Sv-00945 (globale Signal), 8000 Haskell Avenue, Van Nuys, Los Angeles County, California	2006	Van Nuys
08051	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for Cingular Wireless Candidate Nl-135-01 (Canoga Park) 6543 North Corbin Avenue, Woodland Hills, Los Angeles County, California	2005	Canoga Park
08113	Webb, Lois M. et al.	Historic Property Survey Report 01-101, P.m. 26.9/27.4, Mulholland/valley Circle O/c, Los Angeles County, California, 07204-018740	1984	Calabasas
08173	Billat, Lorna	Norm's Autobody/0025c, 7220 N. Quartz Avenue, Winnetka, Los Angeles County, Ca 91306	2007	Canoga Park
08191	Whitley, David S. and Joseph M. Simon	Phase I Archaeological Survey of 22241 and 22251 Mulholland Drive, Woodland Hills, Los Angeles County, California	2004	Canoga Park
08192	Pletka, Nicole and Marvin, Judith	Cultural Resource Assessment Cingular Wireless Facility No. Vy 363-02 Reseda, Los Angeles County, California	2004	Canoga Park
08194	Killeen, John J.	Sepulveda Basin Sports Complex Project, Records and Literature Search and Archaeological Survey	2006	Canoga Park
08198	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for Sprint Nextel Candidate Ca6310c (Alonzo Avenue, Encino, Los Angeles County, California	2005	Canoga Park
08199	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for T-Mobile Candidate Sv01507 (united Methodist Church of Woodland Hills), 5650 Shoup Avenue, Woodland Hills, Los Angeles County, California	2006	Canoga Park
08200	Bonner, Wayne H.	Indirect APE Historic Architectural Assessment for Sprint Telecommunications Facility Candidate La60xc514a (AT&T/Gil's Muffler) 18437-1/2 Roscoe Boulevard, Reseda. Los Angeles County, California	2004	Canoga Park

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08219	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for T-Mobile Usa Candidate Sv01499c (Pride Shopping Center), 22968 Victory Boulevard, Woodland Hills, Los Angeles County, California	2006	Calabasas
08255	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II	2006	Anaheim, Black Mtn, Burbank, Camarillo, Canoga Park, Dana Point, El Toro, Frazier Mountain, Hollywood, Inglewood, Lebec, Liebre Mtn, Long Beach, Los Alamitos, Los Angeles, Moorpark, Newhall, Newport Beach, Oat Mountain, Orange, Oxnard, Pitas Point, San Clemente, San Fernando, San Juan Capistrano, Santa Susana, Saticoy, Simi, South Gate, Tustin, Van Nuys, Venice, Ventura, Warm Springs Mountain, Whitaker Peak, White Ledge Peak, Whittier
08304	Bonner, Wayne H.	Cultural Resources Record Search and Site Visit Results for T-Mobil Candidate Sv01983d (Kaufman Realty), 23759 Roscoe Boulevard, West Hills, Los Angeles County, California	2006	Calabasas
08682	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for Cingular Wireless Candidate El-0147-01 (Ramona), 19717 Oxnard Street, Woodland Hills, Los Angeles, Los Angeles County, California	2006	Canoga Park
08688	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate Sv11576a (Vanowen & Oso), 20122 Vanowen Street, Los Angeles, Los Angeles County, California	2007	Canoga Park

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08690	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, Llc Candidate La0029c (19245 Saticoy), 19235 Saticoy Avenue, Los Angeles, Los Angeles County, California	2006	Canoga Park
08707	Bonner, Wayne H.	Cultural Resource Records Search and Site Visit Results for Royal Street Communications, Llc Candidate La0014b (victory Blvd. Pizza Hut), 23717 Victory Boulevard, Canoga Park, Los Angeles County, California	2006	Calabasas
08898	Baker, Cindy and Mary L. Maniery	Cultural Resource Inventory and Evaluation of United States Army Reserve 63d Regional Readiness Command Facilities	2007	Beverly Hills, El Monte, Long Beach, Los Alamitos, Los Angeles, Pasadena, South Gate, Tustin, Van Nuys
08953	Ewing-Toledo, Kelly	Historic Property Survey Report for the Southbound Interstate 405 (San Diego Freeway) to Us Highway 101 (Ventura Freeway) Connector Improvement Project, Los Angeles County, California	2007	Van Nuys
09243	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11265A (Faith Lutheran RL), 7500 De Soto Avenue, Canoga Park, Los Angeles County, California	2007	Canoga Park
09245	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for Sprint Nextel Candidate LA73XC533 (Best Western), 20122 Vanowen Street, Los Angeles, Los Angeles County, California	2007	Canoga Park
09247	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV01581E (Vince Building), 18432 Oxnard Street, Tarzana, Los Angeles County, California	2007	Canoga Park
09478	Sikes, Nancy E., Bergin, Kathleen A., O'Neil, Stephen, Tuma, Michael W., Brown, Joan, and Hunt, Kevin	Final Report on the Data Recovery Excavation of the Dayton Canyon Site (CA-LAN-254), West Hills, Los Angeles County, California	2008	Calabasas
09501	Goossens, Michelle	Archaeological Survey Report for the United States Route 101 at Universal City Excess Parcel Sale, Los Angeles County, California	2008	Calabasas
09502	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for American Tower Corporation Candidate 302329 (Winnetka CA1), 19640 Sherman Way, Reseda, Los Angeles County, CA.	2008	Canoga Park

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09503	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11682A (Balboa Public Storage-Global Towers), 8200 Balboa Blvd, Van Nuys, Los Angeles County, California	2008	Canoga Park
09504	Bonner, Wayne H. and Williams, Sarah	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11408A (Zelzah Water Tank), 4401 North Gable Drive, Encino, Los Angeles County, California	2008	Canoga Park
09506	Donaldson, Milford Wayne	Proposed Outdoor Historic Plaque Installation at Canoga Park- Challenger Station Post Office, 21801 Sherman Wy, Canoga Park, CA	2008	Canoga Park
09507	Bonner, Wayne H. and Sarah A. Williams	Cultural Resources Records Search and Site Visit Results for T. Mobile USA Candidate SV11662A (Fernando Monopalm), 7531 Fallbrook Ave, Los Angeles, Los Angeles County, California	2009	Canoga Park
09787	Lorna Billat	New Tower Submission Packet: Mohammedi Center	2009	Calabasas
10203	Sriro, Adam	Negative Archaeological Report - 020471	2000	Canoga Park
10207	Sriro, Adam	Negative Archaeological Survey Report: Sound Walls Along the Southbound Side of US 101.	2000	Calabasas, Canoga Park
10208	Sylvia, Barbara	Negative Archaeological Survey Report: Metal Beam Guardrail (MBGR) Along Sections of Route 101 from Route 134 to the Ventura County Line.	2001	Calabasas, Canoga Park, Thousand Oaks, Van Nuys
10217	Bonner, Wayne H. and Arabesque Said	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV00139A (AMF Bowling Center), 23130 Ventura Blvd., Woodland Hills, Los Angeles County, CA.	2010	Calabasas
10232	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV11576A(XR) (Vanowen & Oso), 20122 Vanowen St., Canoga Park, Los Angeles County, CA.	2009	Canoga Park
10311	Bonner, Wayne H. and Sarah A. Williams	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV11661A (First United Methodist Church), 22700 Sherman Wy, West Hills, Los Angeles County, CA.	2009	Canoga Park
10343	Billat, Lorna	Collocation Submission Packet: Hobbes, CA3140A	2009	Canoga Park
10380	Bonner, Wayne, Williams, Sarah, and Crawford, Kathleen	Cultural Resource Records Search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS0112B (Woodland Hills Presbyterian Church), 5751 North Platt Avenue, Woodland Hills, Los Angeles County, California	2009	Calabasas
10432	Wlodarski, Robert	Proposed AT&T Wireless Telecommunications Site NL0024 (Existing DWP Tower #315), located at 18830 1/2 Saticoy Street, Reseda, California, 91335	2010	Canoga Park
10538	Savastio, Scott	Archaeological Monitor Report, San Fernando Valley Communications Dispatch Center	2001	Calabasas

Report No. (LA-)	Authors	Title	Year	Quad Maps
10540	Hale, Alice	Archaeological Monitor Report - Fire Station No. 83, 4960 North Balboa Blvd., Encino, California	2004	Van Nuys
10543	Gust, Sherri	Archaeological Initial Study Report and Mitigation Plan for the San Fernando Valley MRT Fiber Optic Line Project, Cities of Canoga Park, Burbank and Los Angeles, California	2003	Burbank, Canoga Park, Los Angeles
10615	Wlodarski, Robert J.	Record Search Results for the Proposed Bechtel Wireless Telecommunications Site NL0089 (Waterbury), Located at 22711 1/2 Mulholland Dr., Woodland Hills, California	2009	Canoga Park
10616	Superno-wicz, Dana	Cultural Resources Study of the Pierce College Project, AT&T Site No. LAR278A, 6201 N. Winnetka Avenue, Woodland Hills, Los Angeles County, California 91371	2009	Canoga Park
10664	Bonner, Wayne, Arabesque Said, and Kathleen Crawford	Cultural Resources Records Search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS 3043B (Saticoy Church) 18825 Saticoy Street, Reseda, Los Angeles County, California	2010	Canoga Park
10665	Bonner, Wayne	Cultural Resources Records search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS6381A/LA02YC38 (6903 Topanga Canyon), 6903 North Topanga Canyon Boulevard, Canoga Park, Los Angeles County, California	2010	Canoga Park
10666	Bonner, Wayne	Cultural Resource Records Search and Site Visit Results for T-Mobile USA Candidate SV12176A (Hope Chapel), 7930 Mason Avenue, Canoga Park, Los Angeles County, California	2010	Canoga Park
10729	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for Clearwire Candidate CA-LOS4391A (Caltrans Unicell), 5175 Libbit Avenue, Encino, Los Angeles County, California	2010	Van Nuys
10730	Bonner, Wayne and Arabesque Said	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV11794-C (Vanowen ROW), 15680 Vanowen Street, Cell 1, Van Nuys, Los Angeles County, California	2010	Van Nuys
10828	Killeen, John and Marken, Mitch	Determination of No Historic Properties Affected for the Los Angeles Department of Parks and Recreation Dodger Dream Field Project (Project Number 208653), City of Los Angeles, Los Angeles County, California	2008	Van Nuys
10923	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV12458-A (Alhama & Camello JPA), Adjacent to 4375 Alhama Road, Woodland Hills, Los Angeles County, California	2011	Canoga Park
10925	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV12468-C (Kitchen), 7621 Louise Avenue, Van Nuys, Los Angeles County, California	2010	Canoga Park

Report No. (LA-)	Authors	Title	Year	Quad Maps
10926	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV12455-A (Reseda Tarzana), 6360 Reseda Boulevard, Reseda, Los Angeles County, California	2011	Canoga Park
10985	Martorana, Dean	Results of Architectural History Survey for Verizon Cellular Communications Tower Site - Erwin 6325 Topanga Canyon Boulevard, Woodland Hills, CA 91367	2011	Canoga Park
11068	Wlodarski, Robert J.	Record Search Results for the Proposed Bechtel Wireless Telecommunications Site LAC853 (101 Freeway/Havenhurst), located at 5175 1/2 Libbit Avenue, Encino, California	2008	Van Nuys
11090	Laroque, Mark	Lankershim #878088 11620 Sherman Way, N. Hollywood, Los Angeles, CA	2009	Van Nuys
11149	Romani, John	California State University, Northridge, Astronomy and Social Integration: An Examination of Astronomy in a Hunter and Gatherer Society. A thesis submitted in partial satisfaction of the requirements for the Degree of Masters of Arts in Anthropology.	1981	Calabasas, Oat Mountain
11182	Coles, Robert	Canoga Park Challenger Station Photo Narrative, 21801 Sherman Way, Canoga Park, CA 91303-9998	2006	Canoga Park
11252	Sander, Jay	Cultural Resources Records Search for T-Mobile USA Inc., SV12165A/ Oxnard and Balcom ROW JPA 17731 Oxnard Street, Encino, Los Angeles County, California	2010	Canoga Park
11308	Loftus, Shannon	Cultural Resource Records Search and Site Survey, Clearwire Site CA-LOS4039A Lemay, 17709 Vanowen Street, Reseda, Los Angeles County, California 91335	2010	Canoga Park
11314	Supernowicz, Dana	Architectural Study of the 405 Freeway/Victory Boulevard Project, AT&T Site No. LAT026, 15900 Victory Boulevard, Van Nuys, Los Angeles County, California 91406	2010	Van Nuys
11315	Shingleton, Arlan	Section 106 Consultation for Branch Opening, 16830 Ventura Boulevard, Encino, CA	2011	Van Nuys
11504	Billat, Lorna	Collocation Submission Packet FCC Form 621. Woodland Hills Presbyterian Church, LA2942. 5751 Platt Ave. Woodland Hills, Los Angeles County.	2011	Calabasas
11544	Murray, Samantha, Hunt, Cheryl, and Dietler, John	Draft Cultural Resources Survey Report for the South San Fernando Valley Park and Ride Project, City of Los Angeles, Los Angeles County, California	2010	Van Nuys
11550	Tang, Tom and Hogan, Michael	Identification and Evaluation of Historic Properties, The JAG Project, In and near the City of Los Angeles, Los Angeles County, California	2011	Burbank, Canoga Park, Condor Peak, Hollywood
11568	Johnson, Brent	Direct APE Historic Architectural Assessment for MetroPCS California, LA5644A/Basso. 5960 Fallbrook Avenue, Woodland Hills, California	2011	Canoga Park

Report No. (LA-)	Authors	Title	Year	Quad Maps
11578	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate NL0089 (NL0089-01 Waterbury), CASPR No. 3551018395, 2271 1/2 Mulholland Drive, Woodland Hills, Los Angeles County, California	2012	Canoga Park
11606	Maxon, Patrick	Phase I Cultural Resources Assessment, Sylmar Ground Return Replacement Project, Los Angeles County, California	2011	Canoga Park, Oat Mountain, San Fernando
11645	Martorana, Dean	Verizon Wireless-Lindly Avenue, 7806 Reseda Boulevard, Los Angeles, CA	2011	Canoga Park
11674	Loftus, Shannon	Cultural Resource Records Search and Site Survey, AT&T Site NL0110, Victory Tampa Medical Center, 19231 Victory Boulevard, Reseda, Los Angeles County, California 91335	2011	Canoga Park
11675	Loftus, Shannon	Cultural Resource Records Search and Site Survey, AT&T Site LAC617, Sherman Way/Topanga, 22030 Sherman Way, Canoga Park, Los Angeles County, California 91303	2011	Canoga Park
11694	Loftus, Shannon	Cultural resource Records Search and Site Survey, AT&T Site LAC145 (11814) Winnetka, 21300 Sherman Way, Canoga Park, Los Angeles County, CA	2012	Canoga Park
11735	Loftus, Shannon	Historic Architectural Resource Inventory and Assessment AT&T Site LA0275, Reseda Hart, 7001 Canby Avenue Los Angeles, Los Angeles County, California 91335	2011	Canoga Park
11737	Johnson, Brent	Direct APE Historic Architectural Assessment for AT&T Mobility, LLC. Gilmore/LAD018, 6355 Topanga Canyon Blvd, Woodland Hills, CA	2012	Canoga Park
11750	Depew, Janice, Liddie, Neil, and Moore, Anne	FINAL, Cultural Resources Survey Sepulveda Air National Guard Station, Van Nuys, Los Angeles County, California	2009	Van Nuys
11813	Tang, Bai and hogan, Michael	Identification and Evaluation of Historic Properties, The JAG Project, In and Near the City of Los Angeles Los Angeles County, California	2012	Burbank, Canoga Park, Condor Peak, Hollywood
11823	Craig, Steven and Horne, Stephen	Excerpts From: Nomination Information California Sacred Lands Inventory El Escopion Traditional Cultural Area Los Angeles and Ventura Counties, California	2001	Calabasas
11932	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV11262B (JPA Tiara St., ROW #289522M), 20558 Tiara Street, Los Angeles, Los Angeles County, CA	2012	Canoga Park
11932	Bonner, Wayne H. and Kathleen A. Crawford	Direct APE Historic Architectural Assessment for T-Mobile West, LLC Candidate SV11262B (JPA Tiara St., ROW #289522M), 20558 Tiara Street, Los Angeles, Los Angeles County, California	2012	

Report No. (LA-)	Authors	Title	Year	Quad Maps
11933	Bonner, Wayne	Cultural Resources Records Search and Site Visit results for T-Mobile West, LLC Candidate SV00093A (LA064 VIP Dry Cleaners), 17709 Vanowen Street, Reseda, Los Angeles County, California	2012	Canoga Park
11934	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00949A (VY714 Reseda Pac Bell), 6827 Reseda Boulevard, Reseda, Los Angeles County, California	2012	Canoga Park
12044	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results of AT&T Mobility, LLC Candidate LA0308 (Oxnard and Shoup) CASPR No: 3551017984, 6016 Fallbrook Avenue, Woodland Hills, Los Angeles County, California	2012	Canoga Park
12126	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search And Site Visit Results for T-Mobile West, LLC Candidate SV00177A (LA-177-10) 8373 Topanga Canyon Boulevard, Canoga Park, Los Angeles County, California	2012	Canoga Park
12129	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00968A (LA968 Victory Tampa Med BI) 19231 Victory Boulevard, Reseda, California	2012	Canoga Park
12262	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV11392B (Hathaway Building) 7120 Hayvenhurst Avenue, Van Nuys, Los Angeles County, California	2012	Van Nuys
12358	Loftus, Shannon	Cultural Resource Records Search and Site Survey AT&T Site LA0277 Victory and Hayvenhurst LTE 6421 Unit CEL#1 Odessa Avenue Los Angeles, Los Angeles County, California	2012	Van Nuys
12362	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00180A (LA180/ST Catherine Church) 18115 Sherman Way, Reseda, Los Angeles County, California	2013	Canoga Park
12363	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00178A (LA178 LA 178-00PB), 22012 Vanowen Avenue, Canoga Park, Los Angeles County, California	2013	Canoga Park
12505	Wallace, James, Dietler, Sara, and Kry, Linda	Draft Phase I Cultural Resources Assessment San Fernando Valley Water Recycling Project City of Los Angeles, California	2012	Burbank, Canoga Park, Van Nuys
12507	Sikes, Nancy	LAC853 101 Fwy/Havenhurst, 5175 Libbit Ave, Encino, CA	2012	Van Nuys
12521	Fulton, Phil	Cultural Resource Assessment Verizon Wireless Services Shirley Facility City of Reseda, Los Angeles County, California	2012	Canoga Park
12531	Smith, Brian F and Stropes, Tracy	An Extended Phase I Cultural Resource Assessment for the Mulholland Highway Improvement Project, City of Calabasas and City of Los Angeles, Los Angeles County, California	2014	Canoga Park

Report No. (LA-)	Authors	Title	Year	Quad Maps
12679	Ehringer, Candace, Gonzalez, Matthew, and Anderson, Katherine	Los Angeles Department of Water and Power Castaic Emergency Spillway Repair Project, County of Los Angeles, California	2014	Whitaker Peak
12827	Haas, Hannah and Robert Ramirez	KB Home Southern California KB Home Chatsworth WVCC Project	2014	Canoga Park
12855	Smith, Brian F.	Cultural Resources Monitoring Report for the Mulholland Highway Scenic Corridor Operations Improvement Project, Phase III (APNs 2173-001-011 and -012), City of Calabasas, Los Angeles County, California	2015	Canoga Park
13005	Bonner, Diane F., Carrie D. Wills, and Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate CLV4092 (Calabasas Caltrans), Intersection of Mulholland Drive and Highway 101, Los Angeles County, California, CASPR No. 3551699361	2014	Calabasas
13007	Bonner, Diane F. and Carrie D. Wills	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate CLV0016 (Storequest Annex), 7647 Alabama Avenue, Canoga Park, Los Angeles County, California, CASPR No. 3551699482	2014	Canoga Park
13254	Smith, David M., Melissa Macias, and Patrick Maxon	Cultural Resources Monitoring Report, Sterling West Hills Development, Los Angeles County, California	2017	Calabasas
13254	Knight, Albert and Patrick Maxon	Cultural Resources Mitigation and Monitoring Program (CRMMP), Sterling Hills Development, Los Angeles County, California.	2014	Not Known

APPENDIX D. BUILT ENVIRONMENT RESOURCES

Table D-1. Canoga Park- Winnetka-Woodland Hills-West Hills built environment resources

Property No.	Primary No. (P-19-)	Site Description	Address	Date	City	NRHP Status Code
027207	173142	Single family property, "Oldest House in Hollywood"; CHL 160	moved to 23537 Calabasas Rd	1870s	Calabasas	3S
100269		Multi-family property, educational building. "Clark Cottage".	4900 Serrania Ave	1927	Woodland Hills	6Y
100271		Multi-family property, educational building. "Murphy's House".	4900 Serrania Ave	1927	Woodland Hills	6Y
100274		Multi-family property, educational building. "Neimeyer Cottage".	4900 Serrania Ave	1927	Woodland Hills	6Y
100276		Multi-family property, educational building. "Swimming Pool Mechanical Room".	4900 Serrania Ave	1927	Woodland Hills	6Y
116274		1-3 story commercial building	21507 Sherman Wy	1927	Canoga Park	6U
116311		Multi-family property	7006 Alabama Ave	1952	Canoga Park	6U
123850		Single family property.	7522 Owensmouth Ave	1938	Canoga Park	6Y
123855		Single family property	7402 Remmet Ave	1939	Canoga Park	6Y
123868		Single family property	21503 Valerio St	1927	Canoga Park	6Y
124787		Public utility building.	22222 Saticoy St	0	Canoga Park	6Y
125134		Single family property	21720 Cohasset St	1940	Canoga Park	6U
125138		Single family property	7412 Eton Ave	1947	Canoga Park	6U
131459		Single family property	19800 Friar St	1954	Woodland Hills	6Y
131460		Single family property	19858 Friar St	1954	Woodland Hills	6Y
131461		Single family property	19862 Friar St	1954	Woodland Hills	6Y
131462		Single family property	6324 Quartz Ave	1954	Woodland Hills	6Y
131463		Single family property	19822 Friar St	1954	Woodland Hills	6Y
131464		Single family property	19808 Friar St	1954	Woodland Hills	6Y
131465		Single family property	19830 Friar St	1954	Woodland Hills	6Y

Property No.	Primary No. (P-19-)	Site Description	Address	Date	City	NRHP Status Code
131466		Single family property	19844 Friar St	1954	Woodland Hills	6Y
131467		Single family property	19850 Friar St	1954	Woodland Hills	6Y
131468		Single family property	6327 Quartz Ave	1954	Woodland Hills	6Y
131469		Single family property	6301 Jumilla Ave	1954	Woodland Hills	6Y
131470		Single family property	6309 Jumilla Ave	1954	Woodland Hills	6Y
131471		Single family property	6313 Jumilla Ave	1954	Woodland Hills	6Y
131472		Single family property	6321 Jumilla Ave	1954	Woodland Hills	6Y
131473		Single family property	6329 Jumilla Ave	1954	Woodland Hills	6Y
145922		Single family property	7453 Remmet Ave	1941	Canoga Park	6U
146102		Educational building, "Canoga Park High School".	6850 Topanga Canyon Ave	1914	Canoga Park	2S2
162413		Single family property	21706 Hart Ave	1947	Canoga Park	6U
162414		Not known	21712 Hart Ave	1948	Canoga Park	6U
162432		Single family property	6927 Owensmouth Ave	1954	Canoga Park	6U
162433		Single family property	6931 Owensmouth Ave	1924	Canoga Park	6U
162434		Single family property	6939 Owensmouth Ave	1953	Canoga Park	6U
162435		Single family property	6941 Owensmouth Ave	1952	Canoga Park	6U
162436		Single family property	6955 Owensmouth Ave	1947	Canoga Park	6U
162439		Single family property	6954 Quakertown Ave	1949	Winnetka	6U
182967		Single family property	7301 Lurline Ave	1955	Canoga Park	6Y
187938		Not known	Cohasset St	1951	Canoga Park	6Y
188560		Single family property	7045 Independence Ave	1954	Canoga Park	6Y
	2577	Mascarel (Adobe) Cooperage; associated with Dayton Canyon Limestone Kilns	No longer Extant	1865	Canoga Park	NA
	175314	Educational building, Late Mediterranean style, "Canoga Park Elementary School"; CPHI	7438 Topanga Canyon Blvd	1930s	Canoga Park	2CD

Property No.	Primary No. (P-19-)	Site Description	Address	Date	City	NRHP Status Code
	187331	1-3 story commercial building, western false front style, "Sagebrush Cantina"	23527 Calabasas Rd.	1924	Calabasas	6Y
	187332	Adobe building/structure, Monterey Adobe Style, "Leonis Adobe"; CRHR, HCM 1	23537 Calabasas Rd	1870	Calabasas	2S
	188506	Religious building, Asymmetrical, Modern style, "Woodland Hills Presbyterian Church".	5751 N Platt Ave	1961	Woodland Hills	6Y
	188834	Educational building, school gymnasium, "Pierce College S Gym.	6201 Winnetka Ave	1960s	Woodland Hills	6Y
	188846	1-3 story commercial building, Modern style with Spanish elements.	6903 N Topanga Canyon Blvd	1963	Canoga Park	6Z
	188879	Religious building, Modern style, "Hope Chapel".	7930 Mason Ave	1948	Canoga Park	6Y
	189238	3+ story commercial building, International style.	6325 Topanga Canyon Blvd	1965	Woodland Hills	6Z
	189876	1-3 story commercial building, One Part commercial block style.	5960 North Fallbrook Ave	1956	Woodland Hills	6Y
	189968	Hospital (Medical building), Contemporary style.	22030 Sherman Way	1959	Canoga Park	6Y
	189984	Industrial building, utilitarian/industrial/warehouse style.	21300 Sherman Way	c. 1927	Canoga Park	6Y
	190013	Other: Electrical Utility Pole	4280 N Valmar Rd	1959	Calabasas	6Z
	190014	3+ story commercial building, Modern style	6355 Topanga Canyon Blvd	1965	Woodland Hills	6Z
	190250	Other: Utility pole, wood	6601 Valley Circle	c. 1965	West Hills	6U
	190595	1-3 story commercial building, Modern style	22012 Vanownen Ave	1964	Canoga Park	6U
	190596	Hotel, Modern style.	21101 Ventura Blvd	1966	Woodland Hills	6U
	190995	1-3 story commercial building	8373 Topanga Canyon Blvd	1965	Canoga Park	6Z
	192347	Dayton Canton Motorway (dirt road through the canyon)	in Dayton Canyon	c. 1880s	Canoga Park	6Z
		Single family property	20940 Vose St		Canoga Park	6Y
		Single family property	19946 W Welby Wy	1952	Canoga Park	6U

Table D-2. Reseda-West Van Nuys built environment resources

Property No.	Primary No. (P-19-)	Site Description	Address	Build Date	City	NRHP Status Code
97760	175251	Educational building; Reseda Elementary School.	7265 Amigo Ave.	1936	Reseda	2S2
100671		Educational building; Birmingham Community High School.	17000 Haynes St.	1944	Van Nuys	6Y
107061		Single family property.	16191 Saticoy St.	1944	Van Nuys	6Y
107062		Single family property.	16191 Saticoy St.	1944	Van Nuys	6Y
116313		Single family property.	6903 Baird Ave.	1940	Reseda	6U
116314		Single family property.	6909 Baird Ave.	1944	Reseda	6U
123866		Single family property.	6809 Texhoma Ave.	1949	Van Nuys	6Y
125213		Single family property.	7440 Yarmouth Ave.	1946	Reseda	6Y
127495		Single family property.	17400 Cantlay St.	1949	Van Nuys	6Y
127509		Single family property.	6634 Etiwanda Ave.	1950	Reseda	6Y
127527		Single family property.	27527 Kittridge St.	1926	Van Nuys	6Y
127546		Single family property.	7453 Paso Robles Ave.	1930	Van Nuys	6Y
127557		Single family property.	6611 Ruffner Ave.	1950	Van Nuys	6Y
131093		Single family property.	6838 Corbin Ave.	unknown	Reseda	6Y
131142		Single family property.	7103 Shirley Ave.	1951	Reseda	6Y
131754		Single family property.	6402 Blewett Ave.	1947	Van Nuys	6Y
131755		Single family property.	6403 Blewett Ave.	1948	Van Nuys	6Y
131764		Single family property.	13555 Califa St.	1953	Van Nuys	6Y
131874		Single family property.	6403 Dempsey Ave.	1950	Van Nuys	6Y
131876		Single family property.	6402 Densmore Ave.	1948	Van Nuys	6Y
131877		Single family property.	6403 Densmore Ave.	1948	Van Nuys	6Y
132057		Single family property.	6401 Petit Ave.	1953	Van Nuys	6Y
132058		Single family property.	6075 Reseda Blvd.	1950	Reseda	6Y
132118		Single family property.	15733 Victory Blvd.	1947	Van Nuys	6Y
132121		Multi-family property.	15861 Victory Blvd.	1951	Van Nuys	6Y

Property No.	Primary No. (P-19-)	Site Description	Address	Build Date	City	NRHP Status Code
132123		Multi-family property.	15907 Victory Blvd.	1953	Van Nuys	6Y
132125		Multi-family property.	15931 Victory Blvd.	1949	Van Nuys	6Y
132132		Single family property.	15947 Victory Blvd.	1949	Van Nuys	6Y
132133		Single family property.	15961 Victory Blvd.	1949	Van Nuys	6Y
132134		Single family property.	15965 Victory Blvd.	1949	Van Nuys	6Y
132135		Multi-family property.	16001 Victory Blvd.	1953	Van Nuys	6Y
132137		Multi-family property.	16007 Victory Blvd.	1953	Van Nuys	6Y
132138		Multi-family property.	16011 Victory Blvd.	1953	Van Nuys	6Y
132142		Multi-family property.	16017 Victory Blvd.	1954	Van Nuys	6Y
132143		Multi-family property.	16021 Victory Blvd.	1954	Van Nuys	6Y
132144		Single family property.	16401 Victory Blvd.	1951	Van Nuys	6Y
132146		Multi-family property, Single family property.	16407 Victory Blvd.	1951	Van Nuys	6Y
132147		Single family property.	16413 Victory Blvd.	1951	Van Nuys	6Y
132148		Single family property; no longer extant.	16419 Victory Blvd.	1951	Van Nuys	6Y
132150		Single family property; no longer extant.	16423 Victory Blvd.	1951	Van Nuys	6Y
132151		Single family property; no longer extant.	16429 Victory Blvd.	1951	Van Nuys	6Y
132152		Multi-family property, Single family property.	16433 Victory Blvd.	1951	Van Nuys	6Y
132153		Single family property; no longer extant.	16439 Victory Blvd.	1951	Van Nuys	6Y
132154		Multi-family property.	16445 Victory Blvd.	1930	Van Nuys	6Y
132155		Single family property.	16623 Victory Blvd.	1953	Van Nuys	6Y
132156		Single family property.	16653 Victory Blvd.	1953	Van Nuys	6Y
132158		Single family property.	16627 Victory Blvd.	1953	Van Nuys	6Y
132159		Single family property.	16657 Victory Blvd.	1953	Van Nuys	6Y
132160		Single family property.	16633 Victory Blvd.	1953	Van Nuys	6Y
132161		Single family property.	16647 Victory Blvd.	1953	Van Nuys	6Y

Property No.	Primary No. (P-19-)	Site Description	Address	Build Date	City	NRHP Status Code
132162		Single family property.	16637 Victory Blvd.	1953	Van Nuys	6Y
132163		Single family property.	16667 Victory Blvd.	1953	Van Nuys	6Y
132164		Single family property.	16643 Victory Blvd.	1953	Van Nuys	6Y
132165		Single family property.	16663 Victory Blvd.	1953	Van Nuys	6Y
132166		Single family property; no longer extant.	16723 Victory Blvd.	1953	Van Nuys	6Y
132167		Single family property.	16731 Victory Blvd.	1953	Van Nuys	6Y
132168		Multi-family property, Single family property.	16751 Victory Blvd.	1953	Van Nuys	6Y
132169		Single family property.	16737 Victory Blvd.	1953	Van Nuys	6Y
132170		Multi-family property, Single family property.	16747 Victory Blvd.	1953	Van Nuys	6Y
132171		Multi-family property, Single family property.	16803 Victory Blvd.	1953	Van Nuys	6Y
132172		Single family property.	16741 Victory Blvd.	1953	Van Nuys	6Y
132173		Single family property; no longer extant.	16809 Victory Blvd.	1953	Van Nuys	6Y
132174		Single family property.	6403 Whitman Ave.	1946	Van Nuys	6Y
132175		Single family property; no longer extant.	6021 Whitman Ave.	1954	Van Nuys	6Y
145923		Single family property.	6822 Rhea Ave.	1949	Reseda	6U
145938		Single family property.	17921 Welby Wy.	1949	Reseda	6Y
145942		Single family property.	6514 Whitman Ave.	1948	Van Nuys	6U
150050		Single family property.	7760 Bothwell Rd.	1952	Reseda	6Y
150961		Single family property; no longer extant.	8100 Tampa Ave.	1952	Reseda	6Y
152133		1-3 story commercial building.	16153 Victory Blvd.	1955	Van Nuys	6Y
154041		Single family property.	19438 Hatton St.	1952	Reseda	6Y
150961	187334	Single family property, Modern style.	8100 Tampa Ave.	1952	Reseda	6Z
162420		Single family property.	6520 Lindley Ave.	1950	Reseda	6U
162422		Single family property.	19603 Lorne St.	1949	Reseda	6U
162445		Single family property.	6810 Yolanda Ave.	1948	Reseda	6U
172495		1-3 story commercial building.	17719 Saticoy St.	Not known	Reseda	6Y
180063		Single family property.	6600 W Etiwanda Ave.	1950	Reseda	6U
182081		Single family property.	17257 Haynes St.	1948	Van Nuys	6Y
182505		Single family property.	7021 Geyser Ave.	1950	Reseda	6Y

Property No.	Primary No. (P-19-)	Site Description	Address	Build Date	City	NRHP Status Code
182539		Single family property.	19355 Kittridge St.	1951	Reseda	6Y
184561		Single family property.	19501 Ingomar St.	1953	Reseda	6Y
184662		Single family property.	7030 Yolanda Ave.	1927	Reseda	6Y
185311		Single family property.	18954 Strathern St.	1938	Reseda	6Y
186031		Single family property.	7318 Wilbur Ave.	1954	Reseda	6Y
186658		Single family property.	18822 Hart St.	1952	Reseda	6Y
188028		Single family property.	17473 Runnymead St.	1950	Van Nuys	6Y
188171		Single family property.	8230 Burton Pl.	1954	Reseda	6Y
189285		Single family property.	8031 Mc Dermott Ave.	1954	Reseda	6Y
	188847	Religious building; "Saticoy Church".	18825 Saticoy St.	1949	Reseda	6Y
	189418	1-3 story commercial building, Modern style.	7615-7621 Louise St.	1961	Van Nuys	6Y
	189775	1-3 story commercial building.	17709 Vanowen St.	1950	Reseda	6Y
	189967	1-3 story commercial building; "Valley Coordinated Children's Service".	19231 Victory Blvd.	1690s	Reseda	6Y
	189974	Industrial building, utilitarian/industrial/warehouse style.	8201 Woodley Ave.	1965	Van Nuys	6Y
	190015	1-3 story commercial building, Utilitarian /Industrial style.	7001 CanbyAve.	1953	Reseda	6Y
	190063	1-3 story commercial building, Modern style.	6827 Reseda Blvd.	1965	Reseda	6Y
	190584	1-3 story commercial building, Modern style, "RMG Hathaway Building".	7120 Hayvenhurst Ave.	1966	Van Nuys	6U
	190594	Religious building, St. Catherine of Siena Church, Modern style.	18115 Sherman Way.	1966	Reseda	6U
		Single family property.	8057 Darby Pl.	1953	Reseda	6U
		Single family property; No longer extant.	7008 Baird Ave.	1952	Reseda	6Y
		Single family property.	7300 Jameison Ave.	1941	Reseda	6U
		Multi-family property, "Coral Wood Apts.".	8025 Reseda Blvd.	1963	Reseda	6Y
		Single family property.	7013 N Jamieson Ave.	1949	Reseda	6U
		Single family property.	7407 N Donna Ave.	1956	Reseda	6U
		Single family property.	7056 N Garden Grove Ave.	1948	Reseda	6U
		Single family property.	6319 Melvin Ave.	1955	Tarzana	6U
		Single family property.	19411 Van Owen St.	1950	Reseda	6U

Property No.	Primary No. (P-19-)	Site Description	Address	Build Date	City	NRHP Status Code
		Single family property.	16613 Cohasset St.	Not known	Van Nuys	6U
		Single family property.	6731 De Celis Pl.	1950	Van Nuys	6U
		Single family property.	17600 Hamlin St.	1950	Van Nuys	6U
		Single family property.	15956 Hart St.	1941	Van Nuys	6U

Table D-3. Encino-Tarzana Hills built environment resources

Property No.	Primary No. (P-19-)	Site Description	Address	Build Date	City	NRHP Status Code
123865		Single family property	5918 Texhoma Ave.	1949	Encino	6Y
127487		Single family property	17448 Burma St.	1948	Encino	6Y
131500		Single family property	17443 Bullock St.	1949	Encino	6Y
131501		Single family property	17713 Bullock St.	1949	Encino	6Y
131502		Single family property	17725 Bullock St.	1949	Encino	6Y
131503		Single family property	18045 Bullock St.	1949	Encino	6Y
131504		Single family property	17601 Bullock St.	1949	Encino	6Y
131505		Single family property	17741 Bullock St.	1949	Encino	6Y
131506		Single family property	18001 Bullock St.	1949	Encino	6Y
131507		Single family property	17921 Bullock St.	1949	Encino	6Y
131508		Single family property	18029 Bullock St.	1949	Encino	6Y
131509		Single family property	17905 Bullock St.	1949	Encino	6Y
131510		Single family property	17937 Bullock St.	1949	Encino	6Y
131511		Single family property	17449 Bullock St.	1949	Encino	6Y
131512		Single family property	17637 Bullock St.	1949	Encino	6Y
131513		Single family property	17707 Bullock St.	1949	Encino	6Y
131514		Single family property	17719 Bullock St.	1949	Encino	6Y
131515		Single family property	17837 Bullock St.	1949	Encino	6Y
131516		Single family property	17901 Bullock St.	1949	Encino	6Y
131517		Single family property	18005 Bullock St.	1949	Encino	6Y
131518		Single family property	18033 Bullock St.	1949	Encino	6Y
131519		Single family property	17575 Bullock St.	1949	Encino	6Y
131520		Single family property	17807 Bullock St.	1949	Encino	6Y
131521		Single family property	17851 Bullock St.	1949	Encino	6Y
131522		Single family property	17917 Bullock St.	1949	Encino	6Y
131523		Single family property	18015 Bullock St.	1949	Encino	6Y
131524		Single family property	17465 Bullock St.	1949	Encino	6Y
131525		Single family property	17551 Bullock St.	1949	Encino	6Y
131526		Single family property	17623 Bullock St.	1949	Encino	6Y
131527		Single family property	17823 Bullock St.	1949	Encino	6Y
131528		Single family property	17841 Bullock St.	1949	Encino	6Y
131529		Single family property	17931 Bullock St.	1949	Encino	6Y
131530		Single family property	17455 Bullock St.	1949	Encino	6Y
131531		Single family property	17501 Bullock St.	1949	Encino	6Y
131532		Single family property	17545 Bullock St.	1949	Encino	6Y
131535		Single family property	17561 Bullock St.	1949	Encino	6Y
131537		Single family property	17649 Bullock St.	1949	Encino	6Y

Property No.	Primary No. (P-19-)	Site Description	Address	Build Date	City	NRHP Status Code
Property No.	**Primary No. (P-19-)**	**Site Description**	**Address**	**Build Date**	**City**	**NRHP Status Code**
131538		Single family property	17653 Bullock St.	1949	Encino	6Y
131539		Single family property	17729 Bullock St.	1949	Encino	6Y
131540		Single family property	17817 Bullock St.	1949	Encino	6Y
131541		Single family property	17865 Bullock St.	1949	Encino	6Y
131542		Single family property	17459 Bullock St.	1949	Encino	6Y
131543		Single family property	17507 Bullock St.	1949	Encino	6Y
131544		Single family property	17535 Bullock St.	1949	Encino	6Y
131545		Single family property	17549 Bullock St.	1949	Encino	6Y
131546		Single family property	17565 Bullock St.	1949	Encino	6Y
131547		Single family property	17607 Bullock St.	1949	Encino	6Y
131548		Single family property	17611 Bullock St.	1949	Encino	6Y
131549		Single family property	17617 Bullock St.	1949	Encino	6Y
131550		Single family property	17631 Bullock St.	1949	Encino	6Y
131551		Single family property	17701 Bullock St.	1949	Encino	6Y
131552		Single family property	17801 Bullock St.	1949	Encino	6Y
131553		Single family property	17827 Bullock St.	1949	Encino	6Y
131554		Single family property	17847 Bullock St.	1949	Encino	6Y
131555		Single family property	17857 Bullock St.	1949	Encino	6Y
131556		Single family property	17927 Bullock St.	1949	Encino	6Y
131557		Single family property	17941 Bullock St.	1949	Encino	6Y
131558		Single family property	18023 Bullock St.	1949	Encino	6Y
131559		Single family property	17569 Bullock St.	1949	Encino	6Y
131560		Single family property	17831 Bullock St.	1949	Encino	6Y
131561		Single family property	18009 Bullock St.	1949	Encino	6Y
131562		Single family property	17513 Bullock St.	1949	Encino	6Y
131563		Single family property	17539 Bullock St.	1949	Encino	6Y
131564		Single family property	17659 Bullock St.	1949	Encino	6Y
131565		Single family property	17735 Bullock St.	1949	Encino	6Y
131566		Single family property	17813 Bullock St.	1949	Encino	6Y
131567		Single family property	17861 Bullock St.	1949	Encino	6Y
131568		Single family property	17911 Bullock St.	1949	Encino	6Y
131569		Single family property	17947 Bullock St.	1949	Encino	6Y
131570		Single family property	17947 Bullock St.	1949	Encino	6Y
131571		Single family property	6040 Lindley Ave.	1949	Encino	6Y
131572		Single family property	17745 Bullock St.	1949	Encino	6Y
131573		Single family property	18039 Bullock St.	1949	Encino	6Y
131594		Single family property	19212 Aetna St.	1949	Tarzana	6Y

Property No.	Primary No. (P-19-)	Site Description	Address	Build Date	City	NRHP Status Code
131662		Single family property	17469 Bullock St.	1949	Encino	6Y
131664		Single family property	6110 Shoshone Ave.	1950	Encino	6Y
Property No.	**Primary No. (P-19-)**	**Site Description**	**Address**	**Build Date**	**City**	**NRHP Status Code**
131665		Single family property	17622 Bessemer St.	1950	Encino	6Y
131666		Single family property	17652 Bessemer St.	1950	Encino	6Y
131667		Single family property	17612 Bessemer St.	1950	Encino	6Y
131668		Single family property	17642 Bessemer St.	1950	Encino	6Y
131669		Single family property	17600 Bessemer St.	1950	Encino	6Y
131670		Single family property	17632 Bessemer St.	1950	Encino	6Y
131671		Single family property	17656 Bessemer St.	1950	Encino	6Y
131672		Single family property	17606 Bessemer St.	1950	Encino	6Y
131673		Single family property	17636 Bessemer St.	1950	Encino	6Y
131674		Single family property	17646 Bessemer St.	1950	Encino	6Y
131675		Single family property	17560 Bessemer St.	1950	Encino	6Y
131676		Single family property	17626 Bessemer St.	1950	Encino	6Y
131677		Single family property	17700 Bessemer St.	1950	Encino	6Y
131678		Single family property	17744 Bessemer St.	1950	Encino	6Y
131679		Single family property	17724 Bessemer St.	1950	Encino	6Y
131680		Single family property	17814 Bessemer St.	1950	Encino	6Y
131681		Single family property	17854 Bessemer St.	1950	Encino	6Y
131682		Single family property	17734 Bessemer St.	1950	Encino	6Y
131683		Single family property	17804 Bessemer St.	1950	Encino	6Y
131684		Single family property	17834 Bessemer St.	1950	Encino	6Y
131685		Single family property	17714 Bessemer St.	1950	Encino	6Y
131686		Single family property	17824 Bessemer St.	1950	Encino	6Y
131687		Single family property	17864 Bessemer St.	1950	Encino	6Y
131688		Single family property	17730 Bessemer St.	1950	Encino	6Y
131689		Single family property	17820 Bessemer St.	1950	Encino	6Y
131690		Single family property	17800 Bessemer St.	1950	Encino	6Y
131691		Single family property	17840 Bessemer St.	1950	Encino	6Y
131692		Single family property	17860 Bessemer St.	1950	Encino	6Y
131693		Single family property	17704 Bessemer St.	1950	Encino	6Y
131694		Single family property	17830 Bessemer St.	1950	Encino	6Y
131695		Single family property	17720 Bessemer St.	1950	Encino	6Y
131696		Single family property	17750 Bessemer St.	1950	Encino	6Y
131697		Single family property	17810 Bessemer St.	1950	Encino	6Y
131698		Single family property	17850 Bessemer St.	1950	Encino	6Y
131699		Single family property	17710 Bessemer St.	1950	Encino	6Y

Property No.	Primary No. (P-19-)	Site Description	Address	Build Date	City	NRHP Status Code
131700		Single family property	17740 Bessemer St.	1950	Encino	6Y
131701		Single family property	17844 Bessemer St.	1950	Encino	6Y
131703		Single family property	18312 Bessemer St.	1950	Tarzana	6Y
131704		Single family property	18318 Bessemer St.	1950	Tarzana	6Y
Property No.	**Primary No. (P-19-)**	**Site Description**	**Address**	**Build Date**	**City**	**NRHP Status Code**
131706		Single family property	18328 Bessemer St.	1950	Tarzana	6Y
131707		Single family property	18400 Bessemer St.	1950	Tarzana	6Y
131708		Single family property	18412 Bessemer St.	1950	Tarzana	6Y
131709		Single family property	18424 Bessemer St.	1950	Tarzana	6Y
131710		Single family property	18306 Bessemer St.	1950	Tarzana	6Y
131711		Single family property	18322 Bessemer St	1950	Tarzana	6Y
131712		Single family property	18334 Bessemer St.	1950	Tarzana	6Y
131713		Single family property	18340 Bessemer St.	1950	Tarzana	6Y
131714		Single family property	18346 Bessemer St.	1950	Tarzana	6Y
131715		Single family property	18406 Bessemer St.	1950	Tarzana	6Y
131716		Single family property	18352 Bessemer St.	1950	Tarzana	6Y
131717		Single family property	18418 Bessemer St.	1950	Tarzana	6Y
131718		Single family property	6119 Canby Ave.	1950	Tarzana	6Y
131719		Single family property	18300 Bessemer St.	1950	Tarzana	6Y
131720		Single family property	18430 Bessemer St.	1950	Tarzana	6Y
131721		Single family property	19022 Bessemer St.	1950	Tarzana	6Y
131722		Single family property	19048 Bessemer St.	1950	Tarzana	6Y
131723		Single family property	19132 Bessemer St.	1950	Tarzana	6Y
131724		Single family property	18954 Bessemer St.	1950	Tarzana	6Y
131725		Single family property	19106 Bessemer St.	1950	Tarzana	6Y
131726		Single family property	19138 Bessemer St.	1950	Tarzana	6Y
131727		Single family property	19002 Bessemer St.	1950	Tarzana	6Y
131728		Single family property	19034 Bessemer St.	1950	Tarzana	6Y
131729		Single family property	19016 Bessemer St.	1950	Tarzana	6Y
131730		Single family property	19028 Bessemer St.	1950	Tarzana	6Y
131731		Single family property	19100 Bessemer St.	1950	Tarzana	6Y
131732		Single family property	19120 Bessemer St.	1950	Tarzana	6Y
131733		Single family property	18946 Bessemer St.	1950	Tarzana	6Y
131734		Single family property	19010 Bessemer St.	1950	Tarzana	6Y
131735		Single family property	19040 Bessemer St.	1950	Tarzana	6Y
131736		Single family property	19114 Bessemer St.	1950	Tarzana	6Y
131737		Single family property	19144 Bessemer St.	1950	Tarzana	6Y
131738		Single family property	19126 Bessemer St.	1950	Tarzana	6Y

Property No.	Primary No. (P-19-)	Site Description	Address	Build Date	City	NRHP Status Code
131739		Single family property	19166 Bessemer St.	1953	Tarzana	6Y
131740		Single family property	19148 Bessemer St.	1950	Tarzana	6Y
131741		Single family property	19212 Bessemer St.	1953	Tarzana	6Y
131742		Single family property	6115 Sylvia Ave.	1953	Tarzana	6Y
131743		Single family property	19236 Bessemer St.	1953	Tarzana	6Y
131745		Single family property	19218 Bessemer St.	1953	Tarzana	6Y
Property No.	**Primary No. (P-19-)**	**Site Description**	**Address**	**Build Date**	**City**	**NRHP Status Code**
131746		Single family property	6114 Tampa Ave.	1953	Tarzana	6Y
131747		Single family property	19206 Bessemer St.	1953	Tarzana	6Y
131748		Single family property	19230 Bessemer St.	1953	Tarzana	6Y
131749		Single family property	19154 Bessemer St.	1953	Tarzana	6Y
131750		Single family property	19244 Bessemer St.	1953	Tarzana	6Y
131751		Single family property	19160 Bessemer St.	1953	Tarzana	6Y
131752		Single family property	19200 Bessemer St.	1953	Tarzana	6Y
131753		Single family property	19224 Bessemer St.	1953	Tarzana	6Y
131767		Single family property	6081 Calvin Ave.	1920	Tarzana	6Y
131879		Single family property	6025 Donna Ave.	1944	Tarzana	6Y
131880		Single family property	6028 Donna Ave.	1954	Tarzana	6Y
131989		Single family property	6101 Lindley Ave.	1948	Tarzana	6Y
132022		Single family property	6162 Melvin Ave.	1939	Tarzana	6Y
132023		Single family property	6170 Melvin Ave.	1938	Tarzana	6Y
132024		Single family property	6175 Melvin Ave.	1952	Tarzana	6Y
132038		Single family property	18914 Oxnard St.	1937	Tarzana	6Y
132039		Single family property	18920 Oxnard St.	1949	Tarzana	6Y
132040		Single family property	18924 Oxnard St.	1949	Tarzana	6Y
132041		Single family property	18970 Oxnard St.	1954	Tarzana	6Y
132042		Single family property	19138 Topham St.	1951	Tarzana	6Y
132046		Single family property	19108 Oxnard St.	1951	Tarzana	6Y
132048		Single family property	19117 Oxnard St.	1951	Tarzana	6Y
132049		Single family property	19158 Topham St.	1951	Tarzana	6Y
132051		Single family property	19102 Oxnard St.	1951	Tarzana	6Y
132052		Single family property	19150 Topham St.	1951	Tarzana	6Y
132053		Single family property	19166 Topham St.	1951	Tarzana	6Y
132059		Single family property	6134 Shirley Ave.	1943	Tarzana	6Y
132060		Single family property	6151 Shirley Ave.	1938	Tarzana	6Y
132064		Single family property	6062 Topeka Dr.	1952	Tarzana	6Y
132065		Single family property	6029 Topeka Dr.	1953	Tarzana	6Y
132066		Single family property	17901 Topham St.	1940	Encino	6Y

Property No.	Primary No. (P-19-)	Site Description	Address	Build Date	City	NRHP Status Code
132067		Single family property	17911 Topham St.	1923	Encino	6Y
132070		Single family property	17921 Topham St.	1949	Encino	6Y
132073		Single family property	17945 Topham St.	1926	Encino	6Y
132074		Single family property	17953 Topham St.	1923	Encino	6Y
132076		Single family property	18007 Topham St.	1947	Encino	6Y
132078		Single family property	18013 Topham St.	1924	Encino	6Y
132080		Single family property	18027 Topham St.	1920	Encino	6Y
132081		Single family property	18043 Topham St.	1931	Tarzana	6Y
Property No.	**Primary No. (P-19-)**	**Site Description**	**Address**	**Build Date**	**City**	**NRHP Status Code**
132083		Single family property	18119 Topham St.	1947	Tarzana	6Y
132084		Single family property	18125 Topham St.	1946	Tarzana	6Y
132086		Single family property	18137 Topham St.	1946	Tarzana	6Y
132087		Single family property	18201 Topham St.	1947	Tarzana	6Y
132088		Single family property	18215 Topham St.	1953	Tarzana	6Y
132089		Single family property	18229 Topham St.	1954	Tarzana	6Y
132091		Single family property	18239 Topham St.	1953	Tarzana	6Y
132092		Single family property	18241 Topham St.	1930	Tarzana	6Y
132094		Single family property	18253 Topham St.	1952	Tarzana	6Y
132095		Single family property	18259 Topham St.	1952	Tarzana	6Y
132097		Single family property	18709 Topham St.	1952	Tarzana	6Y
132098		Single family property	18731 Topham St.	1946	Tarzana	6Y
132099		Single family property	18819 Topham St.	1920	Tarzana	6Y
132100		Single family property	18831 Topham St.	1923	Tarzana	6Y
132101		Single family property	18837 Topham St.	1946	Tarzana	6Y
132102		Single family property	18841 Topham St.	1948	Tarzana	6Y
132103		Single family property	19204 Topham St.	1942	Tarzana	6Y
132104		Single family property	19222 Topham St.	1954	Tarzana	6Y
132105		Single family property	19326 Topham St.	1947	Tarzana	6Y
132106		Single family property	19350 Topham St.	1940	Tarzana	6Y
132108		Single family property	19422 Topham St.	1953	Tarzana	6Y
132109		Single family property	19622 Topham St.	1945	Tarzana	6Y
132176		Single family property	6100 Wilbur Ave.	1949	Tarzana	6Y
132177		Single family property	6101 Wilbur Ave.	1940	Tarzana	6Y
150055		Single family property	5060 Chimineas Ave.	1950	Tarzana	6Y
162419		Single family property	5032 Lindley Ave.	1949	Encino	6U
181381		Hospital, "West Valley Medical Center".	5363 Balboa Blvd.	1964	Encino	6Y

Property No.	Primary No. (P-19-)	Site Description	Address	Build Date	City	NRHP Status Code
188057		Educational Building	15821 Ventura Blvd.	Ca. 1985	Encino	6Y
21217	167264	Historic District: Adobe building, single family residence, ancillary buildings, "Rancho El Encino".	16756 Moorpark St.	1840-1872	Encino	1S
	167264	Single family residence, Spanish Adobe style, "Los Encino Adobe"; CH: 689	16756 Moorpark St.	1849	Encino	1S
	187565	Bridge, Mullholland Dr/I-405 (Bridge 53-0739		1959	Tarzana	3S
	187739	"Sepulveda Tunnel"(Tunnel No. 53C0164)		1928	Tarzana	3S
Property No.	**Primary No. (P-19-)**	**Site Description**	**Address**	**Build Date**	**City**	**NRHP Status Code**
	187950	Military Property; "Air National Guard silo site; late Army Reserve facility".	6357 Woodley Ave.	1943	Van Nuys	6Z
	189452	Military Property; "Nike Air Defense Site". Surface buildings removed	17500 Mulholland Dr.	1957	Tarzana	3CS
	189772	Military Property; Van Nuys Air National Guard Facility.	15900 Victory Blvd.	1950	Van Nuys	3C
		Single family property	4512 N White Oak Pl.	1956	Encino	6U
		Single family property	5903 Jellico Ave.	1949	Encino	6U
		Single family property	17653 W Bullock St.	1949	Encino	6U
		Single family Property, Hospital, "Rehabilitation".	6902 Amigo Ave.	1939	Reseda	6Y

APPENDIX 4.6

Energy Data

Existing



Future with Plans



Future without Plans

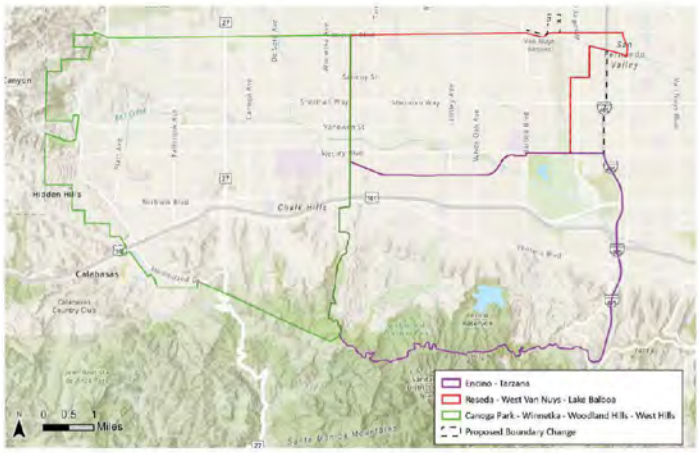


APPENDIX 4.12

Noise Data

NOISE MONITORING FIELD REPORT

Site Map



Project Name: Southeast Valley

Monitoring Location: Warner Center Blvd/ Burbank blvd

Date: 3/27/26 **Site Number:** 1

Measured By: Annalie Sarrieddine

Measurement Start Time: 10:18 am

Measurement End Time: 10:33 am

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT **Calibration:** 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: 0104

Primary Noise Sources: Vehicle Traffic, Industrial Park Activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	58.3
L_{max}	79.8
L_{min}	37.9

Other Noise Sources During Monitoring

1. Airplane Time: 10:19 am
2. Rollerskater Time: 10:20 am
3. Delivery Truck Time: 10:28 am
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

IMPACT SCIENCES

IMPACT SCIENCES

SoundExpert 821 Summary:

User: Annalie Sarrieddine

Location: 1

Job Description: Southwest Valley

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:69C65964:000001D4	

Overall Measurement

Start Date & Time	2026-03-27 10:18:12
Stop Date & Time	2026-03-27 10:33:12
Run Time	00:15:00
Pre-Calibration	
Date/Time	2024-12-14 16:55:03
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.47
Post-Calibration	
Date/Time	---
Calibrator Level (dB)	---
Meter Sensitivity (dB re 1V/Pa)	---
Sensitivity Delta	---
	A
Lweq (dB)	58.3
Lwpk (dB)	109.6
	2026-03-27 10:30:12
LwSmin (dB)	37.9
	2026-03-27 10:31:53
LwSmax (dB)	79.8
	2026-03-27 10:28:08
LwFmin (dB)	36.9
	2026-03-27 10:31:52
LwFmax (dB)	87.6
	2026-03-27 10:28:08
LwImin (dB)	39.9
	2026-03-27 10:28:38
LwImax (dB)	90.9
	2026-03-27 10:28:08
w = frequency weighting (A, C or Z)	
Community Noise (dB)	**LDN**
	58.3
	LDEN
	58.3
LCeq - LAeq (dB)	19.1
LAleq (dB)	69.9
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak (dB)	50.0
Under Range Limit (dB)	24.0
Noise Floor (dB)	17.0

Ln Percentiles

LAS 5.0 (dB)	63.7
LAS 10.0 (dB)	57.8
LAS 33.3 (dB)	49.6
LAS 50.0 (dB)	46.6
LAS 66.6 (dB)	44.9
LAS 90.0 (dB)	42.9

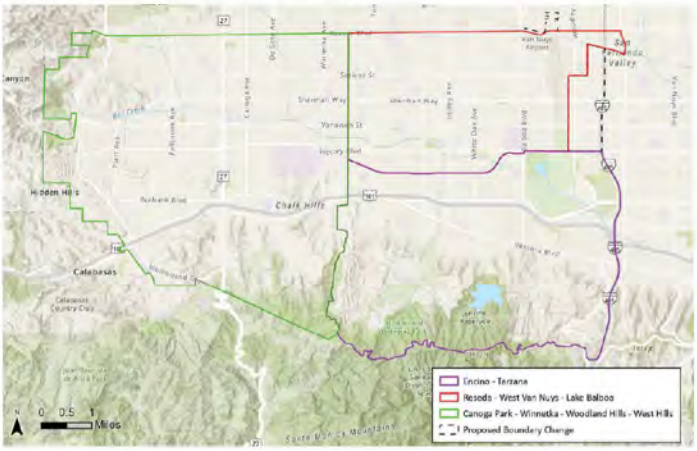
Exceedances

	Count	Duration (s)
LAS > 85.0 dB	0	0
LAS > 95.0 dB	0	0
LApk > 135.0 dB	0	0
LApk > 137.0 dB	0	0
LApk > 140.0 dB	0	0

Sound Exposure	
SELA (dB)	87.9
EA (Pa²s)	0.2
EA,8h (Pa²s)	7.8
EA,40h (Pa²s)	39.2
EA (Pa²h)	0.0
EA,8h (Pa²h)	0.0
EA,40h (Pa²h)	0.0

NOISE MONITORING FIELD REPORT

Site Map



Project Name: South East Valley

Monitoring Location: Serrania Park

Date: 3/27/26 **Site Number:** 2

Measured By: Annalie Sarrieddine

Measurement Start Time: 10:42 am

Measurement End Time: 10:57 am

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack **Calibration:** 94.0 (dBA)

LxT Meter Setting: A-Weighted Sound Level

(SLOW) Session File Name: 0108

Primary Noise Sources: Park Activity, Birds, kids playing

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	51.6
L_{max}	75.2
L_{min}	41.2

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

IMPACT SCIENCES

SoundExpert 821 Summary: 2026-07-27 09:02:37

User: Annalie Sarrieddine

Location: 2

Job Description: Southwest Valley

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:69C65F10:000001D8	

Overall Measurement

Start Date & Time	2026-03-27 10:42:24
Stop Date & Time	2026-03-27 10:57:24
Run Time	00:15:00
Pre-Calibration	
Date/Time	2024-12-14 16:55:03
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.47
Post-Calibration	
Date/Time	---
Calibrator Level (dB)	---
Meter Sensitivity (dB re 1V/Pa)	---
Sensitivity Delta	---
	A
Lweq (dB)	51.6
Lwpk (dB)	100.6
	2026-03-27 10:43:59
LwSmin (dB)	41.2
	2026-03-27 10:47:22
LwSmax (dB)	66.5
	2026-03-27 10:43:27
LwFmin (dB)	39.6
	2026-03-27 10:52:57
LwFmax (dB)	75.2
	2026-03-27 10:43:27
LwImin (dB)	42.9
	2026-03-27 10:47:24
LwImax (dB)	79.6
	2026-03-27 10:43:27
w = frequency weighting (A, C or Z)	
Community Noise (dB)	**LDN**
	51.6
	LDEN
	51.6
LCeq - LAeq (dB)	15.3
LAleq (dB)	59.3
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak (dB)	50.0
Under Range Limit (dB)	24.0
Noise Floor (dB)	17.0

Ln Percentiles

LAS 5.0 (dB)	56.3
LAS 10.0 (dB)	54.4
LAS 33.3 (dB)	51.1
LAS 50.0 (dB)	49.6
LAS 66.6 (dB)	48.1
LAS 90.0 (dB)	45.1

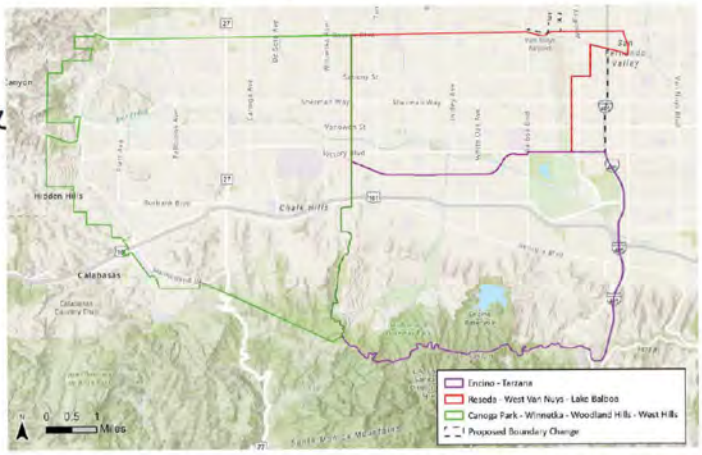
Exceedances

	Count	Duration (s)
LAS > 85.0 dB	0	0
LAS > 95.0 dB	0	0
LApk > 135.0 dB	0	0
LApk > 137.0 dB	0	0
LApk > 140.0 dB	0	0

Sound Exposure	
SELA (dB)	81.1
EA (Pa²s)	0.1
EA,8h (Pa²s)	1.7
EA,40h (Pa²s)	8.3
EA (Pa²h)	0.0
EA,8h (Pa²h)	0.0
EA,40h (Pa²h)	0.0

NOISE MONITORING FIELD REPORT

Site Map



Project Name: Southwest Valley

Monitoring Location: Burbank blvd / Manton Ave

Date: 3/27/26 **Site Number:** 3

Measured By: Annalie Sarrieddine

Measurement Start Time: 11:14 am

Measurement End Time: 11:29 am

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack **Calibration:** 94.0 (dBA)

LxT Meter Setting: A-Weighted Sound Level

(SLOW) Session File Name: 0 1 D C

Primary Noise Sources: Vehicle Traffic, School Activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	57.2
L_{max}	77.0
L_{min}	42.3

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

IMPACT SCIENCES

SoundExpert 821 Summary:

User: Annalie Sarrieddine

Location: 3

Job Description: Southwest Valley

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:69C66696:000001DC	

Overall Measurement

Start Date & Time	2026-03-27 11:14:30
Stop Date & Time	2026-03-27 11:29:30
Run Time	00:15:00
Pre-Calibration	
Date/Time	2024-12-14 16:55:03
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.47
Post-Calibration	
Date/Time	---
Calibrator Level (dB)	---
Meter Sensitivity (dB re 1V/Pa)	---
Sensitivity Delta	---
	A
Lweq (dB)	57.2
Lwpk (dB)	108.5
	2026-03-27 11:14:41
LwSmin (dB)	42.3
	2026-03-27 11:24:18
LwSmax (dB)	77.0
	2026-03-27 11:18:44
LwFmin (dB)	38.4
	2026-03-27 11:24:16
LwFmax (dB)	82.2
	2026-03-27 11:14:43
LwImin (dB)	49.7
	2026-03-27 11:24:18
LwImax (dB)	86.5
	2026-03-27 11:14:43
w = frequency weighting (A, C or Z)	
Community Noise (dB)	**LDN**
	57.2
	LDEN
	57.2
LCeq - LAeq (dB)	13.8
LAleq (dB)	64.0
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak (dB)	50.0
Under Range Limit (dB)	24.0
Noise Floor (dB)	17.0

Ln Percentiles

LAS 5.0 (dB)	61.5
LAS 10.0 (dB)	59.6
LAS 33.3 (dB)	53.8
LAS 50.0 (dB)	51.3
LAS 66.6 (dB)	50.3
LAS 90.0 (dB)	49.9

Exceedances

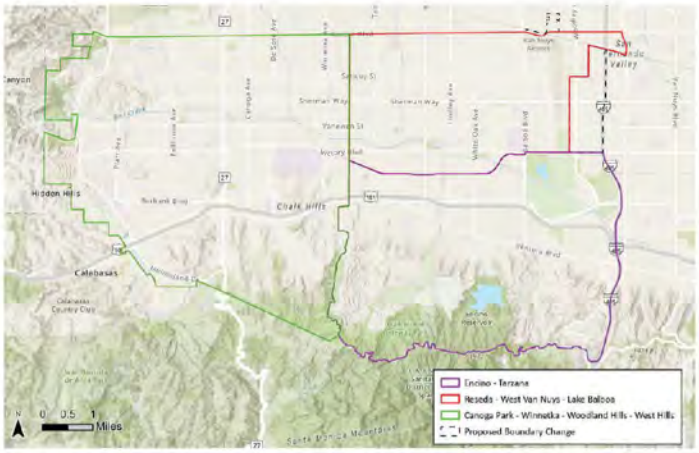
	Count	Duration (s)
LAS > 85.0 dB	0	0
LAS > 95.0 dB	0	0
LApk > 135.0 dB	0	0
LApk > 137.0 dB	0	0
LApk > 140.0 dB	0	0

Sound Exposure

SELA (dB)	86.7
EA (Pa²s)	0.2
EA,8h (Pa²s)	6.0
EA,40h (Pa²s)	30.2
EA (Pa²h)	0.0
EA,8h (Pa²h)	0.0
EA,40h (Pa²h)	0.0

NOISE MONITORING FIELD REPORT

Site Map



Project Name: Southern Valley

Monitoring Location: Valley Circle / Strathern Street

Date: 5/27/26 **Site Number:** 4

Measured By: Annalie Sarrieddine

Measurement Start Time: 11:43 am

Measurement End Time: 11:58 am

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT **Calibration:** 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: 01E0

Primary Noise Sources: Vehicle Traffic, Neighborhood Activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	60.9
L_{max}	84.5
L_{min}	41.6

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

IMPACT SCIENCES

SoundExpert 821 Summary:

User: Annalie Sarrieddine

Location: 4

Job Description: Southwest Valley

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:69C66D4C:000001E0	

Overall Measurement

Start Date & Time	2026-03-27 11:43:08	
Stop Date & Time	2026-03-27 11:58:08	
Run Time	00:15:00	
Pre-Calibration		
Date/Time	2024-12-14 16:55:03	
Calibrator Level (dB)	114.00	
Meter Sensitivity (dB re 1V/Pa)	-25.47	
Post-Calibration		
Date/Time	---	
Calibrator Level (dB)	---	
Meter Sensitivity (dB re 1V/Pa)	---	
Sensitivity Delta	---	
	A	
Lweq (dB)	60.9	
Lwpk (dB)	114.4	
	2026-03-27 11:43:13	
LwSmin (dB)	41.6	
	2026-03-27 11:50:29	
LwSmax (dB)	84.5	
	2026-03-27 11:55:07	
LwFmin (dB)	36.8	
	2026-03-27 11:55:09	
LwFmax (dB)	92.5	
	2026-03-27 11:55:07	
LwImin (dB)	42.3	
	2026-03-27 11:50:29	
LwImax (dB)	96.1	
	2026-03-27 11:55:07	
w = frequency weighting (A, C or Z)		
Community Noise (dB)	**LDN**	
	60.9	
	LDEN	
	60.9	---
LCeq - LAeq (dB)	23.4	
LAleq (dB)	72.5	
Overload Count	0	
Overload Duration	00:00:00	
	A	
Under Range Peak (dB)	50.0	
Under Range Limit (dB)	24.0	
Noise Floor (dB)	17.0	

Ln Percentiles

LAS 5.0 (dB)	65.1
LAS 10.0 (dB)	62.4
LAS 33.3 (dB)	55.4
LAS 50.0 (dB)	53.0
LAS 66.6 (dB)	51.0
LAS 90.0 (dB)	47.2

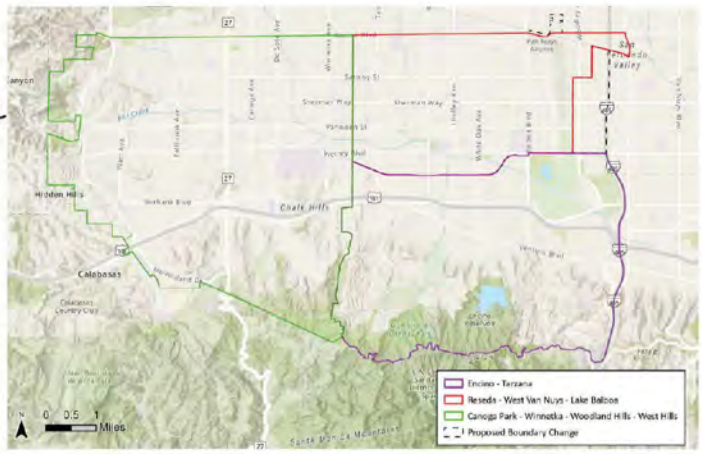
Exceedances

	Count	Duration (s)
LAS > 85.0 dB	0	0
LAS > 95.0 dB	0	0
LApk > 135.0 dB	0	0
LApk > 137.0 dB	0	0
LApk > 140.0 dB	0	0

Sound Exposure	
SELA (dB)	90.5
EA (Pa²s)	0.4
EA,8h (Pa²s)	14.3
EA,40h (Pa²s)	71.5
EA (Pa²h)	0.0
EA,8h (Pa²h)	0.0
EA,40h (Pa²h)	0.0

NOISE MONITORING FIELD REPORT

Site Map



Project Name: Southwest Valley

Monitoring Location: Reseda Blvd / Valerio Street

Date: 3/27/26 Site Number: 5

Measured By: Annalie Sarrieddine

Measurement Start Time: 12:20pm

Measurement End Time: 12:35pm

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: 01E4

Primary Noise Sources: Vehicle Traffic, Car doors, Parking lot activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	63.2
L_{max}	83.8
L_{min}	46.8

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

IMPACT SCIENCES

SoundExpert 821 Summary:

User: Annalie Sarrieddine

Location: 5

Job Description: Southwest Valley

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:69C6760B:000001E4	

Overall Measurement

Start Date & Time	2026-03-27 12:20:27
Stop Date & Time	2026-03-27 12:35:27
Run Time	00:15:00
Pre-Calibration	
Date/Time	2024-12-14 16:55:03
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.47
Post-Calibration	
Date/Time	---
Calibrator Level (dB)	---
Meter Sensitivity (dB re 1V/Pa)	---
Sensitivity Delta	---
	A
Lweq (dB)	63.2
Lwpk (dB)	123.2
	2026-03-27 12:33:58
LwSmin (dB)	46.8
	2026-03-27 12:35:24
LwSmax (dB)	83.8
	2026-03-27 12:33:58
LwFmin (dB)	36.8
	2026-03-27 12:35:03
LwFmax (dB)	92.2
	2026-03-27 12:33:58
LwImin (dB)	47.9
	2026-03-27 12:35:24
LwImax (dB)	96.5
	2026-03-27 12:33:58
w = frequency weighting (A, C or Z)	
Community Noise (dB)	**LDN**
	63.2
	LDEN
	63.2
LCeq - LAeq (dB)	22.8
LAleq (dB)	74.4
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak (dB)	50.0
Under Range Limit (dB)	24.0
Noise Floor (dB)	17.0

Ln Percentiles

LAS 5.0 (dB)	68.3
LAS 10.0 (dB)	65.1
LAS 33.3 (dB)	59.2
LAS 50.0 (dB)	57.3
LAS 66.6 (dB)	55.6
LAS 90.0 (dB)	52.3

Exceedances

	Count	Duration (s)
LAS > 85.0 dB	0	0
LAS > 95.0 dB	0	0
LApk > 135.0 dB	0	0
LApk > 137.0 dB	0	0
LApk > 140.0 dB	0	0

Sound Exposure	
SELA (dB)	92.7
EA (Pa²s)	0.8
EA,8h (Pa²s)	24.1
EA,40h (Pa²s)	120.4
EA (Pa²h)	0.0
EA,8h (Pa²h)	0.0
EA,40h (Pa²h)	0.0

NOISE MONITORING FIELD REPORT

Project Name: Southeast Valley

Monitoring Location: White Oaks Avenue

Date: 3/27/26 **Site Number:** 6

Measured By: Annalie Sarrieddine

Measurement Start Time: 9:27 am

Measurement End Time: 9:42 am

Total Measurement Time: 15 min.

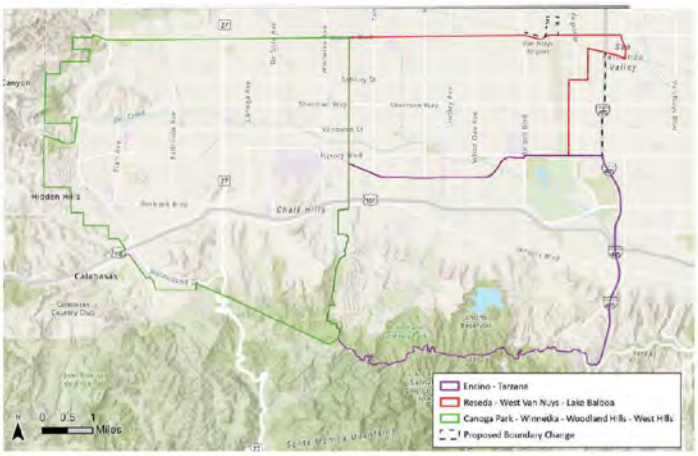
Noise Meter Model: Larson Davis Soundtrack LxT

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: 020C

Primary Noise Sources: Vehicle Traffic

Site Map



Calibration: 94.0 (dBA)

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	64.8
L_{max}	69.1
L_{min}	50.3

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

IMPACT SCIENCES

SoundExpert 821 Summary:

User: Annalie Sarrieddine

Location: 6

Job Description: Southwest Valley

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:6A61DE79:0000020C	

Overall Measurement

Start Date & Time	2026-03-27 09:27:21
Stop Date & Time	2026-03-27 09:42:21
Run Time	00:15:00
Pre-Calibration	
Date/Time	2024-12-14 16:55:03
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.47
Post-Calibration	
Date/Time	---
Calibrator Level (dB)	---
Meter Sensitivity (dB re 1V/Pa)	---
Sensitivity Delta	---
	A
Lweq (dB)	64.8
Lwpk (dB)	90.7
	2026-03-27 09:27:50
LwSmin (dB)	50.3
	2026-03-27 09:41:24
LwSmax (dB)	69.1
	2026-03-27 09:27:36
LwFmin (dB)	43.4
	2026-03-27 09:27:23
LwFmax (dB)	73.7
	2026-03-27 09:27:35
LwImin (dB)	51.1
	2026-03-27 09:41:29
LwImax (dB)	76.6
	2026-03-27 09:27:35
w = frequency weighting (A, C or Z)	
Community Noise (dB)	**LDN**
	64.8
	LDEN
	64.8
LCeq - LAeq (dB)	4.7
LAleq (dB)	67.9
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak (dB)	50.0
Under Range Limit (dB)	24.0
Noise Floor (dB)	17.0

Ln Percentiles

LAS 5.0 (dB)	66.3
LAS 10.0 (dB)	66.0
LAS 33.3 (dB)	65.6
LAS 50.0 (dB)	65.2
LAS 66.6 (dB)	64.9
LAS 90.0 (dB)	52.7

Exceedances

	Count	Duration (s)
LAS > 85.0 dB	0	0
LAS > 95.0 dB	0	0
LApk > 135.0 dB	0	0
LApk > 137.0 dB	0	0
LApk > 140.0 dB	0	0

Sound Exposure	
SELA (dB)	94.4
EA (Pa²s)	1.1
EA,8h (Pa²s)	35.1
EA,40h (Pa²s)	175.6
EA (Pa²h)	0.0
EA,8h (Pa²h)	0.0
EA,40h (Pa²h)	0.0

TRAFFIC NOISE LEVELS

Project Name: Southwest Valley Community Plans EIR

IMPACT SCIENCES

Background Information

Model Description: FHWA Highway Noise Prediction Model with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s): Existing (2024), Future (2050) No Project, Future (2050) With Proposed Plans
Source of Traffic Volumes: Transportation Analysis, Fehr & Peers 2026
Community Noise Descriptor: (Ldn) x (CNEL)

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition / Roadway Name / Roadway Segment	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Existing (2024) Traffic Noise												
Balboa Boulevard												
Burbank Boulevard to Victory Boulevard	6	20	3,427	34,267	40	50	0	0	1.8%	0.7%	74.5	73.8
Saticoy Street to Stagg Street	4	15	2,937	29,371	35	50	0	0	1.8%	0.7%	70.8	70.1
Addison Street to Magnolia Boulevard	4	15	1,320	13,197	35	50	0	0	1.8%	0.7%	67.4	66.6
Brenford Street												
Greer Road to Flamingo Street	2	5	269	2,686	25	50	0	0	1.8%	0.7%	56.8	56.1
Burbank Boulevard												
De Soto Avenue to Kelvin Avenue	4	5	250	2,504	35	50	0	0	1.8%	0.7%	59.9	59.1
Edward E Horton Lane to Balboa Boulevard	6	15	3,325	33,253	40	50	0	0	1.8%	0.7%	74.0	73.2
Califa Street												
Owensmouth Avenue to Canoga Avenue	2	5	35	345	25	50	0	0	1.8%	0.7%	47.9	47.1
Calvert Street												
Valley Circle Boulevard to El Escorpion Road	2	5	72	719	25	50	0	0	1.8%	0.7%	51.1	50.3
Campo Road												
Dumetz Road to Canoga Avenue	4	15	607	6,072	35	50	0	0	1.8%	0.7%	64.0	63.2
Canoga Avenue to Canoga Avenue	4	15	1,276	12,759	35	50	0	0	1.8%	0.7%	67.2	66.5
Canoga Avenue												
Califa Street to Oxnard Street	6	15	3,391	33,911	35	50	0	0	1.8%	0.7%	72.6	71.8
Julianna Ln to Burbank Boulevard	4	15	2,628	26,283	35	50	0	0	1.8%	0.7%	70.4	69.6
Hart Street to Sherman Way	4	15	1,803	18,030	35	50	0	0	1.8%	0.7%	68.7	68.0
Casa Drive												
Vanalden Avenue to Wells Drive	2	5	459	4,585	25	50	0	0	1.8%	0.7%	59.2	58.4
Cohasset Street												
March Avenue to Chaminade Avenue	2	5	177	1,769	25	50	0	0	1.8%	0.7%	55.0	54.2
Chaminade Avenue to Woodlake Avenue	2	5	57	573	25	50	0	0	1.8%	0.7%	50.1	49.3
Corbin Avenue												
Lanark Street to Roscoe Boulevard	4	5	901	9,005	35	50	0	0	1.8%	0.7%	65.4	64.7
Ingomar Street to Strathern Street	4	5	869	8,685	35	50	0	0	1.8%	0.7%	65.3	64.5
De Soto Avenue												
Burbank Boulevard to Califa Street	6	15	3,111	31,107	40	50	0	0	1.8%	0.7%	73.7	72.9
Lindley Avenue												
Oxnard Street to Erwin Street	4	5	2,029	20,287	35	50	0	0	1.8%	0.7%	69.0	68.2
Future (2050) No Project												
Balboa Boulevard												
Burbank Boulevard to Victory Boulevard	6	20	4,264	42,640	40	50	0	0	1.8%	0.7%	75.5	74.7
Saticoy Street to Stagg Street	4	15	3,736	37,362	35	50	0	0	1.8%	0.7%	71.9	71.1
Addison Street to Magnolia Boulevard	4	15	1,574	15,735	35	50	0	0	1.8%	0.7%	68.1	67.4
Brenford Street												
Greer Road to Flamingo Street	2	5	276	2,764	25	50	0	0	1.8%	0.7%	57.0	56.2
Burbank Boulevard												
De Soto Avenue to Kelvin Avenue	4	5	452.3	4,523	35	50	0	0	1.8%	0.7%	62.5	61.7
Edward E Horton Lane to Balboa Boulevard	6	15	4136.1	41,361	40	50	0	0	1.8%	0.7%	74.9	74.1
Califa Street												
Owensmouth Avenue to Canoga Avenue	2	5	52.2	522	25	50	0	0	1.8%	0.7%	49.7	48.9
Calvert Street												
Valley Circle Boulevard to El Escorpion Road	2	5	113.7	1,137	25	50	0	0	1.8%	0.7%	53.1	52.3
Campo Road												
Dumetz Road to Canoga Avenue	4	15	796.5	7,965	35	50	0	0	1.8%	0.7%	6516.8%	64.4
Canoga Avenue to Canoga Avenue	4	15	1668	16,680	35	50	0	0	1.8%	0.7%	6837.8%	67.6
Canoga Avenue												
Califa Street to Oxnard Street	6	15	5331.9	53,319	35	50	0	0	1.8%	0.7%	7456.8%	73.8
Julianna Ln to Burbank Boulevard	4	15	3948.5	39,485	35	50	0	0	1.8%	0.7%	7212.0%	71.4
Hart Street to Sherman Way	4	15	3084.3	30,843	35	50	0	0	1.8%	0.7%	7104.7%	70.3
Casa Drive												
Vanalden Avenue to Wells Drive	2	5	542.5	5,425	25	50	0	0	1.8%	0.7%	5989.8%	59.1

Cohasset Street												
March Avenue to Chaminade Avenue	2	5	216.3	2,163	25	50	0	0	1.8%	0.7%	5590.4%	55.1
Chaminade Avenue to Woodlake Avenue	2	5	59.6	596	25	50	0	0	1.8%	0.7%	5030.6%	49.5
Corbin Avenue												
Lanark Street to Roscoe Boulevard	4	5	1061.3	10,613	35	50	0	0	1.8%	0.7%	6615.9%	65.4
Ingomar Street to Strathern Street	4	5	1107.7	11,077	35	50	0	0	1.8%	0.7%	6634.5%	65.6
De Soto Avenue												
Burbank Boulevard to Califa Street	6	15	4627	46,270	40	50	0	0	1.8%	0.7%	7539.0%	74.6
Lindley Avenue												
Oxnard Street to Erwin Street	4	5	3202.3	32,023	35	50	0	0	1.8%	0.7%	7095.6%	70.2
Future (2050) With Proposed Plans												
Balboa Boulevard												
Burbank Boulevard to Victory Boulevard	6	20	4432.6	44,326	40	50	0	0	1.8%	0.7%	7562.8%	74.9
Saticoy Street to Stagg Street	4	15	3837.1	38,371	35	50	0	0	1.8%	0.7%	7199.6%	71.2
Addison Street to Magnolia Boulevard	4	15	1730.6	17,306	35	50	0	0	1.8%	0.7%	6853.8%	67.8
Brenford Street												
Greer Road to Flamingo Street	2	5	358.8	3,588	25	50	0	0	1.8%	0.7%	5810.2%	57.3
Burbank Boulevard												
De Soto Avenue to Kelvin Avenue	4	5	461.5	4,615	35	50	0	0	1.8%	0.7%	6254.3%	61.8
Edward E Horton Lane to Balboa Boulevard	6	15	4365.3	43,653	40	50	0	0	1.8%	0.7%	7513.7%	74.4
Califa Street												
Owensmouth Avenue to Canoga Avenue	2	5	51.4	514	25	50	0	0	1.8%	0.7%	4966.3%	48.9
Calvert Street												
Valley Circle Boulevard to El Escorpion Road	2	5	114.7	1,147	25	50	0	0	1.8%	0.7%	5314.9%	52.4
Campo Road												
Dumetz Road to Canoga Avenue	4	15	928.3	9,283	35	50	0	0	1.8%	0.7%	6583.3%	65.1
Canoga Avenue to Canoga Avenue	4	15	1789.9	17,899	35	50	0	0	1.8%	0.7%	6868.4%	67.9
Canoga Avenue												
Califa Street to Oxnard Street	6	15	5438.5	54,385	35	50	0	0	1.8%	0.7%	7465.4%	73.9
Julianna Ln to Burbank Boulevard	4	15	4097.3	40,973	35	50	0	0	1.8%	0.7%	7228.1%	71.5
Hart Street to Sherman Way	4	15	3128	31,280	35	50	0	0	1.8%	0.7%	7110.8%	70.3
Casa Drive												
Vanalden Avenue to Wells Drive	2	5	551.3	5,513	25	50	0	0	1.8%	0.7%	5996.7%	59.2
Cohasset Street												
March Avenue to Chaminade Avenue	2	5	221.5	2,215	25	50	0	0	1.8%	0.7%	5600.7%	55.2
Chaminade Avenue to Woodlake Avenue	2	5	63.4	634	25	50	0	0	1.8%	0.7%	5057.4%	49.8
Corbin Avenue												
Lanark Street to Roscoe Boulevard	4	5	1126.2	11,262	35	50	0	0	1.8%	0.7%	6641.7%	65.7
Ingomar Street to Strathern Street	4	5	1169	11,690	35	50	0	0	1.8%	0.7%	6657.9%	65.8
De Soto Avenue												
Burbank Boulevard to Califa Street	6	15	4774.7	47,747	40	50	0	0	1.8%	0.7%	7552.7%	74.8
Lindley Avenue												
Oxnard Street to Erwin Street	4	5	3440.3	34,403	35	50	0	0	1.8%	0.7%	7126.7%	70.5

Fehr & Peers

City of Los Angeles Southwest Valley Community Plans Update

Model Report

Prepared for:
City of Los Angeles

Submitted on:
September 23, 2026

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1. Introduction

The City of Los Angeles has recently updated its Travel Demand Forecasting (TDF) Model. The new City model re-establishes consistency with the latest version of the Southern California Association of Governments (SCAG) regional travel demand model, updates forecasted future changes to the regional transportation network, improves key components of the model process, and is the first city-level model in Southern California to be validated to post pandemic conditions. The details of the updated Los Angeles Model are available as part of the City of Los Angeles Travel Demand Model Development Report (dated June 2026).[1]

The new City model was used as a basis for all existing conditions and future year scenarios for the Southwest Valley Community Plans Update (CPU) modeling efforts, although Fehr & Peers refined the level of detail within the Southwest Valley Community Plans area for improved sensitivity in measuring the effect of land use and transportation network changes. The major focus areas during the process of adapting the city model for the Southwest Valley CPU included local roadway conditions, local/regional transit services, and local socio-economic and demographic (SED) inputs.

Each existing conditions and future-year scenario had its own set of inputs across these variables corresponding with the details of each project alternative in the draft environmental impact report (DEIR). Additionally, Fehr & Peers applied a custom aggregation method for transportation analysis zones (TAZs) in the Southwest Valley Community Plan areas to reflect "add-areas" to the project extents (see **2.2 Traffic Analysis Zone System** for more information).

This report describes the model SED and network changes applied as part of the Southwest Valley CPU modeling analysis, including all the scenarios outlined in **Table 1**.

Table 1: Overview of Forecasting Scenarios

Scenario Name	SED Inputs	Network Inputs
2024 Existing Conditions	2024 "off-the-shelf" base year model	2024 "off-the-shelf" base year model*
2050 Future Proposed Project	2050 Future Proposed Project land use	Mobility Plan 2035† plus 2050 transit build-out
2050 Future No Project (Alternative 1)	2050 Future No Project land use	Mobility Plan 2035† plus 2050 transit build-out
2050 Future Alternative 2	2050 Alt. 2 (*2050 Future Proposed Project, but without rezoning of existing single-family residential*)	*Identical to 2050 Future No Project*
2050 Future Alternative 3	*Identical to 2050 Future Proposed Project*	Mobility Plan 2035† with extended active transportation improvements and 2050 transit build-out

Data sources: City of Los Angeles Dept. of City Planning staff, except for where indicated:
* = As updated by Fehr & Peers in 2025 to better reflect local conditions in the Southwest Valley Community Plans area.
† = As implemented in each future-year scenario according to the treatments described in **3.2.2 *Mobility Plan 2035* Considerations**.

[1] Fehr & Peers (2026). *City of Los Angeles Travel Demand Model Development Report.*

2. Base Model & Existing Conditions

2.1 Socioeconomic/Demographic Data

The socioeconomic and demographic (SED) inputs for the **2024 Existing Conditions** scenario are inherited from the "off-the-shelf" City model's 2024 base year scenario. The SED inputs for the City model's base year scenario draw from a combination of public data sources. Generally, inputs for population and households are based on the 2023 American Community Survey (ACS) and Public Use Microdata Sample (PUMS) data, inputs for employment are based on 2023 Longitudinal Employer-Household Dynamics (LEHD) data, and inputs for school and college enrollment are based on the SCAG regional travel model's 2025 scenario. Please see the City model's development report for additional information.[2]

Table 2 below summarizes the 2024 Existing Conditions SED inputs for the three Southwest Valley Community Plan Areas (CPAs) and the City of Los Angeles. The three CPAs contain 10.6% of the population of the City of Los Angeles, and 11.0% of the employment.

Table 2: 2024 Existing Conditions Socioeconomic/Demographic Data Inputs

Category	Canoga Park CPA	Reseda-West Van Nuys CPA	Encino-Tarzana CPA	All Southwest Valley CPAs	City of Los Angeles
Population	190,815	140,185	77,533	408,533	3,859,999
Households	72,786	49,606	33,270	155,162	1,537,888
Employees	96,345	51,532	50,647	198,524	1,810,098

Data source: City of Los Angeles Dept. of City Planning staff; Fehr & Peers.

2.2 Traffic Analysis Zone System

Socioeconomic data and other information used in the model are contained in geographically defined areas known as transportation analysis zones (TAZs). These zones serve as the spatial unit for estimating trip generation based on local land use. The City of Los Angeles model has a TAZ system that is partially based on the Tier 1 TAZ system from the SCAG regional travel demand model, but disaggregated along Census block group boundaries for ease of forecasting changes in SED inputs.

Figure 1 shows the TAZ system within the Southwest Valley CPU project area.

[2] *Ibid.*

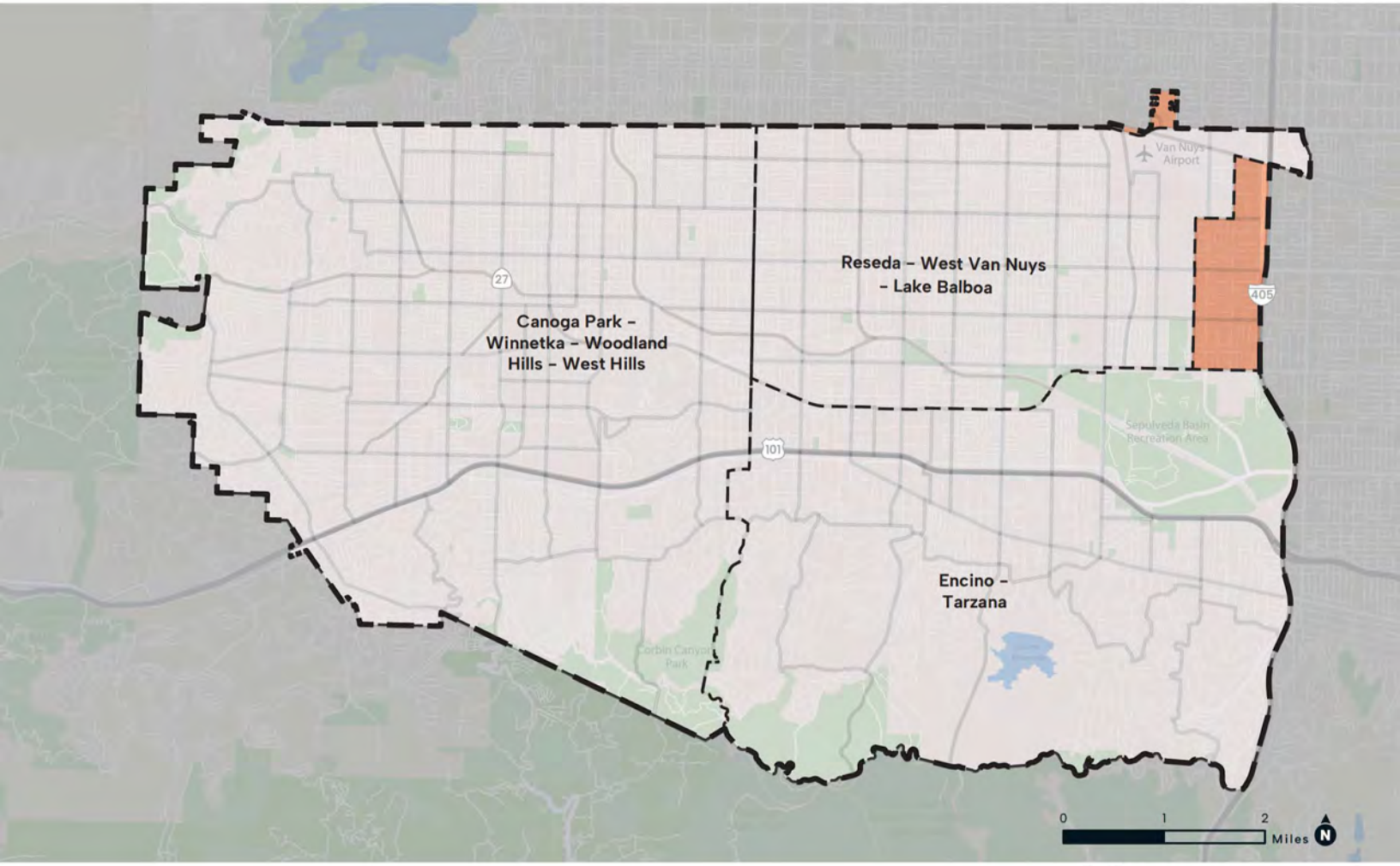


FIGURE 1

Southwest Valley Community Plan Areas and TAZs

Fehr & Peers

TAZs within the City of Los Angeles area aggregate up to CPAs (with extents defined per GIS data on the City's GeoHub). 209 TAZs comprise the three Southwest Valley CPAs. The Southwest Valley CPU features "add-areas" from the Northridge, Mission Hills-Panorama City-North Hills, and Van Nuys-North Sherman Oaks CPAs that are treated as part of the Reseda-West Van Nuys-Lake Balboa CPA for analysis purposes. These add-areas serve to align the project extents with the edges of prominent physical and land use features: I-405 Freeway along to the east and Van Nuys Airport to the northeast. In all modeling results, Fehr & Peers applied a custom TAZ aggregation method to account for these add-areas.

2.3 Roadway Network

The model roadway network within the Southwest Valley Community Plans area is shown in **Figure 2.**

The primary attributes of the network links include:

- Directionality (1-way versus 2-way)
- Posted speed limit
- Number of general-purpose lanes (by time of day, including parking restrictions)

The Existing Conditions model roadway network is based on the City model's "off-the-shelf" 2024 base year scenario, but with detailed local refinement to reflect present-day posted speeds and lane configurations by time-of-day. This includes recent projects such as the conversion of some general-purpose and parking lanes to transit-only lanes on Roscoe Blvd in August 2024. Fehr & Peers conducted this analysis by using satellite imagery to verify real-world conditions.

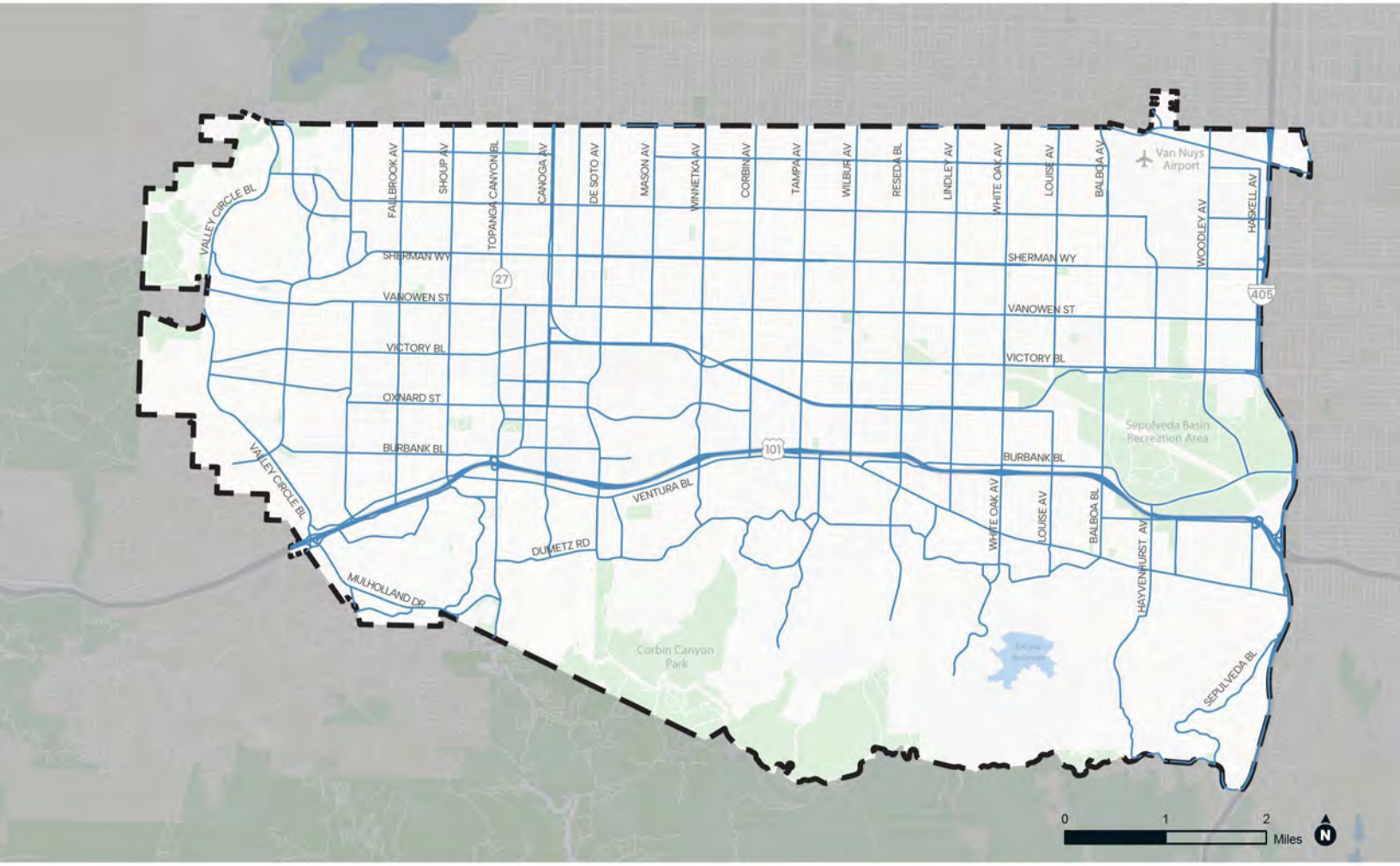


FIGURE 2

Southwest Valley Community Plan Model Network

Fehr & Peers

2.4 Transit Network

The Existing Conditions model transit network is also inherited from the City model's 2024 base year scenario. The "off-the-shelf" City model already represents present-day local transit service at sufficient accuracy for the purpose of this analysis, because it was translated directly from General Transit Feed Specification (GTFS) data from local transit agencies (e.g. LA Metro). GTFS data is publicly accessible georeferenced data provided by transit agencies to allow visibility into their routes, schedules, and stops. The primary attributes of the model transit routes layer include:

- Mode (local bus, express bus, BRT, light rail, heavy rail, commuter rail)
- Frequency by time of day
- Station-to-station travel times (for BRT and rail only)
- User fare cost

The following agencies and routes provide the bulk of the transit service within the Southwest Valley area:

- Los Angeles County Metropolitan Transportation Authority (Metro)
  - Local & high-frequency bus (19 routes)
  - G (Orange) Line bus rapid transit (BRT), operating on an exclusive guideway
  - Express bus (1 route)
- Los Angeles Department of Transportation (LADOT)
  - DASH local routes (3 routes)
  - Commuter Express (1 route)
- Additional providers
  - Amtrak
  - Antelope Valley Transit Authority (AVTA)
  - LAX FlyAway
  - Metrolink
  - Santa Clarita Transit
  - Simi Valley Transit

2.5 Areas Outside of the Southwest Valley CPAs

Although the Southwest Valley Community Plan area is the main focus of this analysis, the model still includes the entirety of the City model network, including the other cities in Los Angeles and Ventura Counties. No additional refinements or changes were made to the roadway network outside of the Southwest Valley Community Plan area. The rest of the City area in the model retains the SED inputs from the City model's "off-the-shelf" 2024 base year scenario.

3. Future year Conditions

3.1 Socioeconomic/Demographic Data

City of Los Angeles Dept. of City Planning provided Fehr & Peers with control totals for population, households, and employment for the future year model scenarios. To translate these control totals into full model SED inputs for each scenario, Fehr & Peers scaled demographic parameters such as school-age population by grade range, households by income bracket, and employment by industry category to reflect the scalar growth in the control totals while preserving relative proportions.

With each scenario, Fehr & Peers adjusted the K-12 school enrollment in each TAZ proportionally with the CPA-wide growth in population, and college enrollment in each TAZ proportionally with the model-wide growth in population. These are adjustments customarily applied with any large change in regional population, so that school capacity can properly balance to new demand for school attendance.

Table 3 on the following page summarizes the 2024 Existing Conditions SED inputs for the three Southwest Valley Community Plan Areas (CPAs) and the City of Los Angeles.

2050 Future No Project (Alternative 1) generally represents baseline growth in the project area with existing zoning and accounts for the City's Citywide Housing Incentive Program (CHIP), the State Density Bonus program, Accessory Dwelling Units, and statewide Senate Bill (SB) 79, the "Abundant and Affordable Homes Near Transit Act". **2050 Future Proposed Project** is based on the Reasonably Anticipated Development (RAD) of the Southwest Valley CPU, or what is reasonably expected to be built out under the proposed land use and zoning by 2050. **2050 Future Alternative 2** is similar to 2050 Future Proposed Project but without rezoning of existing single-family residential areas. **2050 Future Alternative 3** contains the same proposed land use and zoning and therefore the same RAD as 2050 Future Proposed Project. 2050 Future Proposed Project and 2050 Future Alternatives 2 and 3 all account for CHIP, the State Density Bonus program, ADUs, and SB 79. For additional context on the proposed alternative project scenarios, see **5.0 Alternatives** in the Southwest Valley CPU DEIR. For more information on the future scenario projections, see **Appendix B** (Methodology: Population, Housing, and Employment).

3.2 Roadway Network

3.2.1 Consistency with Other Adopted Plans

Fehr & Peers adapted the input model networks for each future year scenario from the City model's "off-the-shelf" 2050 full-build scenario, although with slightly differing approaches in terms of implementing the City's *Mobility Plan 2035* for each scenario, as described in the next section.[3]

The City model's 2050 scenario reflects the full buildout of the SCAG 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as coded in the SCAG regional travel model. In turn, this means that the 2050 scenario also reflects all regional projects with committed funding in the Federal Transportation Improvement Program (FTIP). These RTP/SCS projects include arterial

[3] City of Los Angeles (2016). *Mobility Plan 2035*. <https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf>.

general-purpose vehicle travel lane reductions along over 100 miles of 23 separate arterial corridors, including Nordhoff St. (east of Tampa Blvd.) and Roscoe Blvd. (east of Canoga Ave.) and the entirety of Ventura Blvd.

Table 3: 2050 Future year Scenarios Socioeconomic/Demographic Data Inputs

Category	Canoga Park CPA	Reseda-West Van Nuys CPA	Encino-Tarzana CPA	All Southwest Valley CPAs	City of Los Angeles
2050 Future Proposed Project					
Population	324,852	213,891	113,562	652,305	4,519,571
Households	137,364	82,234	52,579	272,177	1,915,088
Employment	138,869	74,383	64,379	277,631	2,217,428
2050 Future No Project (Alternative 1)					
Population	234,864	183,350	107,854	526,068	4,393,334
Households	99,315	70,575	49,937	219,827	1,862,738
Employment	117,366	65,593	36,523	219,482	2,159,279
2050 Future Alternative 2					
Population	311,654	190,582	106,749	608,985	4,476,251
Households	131,785	73,338	49,425	254,548	1,897,459
Employment	133,055	71,610	58,721	263,386	2,203,183
2050 Future Alternative 3					
Identical to 2050 Future Proposed Project.					

Data source: City of Los Angeles Dept. of City Planning; Fehr & Peers.

3.2.2 *Mobility Plan 2035* Considerations

The *Mobility Plan 2035* contains a variety of enhanced network treatments for roadways: the Transit Enhanced Network (TEN), the Neighborhood Enhanced Network (NEN), the Bicycle Enhanced Network (BEN), the Bicycle Lane Network (BLN), the Vehicle Enhanced Network (VEN), the Pedestrian Enhanced Districts (PED), and Goods Movement corridors. Some of these planned treatments have different levels of intensity in terms of implementation: the TEN has Moderate, Moderate Plus, and Comprehensive transit-enhanced corridors, and the BEN/BLN combined have Tier 1 protected bicycle lanes, Tiers 2 & 3 bicycle lanes, and bicycle paths.

To implement *Mobility Plan 2035* enhanced networks in all 2050 Future year scenarios, Fehr & Peers consulted with City of Los Angeles planning staff to determine how the treatments might integrate based on the existing configuration of the roadway, and whether that would translate to a reduction of a general-purpose vehicle travel lane or a parking lane. Fehr & Peers also consulted with City of Los Angeles Department of City Planning when multiple enhanced networks were proposed on the same street segment. For example, the *Mobility Plan 2035* designates sections of Reseda Blvd. as both Moderate Plus TEN and Tier 1 BEN; this was implemented in the model network as a general-purpose travel lane reduction in both directions. On Nordhoff St., Roscoe Blvd., and Ventura Blvd., the

future vehicle travel lane reductions inherited from the SCAG regional model superseded any such reductions from the TEN/BEN/BLN.

The model network for the **2050 Future No Project (Alternative 1)** and the **2050 Future Alternative 2** generally reflects the *Mobility Plan* as adopted/as written. The model network for **2050 Future Proposed Project** swaps the reduction of a parking lane for a reduction of a general-purpose travel lane (or vice versa) in just three locations, based on how changes in adjacent land use would affect the need for on-street parking. **2050 Future Alternative 3** (built from 2050 Future Proposed Project) extends and upgrades active transportation treatments beyond the adopted *Mobility Plan 2035* designations. Thus the 2050 Future Alternative 3 model network reflects a more robust reduction of vehicular capacity in the Southwest Valley area.

The *Mobility Plan 2035* is the clearest representation of long-term capital planning for transportation infrastructure in Los Angeles, and at the time of adoption it was envisioned that the identified networks would be realized by the year 2035. As the officially adopted mobility element of the General Plan, the *Mobility Plan* establishes priority for future investments along the various enhanced networks on a citywide scale.

Given the closer level of attention and detail in the community planning process, it is reasonable to analyze the Southwest Valley CPU as a refined version of *Mobility Plan 2035* that better suits the more nuanced and timely approach to the Southwest Valley CPA areas specifically, as has been done for other community plans underway since the *Mobility Plan 2035* adoption.

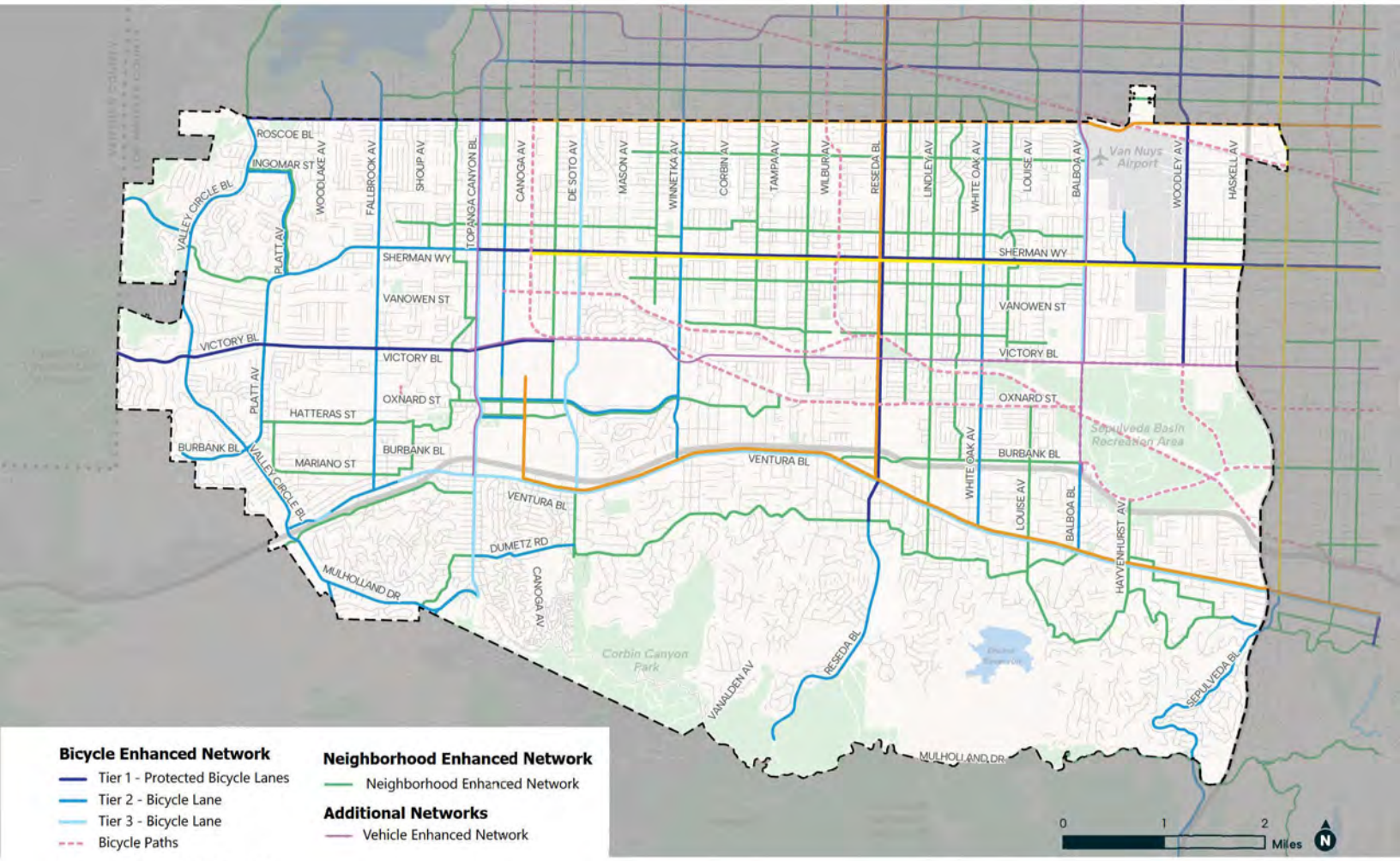
The treatments described here should not be read as official interpretations by City of Los Angeles Dept. of City Planning on implementation of the *Mobility Plan 2035*. Rather, these are approximations of future design decisions for the sake of capacity analysis.

3.3 Transit Network

All future year scenarios reflect the full buildout of Los Angeles County Measure R (2008) and Measure M (2016) as inherited from the City model's 2050 scenario. In the San Fernando Valley, this includes the following high-capacity transit projects:

- Metro North San Fernando Valley Transit Corridor – c. 2026
- Metro G Line Improvements – c. 2027
- Metro East San Fernando Valley Light Rail Transit – c. 2031
- Metro Sepulveda Pass Line Locally Preferred Alternative (heavy-rail transit) – c. 2030s-40s

Fehr & Peers did not need to alter any model transit network coding for this analysis.



Bicycle Enhanced Network
- Tier 1 - Protected Bicycle Lanes
- Tier 2 - Bicycle Lane
- Tier 3 - Bicycle Lane
- Bicycle Paths

Transit Enhanced Network
- Moderate Plus
- Moderate

Neighborhood Enhanced Network
- Neighborhood Enhanced Network

Additional Networks
- Vehicle Enhanced Network

Figure 3

Southwest Valley Planned Enhanced Networks

Fehr & Peers

3.4 Model Outputs for the Community Plan

One of the primary uses of the City model is to forecast vehicle miles traveled (VMT) on the roadway network for each analysis scenario. These forecasts help to determine whether a Community Plan Update would have any environmental impacts. There are two methods for estimating VMT using the travel demand model: the boundary method and the origin-destination (OD) method. Each method is best suited for supporting different types of analysis, such as estimating air pollution and GHG emissions. This travel forecasting analysis uses the OD method for quantifying VMT from the land use and network changes associated with the Southwest Valley CPU.

VMT is a measurement of miles traveled (e.g., private automobiles, trucks, and buses) by all land uses (e.g., residential, retail, office) in the study area. For this analysis, VMT is reported as Total Daily VMT per Service Population, which equates to all VMT generated to/from the study area divided by the sum of population and employment within the study area. A reduction in VMT overall and in VMT per service population can be used as an indicator of reduced reliance on vehicular travel, primarily by private automobiles. Some VMT metrics focus on VMT per capita and VMT per employee as separate indicators as efficiency metrics for residential and commercial land uses, respectively; however, Total Daily VMT per Service Population accounts for the effects of all vehicular movement associated with a study area's land uses and is particularly sensitive to mixture of land uses. It includes not only trips that travel between residences and workplaces, but those that fit in neither category (i.e. school to grocery store) as well as truck trips. The VMT calculation accounts for internal (II) trips and trips that begin or end (IX or XI) within the study area.

APPENDIX 4.16

Tribal Cultural Resources Correspondence

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Information Below is Required for a Sacred Lands File Search

Project: Southwest Valley Community Plans Update

County: Los Angeles

USGS Quadrangle Name: Canoga Park and Van Nuys

Township: 01 North, 02 North **Range**: 15 West, 16 West, 17 West

Company/Firm/Agency: Impact Sciences, Inc.

Contact Person: Lynn Kaufman

Street Address: 811 W. 7th Street, Suite 200

City: Los Angeles **Zip**: 90017

Phone: (310) 254-7898

Email: lkaufman@impactsciences.com

PROPOSED PROJECT LOCATION

The Southwest Valley Community Plans Update is comprised of three Community Plan Areas (CPAs): (1) the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, (2) the Encino-Tarzana CPA, and (3) the Reseda-West Van Nuys CPA; and the areas being added by the boundary changes discussed below. These three CPAs are geographically contiguous, and comprise the southwest portion of the San Fernando Valley. The Southwest Valley CPAs are outlined in **Figure 1, Southwest Valley Community Plans Area**. The Southwest Valley CPAs are shown within a regional context in **Figure 2, Regional Context**.

Collectively, the Southwest Valley CPAs are bordered by Roscoe Boulevard to the north, Sepulveda Boulevard to the northeast, Interstate-405 to the east, the Santa Monica Mountains to the south, and Topanga Canyon Boulevard to the west. The southwestern border of the Southwest Valley Community Plans aligns with the limits of City of Los Angeles, with the City of Calabasas and the City of Hidden Hills to the southwest, and Simi Hills, Ventura County, and unincorporated Los Angeles County to the

west. The Los Angeles Community Plan areas of Chatsworth-Porter Ranch, Northridge, and Mission Hills-Panorama City-North Hills are located to the north, Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the east, and Brentwood-Pacific Palisades Community Plan to the south. The combined area of the Southwest Valley Community Plans is approximately 61 square miles.

PROPOSED PROJECT DESCRIPTION

The Proposed Project is an update of the Southwest Valley Community Plans, which includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys Community Plan (collectively, the Proposed Plans). The Proposed Project includes the adoption of updated plan policy text, land use designations and zoning, as well as other ordinances needed to implement those updates. The Proposed Project also includes proposed changes to the Southwest Valley CPAs boundaries to better align the Southwest Valley CPAs boundaries with significant and distinguishable land use patterns. The Proposed Project directs future growth to already urbanized and transit-oriented areas of each Southwest Valley CPAs. The proposed changes largely follow the current pattern of land use development reflecting City policies to direct growth where it can be supported by existing transportation infrastructure. The Proposed Project promotes housing units and jobs near transit and where different types of land uses (e.g., commercial and residential) can be provided to reduce the length and number of vehicle trips and to support walkable communities.

We appreciate your assistance in responding to this query. Your response will help ensure that our analysis is accurate and complete. To ensure a timely completion of our analysis, please provide your response (via mail, or email) no later than August 29, 2024.

If you have any questions or require any additional information, please contact me at (310) 254-7898 or via email at lkaufman@impactsciences.com.

Sincerely,

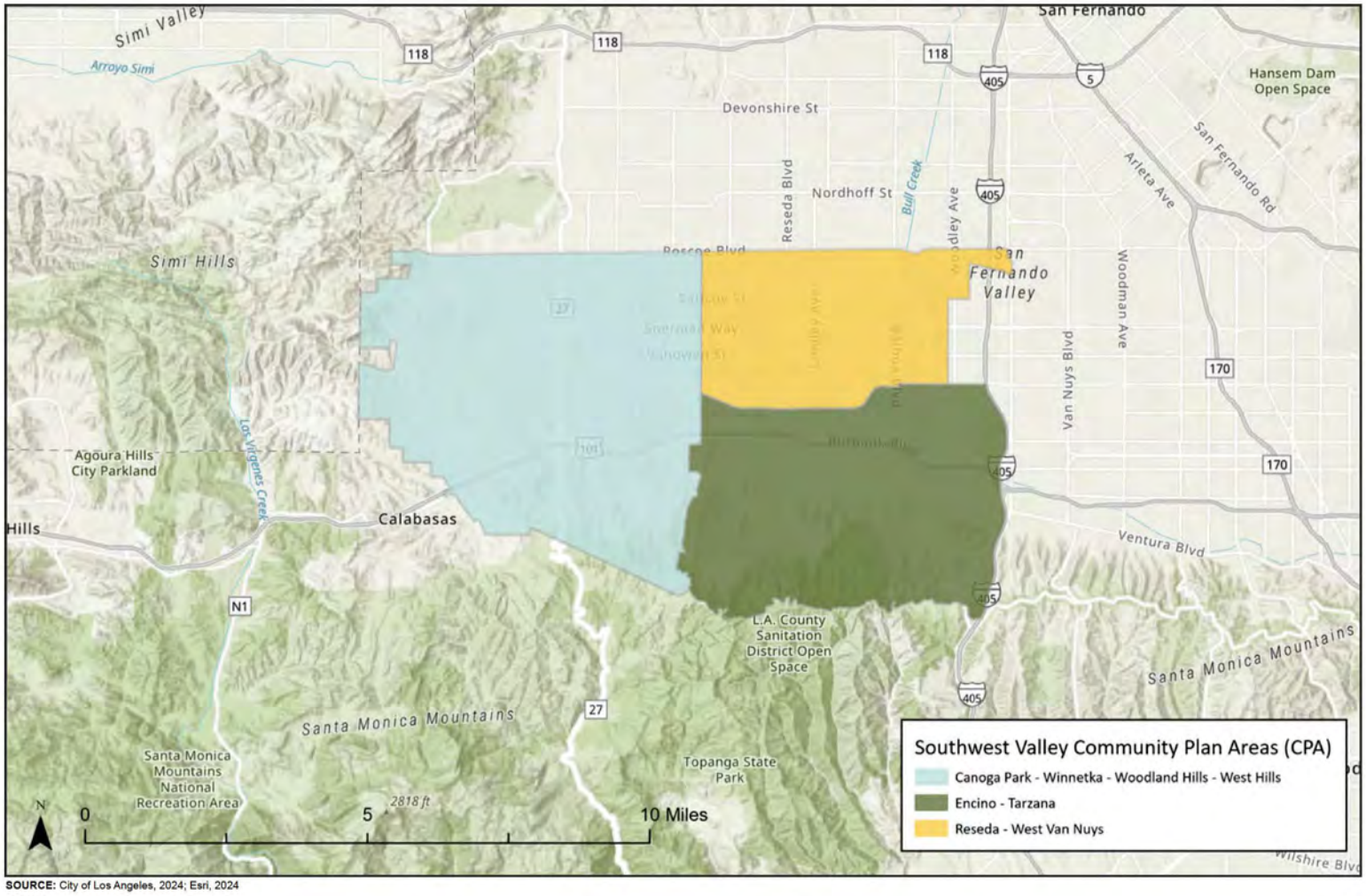
Lynn Kaufman

Lynn Kaufman

Associate Principal

Figure 1: Southwest Valley Community Plans Area

Figure 2: Regional Context



SOURCE: City of Los Angeles, 2024; Esri, 2024

FIGURE **1**

IMPACT SCIENCES

Southwest Valley Community Plans Areas

1264.015•7/24



SOURCE: City of Los Angeles, 2024; Esri, 2024

FIGURE **2**

IMPACT SCIENCES

Regional Context

1264.015•7/24

NATIVE AMERICAN HERITAGE COMMISSION

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NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

August 21, 2024

Lynn Kaufman
Impact Sciences, Inc.

Via Email to: lkaufman@impactsciences.com

Re: Southwest Valley Community Plans Update Project, Los Angeles County

To Whom It May Concern:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were positive. Please contact the tribes on the attached list for more information. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

DEPARTMENT OF
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COMMISSION OFFICE
(213) 978-1300

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DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Cultural Resource Committee
Barbareño/Ventureño Band of Mission Indians
P.O. Box 364
Ojai, CA, 93024

RE Southwest Valley Community Plans Update Project

Dear Cultural Resource Committee,

You have been identified as the lead contact person for the Barbareño/Ventureño Band of Mission Indians. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

The City of Los Angeles (City) is preparing the proposed Southwest Valley Community Plans Update, which consists of the Canoga Park-Winnetka-Woodland Hills-West Hills), Encino-Tarzana, and Reseda-West Van Nuys plans (referred to as the 'Proposed Plans'). Consistent with Assembly Bill 52 (AB 52) and pursuant to Public Resources Code 21080.3.1, this letter serves as formal notification for tribal consultation. A project summary is presented below and a map showing the project's location is attached as **Figure 1, Southwest Valley Community Plans Areas**.

PROJECT SUMMARY

The Proposed Project is an update of the Southwest Valley Community Plans, which includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys Community Plan (collectively, the Proposed Plans). The Proposed Project includes the adoption of updated plan policy text, land use designations and zoning, as well as other ordinances needed to implement those updates. The Proposed Project also includes proposed changes to the Southwest Valley Community Plan Areas (CPAs) boundaries to better align the Southwest Valley CPAs boundaries with significant and distinguishable land use patterns. The Proposed Project directs future growth to already urbanized and transit-oriented areas of each Southwest Valley CPAs. The proposed changes largely follow the current pattern of land use development reflecting City policies to direct growth where it can be supported by existing transportation infrastructure. The Proposed Project promotes housing units and jobs near transit and where different types of land uses (e.g., commercial and residential) can be provided to reduce the length and number of vehicle trips and to support walkable communities.

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Please respond within 30 days from the receipt of this letter to submit a written request for consultation with the City of Los Angeles and send your request to 6262 Van Nuys Boulevard, 3rd Floor, Room 351, Van Nuys, CA 91401. If you have any questions prior to submitting a written request, please contact Betty Barberena, City Planner, by phone at (213) 978-1194 or by email at betty.barberena@lacity.org.

Sincerely

Betty Barberena, City Planner
Southwest Valley Community Planning
Department of City Planning
6262 Van Nuys Boulevard, 3rd Floor, Room 351
Van Nuys, CA 91401

Attachments: Notice of Preparation
Figure 1, Southwest Valley Community Plans Areas
Figure 2, Regional Context

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DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Bobby/Ray Esparza,
Cultural Director
Cahuilla Band of Indians
52701 CA Highway 371
Anza, CA, 92539

RE Southwest Valley Community Plans Update Project

Dear Anthony Madrigal,

You have been identified as the lead contact person for the Cahuilla Band of Indians. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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Sincerely

Betty Barberena, City Planner
Southwest Valley Community Planning
Department of City Planning
6262 Van Nuys Boulevard, 3rd Floor, Room 351
Van Nuys, CA 91401

Attachments: Notice of Preparation
Figure 1, Southwest Valley Community Plans Areas
Figure 2, Regional Context

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DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Anthony Madrigal,
Tribal Historic Preservation Officer
Cahuilla Band of Indians
52701 CA Highway 371
Anza, CA, 92539

RE Southwest Valley Community Plans Update Project

Dear Anthony Madrigal,

You have been identified as the lead contact person for the Cahuilla Band of Indians. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Erica Schenk, Chairperson
Cahuilla Band of Indians
52701 CA Highway 371
Anza, CA, 92539

RE Southwest Valley Community Plans Update Project

Dear Erica Schenk,

You have been identified as the lead contact person for the Cahuilla Band of Indians. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

The City of Los Angeles (City) is preparing the proposed Southwest Valley Community Plans Update, which consists of the Canoga Park-Winnetka-Woodland Hills-West Hills), Encino-Tarzana, and Reseda-West Van Nuys plans (referred to as the 'Proposed Plans'). Consistent with Assembly Bill 52 (AB 52) and pursuant to Public Resources Code 21080.3.1, this letter serves as formal notification for tribal consultation. A project summary is presented below and a map showing the project's location is attached as **Figure 1, Southwest Valley Community Plans Areas**.

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LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Julio Quair,
Chairperson
Chumash Council of Bakersfield
729 Texas Street
Bakersfield, CA, 93307

RE Southwest Valley Community Plans Update Project

Dear Julio Quair,

You have been identified as the lead contact person for the Chumash Council of Bakersfield. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

The City of Los Angeles (City) is preparing the proposed Southwest Valley Community Plans Update, which consists of the Canoga Park-Winnetka-Woodland Hills-West Hills), Encino-Tarzana, and Reseda-West Van Nuys plans (referred to as the 'Proposed Plans'). Consistent with Assembly Bill 52 (AB 52) and pursuant to Public Resources Code 21080.3.1, this letter serves as formal notification for tribal consultation. A project summary is presented below and a map showing the project's location is attached as **Figure 1, Southwest Valley Community Plans Areas**.

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Figure 2, Regional Context

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LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Gabe Frausto,
Chairman
Coastal Band of the Chumash Nation
P.O. Box 40653
Santa Barbara, CA, 93140

RE Southwest Valley Community Plans Update Project

Dear Julio Quair,

You have been identified as the lead contact person for the Coastal Band of the Chumash Nation. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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Sincerely

Betty Barberena, City Planner
Southwest Valley Community Planning
Department of City Planning
6262 Van Nuys Boulevard, 3rd Floor, Room 351
Van Nuys, CA 91401

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LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Sarah Brunzell,
CRM Manager
Fernandeno Tataviam Band of Mission Indians
1019 Second Street
San Fernando, CA, 91340

RE Southwest Valley Community Plans Update Project

Dear Julio Quair,

You have been identified as the lead contact person for the Fernandeno Tataviam Band of Mission Indians. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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October 10, 2024

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CRM Manager
Fernandeno Tataviam Band of Mission Indians
1019 Second Street
San Fernando, CA, 91340

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DEPUTY DIRECTOR

October 10, 2024

Anthony Morales,
Chairperson
Gabrieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA, 91723

RE Southwest Valley Community Plans Update Project

Dear Anthony Morales,

You have been identified as the lead contact person for the Gabrieleno Band of Mission Indians - Kizh Nation. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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DEPUTY DIRECTOR

October 10, 2024

Andrew Salas,
Chairperson
Gabrieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA, 91723

RE Southwest Valley Community Plans Update Project

Dear Andrew Salas,

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LISA M. WEBBER, AICP
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October 10, 2024

Christina Swindall Martinez,
Secretary
Gabrieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA, 91723

RE Southwest Valley Community Plans Update Project

Dear Christina Swindall Martinez,

You have been identified as the lead contact person for the Gabrieleno Band of Mission Indians - Kizh Nation. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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Robert Dorame,
Chairperson
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA, 90707

RE Southwest Valley Community Plans Update Project

Dear Robert Dorame,

You have been identified as the lead contact person for the Gabrielino Tongva Indians of California Tribal Council. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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Sincerely

Betty Barberena, City Planner
Southwest Valley Community Planning
Department of City Planning
6262 Van Nuys Boulevard, 3rd Floor, Room 351
Van Nuys, CA 91401

Attachments: Notice of Preparation
Figure 1, Southwest Valley Community Plans Areas
Figure 2, Regional Context

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ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Christina Conley,
Cultural Resource Administrator
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 941078
Simi Valley, CA, 93094

RE Southwest Valley Community Plans Update Project

Dear Christina Conley,

You have been identified as the lead contact person for the Gabrielino Tongva Indians of California Tribal Council. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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Sincerely

Betty Barberena, City Planner
Southwest Valley Community Planning
Department of City Planning
6262 Van Nuys Boulevard, 3rd Floor, Room 351
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DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Sandonne Goad,
Chairperson
Gabrielino/Tongva Nation
106 1/2 Judge John Aiso St., #231
Los Angeles, CA, 90012

RE Southwest Valley Community Plans Update Project

Dear Sandonne Goad,

You have been identified as the lead contact person for the Gabrielino/Tongva Nation. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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DEPUTY DIRECTOR

October 10, 2024

Charles Alvarez,
Chairperson
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA, 91307

RE Southwest Valley Community Plans Update Project

Dear Charles Alvarez,

You have been identified as the lead contact person for the Gabrielino-Tongva Tribe. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Sam Dunlap,
Cultural Resource Director
Gabrielino-Tongva Tribe
P.O. Box 3919
Seal Beach, CA, 90740

RE Southwest Valley Community Plans Update Project

Dear Sam Dunlap,

You have been identified as the lead contact person for the Gabrielino-Tongva Tribe. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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October 10, 2024

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LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Violet Walker,
Chairperson
Northern Chumash Tribal Council
P.O. Box 6533
Los Osos, CA, 93412

RE Southwest Valley Community Plans Update Project

Dear Violet Walker,

You have been identified as the lead contact person for the Northern Chumash Tribal Council. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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Sincerely

Betty Barberena, City Planner
Southwest Valley Community Planning
Department of City Planning
6262 Van Nuys Boulevard, 3rd Floor, Room 351
Van Nuys, CA 91401

Attachments: Notice of Preparation
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LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Wendy Teeter,
Cultural Resources Archaeologist
Santa Rosa Band of Cahuilla Indians
100 Via Juana Road
Santa Ynez, CA, 93460

RE Southwest Valley Community Plans Update Project

Dear Wendy Teeter,

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October 10, 2024

Crystal Mendoza,
Elders' Council Administrative Assistant
Santa Rosa Band of Cahuilla Indians
100 Via Juana Road
Santa Ynez, CA, 93460

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LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Sam Cohen,
Government & Legal Affairs Director
Santa Rosa Band of Cahuilla Indians
100 Via Juana Road
Santa Ynez, CA, 93460

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October 10, 2024

Steven Estrada,
Tribal Chairman
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA, 92539

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Sincerely

Betty Barberena, City Planner
Southwest Valley Community Planning
Department of City Planning
6262 Van Nuys Boulevard, 3rd Floor, Room 351
Van Nuys, CA 91401

Attachments: Notice of Preparation
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LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 10, 2024

Nakia Zavalla,
Tribal Historic Preservation Officer
Santa Rosa Band of Cahuilla Indians
100 Via Juana Road
Santa Ynez, CA, 93460

RE Southwest Valley Community Plans Update Project

Dear Nakia Zavalla,

You have been identified as the lead contact person for the Santa Rosa Band of Cahuilla Indians. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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DEPUTY DIRECTOR

October 10, 2024

Steven Estrada,
Tribal Chairman
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA, 92539

RE Southwest Valley Community Plans Update Project

Dear Steven Estrada,

You have been identified as the lead contact person for the Santa Rosa Band of Cahuilla Indians. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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October 10, 2024

Vanessa Minott,
Tribal Administrator
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA, 92539

RE Southwest Valley Community Plans Update Project

Dear Vanessa Minott,

You have been identified as the lead contact person for the Santa Rosa Band of Cahuilla Indians. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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LISA M. WEBBER, AICP
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October 10, 2024

Jessica Valdez,
Cultural Resource Specialist
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA, 92581

RE Southwest Valley Community Plans Update Project

Dear Jessica Valdez,

You have been identified as the lead contact person for the Soboba Band of Luiseno Indians. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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October 10, 2024

Joseph Ontiveros,
Tribal Historic Preservation Officer
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA, 92581

RE Southwest Valley Community Plans Update Project

Dear Joseph Ontiveros,

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