

EXHIBIT I:

Additional Plan Map Footnote, Corresponding Zone, and Land Use Nomenclature Recommended Changes

CPC-2006-5569-CPU; ENV-2006-5624-EIR

Recommended by the City Planning Commission on April 25, 2013.

Sylmar Community Plan RECOMMENDED PLAN MAP FOOTNOTES

Administrative Notes

1. Boxed symbol denotes the general location of a potential facility. The symbol does not designate any specific property for acquisition.
2. Symbols, local streets, and freeways are shown for reference only.
3. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations. Zone established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
4. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
5. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
6. Bikeways are shown on the Citywide Bikeways System maps contained in the City's 2010 Bicycle Plan, a component of the Transportation Element of the General Plan, which was adopted by the City Council on March 1, 2011.
7. Trails shown on this map are part of the Sylmar Trail Network which includes the location of existing and proposed trails.

Sylmar Community Plan
EXISTING MAP FOOTNOTES FOR REFERENCE ONLY

1. Maximum Floor Area Ratio of 1.5:1 (Height District 1).
2. Area designated as Community Commercial on the NE side of Foothill Boulevard from Hubbard Street to Gridley Street shall have a maximum Floor Area Ratio of commercial uses of 1:1; and, if residential uses are included, residential uses shall be limited to a maximum density not to exceed one dwelling unit per 1,500 square feet of lot area (Low Medium II density) for market rate housing.
3. Area designated as Highway Oriented Commercial on the NE side of Foothill Boulevard from Gridley Street to Maclay Street shall have a maximum Floor Area Ratio for Commercial uses of 0.5:1, and, if residential uses are included, residential uses shall be limited to maximum residential density not to exceed one dwelling unit per 1,500 square feet of lot area (Low Medium II density) for market rate housing.
4. Boxed symbol denote the general location of a potential facility. The symbol does not designate any specific property for acquisition.
5. Local streets and freeways are shown for reference only.
6. RD6 zone permits apartments, attached housing and detached housing.
7. Land Use on the Olive View Medical Center property shall be limited to hospital uses, open space, or Minimum density housing.
8. Residential uses shall be restricted and open space shall be maintained by a homeowner's association or an incorporated non-profit organization that will charge each dwelling unit within Tract No.36922 with a proportionate share of the cost of maintenance. The open space area has been designated on the Plan and Open Space and has been rezoned to OS-1XL per City Plan Case No. 90-0596 GPC and Ordinance No. 169754 effective June 12, 1994.
9. New residential development in designated commercial areas should include neighborhood retail and service uses at the first floor level.
10. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
11. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations. Zone established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

12. In the area designated as Medium Density Residential and Community Commercial generally bounded by Foothill Boulevard, Polk Street, Dronfield Avenue, and Hubbard Street, residential density shall not exceed a maximum of one unit per 1200 square feet of lot area.
13. For properties designated on the Plan as Open Space, the Open Space (OS) Zone is intended to be a corresponding zone only for publicly owned property, while the A1 zone is intended to be a corresponding zone for privately owned property. The Height District for properties designated as open space shall be -1XL (two stories or 30 feet high).
14. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
15. In areas designated for "Minimum" density housing, the dwelling unit capacity shall not exceed the density allowed by the slope density ordinance (LAMC 17.05 C) or by the Hillside Ordinance (No. 168159).
16. An approximately 6.61 net acre area primarily fronting on the northeast side of Encinitas Avenue from Roxford Street southerly to Cobalt Street has had a General Plan Amendment from Low Density Residential to Highway Oriented Commercial and Low Medium II Residential approved by the City Planning Commission on March 9, 1995 (City Plan Case No.'s 94-0062 ZC/GPA and 93-0456 PPR and Council File No. 95-1253). On July 21, 1995, the Mayor, recommended that the City Council disapprove the action of the City Planning Commission and recommended that a more appropriate use of the site would be a Low Medium I (RD-3, RD-4) type of development. The Plan will show the Plan Land Use for this area that is adopted by the City Council.
17. The Sunset Farms Industrial/Business Park development was modified by the City Council to include golf course as a permitted use in the [Q]M1-1 Zone per City Plan Case No. 94-0376 and Council File No. 95-0662.
18. The Mission College site on the southeast corner of Hubbard Street and Eldridge Avenue shall be limited to educational uses and development of the site shall conform to City Plan Case No. 84-0564 CU.
19. The land use is changed from Open Space to Highway Oriented Commercial for a portion of a 1.57 net acre lot just west of Yarnell Street on the north side of Foothill Boulevard and south of the Foothill (1-210) Freeway based upon a November 2, 1985, Planning commission pound symbol land use determination, under Section 12.24.1, which included a zone change to (T)(Q)C2-1 per City Plan Case No. 89-0376 and Ordinance No. 165849 effective June 10, 1990.

20. Any subdivision at the easterly terminus of Olive View Drive where it intersects Cranston Avenue shall provide for dedication and improvement of a street connection between Eldridge Avenue to Olive View Drive to Secondary Highway standards.

21. The height of any commercial development on the southeast or southwest corners of the intersection of Foothill Boulevard and Roxford Street shall not exceed 30 feet.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6, 1996.

**Sylmar Community Plan
LAND USE DESIGNATIONS AND CORRESPONDING ZONES**

Existing Land Use Designation	Recommended Land Use Designation Changes *	Recommended Corresponding Zones
Minimum Residential		A1, A2, RE40
Very Low I Residential		RE20, RA
Very Low II Residential		RE15, RE11
Low Residential	Low I	RE9, RS, R1, RD6
	Low II	R1
	Low III	RD5, RD6
Low Medium I Residential		R2, RD5, RD4, RD3
Low Medium II Residential		RD1.5, RD2
Medium Residential		R3
Neighborhood Commercial		C1, C2, CR, RAS3, P-C1.5
Limited Commercial	(Deleted)	CR, C1, RAS3, P
Highway Oriented Commercial	(Deleted)	C1, C2, CR, RAS3, P
Community Commercial		C2, C4, CR, RAS3, P, PB
Commercial Manufacturing	(Deleted)	CM, P
Limited Industrial		M1, MR1, P
Light Industrial		M2, MR2, P
Open Space		OS, A1
Public Facilities	Public Facilities	PF
	Public Facilities – Freeways	PF

* If no change is indicated, this means that the existing Land Use Designation remains the same.

Nomenclature Change:

- The *Low* land use designation will be split into three land use designations (Low I, Low II, and Low III) in order to limit (narrow) the type of development allowed within each category. By splitting the *Low* category, it removes the potential to develop RD6 (small lot subdivisions/townhomes) within single family neighborhoods throughout the community. This change will ensure that if and when new subdivisions occur, it maintains the general neighborhood character with regard to lot size and yard setbacks. It will also reduce the potential number of dwelling units the Proposed Plan could accommodate, generally maintaining the existing land use pattern and housing density.
- Freeways shall be shown as “Public Facilities – Freeway”
- Any other necessary changes to ensure consistency with the revised plan

Map Symbol Change:

- Update symbols for schools, parks, and other facilities, as appropriate.

EXHIBIT J:

Recommended Street Redesignations and Modifications

CPC-2006-5569-CPU; ENV-2006-5624-EIR

Recommended by the City Planning Commission on April 25, 2013.

STREET NAME	SPECIFIC LOCATION		CURRENT DIMENSIONS						CURRENT STANDARDS				CURRENT DESIGNATION				RECOMMENDED DIMENSIONS				RECOMMENDED DESIGNATION		COMMENTS
			S'walk (North/West)	S'walk (East/South)	# of Lanes (each way)	Road	ROW	S'walk	Road	ROW	Trans. Element	GP Circulation	S'walk (North/West)	S'walk (East/South)	# of Lanes (each way)	Road	ROW	Trans. Element/ GP Circulation	Mobility Plan 2035				
Bledsoe St		Glenoaks Blvd. to Borden Ave.	11'	12-25'	1	30'	60-86'	70'	90'	Secondary	Secondary	14'	14' (6' trail, 5' sidewalk, 3' parkway)	1	32'	60'	Modified Secondary	Modified Avenue I		Trail Priority Street (from Glenoaks to Olive View Drive)			
		Borden Ave. to Dronfield Ave.	12-15'	13-15'	1	30'	60-73'	70'	90'	Secondary	Secondary	14'	14' (6' trail, 5' sidewalk, 3' parkway)	1	32'	60'	Modified Secondary	Modified Avenue I		Trail proposed on the south side of the street from Glenoaks to Foothill, then both sides from Foothill to Olive View Drive. Refer to Design Guidelines in Sycmar NCP, Chapter 4 page 4-25.			
		Dronfield Ave. to Foothill Blvd.	11-22'	10-12'	1 to 3	30-70'	60-90'	70'	90'	Secondary	Secondary	14'	14' (6' trail, 5' sidewalk, 3' parkway)	1	32'	60'	Modified Secondary	Modified Avenue I					
		Foothill Blvd. to Gladstone Ave.	12'	12-14'	1	40-50'	60-75'	70'	90'	Secondary	Secondary	14' (6' trail, 5' sidewalk, 3' parkway)	14' (6' trail, 5' sidewalk, 3' parkway)	1	32'	60'	Modified Secondary	Modified Avenue I					
		Gladstone to Olive View Dr.	15'	12'	1	30-40'	60-88'	70'	90'	Secondary	Secondary	14' (6' trail, 5' sidewalk, 3' parkway)	14' (6' trail, 5' sidewalk, 3' parkway)	1	32'	60'	Modified Secondary	Modified Avenue I					
		Telfair Ave. to El Dorado Ave.	8'	12'	1 to 2	60'	80'	66'	104'	Major Highway Class II	Major Highway Class II	10'	10'	2	70'	90'	Modified Major Highway Class II	Modified Avenue I		Bicycle Priority Street (from Encinitas to Olive View Drive)			
Roxford St		El Doado Ave. to San Fernando Rd.	13-15'	16-17'	2	67-70'	100'	66'	104'	Major Highway Class II	Major Highway Class II	10'	10'	2	80'	100'	Modified Major Highway Class II	Modified Avenue I		Class III Bicycle Route (from San Fernando Road to Foothill)			
		San Fernando Rd. to Ralston St.	7'	12'	2	77'	100'	66'	104'	Major Highway Class II	Major Highway Class II	10'	10'	2	80'	100'	Modified Major Highway Class II	Modified Avenue I					
		Ralston St. to Bradley Ave.	9'	14'	2	47-78'	60-100'	66'	104'	Major Highway Class II	Major Highway Class II	10'	10'	2	80'	100'	Modified Major Highway Class II	Modified Avenue I					
		Bradley Ave. to Herrick Ave.	5'-10'	7-10'	1	50-65'	60-83'	66'	104'	Major Highway Class II	Major Highway Class II	10'	10'	2	70'	90'	Modified Major Highway Class II	Modified Avenue I					
		Herrick Ave. to Glenoaks Blvd.	20'	6'	1	51'	81'	66'	104'	Major Highway Class II	Major Highway Class II	10'	10'	2	70'	90'	Modified Major Highway Class II	Modified Avenue I					
		Glenoaks Blvd. to Borden Ave.	10-20'	10-25'	1	40-80'	60-100'	66'	104'	Major Highway Class II	Major Highway Class II	10'	10'	2	70'	90'	Modified Major Highway Class II	Modified Avenue I					
	Borden Ave. to Foothill Blvd.	8-10'	10-12'	1 to 2	80-82'	85-100'	66'	104'	Major Highway Class II	Major Highway Class II	10'	10'	2	70'	90'	Modified Major Highway Class II	Modified Avenue I						

RECOMMENDED STREET DESIGNATIONS, MODIFICATIONS, AND RELATED CHANGES

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS						CURRENT STANDARDS				CURRENT DESIGNATION				RECOMMENDED DIMENSIONS				RECOMMENDED DESIGNATION		COMMENTS
		S'walk (North/West)	# of Lanes (each way)	Road	ROW	S'walk (East/South)	# of Lanes (each way)	Road	ROW	S'walk (North/West)	GP Circulation	Trans. Element	GP Circulation	S'walk (North/West)	S'walk (East/South)	# of Lanes (each way)	Road	ROW	Trans. Element/ GP Circulation	Mobility Plan 2035		
Olive View Drive	Roxford St. to Bledsoe St.	10'	2	64'	78-86'	10'	70'	90'	Secondary	Secondary	Secondary	Secondary	14' (6' trail, 5' sidewalk, 3' parkway)	2	62'	90'	Modified Avenue II	Modified Avenue II	Trail Priority Street (from Roxford to Kopany)			
	Bledsoe St. to Tyler St.	10'	2	65'	85-87'	10'	70'	90'	Secondary	Secondary	Secondary	Secondary	14' (6' trail, 5' sidewalk, 3' parkway)	2	62'	90'	Modified Avenue II	Modified Avenue II	Bicycle Priority Street (from Roxford to Kopany)			
	Tyler St. to Cranston Ave.	10'	2 to 1	64'	87'	10'	70'	90'	Secondary	Secondary	Secondary	Secondary	14' (6' trail, 5' sidewalk, 3' parkway)	2	62'	90'	Modified Avenue II	Modified Avenue II				
	Cranston Ave to Kopany Avenue	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None	Proposed Street	None	Proposed Street	14' (6' trail, 5' sidewalk, 3' parkway)	2	62'	90'	Proposed Modified Avenue II	Modified Avenue II	Re-align street segment to reflect As-Built conditions.			
Maclay St.					6'													Collector	Collector	This segment is designated as a private road in Navigage LA. Bicycle Priority Street (from City of San Fernando Boundary to Harding)		
Harding St.	N. of Fenton to Harding St.		1	40'	170-280'	N/A	N/A	N/A	None	Proposed Street	None	Proposed Street	10'	1	44'	64'	Collector	Collector	This segment is designated as a private road in Navigage LA. Bicycle Priority Street (from City of SF Boundary to Gavina)			
	Maclay/Harding connection to Via San Ricardo	8'	1	44'	60'	N/A	N/A	N/A	None	Proposed Street	None	Proposed Street	8'	1	44'	60'	Proposed Collector	Proposed Collector	Proposed streets are identified only at the Community Plan level			
Harding St.	Via San Ricardo to Via San Diego	8'	1	44'	60'	N/A	N/A	N/A	None	Proposed Street	None	Proposed Street	10'	1	44'	64'	Collector	Collector	This segment is designated as a Collector St in Navigage LA. Bicycle Priority Street (from City of SF Boundary to Gavina)			

RECOMMENDED STREET DESIGNATIONS, MODIFICATIONS, AND RELATED CHANGES

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS						CURRENT STANDARDS				CURRENT DESIGNATION				RECOMMENDED DIMENSIONS						RECOMMENDED DESIGNATION		COMMENTS
		S'walk (North/West)	S'walk (East/South)	# of Lanes (each way)	Road	ROW	S'walk (North/West)	S'walk (East/South)	# of Lanes (each way)	Road	ROW	Trans. Element	GP Circulation	S'walk (North/West)	S'walk (East/South)	# of Lanes (each way)	Road	ROW	Trans. Element/ GP Circulation	Mobility Plan 2035				
Harding St.	Via San Diego to Gavina Ave	10'		1	40'	60'	12'	36'	60'		None	Private	10'	10'	1	44'	64'	Collector	Collector		This segment is designated as a Collector St in Navigatae I.A. Bicycle Priority Street (from City of SF Boundary to Gavina)			
																						Listed as a Local Street under the existing Gplan Circulation, and as an Unknown Type or Closed Street in Navigatae I.A. This street segment is not built.		
Leach St.	MacLay/Harding Intersection to E. of Garrick St.	0'		None	0'	0'	N/A	N/A	N/A	None	Local	0'	0'	N/A	0'	0'	0'	Remove	Remove		This was a proposed street under the existing plan, but is no longer proposed.			
	Gladstone Ave. to Wheeler Ave.	0'		None	0'	0'	12'	36'	60'	None	Proposed Street	0'	0'	None	0'	0'	0'	Remove	Remove					
NORTH/SOUTH STREETS																								
Eldridge Ave.	Kopany Ave to Polk St.	0-10'		1	30'	90'	10'	70'	90'		Secondary	Proposed Street	12'	12'	1	66'	90'	Modified Secondary II	Modified Avenue II		Bicycle Priority Street (from Kopany to Harding Street)			
		11'		1	60'	85-97'	10'	70'	90'		Secondary	Secondary	12'	12'	1	66'	90'	Modified Secondary II	Modified Avenue II					
Truman St	San Fernando Rd. to Hubbard St.	10-12'		1	60-62'	80-90'	10'	70'	90'		Secondary	Secondary	12'	12'	1	66'	90'	Modified Secondary II	Modified Avenue II		This was a proposed street under the existing plan, but is no longer proposed.			
		12'		1 to 2	60-65'	85-90'	10'	70'	90'		Secondary	Secondary	12'	12'	1 to 2	66'	90'	Modified Secondary II	Modified Avenue II					
	Harding Ave. to MacLay St.	0'		None	0'	0'	N/A	N/A	N/A	None	Proposed Street	0'	0'	N/A	0'	0'	0'	Remove	Modified Avenue II		Vision is for future closure of this street segment.			

RECOMMENDED STREET DESIGNATIONS, MODIFICATIONS, AND RELATED CHANGES

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS						CURRENT STANDARDS						CURRENT DESIGNATION			RECOMMENDED DIMENSIONS				RECOMMENDED DESIGNATION		COMMENTS
		S'walk (North/West)	S'walk (East/South)	# of Lanes (each way)	Road	ROW	S'walk (North/West)	S'walk (East/South)	# of Lanes (each way)	Road	ROW	Trans. Element	GP Circulation	S'walk (North/West)	S'walk (East/South)	# of Lanes (each way)	Road	ROW	Trans. Element/ GP Circulation	Mobility Plan 2035			
Laurel Canyon Blvd.	Encinitas Ave. to N. of Polk Street	0'	0'	None	0'	0'	10'	70'	90'	None	None	None	10'	10'	2	70'	90'	Proposed Secondary	Proposed Modified Avenue I	New proposed street. Bicycle Priority Street			
Encinitas Ave.	Bledsoe St. to Edgely	0'	0'	None	0'	0'	12'	36'	60'	Proposed Street	None	None	12'	12'	1	36'	60'	Proposed Local	Proposed streets are only identified at the Community Plan level	Clarify that it should be a proposed local street			
Garrick Ave	North of Harding St to the dead-end	0'	0'	None	0'	0'	N/A	N/A	N/A	None	Local	None	0'	0'	N/A	0'	0'	Remove		Listed as a Local Street under the existing General Plan Circulation, and as an Unknown Type or Closed Street in Navigatela.			
Ralston Ave.	Yarnell St. to Olden St.	0'	0'	None	0'	0'	12'	36'	60'	None	Proposed Street	None	0'	0'	None	0'	0'	Remove		This was a proposed street under the existing plan, but is no longer proposed.			
Ralston Ave.	Roxford St. to Cobalt St.	0'	0'	None	0'	0'	12'	36'	60'	None	Proposed Street	None	0'	0'	None	0'	0'	Remove		This was a proposed street under the existing plan, but is no longer proposed.			
Rincon Ave.	Laurel Canyon Blvd. to Lashburn St.	9'	9'	1	36'	64'	9'	36'	64'	None	Proposed Street	None	9'	9'	1	36'	64'	Local	Local	This is an existing Local Street within a residential area.			
Private Streets	Sub Area 10 (North of the Glenoaks/Foothill Intersection)									None	None	None						Private Streets	Private Streets are only shown at the Community Plan level				

RECOMMENDED STREET DESIGNATIONS, MODIFICATIONS, AND RELATED CHANGES

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS				CURRENT STANDARDS				CURRENT DESIGNATION				RECOMMENDED DIMENSIONS				RECOMMENDED DESIGNATION		COMMENTS
		S'walk (North/West)	S'walk (East/South)	# of Lanes (each way)	Road	ROW	S'walk	Road	ROW	Trans. Element	GP Circulation	S'walk (North/West)	S'walk (East/South)	# of Lanes (each way)	Road	ROW	Trans. Element/ GP Circulation	Mobility Plan 2035		
Proposed Private Streets	Sub Area 30 (South of Harding between the Harding/Maclay connection and Via San Ricardo)																	Proposed streets are only identified at the Community Plan level	Streets are existing as private "Driveways" but the vision is for them to one day become Private Streets. See attached map for reference.	
Foothill Blvd	N. of Balboa to Sierra Canyon Highway	0'	0'	1	30'		N/A	N/A	N/A	None	Proposed Street	12'	12'	4	80'	104'	Major Highway Class II	Modified Avenue I	This segment has been developed and is currently existing within PF land use designation and is listed as an Undeveloped/Proposed Major Highway Class II in NavigateLA. Very narrow, one lane in each direction, no sidewalks on either side.	

Additional Notes

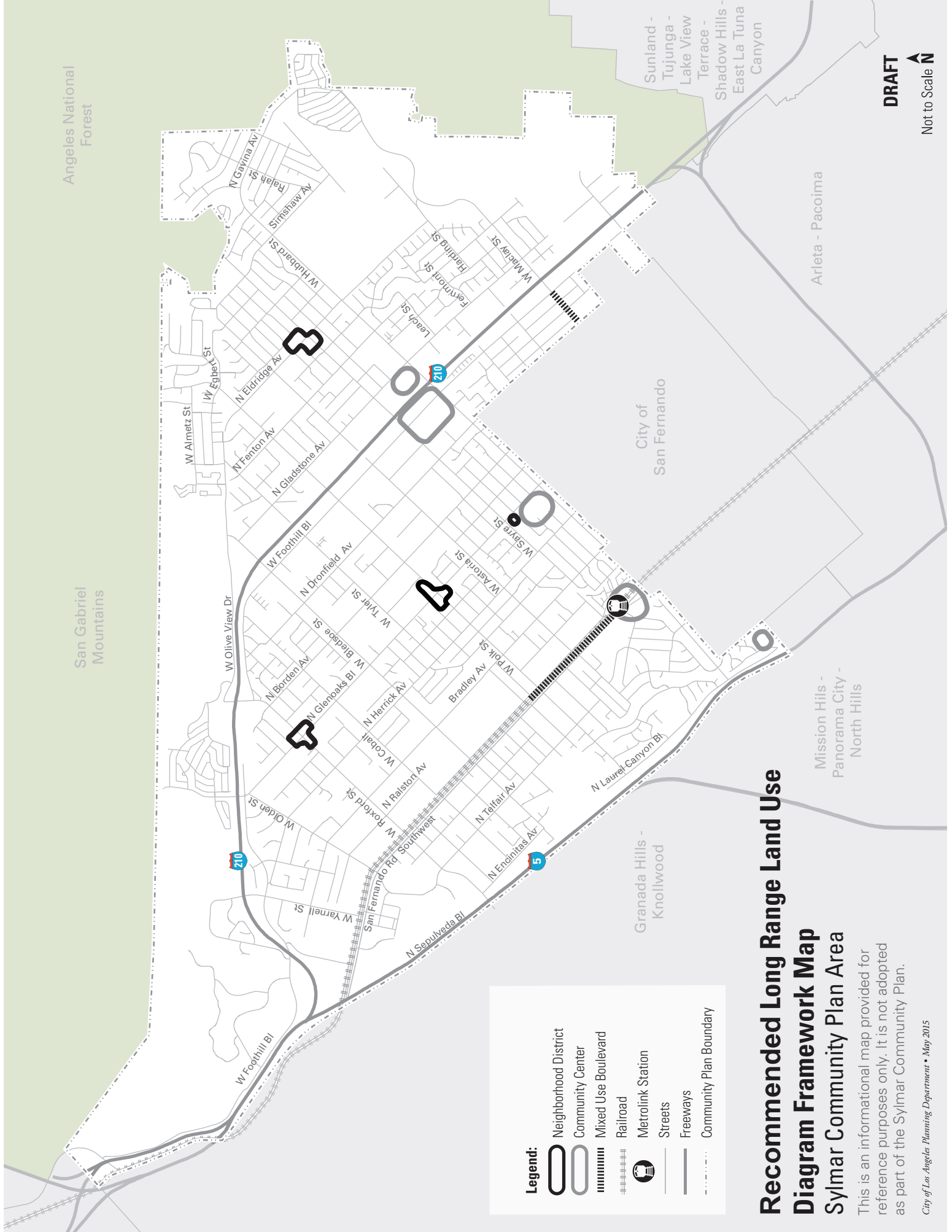
- 1 Removal of parking on either side of Glenoaks Blvd. from Foothill Blvd. to Hubbard Street in order to accommodate bicycle lanes. This will not reduce the number of lanes in the roadway.
- 2 Implementation of the adopted City Bicycle Plan, which includes new categories of bikeways, including "Bicycle Friendly Streets".
- 3 Implementation of the Symar Trails System.
- 4 "Recommended Designation" includes proposed designations under the Mobility Plan 2035 (an update to the City's General Plan Transportation Element)

EXHIBIT K:

Recommended Long Range Land Use Diagram Framework Map

CPC-2006-5569-CPU; ENV-2006-5624-EIR

Recommended by the City Planning Commission on April 25, 2013.



Legend:

- Neighborhood District
- Community Center
- Mixed Use Boulevard
- Railroad
- Metrolink Station
- Streets
- Freeways
- Community Plan Boundary

Recommended Long Range Land Use Diagram Framework Map Sylmar Community Plan Area

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

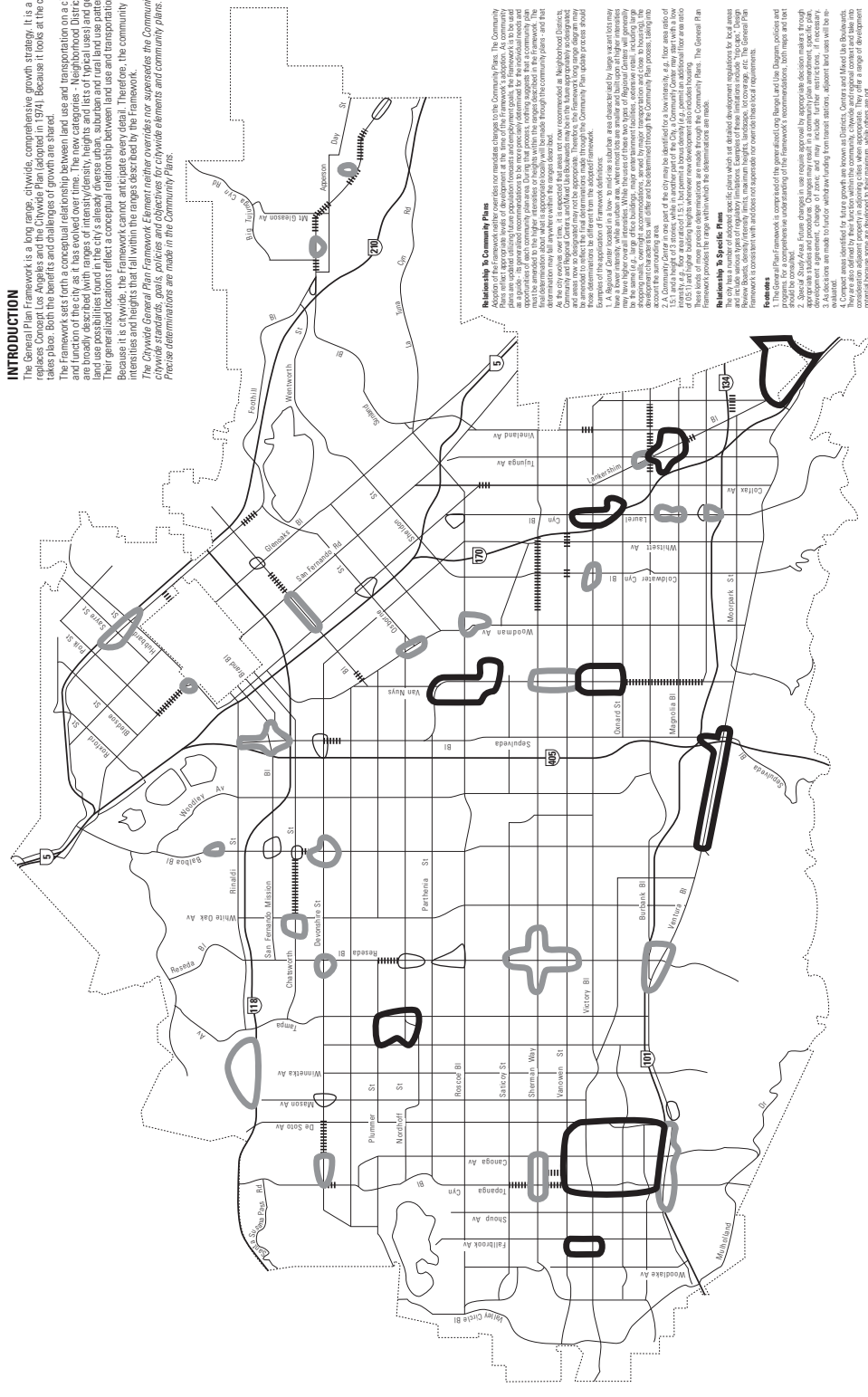
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Not to Scale

INTRODUCTION

The General Plan Framework is a long range, citywide, comprehensive growth strategy. It is a special element of the general plan which looks to the future as required by law and replicates Concept Los Angeles and the Citywide Plan (adopted in 1974). Because it looks at the city as a whole, the Framework provides a citywide context within which local planning and development can be carried out. The Framework sets forth a conceptual relationship between land use and transportation on a citywide basis and defines new land use categories which better describe the character and function of the city as it has evolved over time. The new categories - Neighborhood District, Community Center, Regional Center, Downtown Center and Mixed Use Boulevard - are broadly described with ranges of intensity/density, heights and lists of typical uses and generally shown on the long range land use diagram. The definitions reflect a range of land use possibilities found in the city already existing urban, suburban and rural land use patterns - patterns which have evolved over time at different rates and in different locations. Because it is citywide, the Framework cannot anticipate every detail. Therefore, the community plans must be looked to for final determinations as to boundaries, land use categories, intensities and heights that fall within the ranges described by the Framework.

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



LEGEND

Districts, Centers & Mixed Use Boulevards

Neighborhood District

A diversity of residential neighborhoods and containing a diversity of land uses such as restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar uses. The Framework encourages walking to and from adjacent neighborhoods. Pedestrian-oriented areas are encouraged, and the district may be served by a local shuttle service. Generally, Neighborhood Districts are at a floor area ratio of 1:1 or less and characterized by 1- or 2-story buildings.

Community Center

Community Centers serving residential neighborhoods and containing a diversity of uses such as small offices and overnight accommodations, cultural and entertainment facilities, schools and libraries, in addition to neighborhood-oriented services. Community Centers range from 2- to 4-story buildings. Community Centers will also range from 2- to 6-story buildings, e.g., some will be 2-story Centers, some 4- or 6-story Centers depending on the character of the surrounding area. Community Centers are served by a variety of transit services. In addition to automobiles and/or may be located along rail transit stops.

Regional Center

A major part of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, and entertainment facilities. Regional Centers are characterized by 5- to 10-story or higher. Regional Centers are characterized by 5- to 10-story or higher. Regional Centers are characterized by a floor area ratio of 1.5 to 1.6 G.P.I. Some will only be commercially oriented, others will contain a mix of residential and commercial uses.

Downtown Center

Downtown Centers are characterized by a floor area ratio up to 13:1 and high-rise buildings. These connect directly to neighborhood districts and community, regional government center in the five county metropolitan region. Downtown is the largest government center in the region and the location for major cultural and entertainment facilities, hotels, professional offices, corporate headquarters, and transportation facilities and the Convention Center. The Downtown Center is generally characterized by a floor area ratio up to 13:1 and high-rise buildings.

Mixed Use Boulevard

These connect directly to neighborhood districts and community, regional government center in the five county metropolitan region. Downtown is the largest government center in the region and the location for major cultural and entertainment facilities, hotels, professional offices, corporate headquarters, and transportation facilities and the Convention Center. The Downtown Center is generally characterized by a floor area ratio up to 13:1 and high-rise buildings. These connect directly to neighborhood districts and community, regional government center in the five county metropolitan region. Downtown is the largest government center in the region and the location for major cultural and entertainment facilities, hotels, professional offices, corporate headquarters, and transportation facilities and the Convention Center. The Downtown Center is generally characterized by a floor area ratio up to 13:1 and high-rise buildings.

Relationship to Community Plans
 Adopted by the Framework and consistent with the Community Plans, the Community Plans are the primary instruments for implementing the Framework. The Framework provides a citywide context within which local planning and development can be carried out. The Framework sets forth a conceptual relationship between land use and transportation on a citywide basis and defines new land use categories which better describe the character and function of the city as it has evolved over time. The new categories - Neighborhood District, Community Center, Regional Center, Downtown Center and Mixed Use Boulevard - are broadly described with ranges of intensity/density, heights and lists of typical uses and generally shown on the long range land use diagram. The definitions reflect a range of land use possibilities found in the city already existing urban, suburban and rural land use patterns - patterns which have evolved over time at different rates and in different locations. Because it is citywide, the Framework cannot anticipate every detail. Therefore, the community plans must be looked to for final determinations as to boundaries, land use categories, intensities and heights that fall within the ranges described by the Framework.

Relationship to Specific Plans
 The Framework provides a citywide context within which local planning and development can be carried out. The Framework sets forth a conceptual relationship between land use and transportation on a citywide basis and defines new land use categories which better describe the character and function of the city as it has evolved over time. The new categories - Neighborhood District, Community Center, Regional Center, Downtown Center and Mixed Use Boulevard - are broadly described with ranges of intensity/density, heights and lists of typical uses and generally shown on the long range land use diagram. The definitions reflect a range of land use possibilities found in the city already existing urban, suburban and rural land use patterns - patterns which have evolved over time at different rates and in different locations. Because it is citywide, the Framework cannot anticipate every detail. Therefore, the community plans must be looked to for final determinations as to boundaries, land use categories, intensities and heights that fall within the ranges described by the Framework.

Relationship to Specific Plans
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Figure 3-4 Existing Long Range Land Use Diagram San Fernando Valley
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