

VAN NUYS - NORTH SHERMAN OAKS

Community Plan

TABLE OF CONTENTS

ACTIVITY LOG

COMMUNITY MAPS

COMMUNITY PLAN

- I. Introduction
- II. Function of the Community Plan
- III. Land Use Policies and Programs
- IV. Coordination Opportunities for Public Agencies
- V. Urban Design

ACTIVITY LOG

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.

VAN NUYS - NORTH SHERMAN OAKS

Community Plan

Chapter I

INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Van Nuys-North Sherman Oaks Community Plan Area is located approximately 16 miles northwest of downtown Los Angeles in the southeast quadrant of the San Fernando Valley comprising approximately 3% or 8,221 acres of the land in the City of Los Angeles. The Van Nuys-North Sherman Oaks Plan Area is generally bounded by the Southern Pacific Railroad on the north, the Tujunga Wash Channel on the east, the Ventura Freeway on the south, and Gloria Avenue, Valjean Avenue and the San Diego Freeway on the west. The Plan Area is surrounded by the Mission Hills-Panorama City-Sepulveda Plan on the north, Sherman Oaks-Studio City-Toluca Lake Plan to the south, Reseda-West Van Nuys and Encino-Tarzana Plans to the west and North Hollywood Plan to the east. The Plan Area includes the Van Nuys Community, the northern portion of the Sherman Oaks Community and the area defined as the San Fernando Valley Administrative Center described as follows:

Van Nuys

This area is located north of Burbank Boulevard and comprises the majority of the Plan Area and includes residential, commercial, as well as all the industrially zoned land in the Van Nuys-North Sherman Oaks Community Plan. Valley College is located within this Plan Area.

San Fernando Valley Administration Center/Government Services

This center was originally adopted by City Council on July 28, 1958 and is generally bounded on the west by Van Nuys Boulevard, on the north by Sylvan Street (two blocks south of Victory Boulevard), on the east by Tyrone Avenue and on the south by Calvert Street. Federal, state and city services employ over 2,000 persons and include the following services: City Hall, Library, Police Administration, County Courts, Municipal Courts, State Office Building, Federal Office Building, Post Office.

North Sherman Oaks

This area is generally located at the southern end of the Plan from the south side of Burbank Boulevard and north of the Ventura Freeway. In August, 1991 the City of Los Angeles extended the boundaries of Sherman Oaks (North

Sherman Oaks) to Route 405 on the west, the west side of Tujunga Wash on the east and the south side of Burbank Boulevard on the north. The boundary adjustments were made to reflect historical boundaries evidenced by property deeds, County Assessor files and other official records. This portion of the North Sherman Oaks Community is predominantly characterized by pockets of single family residential areas surrounded by multi-family and commercial uses. The major commercial center in North Sherman Oaks is the Sherman Oaks Fashion Square.

HISTORY

Spaniards discovered the San Fernando Valley in 1769. One hundred years later Isaac Lankershim and Isaac Newton B. Van Nuys founded the San Fernando Farm Homestead Association. Development began in Van Nuys, the geographic center of the Valley.

On February 22, 1911, William Paul Whitsett purchased a half interest in the one square mile town of Van Nuys for \$176,000 and built a real estate office, ten homes and a second railway station. "Van Nuys, the Town That Started Right" was Whitsett's slogan as he launched a grand advertising promotion, luring prospective buyers with a giant barbeque that brought thousands of Angelinos through the Cahuenga Pass. The automobile played an important part in the early development of Van Nuys; the commute from Van Nuys to downtown L.A. took 30 to 40 minutes.

The San Fernando Valley Administrative Center is the major government center for the Valley and is located in the Van Nuys-North Sherman Oaks plan area. The Federal, State, County and Municipal office buildings and regional courthouse, as well as a large number of City departments are located within this center.

Business activities are retail and service oriented, including the largest concentration of car dealerships in the Valley. The Van Nuys Airport, just outside the western boundary of the Van Nuys-North Sherman Oaks plan, is a large economic generator in the community, designated as the busiest general aviation airport in the country. It services 850 aircraft on a 725 acre site.

COMMUNITY PARTICIPATION

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

Drafting the first community plan involved members of the community who helped to identify and define the needs, desires, resources, and the unique nature of the community. Subsequent changes in the plan have served to broaden the community participation that took place with the formation of the

original plan. Community participation helps to update the plan as to what changes have taken place since its adoption.

In the Van Nuys-North Sherman Oaks Planning Community, participation took the form of meetings with focus groups, a workshop and an open house to assist in identifying community issues and formulating the land use policies and programs to be contained in the Van Nuys-North Sherman Oaks Community Plan.

COMMUNITY ISSUES AND OPPORTUNITIES

RESIDENTIAL

The following summarizes the most significant planning land use issues and opportunities identified through community participation meetings that are facing the Van Nuys-North Sherman Oaks Plan Area:

Issues

Need to preserve single family neighborhoods.

- ⊖ Lack of open space in apartment projects.
- ⊖ Scarcity of affordable housing.
- ⊖ Lack of maintenance of existing housing stock, particularly rented multiple family projects.
- ⊖ Compatibility between lower and higher density residential projects.
- ⊖ Cumulative effects if permitted development exceeds infrastructure capacity.
- ⊖ Need for more affordable senior housing.
- ⊖ Compatibility between residential and industrial uses.

Opportunities

- ⊖ Access and proximity to employment.
- ⊖ Potential for residential and commercial mixed use development along commercial corridors.
- ⊖ Undeveloped or underdeveloped land may allow opportunities for clustered development.
- ⊖ Potential for appropriately scaled new housing in proximity to new transit facilities.

COMMERCIAL

Issues

- ⊖ Deterioration of streetscape.

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

Opportunities

- C Complement any unique existing development/uses to reinforce desirable design characteristics and uses.
- C Establish appropriate transitions between commercial (mixed use) and adjoining uses, especially residential.
- C Create pedestrian-friendly shopping areas by incorporating street trees, benches, convenient parking/access, and maintaining retail frontage at ground level.
- C Coordinate with Chamber of Commerce and Los Angeles City Clerk's office to encourage the establishment of Business Improvement Districts (BIDs) to revitalize commercial areas by promoting streetscape improvements, maintenance and security. Areas which could potentially benefit from BIDs include commercial strips along Sepulveda Boulevard, north of Burbank Boulevard to the Southern Pacific Railroad, Victory Boulevard between Sepulveda Boulevard and Van Nuys Boulevard, and Van Nuys Boulevard between Vanowen Street and Oxnard Street.

INDUSTRIAL

Issues

- C To provide adequate protection for residentially zoned properties adjacent to industrial uses.
- C Potential for hazardous waste problems at old sites.

Opportunities

- C Maintain manufacturing uses that generate employment for the local work force.
- C Attract desirable ("clean") industrial uses, thus generating less harmful pollutants and lower noise levels.
- C Optimal access to regional freeways and rail services.
- C Availability of sites planned for job producing uses that improve the economic and physical condition of the area.

- Ⓒ Availability of “incubator” type businesses that allow small business owners to relocate to larger sites as business improves.

TRANSPORTATION

Issues

- Ⓒ Rail transit lines proposed to serve the Plan Area represent significant capital improvement impacts on the area.
- Ⓒ Need to improve transportation mode linkages between Metrolink future Red Line and bus system to develop a transportation network of activity centers.

Opportunities

- Ⓒ Potential for joint development between private and public sectors to integrate, optimize and coordinate new construction.
- Ⓒ Potential to determine the intensity, density and design of development in proximity to station stops.
- Ⓒ Potential to incorporate needed facilities conveniently near station stops such as child care, senior housing and art and cultural centers.
- Ⓒ Potential to reflect and enhance community identity with themes for each station stop.
- Ⓒ Potential for TOD (Transit Oriented District) around Van Nuys Metrolink station and projected Red Line stations at Van Nuys/Oxnard and Sepulveda/Erwin.

RECREATION AND PARKS

Issues

- Ⓒ Addition, expansion and/or improvement of needed local parks throughout the Community should be accelerated, where feasible and necessary.

MAJOR OPPORTUNITY SITES

Several areas have been identified as major opportunity sites: the three proposed stations as part of the San Fernando Valley East/West Rail Line, the Van Nuys Amtrak/Metrolink Station expansion, the San Fernando Valley Government Center (Van Nuys Civic Center), and the former Stroh Brewery site. These designations have been applied to areas which will potentially generate significant community wide impacts. The characteristics considered in identifying major opportunity sites include; Citywide General Plan Framework designation, community identity or uniqueness, unimproved acreage, potential buildout by new development, potential jobs that new development could bring, adequacy of the existing and proposed infrastructure, and potential benefit to the community.

The San Fernando Valley East/West Rail Line

The Metropolitan Transit Authority (MTA) has prepared preliminary plans for the San Fernando Valley East/West Rail Line traversing Universal City/North Hollywood to I-405 (San Diego Freeway). These preliminary plans potentially include three stations within the Van Nuys-North Sherman Oaks Plan area. They include station stops at Fulton Avenue/ Valley College station, Van Nuys Boulevard/Oxnard Street station and Sepulveda Boulevard/Oxnard Street station. Park and ride lots are proposed at the Van Nuys station (approximately 750 spaces on either side of Van Nuys Boulevard between Aetna and Bessemer Streets) and the Sepulveda station (approximately 1,200 spaces on the old drive-in theater site). MTA is exploring vehicular access to the Sepulveda station which include Sepulveda Boulevard, Erwin Street, and a connection via the existing railroad right-of-way to Victory Boulevard opposite Haskell Avenue (allowing direct access to/from the west and the San Diego Freeway). The stations are scheduled to be operational in 2010.

Development Around Transit Stations

The Plan anticipates transit station development around the Sepulveda Boulevard /Erwin Street station stop and the Van Nuys Boulevard/Oxnard Street station stop. In order to promote uses compatible with transit station uses, the Plan recommends amendments and zone changes from industrial to commercial uses for specific areas surrounding the stations along Van Nuys Boulevard and Sepulveda Boulevard. Commercial uses such as mixed-use, childcare, retail, etc. would promote opportunities to encourage transit use versus single occupancy vehicle trips.

The primary area of influence (defined in the Land Use Transportation Policy adopted by City Council on November 2, 1993 as a 1/4 mile from the transit site), for each of the transit stations will include incentives for development such as parking reductions and increased intensity of development. An increase in the floor area ratio (FAR) of 100% will be permitted within 1,000 feet of the transit site.

The primary area of influence for both the Sepulveda Boulevard/Erwin Street station stop and the Van Nuys Boulevard/Oxnard Street station stop includes single family and multi-family uses just within each of their respective boundaries. In order to protect the identity of residential areas, commercial buildings adjacent to such areas will step down in height.

These areas are appropriate for future designation as Transit Oriented Districts (TODs). Appropriate station area prototypes can be evaluated for each station as indicated in the Land Use/ Transportation Policy.

Van Nuys Amtrak/Metrolink Station

Construction for an expansion of the Van Nuys Amtrak/Metrolink station will include expansion of approximately 200 feet south on Van Nuys Boulevard and the construction of a new entrance at the intersection with Keswick Street; expansion east with the purchase of 1.2 acres of Department of Water and Power property would provide for an additional 150 parking spaces.

Sepulveda/Oxnard Special Study Area

Staff has proposed a special study for the area bounded by both sides of Sepulveda Boulevard between Erwin Street and Hatteras Street to be initiated when the MTA Board has an approved financial strategy for the Van Nuys/Sepulveda/Oxnard Red Line stations. As part of the Community Plan Update program, staff had proposed Plan designation changes from industrial to commercial with corresponding zone changes. A detailed land use survey revealed that a majority of the properties are currently developed with commercial uses including relatively new three and six-story office buildings. In addition, the Costco Store, a site comprising of 780,000 square feet of commercial development is planning a 53,688 square foot expansion.

However, given the uncertainty regarding the funding of the Sepulveda/Oxnard Red Line station, staff has decided to withhold its preliminary recommendations regarding this area and is instead proposing a "Sepulveda/Oxnard Special Study" area to be initiated upon verification of a funding commitment by MTA.

San Fernando Valley Government Center

There is a definite consensus within the Van Nuys-North Sherman Oaks community to revitalize the San Fernando Valley Government Center (Van Nuys Civic Center). The Valley Administrative Center Development Plan was adopted in July of 1958 for the Van Nuys Civic Center encompassing the area bounded by Van Nuys Boulevard to the west, Tyrone Avenue to the east, Calvert Street to the south and Sylvan Street to the north. The Civic Center is a definite and distinct core of the San Fernando Valley providing government services as well as urban amenities to the residents of the Valley.

Van Nuys Boulevard Corridor

Over the past twenty years, several efforts have been undertaken to improve the Van Nuys Boulevard commercial corridor. Such an endeavor included the preparation of the Van Nuys Central Business District Specific Plan, pursuant to a council motion introduced October 19, 1976. Although the specific plan was not approved by the Planning Commission, it contained many valuable elements to enhance Van Nuys Boulevard such as: signage controls, parking requirements, mixed-use, urban design provisions and building heights and setbacks.

The City's Community Department has also interceded in attempting to beautify Van Nuys Boulevard. In 1978, the Department initiated the Commercial Area Revitalization Effort (CARE) program for this area. The program was designed to provide low interest loans to small businesses for facade improvement and to provide more appropriate signage.

A significant program co-sponsored by the Los Angeles City Planning Department and the Urban Design Advisory Coalition produced the document, "Vision Van Nuys" which developed recommendations directed at stimulating the Van Nuys Corridor. Their recommendations addressed commercial and

residential development, streetscape and signage, and parking and circulation.

The most recent effort currently underway to revitalize the Civic Center involves the “San Fernando Valley Civic Center - Revitalization Concept Plan” which focuses on city-owned properties with the intent of consolidating City services in one location to create a “full-service” City Hall while becoming more financially efficient. The plan proposes four phases as follows: 1) New Police Parking Structure; 2) New City Hall Office Building with Retail, Market Plaza and Parking Structure; 3) New Joint Governmental Building and Multi-Purpose Auditorium; and 4) Re-Use of County Health Department Parcel.

The Former Stroh Brewery Site

This 47 acre site is located at 7521 Woodman Avenue just south of Southern Pacific Railroad Tracks between Hazeltine and Woodman. The property is zoned M2-1 and is ideal for locating industrial-type jobs in an area which lost over 2,000 jobs since the closure of the plant in 1992. The site is presently occupied by three lessees (Mayflower Vanlines, Copart Company, LA Cellular) with one of the leasers seeking a ten year extension on their lease. The property owner, however, is seeking a buyer.

Given that a significant amount of industrially zoned land in Van Nuys is currently occupied with commercial uses, the former Stroh Brewery site is an ideal location for a major industrial use. Efforts should be made to preserve such a valuable industrial location for industrial uses.

Regardless of the industrial use that ultimately remains or is established if the property is sold, consideration should be given to the southern portion of the property as it is directly adjacent to single family residential homes.

COMMUNITY PROFILE

The Community Profile provides an overview of population, housing, and socio/ demographics for the Van Nuys-North Sherman Oaks Community Plan Area and compares it to the rest of the City. The following tables contain the statistical data for previous census dates and rates of growth.

VAN NUYS/NORTH SHERMAN OAKS COMMUNITY PROFILE

total population

van nuys
citywide

estimated data (from U.S. Census)

1970	1980	1990
103088	108333	136889
2811801	2966850	3485398

projections (from SCAG) *

2000	2010
150133	165973
3852993	4306564

growth rate

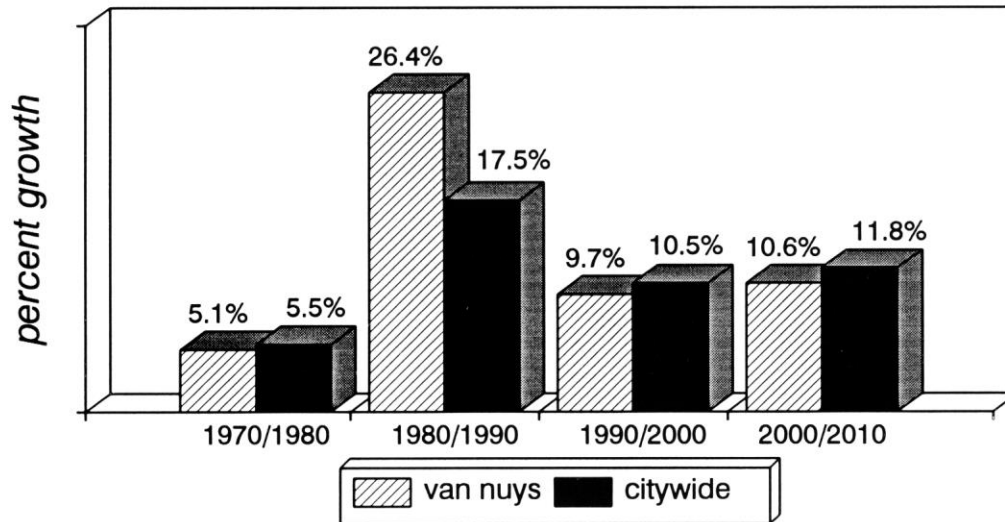
van nuys
citywide

1970 to 1980	1980 to 1990
5.1%	26.4%
5.5%	17.5%

1990 to 2000	2000 to 2010
9.7%	10.6%
10.5%	11.8%

population growth rate comparison

(includes group quarters population) **



total households

van nuys
citywide

1970	1980	1990
40133	48097	53842
1024873	1135491	1203052

2000	2010
58937	63995
1323882	1474514

growth rate

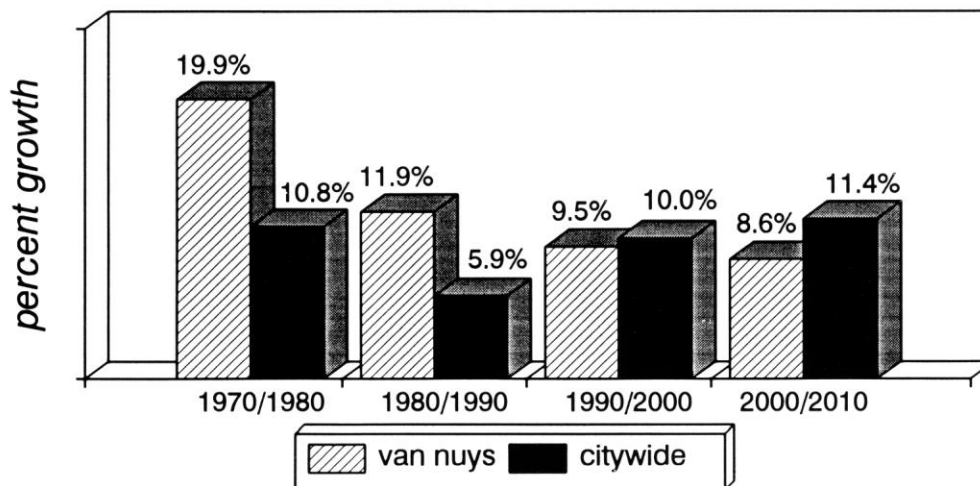
van nuys
citywide

1970 to 1980	1980 to 1990
19.8%	11.9%
10.8%	5.9%

1990 to 2000	2000 to 2010
9.5%	8.6%
10.0%	11.4%

household growth rate comparison

(occupied dwelling units only)



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

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

VAN NUYS – COMMUNITY PROFILE

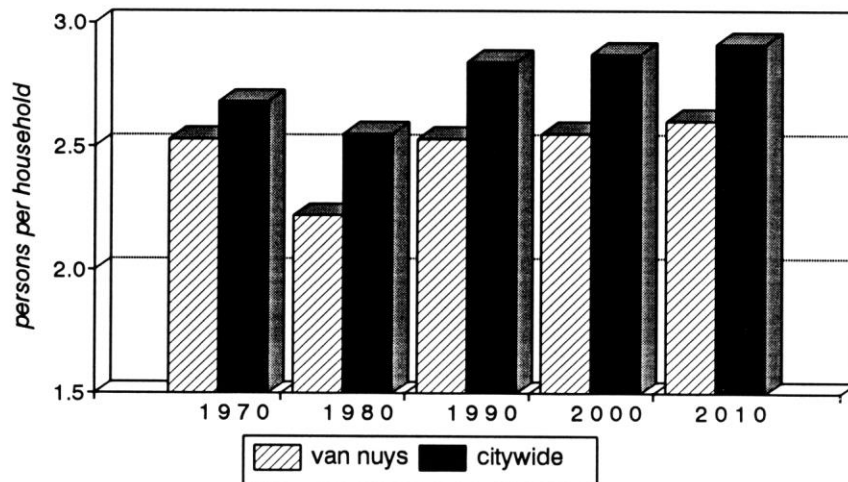
household size
(persons per dwelling unit) *

estimated data (from U.S. Census)

projections (from SCAG)

	1970	1980	1990	2000	2010
van nuys	2.53	2.22	2.53	2.55	2.60
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison



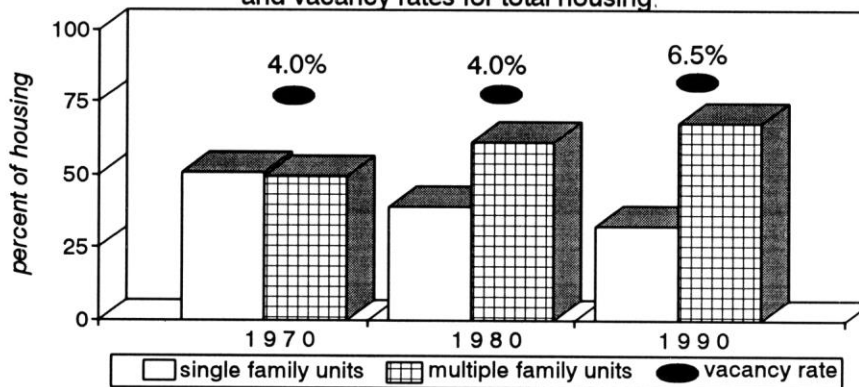
housing splits / vacancy factors **

(van nuys only)

1970 1980 1990

single family dwellings	51%	39%	32%
multiple family dwellings	49%	61%	68%
vacancy rate (total housing)	4.0%	4.0%	6.5%

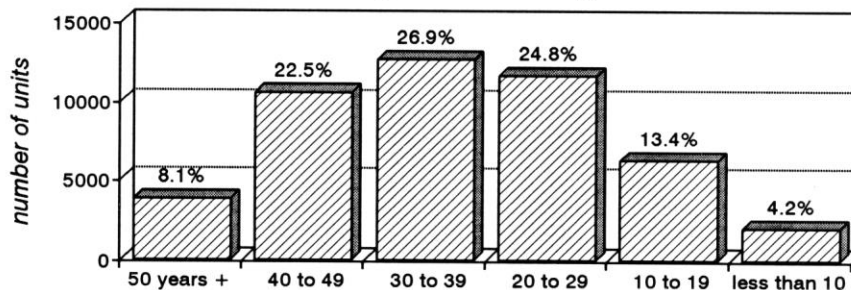
single family dwelling units, multiple family dwelling units,
and vacancy rates for total housing.



age of housing as of 1994 ***

total dwellings in
van nuys
(includes vacant and occupied units).

age of housing



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

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

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

VAN NUYS – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

1990 census data;

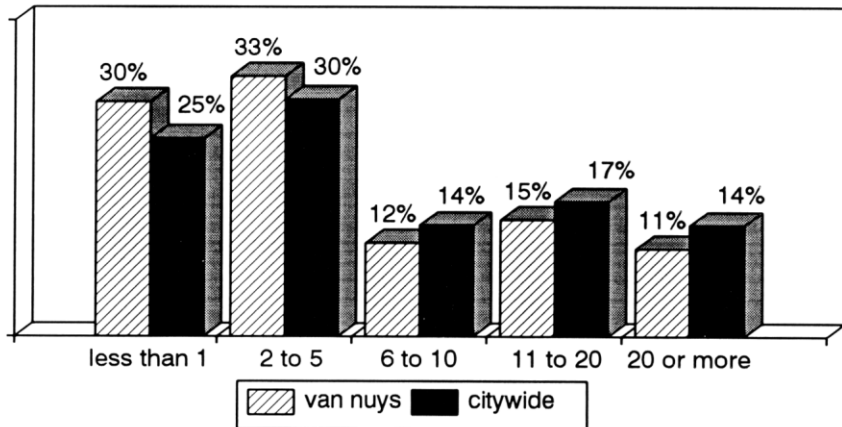
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	49.2%	21.2%	29.6%
renter occupied housing units	23.3%	24.0%	52.7%

<u>cost of housing (owner occupied units)</u> (value estimated by owner)	under \$100,000	\$100,000 to \$200,000	\$200,000 to \$300,000	\$300,000 to \$500,000	\$500,000 or more
van nuys	2.5%	21.8%	43.6%	28.1%	4.0%
citywide	8.4%	28.5%	25.9%	21.4%	15.8%

<u>cost of housing (renter occupied units)</u> (monthly cost estimated by resident)	under \$300	\$300 to \$500	\$500 to \$750	\$750 to \$1,000	\$1,000 or more
van nuys	3.7%	24.1%	51.8%	15.5%	4.9%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

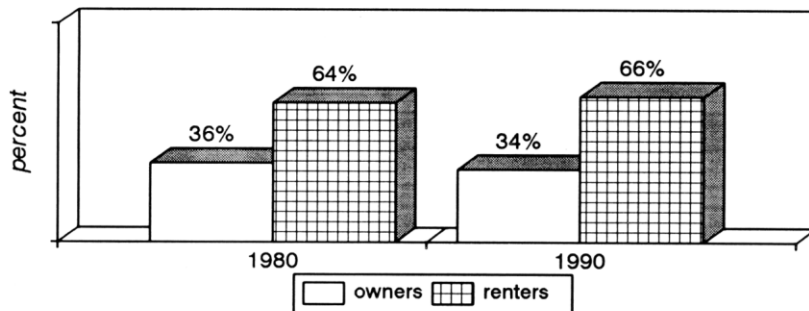
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
van nuys	29.6%	32.9%	11.7%	14.7%	11.1%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

years at same address



residential tenure
(ownership status)

owners/renters
1980 and 1990



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

VAN NUYS – COMMUNITY PROFILE

SOCIO/DEMOGRAPHICS

1990 census data;

employment (percent) *

females employed	43.4%
males employed	56.6%
employment participation rate	77.1%
(citywide rate)	67.3%

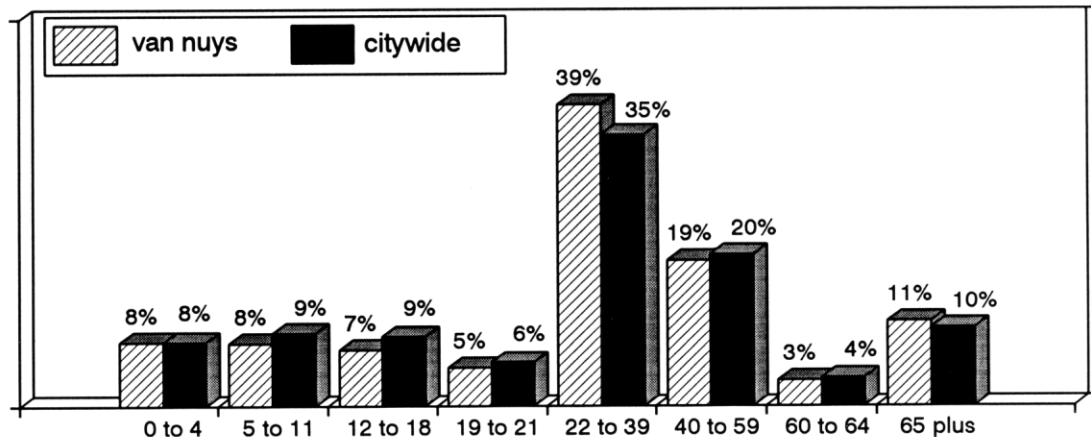
household income (1989) **

average	\$41,612
(citywide)	\$45,701
poverty (percent)	13.7%
(citywide)	18.9%

education (percent) ***

	high school	beyond high school	college graduate
van nuys	73.5%	52.7%	24.1%
citywide	67.0%	47.8%	23.0%

age of the general population



language and citizenship (percent) ****

van nuys	27.9%	5.0%	10.5%	42.7%
citywide	24.3%	6.0%	5.6%	44.9%

means of transportation to work (percent) *****

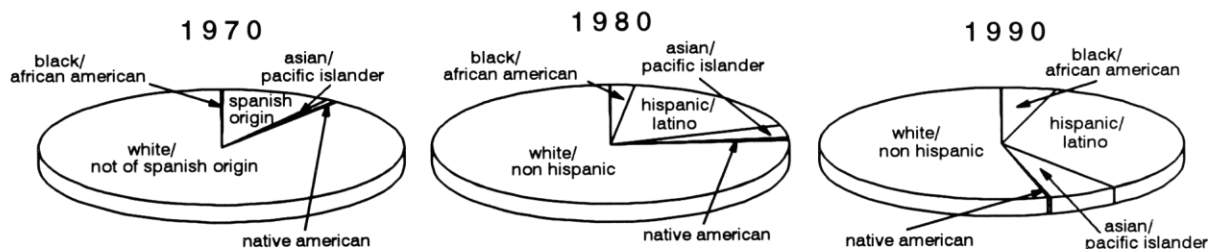
	drive alone	vanpool/ carpool	public transit	other means
van nuys	70.6%	15.3%	6.2%	7.8%
citywide	65.2%	15.4%	10.5%	10.5%

head of household *****

	live alone	married with children	married no children	single parent	single non family
van nuys	34.3%	21.6%	22.2%	10.4%	11.4%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

race/ethnicity (percent) *****

	1970	1980	1990
asian/pacific islander	0.7%	3.4%	6.1%
black/african american	0.1%	2.2%	4.9%
hispanic/latino	9.8%	17.7%	34.8%
native american	0.2%	0.6%	0.3%
white-non hispanic	89.2%	76.1%	54.0%



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

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

** See the note above. Poverty is calculated on the basis of all persons surveyed (98% of citywide population).

*** Only persons 25 years or older are included in this calculation.

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

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

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

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

Chapter II

FUNCTION OF THE COMMUNITY PLAN

Chapter 2 of the Plan Text contains Statutory Requirements for the Community Plan outlining the mandatory elements that must be addressed. The Chapter contains the explanations of the Role, Purpose, and Organization of the Community Plan. Chapter 2 shows the relationship to other General Plan elements and provides for Plan Monitoring and Consistency.

STATUTORY REQUIREMENTS

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

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

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

Government Code Section 65302(a) requires a land use element which designates the proposed general distribution and general location and extent of uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas.

The Van Nuys-North Sherman Oaks Community Plan consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies and programs. The Community Plan Map, footnotes and legend outline the arrangement and intensities of land uses, the street system, and the locations and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. Decisions by the 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, protection of residents from natural and man-caused hazards are guided by the Plan.

The Community Plans are intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community. The plans are also intended to guide development in order to create a healthful and pleasant environment. Goals, objectives, policies and programs are created to meet the existing and future needs and desires of the community through the year 2010. The plans are intended to coordinate development among the various parts of the City of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable for the residents of the community.

The General Plan clarifies and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interests. Through the Community Plan, the City can inform these groups of its goals, policies and development standards, thereby communicating what is expected of the City government and private sector to meet its objectives.

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

PURPOSE OF THE COMMUNITY PLAN

The last comprehensive update of the Van Nuys-North Sherman Oaks Community Plan was completed on October 26, 1977 and revised through the General Plan Consistency Program in 1988 and subsequently in 1990. Since that time, considerable growth has occurred, new issues have emerged and new community objectives regarding the management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents, and property, and business owners.

The Community Plan was developed in the context of promoting a vision of the Van Nuys-North Sherman Oaks area as a community that looks at its

past with pride and approaches its future with eagerness, while maintaining its individual identity by:

- C Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.
- C Improving the function, design, and economic vitality of the commercial corridors.
- C Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- C Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the Van Nuys-North Sherman Oaks Community Plan Area.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This plan sets forth goals, objectives, policies, and programs that pertain to Van Nuys-North Sherman Oaks. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.

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

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

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Los Angeles has the responsibility to revise and implement the City's General Plan. State law requires that the General Plan has internal consistency. The Van Nuys-North Sherman Oaks Community, which is a portion of the City's Land Use Element must be consistent with the other elements and components of the General Plan.

The Citywide General Plan Framework is the umbrella concept of the General Plan which will provide the overall guiding vision for Los Angeles into the 21st century. It is based on a directed growth strategy which targets residential and commercial growth along boulevards, corridors, and clustered development around community centers and high activity centers. The

directed growth strategy expands the Centers concept, which was adopted by the City Council in 1974 as the City's long range development strategy.

The Citywide General Plan Framework forecasts the following population, housing, and employment levels for the Van Nuys-North Sherman Oaks Community Plan for the year 2010:

<i>Population (2010) Projection</i>	<i>165,973</i>
<i>Employment (2010) Projection</i>	<i>86,799</i>
<i>Housing (2010) Projection</i>	<i>63,995</i>

The above population, employment, and housing numbers are provided as reference during the Community Plan Update. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are desegregated to the City and then the community level. Population, jobs, and housing could grow more quickly or slowly, than anticipated depending on economic trends. Regional forecasts do not always reflect the adopted community plan level use capacity or buildout estimated from planned land use. Plan capacity or buildout is also an imprecise estimate and depends on specific assumptions about future density of development and household size, which may be more, or less, than actually occur. It should also be noted that the community plan capacity does not include housing in commercial districts nor the current residential vacancy rate.

In addition to the seven State mandated elements, the City's General Plan includes a service system element, a cultural element, a major public facilities areas element and an air quality element. All the provisions and requirements of these elements apply to the Van Nuys-North Sherman Oaks Community Plan.

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

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance.

PLAN CONSISTENCY

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

For each plan category, the Plan permits all identified corresponding zones, as well as those zones which are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (L.A.M.C.). Any subsequent action that modifies the Plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of that decision.

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

PLAN MONITORING

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

Chapter III

LAND USE POLICIES AND PROGRAMS

Chapter 3 of the Plan Text contains Goals, Objectives, Policies, and Programs for all appropriate land use issues, such as residential, commercial and industrial, as well as public and institutional service system categories. The Planning Department has control over goals, objectives, policies, and the initiation and direct implementation of the programs contained in Chapter 3.

The quality of life and stability of neighborhoods throughout Van Nuys-North Sherman Oaks critically depends on providing infrastructure resources (i.e. police, fire, water, sewerage, parks, traffic circulation, etc.) commensurate with the needs of its population. If population growth occurs faster than projected and without needed infrastructure improvements to keep pace with that growth, the consequences for livability within Van Nuys-North Sherman Oaks could be problematic.

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

RESIDENTIAL

Existing residential land use patterns vary greatly according to local conditions in neighborhoods and communities which comprise the Van Nuys-North Sherman Oaks Community Plan. Population characteristics, housing markets, age and degree of existing development have a great influence on the type, location and density of development throughout the community. Much of the existing residential development in the area was established by physical controls such as large amounts of land and infrastructure available at the time.

Historically, the majority of the area has been planned for residential purposes. The 1977 Plan designated approximately 74 percent of total land area for residential use. Of this portion 53 percent was designated for single-family use only. Therefore, current plan policy provides for preservation of the existing residential neighborhoods throughout the area, retaining existing single family districts and multi-family clusters. Areas around transit stations and along transit corridors would realize any changes in densities as existing

properties zoned for multi-family development and containing a mix of densities continue to build out to their maximum potential.

Multi-family areas have developed fronting arterialssuch as Sepulveda Boulevard, Sherman Way, Burbank Boulevard, Vanowen Street, and Magnolia Boulevard.

Multi-family areas have traditionally functioned as transitional areas or buffers protecting the single-family residential enclaves from commercial or industrial uses. In spite of its usefulness as a buffer mechanism to maintain the identify of single family residential areas, the term “multiple family” often conjures up images of densely populated areas with high crime activity. In reality, only a few specific areas have been identified by the community residents where crime rates are perceived to be related to land use densities. A footnote has been added to the Plan to restrict density in those specific areas to the lowest density permitted by the zone.

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

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint (Range)	Number of Dwelling Units	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population (2010)
Very Low	2.5 (1+ to 4)	730	292	2.68	1,956
Low	6.5 (4+ to 9)	20,104	2,872	2.74	55,085
Low Medium I	13.5 (9+ to 18)	351	26	2.53	888
Low Medium II	23.5 (18+ to 29)	12,168	507	2.53	30,785
Medium	42.0 (29+ to 55)	30,186	702	2.53	76,371
High Medium	82.0 (55+ to 109)	1,312	16	2.55	3,346
TOTALS		64,851	4,415		168,431

GOAL 1

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

Objective 1-1

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

Policies

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

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

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

Program: Recent changes in the Zoning Code set height limits (30-45 feet, Sec. 12.21.1 L.A.M.C.) for new single family residential development.

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

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

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

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

- 1-1.5 Preserve and maintain the existing ratio of 74% of designated residential lands for single family uses.

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

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

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

Objective 1-2

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

Policies

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

Program: The plan concentrates most of the higher residential densities near transit corridors.

- 1-2.2 Protect the identity of single family residential areas adjacent to transit stations.

Program: The Plan proposes stepping down heights of buildings adjacent to single family neighborhoods as a buffer. A footnote has been added to the text referencing Sec. 12.21.1 A 10 of the L.A.M.C.

- 1-2.3 Encourage multiple residential development in commercial zones.

Program: The Plan identifies a Mixed-Use Corridor along Van Nuys Boulevard between the south side of Magnolia Boulevard and the Ventura Freeway.

Objective 1-3

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

Policies

- 1-3.1 Require a high degree of architectural compatibility with articulated landscaping for new in-fill development to protect the character and scale of existing residential neighborhoods.

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

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

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

Objective 1-4

To preserve and enhance neighborhoods with a distinctive and significant historical character.

- 1-4.1 Encourage the identification and documentation of the area's historic resources.

Program: The Plan Map identifies the Tower of Wooden Pallets, Van Nuys Woman's Club Building, Valley Municipal Building (Van

Nuys City Hall), "The Magnolia" (a.k.a. Hirschberg residence) and the Baird House as historic/cultural resources.

Objective 1-5

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

Policies

- 1-5.1 Promote greater individual choice in type, quality, price, and location of housing.

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

- 1-5.2 Promote housing in mixed use projects in transit corridors.

Program: The Plan provides a bonus in floor area and height for mixed use projects in the areas identified in the centers and transit areas.

- 1-5.3 Ensure that new housing opportunities minimize displacement of the residents.

Program: A decision maker should adopt a finding which addresses any potential displacement of residents as part of any decision relating to the construction of new housing.

- 1-5.4 Provide for development of townhouses and other similar condominium type housing units to increase home ownership options.

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

COMMERCIAL

Commercial land use in the Van Nuys-North Sherman Oaks Community Plan Area has demonstrated its vitality and viability during difficult economic periods. There are several distinct commercial areas in the community such as the Fashion Square along Riverside Drive, the new office center along Sepulveda Boulevard, the older business district along Van Nuys Boulevard, the auto sales dealerships concentration on Van Nuys Boulevard south of Oxnard Street, and three significant medical centers (Northridge Hospital on Sherman Way, Valley Presbyterian on Vanowen Street and Sherman Oaks Medical Center). The Plan Area lacks a readily identifiable, intensely developed commercial center. However, commercial areas have concentrated in sporadic clusters throughout the plan area and many of these commercial segments.

It should be noted that there is a concerted effort from the business community to establish a more "professional" and "business-like"

environment in the Van Nuys area. Grass roots organizations such as Business Watch aspire to beautify Van Nuys and attract additional businesses into the area to develop a stronger economic base. Their accomplishments include trash and graffiti removal along Van Nuys and Sepulveda Boulevards and a landscaped median on Sepulveda.

An extension of the “grass roots” efforts to revitalize commercial areas may benefit from the establishment of Business Improvement Districts (BIDS). BIDS are created by community business groups to assess themselves. The money is then designated for specific local improvements or services such as streetscape improvements and their maintenance, marketing, promotions or security. Two different pieces of legislation are used to establish BIDS. One focuses on assessing businesses within the district (including land owners who lease property) and the other focuses on property owners alone. The City has established guidelines for establishing BIDS under California state law. Commercial areas which could benefit from BIDS include Sepulveda Boulevard between Burbank Boulevard and the Southern Pacific Railroad, Victory Boulevard between Sepulveda Boulevard and Van Nuys Boulevard and Van Nuys Boulevard between Vanowen Street and Oxnard Street.

Potential growth areas recommended by the General Plan Framework include a mixed use corridor along Van Nuys Boulevard between Riverside and Oxnard Street, Van Nuys between Sherman Way and Saticoy Street, Sherman Way from east of Woodman Avenue to the 170 Freeway, and at the intersection between Coldwater Canyon Boulevard and Vanowen Street. Commercial areas are designated as Victory Boulevard and Coldwater Canyon, along Riverside between Hazeltine Avenue and just east of Woodman Avenue, Sherman Way to Oxnard Avenue along Van Nuys.

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

GOAL 2

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

Objective 2-1

To conserve and strengthen viable commercial development.

Policies

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

Program: The Plan Map identifies specific areas where commercial development is permitted.

- 2-1.2 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Program: Chapter V - Urban Design, proposes policies for commercial development which address this policy; the Plan also ensures more compatibility by downsizing and/or establishing more restrictive height limits.

Objective 2-2

To enhance the identity of distinctive commercial districts.

Policies

- 2-2.1 New development needs to add to and enhance the existing pedestrian street activity.

Program: Development within these areas is subject to the design standards established in the Design Guidelines for pedestrian oriented areas.

- 2-2.2 Ensure that commercial in-fill projects achieve harmony in design with the best of existing development.

Program: Implementation of the Design Guidelines in Chapter V.

- 2-2.3 Require that the older commercial business areas with pedestrian oriented districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Program: The Plan includes Design Guidelines which implement this policy for commercial projects and projects located within pedestrian oriented districts.

Program: A Community Design Overlay district (CDO) is designated for the older commercial business district along Van Nuys Boulevard between the south side of Oxnard Street to Wyandotte Street.

- 2-2.4 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts incorporate retail and service oriented commercial uses.

Program: Design Guidelines address this policy.

- 2-2.5 Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

Program: This policy establishes areas as preferred locations for mixed use projects. By designating Mixed Use Boulevards on the Plan, the Mixed Use Ordinance allows for a floor area bonus and a

height bonus for mixed use projects within commercially planned areas. The Plan designates the commercial areas on the east and west sides of Van Nuys Boulevard between Magnolia Boulevard and the Ventura Freeway as a Mixed Use Boulevard.

Program: The Plan recommends amendments and zone changes from industrial to commercial for areas adjacent to funded transit stations to encourage compatibility of uses such as mixed-use, childcare, retail, etc.

- 2-2.6 Encourage large mixed use projects and other large new development projects adjacent to transit stations to incorporate child care and/or other appropriate human service facilities as part of the project.

Program: The Plan supports implementation of this policy and includes a plan footnote which allows for Transfer of Floor Area Ratio rights to a maximum of 6 to 1 for the area bounded by Vesper Avenue, Calvert Street, Sylmar Avenue and Gilmore Street in exchange for public benefits.

Objective 2-3

To revitalize and reverse decline of commercial areas through the establishment of BIDS for signage, streetscape and other area improvements.

Policy

- 2-3.1 Encourage the establishment of BIDS along Sepulveda Boulevard between Burbank Boulevard and the Southern Pacific Railroad, Victory Boulevard between Sepulveda Boulevard and along Van Nuys Boulevard between Vanowen Street and Oxnard Street.

Program: Coordinate with the Chamber of Commerce and the Los Angeles City Clerk's office to disseminate guidelines on establishing BIDS to the business community.

INDUSTRIAL

The two major industrial land designations are clustered along the Southern Pacific Railroad and along the northern boundary of the Van Nuys-North Sherman Oaks Plan area. Non-contiguous segments of industrial uses are located along both sides of Oxnard Street between the San Diego Freeway and Hazeltine Avenue and along the eastern side of Valjean Avenue between Kittridge Street and Saticoy Street.

Industrial land uses have played a significant role in the economic history of the Plan Area, specifically, Van Nuys. The closure of the former Stroh Brewery site has impacted employment opportunities in the community. Industrial land uses are instrumental in forging a foundation of employment and economic development. Efforts must be made to preserve the fragile industrial base in the Valley.

GOAL 3

SUFFICIENT LAND FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES FOR THE COMMUNITY'S

WORKFORCE WHICH ARE SAFE FOR THE ENVIRONMENT AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT RESIDENTIAL USES.

Objective 3-1

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

Policies

- 3-1.1 Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.

Program: The Plan identifies lands which have industrial designations to accommodate the variety of uses noted above and through plan amendments and recommend corresponding zone changes implements this policy.

- 3-1.2 Adequate compatibility should be achieved through design treatments, compliance with environmental protection standards and health and safety requirements for industrial uses where they adjoin residential neighborhoods and commercial uses.

Program: The Plan, through plan amendments and corresponding zone changes, establishes transitional buffers between residential and industrial uses; environmental protection standards and health and safety requirements are enforced by other public agencies.

- 3-1.3 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Design Guidelines include standards for industrial projects which are in the vicinity of residential uses.

Objective 3-2

To retain industrial plan designations to maintain the industrial employment base in the community.

Policies

- 3-2.1 Large industrially planned parcels located in predominantly industrial areas should be protected from development by other uses which do not support the industrial base of the City and community.

Program: The plan sets forth guiding principals for specific major opportunity sites which address the need to consider the preservation of industrial designations and promote development which provides a viable employment base.

Development to the full residential, commercial, and industrial densities and intensities proposed by the Plan is predicated upon substantial compliance with the standards contained in the

Framework Plan. Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

Objective 3-3

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

Policies

- 3-3.1 Encourage new industrial uses adjacent to residential neighborhoods to mitigate their impact on the residential neighborhoods to the extent feasible.

Program: New development of industrial uses located adjacent to residential neighborhoods shall comply with the Industrial/Residential design guidelines found in the Urban Design Chapter (Chapter V, Section I. B. 1) of this Plan.

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

PUBLIC AND INSTITUTIONAL LAND USE

Public facilities such as fire stations, libraries, schools, parks and police stations shown on the Van Nuys-North Sherman Oaks Community Plan are to be developed in substantial conformance with the standards of need, site area, design and general location identified in the Service Systems element and the Safety Element of the General Plan. Such development shall be sequenced and timed to provide an efficient and adequate balance between land use and public services.

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

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

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance.

RECREATION AND PARKS FACILITIES

In the Van Nuys-North Sherman Oaks Community Plan public parks and recreation areas are managed by the City of Los Angeles Recreation and Parks Department. There is one community park, three neighborhood parks and two small parks which serve the Van Nuys-North Sherman Oaks Community Plan area. The community parks serve a much wider interest range than those of a neighborhood site.

GOAL 4

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

Objective 4-1

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

Policies

- 4-1.1 Preserve and improve the existing recreation and park facilities and park space.

Program: The Plan preserves such recreation facilities and park space by designating such sites as Open Space Zone (OS) which provides protection from other land uses.

- 4-1.2 Encourage cooperation between the Los Angeles Unified School District, the Los Angeles County Parks and Recreation Department to provide recreation facilities for the community.

Program: The Los Angeles Unified School District, the County's Department of Parks and Recreation and the City's Department of Recreation and Parks should develop programs to fully utilized each of their respective sites.

Objective 4-2

To provide facilities for specialized recreational needs within the Community, with consideration given to utilizing existing public lands such as flood control channel rights-of-way, utility easements, or Department of Water and Power property.

Policies

- 4-2.1 Flood control channel rights-of-way and other appropriate public lands should be considered for open space purposes. Hiking and bicycle trails in the area should connect facilities with the local and regional system.

Program: Implement the proposed hiking and bicycle trails shown on the Community Plan Map.

Objective 4-3

To acquire and develop properties as small parks where it is not possible to acquire sufficient acreage for neighborhood parks.

Policies

- 4-3.1 A small park shall be approximately one-half acre in size and be located on street corners and cul-de-sacs, where possible.

Program: Park site development is the responsibility of the Department of Recreation and Parks.

- 4-3.2 Small parks shall be designed to meet the particular needs of the residents in the area they serve.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

- 4-3.3 Small parks shall be designed to prevent potential negative impacts on adjacent residents, and provide high visibility to prevent criminal activity.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

Objective 4-4

To expand and improve local parks throughout the Plan area on an accelerated basis, as funds and land become available.

Policies

- 4-4.1 Develop new neighborhood and community parks to help offset the Van Nuys-North Sherman Oaks parkland deficit for its current 1990 population and its projected year 2010 population.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

- 4-4.2 The City should encourage continuous efforts by Federal, State, and County agencies to acquire vacant land for publicly owned open space.

Program: The open space and parkland purchase programs of Federal, State, and county agencies.

- 4-4.3 All park and recreation facilities should be designed, landscaped, and maintained to promote a high quality recreational experience.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds such as Grants, Quimby Funds, and State and Local Park Bond Funds.

- 4-4.4 The expansion of existing facilities on sites and the acquisition of new sites should be planned and designed to minimize the

displacement of housing and the relocation of residents.

Program: Park design, construction, and maintenance is the responsibility of the Department of Recreation and Parks for City owned parks.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

Objective 4-5

To ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens.

Policies

- 4-5.1 Ensure that parks are adequately illuminated for safe use at night as necessary.

OPEN SPACE

In the Van Nuys-North Sherman Oaks Community Plan area, important open space areas do exist separately from land under the control of the City of Los Angeles Department of Recreation and Parks. There are two classifications of Open Space, publicly owned and privately owned open space.

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

1. Recreational and educational opportunities.
2. Scenic, cultural and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Rights-of-way for utilities and transportation facilities.
6. Preservation of physical resources.

GOAL 5

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

Objective 5-1

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

Policies

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

Program: The Plan Map designates areas to be preserved for open space.

- 5-1.2 Protect significant environmental resources from environmental hazards.

Program: The Plan Map designates areas for open space.

Program: Implementation of State and Federal environmental laws and regulations such as The California Environmental Quality Act (CEQA), the National Environmental Protection Act (NEPA), the Clean Air Quality Act, and the Clean Water Quality Act.

Program: Implementation of SCAG's and SCAQMD's Regional Air Quality Management Plan, and SCAG's Growth Management Plan.

Program: Implement the State mandated Congestion Management Program designed to reduce traffic congestion and improve air quality.

- 5-1.3 Accommodate active park lands and other open space uses in areas designed and zoned as Open Space.

Program: The Plan Map designates lands for open space as appropriate.

SCHOOLS

In the Van Nuys-North Sherman Oaks Plan Area, public schools are administered by the Los Angeles Unified School District (LAUSD).

The number of LAUSD schools include eleven elementary schools, three middle schools, two high schools and one community college. The names and locations are: Bassett Street Elementary at Saticoy and Cohasset, Chandler Elementary at Magnolia Avenue and Hazeltine Avenue, Cohasset Street Elementary on Cohasset Street and Saticoy Street, Erwin Street Elementary between Greenbush Avenue and Nagel Avenue, Hazeltine Avenue Elementary on the northwest corner of Hazeltine Avenue and Sherman Way, Kester Avenue Elementary between Delano Street and Sylvan Street, Kittridge Street Elementary on the northwest corner of Kittridge Street and Woodman Avenue, Riverside Drive Elementary on Riverside Drive, west of Ethel Avenue, Sylvan Park Elementary on Noble Avenue south of Sylvan Street, Valerio Street Elementary on the southwest corner of Valerio Street and Noble Avenue, Van Nuys Elementary on Sylmar Avenue between Hamlin Street and Gilmore Street, Robert Fulton Middle School on Kester Avenue between Saticoy Street and Valerio Street, Robert A. Millikan Middle School on Sunnyslope Avenue south of Magnolia Boulevard and Van Nuys Middle School on Vesper Avenue, Ulysses S. Grant High at Oxnard Street and Ethel Avenue, and Van Nuys High School on Cedros Avenue south of Kittridge Street.

Higher education in Van Nuys-North Sherman Oaks is provided by Los Angeles Valley College on Fulton Avenue south of Oxnard Street; a State-funded junior college. Valley College was established in June, 1949 adjacent to Van Nuys High School, with an enrollment of 440 students and a faculty of 23. The College moved to its present location of approximately 105 acres between Fulton Avenue and Coldwater Canyon Avenue and Burbank Boulevard and Oxnard Street in 1951 with approximately 1003 students and a faculty of 55. Presently, the College has a student body of over 16,000 and a faculty of 261 full-time and 215 part-time academicians.

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

GOAL 6

APPROPRIATE LOCATIONS AND ADEQUATE FACILITIES FOR SCHOOLS TO SERVE THE NEEDS OF EXISTING AND FUTURE POPULATIONS.

Objective 6-1

To site schools in locations complimentary to existing land uses and in locations which will enhance community identity.

Policies

6-1.1 Encourage compatibility in school locations, site layout, and architectural design with adjacent land uses and community character, and as appropriate, use schools to create a logical transition and buffer between different uses.

Program: A decision maker involved in a discretionary review for a proposed school should adopt a finding which supports the application of this policy.

GOAL 7

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

Objective 7-1

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

Policies

7-1.1 Explore creative alternatives with LAUSD for providing new school sites in the City, where appropriate.

Program: Work with LAUSD to provide adequate school sites and to develop joint use of facilities to address deficiencies in school or community facilities.

Program: Utilize the City's "Annual Report on Growth and Infrastructure" to monitor growth and where new schools may be needed.

Objective 7-2

Maximize the use of local schools for community facilities and local open space and parks for school activities where needed to address service deficiencies.

Policies

7-2.1 Encourage the siting of community facilities (libraries, parks, schools and auditoriums) together to meet the service requirements (standards).

Program: Work with LAUSD to identify strategies for the expansion of school facilities where needed, to remedy existing deficiencies or to provide for adequate facilities for future growth.

LIBRARIES

The Plan Area is served by one public library community branch. The Van Nuys Community Branch Library was erected in 1963 and was recently renovated to include a reconfiguration of space for the construction of a community meeting room.

GOAL 8

ENSURE ADEQUATE LIBRARY FACILITIES AND SERVICES ARE PROVIDED TO THE AREA'S RESIDENTS.

Objective 8-1

To assist the City Library Department in providing adequate library service which responds to the needs of the community.

Policies

8-1.1 Support construction of new libraries and rehabilitation and expansion of existing libraries as required to meet the changing needs of the community.

Program: The Plan designates the existing library sites in the Public Facilities plan category and changes the zone to Public Facility (PF). This new designation provides more protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.

8-1.2 Encourage flexibility in siting libraries and similarly accessible facilities in mixed use projects and transit oriented districts.

Program: Through the inclusion of this policy in the Plan text, the Plan supports these identified locations as desirable sites for new libraries and recommends that this policy be considered when the Library Department and decision-makers review potential sites for new libraries.

POLICE PROTECTION

Police protection services are provided by the Los Angeles Police Department. The Van Nuys Community Police Station serves the Van Nuys-North Sherman Oaks area in addition to surrounding areas of the community. There are no plans for further expansion of facilities by the Van Nuys Division by the Los Angeles Police Department at this time.

GOAL 9

A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROVIDE FOR THE PUBLIC SAFETY NEEDS OF THE COMMUNITY.

Objective 9-1

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

Policies

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

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

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

- 9-1.2 Promote the implementation of Crime Prevention Through Environmental Design (CPTED) strategies including natural access control, natural surveillance and territorial reinforcement.

Program: The decision-maker shall require implementation of CPTED strategies in the discretionary plan approval process.

FIRE PROTECTION

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

Fire protection in the Plan Area is provided by three Task Force stations. The adequacy of fire protection is based on the required fire-flow (measured in gallons per minute), response distance from existing fire stations and the Fire Department's judgement for needs in the area. Station 39 is located in the Van Nuys Plan Area, Station 102 is located in the east North Sherman Oaks area and Station 88 is located in the west North Sherman Oaks Plan area. In addition to fire protection services, Station 88 also includes an Urban Search and Rescue Task Force and is a designated Emergency Preparedness Training Center.

GOAL 10

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

Objective 10-1

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

Policies

- 10-1.1 Coordinate with the Fire Department as part of the review of significant development projects and the General Plan Amendments affecting land use to determine the impact on service demands.

Program: Require a decision maker to include a finding as to the impact on fire service demands of the proposed project or land use plan change.

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

TRANSPORTATION

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

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

PUBLIC TRANSPORTATION

Some of the major opportunities within the Plan Area relate to the proposed development of Metro Rail Transit lines. While it is anticipated that within the time of the Community Plan that private automobile will remain one of the principal modes of transportation, bus service will provide the basic public transportation system until the proposed Metro Rail projects are operational.

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

The proposed Metro Red Line San Fernando Valley Extension, which generally follows the Southern Pacific Railway right-of-way, will link Union Station to Universal City and will traverse west generally along Oxnard Street through the Van Nuys-North Sherman Oaks Community. Three stations stops on the proposed alignment are within the Plan Area, namely: (1) Oxnard/Fulton or Burbank/Fulton; (2) Oxnard/Van Nuys; and (3) Oxnard/Sepulveda. The Red Line will provide residents in the East Valley

with an alternative means of commuting from home to work. The operation of a safe, convenient, and efficient mass transit line would also lessen regional dependence on the private automobile and the need for additional traffic capacity.

While it is anticipated that the private automobile will remain a primary mode of transportation within the time frame of the Van Nuys-North Sherman Oaks Community Plan (to the year 2010), Metrolink, bus service and the community "DASH" will be the primary public transportation modes through the year 2010.

GOAL 11

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

Objective 11-1

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

Policies

- 11-1.1 Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the Van Nuys-North Sherman Oaks area.

Program: Transit Improvements [TIMP]

1. Recommended bus transit improvement [TIMP]:
 - Ⓢ Increase bus service along high-demand routes as warranted; and
 - Ⓢ Extend Metrolink shuttle route south to serve the proposed Red Line Van Nuys Station; and
 - Ⓢ Implement transit-priority treatments along Van Nuys Boulevard.
- 11-1.2 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.
- 11-1.3 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.

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

Program: Implementation of the "Restructuring Public Transit Service" (RPTS) study proposals to create limited stop service and replace existing services with new local buses.

Objective 11-2

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

Policies

11-2.1 Develop an intermodal mass transportation plan to implement linkages to future rail service.

Program: Rail transit improvements [TIMP].

- C Extend rail transit line west from Metro Red Line terminus in North Hollywood through the Van Nuys-North Sherman Oaks Community Plan area;
- C Locate station stop at Fulton Avenue/Valley College, Van Nuys Boulevard and Sepulveda Boulevard;
- C Expand Van Nuys Amtrak/Metrolink Station;
- C Increase Metrolink service levels.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS D. Although studies indicate that most of the Van Nuys-North Sherman Oaks' major street intersections are in compliance with this City policy, the level of trips generated by future development in the Van Nuys-North Sherman Oaks and in the surrounding San Fernando Valley areas, require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility. TDM is a program designed to encourage people to change their mode of travel from single occupancy vehicles to more efficient transportation modes. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

1. Transportation Management Association Formation/Coordination.

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

2. Participation in Regional Transportation Management Programs.

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

3. TDM Ordinance. The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Van Nuys- North Sherman Oaks area. This ordinance calls for several measures to be included in non-residential developments to achieve trip reduction targets.

4. Monitoring. The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance.
5. The City should implement a bikeways development program as specified in the Plan as part of an overall transportation demand management

GOAL 12

ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION TO REDUCE THE USE OF SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO REDUCE OVERALL VEHICULAR TRIP VOLUMES.

Objective 12-1

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

Policies

- 12-1.1 Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex-time, bicycles, and walking, etc).

Program: The TDM Citywide Ordinance and trip reduction measures will continue to be implemented in the Van Nuys-North Sherman Oaks area and monitored by LADOT. This Ordinance calls for several measures to be taken by non-residential developments to achieve necessary trip reduction targets.

Program: TDM Ordinance [TIMP].

- 12-1.2 Encourage the use of multiple-occupancy vehicle programs such as carpool, vanpools and/or shuttle for shopping and other activities to reduce midday traffic.

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT.

- 12-1.3 Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.

Program: The decision-maker shall include this as a condition in approving such projects.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Transportation System Management (TSM) is the manipulation of transportation systems in order to improve the flow of traffic. TSM incorporates features such as computer based traffic signal timing facilities, intersection improvements, preferential parking areas for high occupancy vehicles, park and ride facilities, anti-gridlock measures, and parking management programs.

GOAL 13

A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY AND STREET NETWORK.

Objective 13-1

That Van Nuys-North Sherman Oaks' signalized intersections are integrated with the City's ATSAC system by the year 2010.

Policies

- 13-1.1 Install ATSAC equipment at an accelerated rate with expanded funding.

Program: Accelerated installation of ATSAC equipment when funding becomes available.

Program: Transportation Systems Management (TSM) Strategies [TIMP]. Automated Traffic Surveillance and Control (ATSAC), a computerized system that directs traffic control operations based on the data collected at each signalized intersection, is recommended to be installed by the 2010 at the arterial intersections.

- 13.1.2 Support the existing Department of Transportation program to provide separate right and/or left turn lanes on all arterial streets where feasible.

Program: The Plan supports the City Department of Transportation's programs providing for separate right turn and/or left turn lanes on all arterials.

- 13.1.3 Accelerate controller replacement to upgrade and improve signal efficiency.

Program: Implement as funding becomes available.

FREEWAYS AND STREETS

The Van Nuys-North Sherman Oaks Plan area is served by San Diego Freeway (I-405) which runs north-south and the Ventura Freeway (I-101) which runs east and west.

Arterials designated as Boulevardss on the Plan include , Sepulveda Boulevard, Van Nuys Boulevard, , Sherman Way, Victory BoulevardandBurbank Boulevard .

Chandler Boulevard is the only street designated as a Divided Boulevard on the Plan.

The Avenues are Haskell Avenue, Kester Avenue, Hazeltine Avenue, Fulton Avenue, Coldwater Canyon Avenue and Whitsett Avenue, Vanowen Street Oxnard Street and Magnolia Boulevard.<add in Woodley, Woodman Avenue, Riverside Drive, Saticoy Street and Valjean Street.>

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

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

GOAL 14

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

Objective 14-1

To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Policies

14-1.1 To the extent feasible and consistent with the Mobility Plan 2035's policies promoting multi-modal transportation (e.g. walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for Boulevards, Avenues and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a arterial or collector street, then the level of service for future growth should be maintained at LOS "E" where feasible and consistent with the Mobility Plan's policies.

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

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

Program: Capital Improvements [TIMP]

1. Proposed street widenings [TIMP] (to be implemented to the extent feasible and consistent with the policies of the Mobility Plan):

- Ⓒ Burbank Boulevard from Sepulveda Boulevard to Coldwater Canyon Avenue (widen and implement peak parking restrictions in both directions to provide 6 peak lanes);
- Ⓒ Hazeltine Avenue from Victory Boulevard to Burbank Boulevard (widen to 4 lanes);

- C Van Nuys Boulevard from Chandler Boulevard to Addison Street (implement peak parking restrictions to provide 6 peak lanes);
- C Provide a fourth northbound lane on Sepulveda Boulevard during PM peak period from the Ventura Freeway (US 101) to Rinaldi Street;
- C I-405/Burbank Boulevard interchange: conduct a study to identify feasible improvements to the I-405/Burbank Boulevard interchange;
- C I-405/Sepulveda Boulevard ramps: construct a new I-405 northbound off-ramp to Sepulveda Boulevard opposite the existing Ventura Freeway (US 101) eastbound on-ramp; construct a new I-405 northbound on-ramp from Sepulveda Boulevard opposite the Ventura Freeway (US 101) westbound off-ramp; and
- C Support implementation of regional high-occupancy vehicle (HOV) projects: I-5/I-405 direct HOV connector between north 1-5 and south 1-405 legs.

2. Proposed roadway extensions [TIMP] (only to be implemented to the extent feasible and consistent with the policies of the Mobility Plan):

- C Connect Cedros Avenue across MTA right-of-way (between Bessemer Street and Aetna Street);
- C Extend Hazeltine Avenue north from current terminus to proposed Saticoy Street extension; also improve to four lanes north of Sherman Way;
- C Connect Tyrone Avenue across MTA right-of-way (between Bessemer Street and Aetna Street); and
- C Construct new overpass and connect Saticoy Street across Southern Pacific railroad and classify this segment of Saticoy as a avenue, improving it to four lanes between Woodman Avenue and Van Nuys Boulevard.

3. Roadway redesignation:

Program: To the extent feasible and consistent with the policies of the Mobility Plan, encourage the completion of the following street improvements in the City's Capital Improvement Program (Five Year Program- Pictorial Guide FY 1996-97 to 2000-2001):

- 14-1.2 Street dedications shall be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

Program: Implementation of the Mobility Plan supports this policy.

- 14-1.3 Discourage non-residential traffic flow on streets designed to serve residential areas only by the use of traffic control measures.

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

- 14-1.4 New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.

Program: Require that new development projects incorporate adequate driveway access to prevent vehicular queuing that extends onto arterial streets.

Objective 14-2

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

Policies

- 14-2.1 No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

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

Program: Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with Citywide Land Use-Transportation policy.

- 14-2.2 Driveway access points onto arterials, should be restricted or limited in number and located to ensure the smooth and safe flow of vehicles and bicycles.

Program: Require that new development projects incorporate such considerations.

NON-MOTORIZED TRANSPORTATION

The Plan provides for various modes of non-motorized transportation/circulation such as walking and bicycle riding. The Mobility Plan (2035) identifies a backbone bicycle network and support routes through Van Nuys-North Sherman Oaks. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system which is intended to compliment other transportation modes.

GOAL 15

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

Objective 15-1

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

Policies

- 15-1.1 Plan for and encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers.

Program: The Plan map identifies existing and proposed bicycle facilities. The Mobility Plan (2035) addresses concerns regarding bicycle use issues.

- 15-1.2 Identify bicycle facilities along arterials in the community.

Program: Bikeways - The City should implement the proposed Bicycle Network in the Mobility Plan for the Van Nuys-North Sherman Oaks area, which includes the following proposed bikeways [TIMP]:

- Class I bike paths along Southern Pacific/MetroLink tracks, Southern Pacific Burbank/Chandler Branch right-of-way, Los Angeles River, and Tujunga Wash; and
- Class II bike lanes along Riverside Drive, Woodley Avenue (Class IV instead), and Woodman Avenue.

- 15-1.3 Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City.

Program: The Plan map identifies bicycle facilities which link with the bicycle facilities of adjacent communities.

- 15-1.4 Encourage the provision of changing rooms, showers, and bicycle storage at new and existing and non-residential developments and public places.

Program: Through the inclusion of this policy in the Plan text, the Plan supports the provision of bicycle storage facilities. The Plan recommends that this policy be considered by decision makers when reviewing projects requiring discretionary action.

Objective 15-2

To promote pedestrian-oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.

Policies

- 15-2.1 Encourage the safe utilization of easements and/or right-of-way along flood control channels, public utilities, railroad right-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.

Program: The Mobility Plan (2035) addresses bicycle use issues.

Program: Implementation of the Citywide Land Use/Transportation Policy and the City's discretionary project approval process.

- 15-2.2 Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.

Program: The City's Capital Improvement Program, public works construction projects, and the City's discretionary project approval process.

PARKING

The Plan supports the City's continuing efforts to develop City owned (off-street) parking facilities in Van Nuys-North Sherman Oaks so that an adequate supply of parking can be provided to meet the demand. City-owned parking lots should be located in or near commercial areas.

GOAL 16

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

Objective 16-1

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

Policies

- 16-1.1 Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

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

- 16-1.2 New parking lots and garages shall be developed in accordance with design standards.

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

HISTORIC AND CULTURAL RESOURCES

This section provides a basis to preserve, enhance, and maintain sites and structures which have been deemed architecturally and historically significant. The City has designated four sites in the Community as Historic-Cultural Monuments. These are the Tower of Wooden Pallets, the Van Nuys Woman's Club Building, the Valley Municipal Building (Van Nuys City Hall),

"The Magnolia" a.k.a. Hirschberg residence and the Baird House which are identified on the Plan map.

GOAL 17

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

Objective 17-1

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

Policies

17-1.1 Encourage the preservation, maintenance, enhancement and reuse of existing historically significant buildings and the restoration of original facades.

Program: Continue identification of appropriate City designated historic and cultural monuments and preservation of those existing.

Objective 17-2

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

Policies

17-2.1 Assist private owners of existing and future historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

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

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

VAN NUYS - NORTH SHERMAN OAKS

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					3,141	38.2
	Very Low	RE20, RA, RE15, RE11	277	3.4		
	Low	RE9, RS, R1, RU, RD6, RD5	2,864	34.8		
Multiple					1,237	15.1
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	24	0.3		
	Low Medium II	RD1.5, RD2 , RW2, RZ2.5	458	5.6		
	Medium	R3	738	9.0		
	High Medium	R4	17	0.2		
COMMERCIAL					586	7.1
	Neighborhood	C1, C1.5, C2, C4	164	2.0		
	General	CR, C1.5, C2, C4	211	2.5		
	Community	CR, C2, C4	188	2.3		
	Regional	CR, C1.5, C2, C4, R3, R4, R5	23	0.3		
INDUSTRIAL					611	7.4
	Commercial	CM, P	67	0.8		
	Limited	CM, MR1, M1	156	1.9		
	Light	MR2, M2	362	4.4		
	Heavy	M3	26	0.3		
PARKING					1	0.0
	Parking	P, PB	1	0.0		
OPEN SPACE/PUBLIC FACILITIES					850	10.4
	Open Space	OS, A1	169	2.1		
	Public Facilities	PF	681	8.3		
STREETS					1,794	21.8
	Private Streets	-	1	0.0		
	Public Streets	-	1,793	21.8		
TOTAL					8,220	100.0

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter 4 identifies actions which are recommended to be promoted by the City through the appropriate city departments and through other agencies including Federal, State and private sector entities to further the goals of the Plan. These are objectives or goals that the Planning Department does not have control over, but which involve issues that should be identified in the community plan and which help to reinforce the intent of goals and objectives found in Chapter 3.

RECREATION AND PARK FACILITIES

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

10. Pursue resources to clean up land that could be used for public recreation.

SCHOOLS

1. Consider large vacant parcels as a first alternative to accommodate the demand for new schools, prior to the displacement of existing uses.
2. Encourage vocational schools to locate in commercial or industrial areas where training opportunities are enhanced by the surrounding uses. However, siting of schools in areas planned for industrial uses should be evaluated in light of their proximity to any hazardous use.
3. Maximize the accessibility of school facilities to neighborhood organizations.

LIBRARIES

1. Support the efforts of the Library Department and the Van Nuys-North Sherman Oaks community to increase the service levels of the libraries to correlate with the Van Nuys-North Sherman Oaks population.
2. Seek additional resources to maintain and expand library services to satisfy service demands to the Year 2010.
3. Develop a Citywide policy for locating non-English language permanent collections.

POLICE PROTECTION

1. Support and encourage community-based crime prevention efforts (such as Neighborhood Watch), through regular interaction and coordination with existing community based policing, foot and bicycle patrols, watch programs, assistance in the formation of new neighborhood watch groups, and regular communication with neighborhoods and civic organizations.
2. Identify neighborhoods where facilities are needed to provide adequate Police protection.
3. Coordinate with representatives of the Police Department to institute "Crime Prevention Through Environmental Design (CPTED) strategies for discretionary actions.

FIRE PROTECTION

1. Provide that adequate facilities and fire service personnel are maintained by periodically evaluating population growth, level of service (response time and staffing) and fire hazards in the City.
2. Develop an acquisition strategy for fire station sites in areas deficient in fire facilities.
3. Identify neighborhoods with deficient fire facilities and/or services.

HISTORIC PRESERVATION

Incorporate the preservation and enhancement of historical sites located in the Van Nuys Civic Center into any plans for revitalization of the area.

HOUSING

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

COMMERCIAL

1. Encourage the establishment of BIDS to revitalize and improve commercial areas.
2. Coordinate with the Los Angeles City Clerk's office and the Chamber of Commerce to disseminate BID guidelines to the business community.

INDUSTRIAL

1. Encourage economic revitalization and reuse of older industrial properties for industrial uses and assist through the City, State and Federal programs.
2. Assist in the aggregation of smaller, older sites to facilitate revitalization or reuse, where appropriate.

UTILITIES

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

EMPLOYMENT

1. Encourage businesses to participate in job training programs for local residents.

**PUBLIC
TRANSPORTATION**

2. Develop employment opportunities for a wide range of jobs, skills, and wages.
3. Encourage and assist economic revitalization and the reuse of older industrial properties for industrial uses through City, State and Federal programs.
1. Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the Van Nuys-North Sherman Oaks Community Plan Area.
2. Encourage the expansion of transit programs, wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
3. Encourage the MTA and the City's Department of Transportation to establish local bus service to connect public schools to the community's major focal points, and to the existing MTA bus routes which serve Van Nuys-North Sherman Oaks and the surrounding communities.
4. Develop an intermodal mass transportation plan to promote the linkage of transportation facilities, routes, and services with the Metrolink line.
5. Develop an intermodal mass transportation plan to link the commuter rail service to future rail service.

**NON-MOTORIZED
TRANSPORTATION**

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

NATURAL DISASTERS

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

**EARTHQUAKE
PREPAREDNESS**

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

The Community Redevelopment Agency of the City of Los Angeles (CRA), as directed by the City Council in July 1994, established an Earthquake Disaster Assistance Program redevelopment plan. The five-year Plan provides disaster and recovery assistance in helping the community to rehabilitate from the effects of the January 1994 earthquake. The Plan facilitates the redevelopment of properties; develops and implements job revitalization through job creation, retention, and training; and encourages business attraction, retention and expansion. The Plan requires that these redevelopment activities be consistent with the existing community plan but does not modify or broaden in any way existing City development and land use controls

Chapter V

URBAN DESIGN

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

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

The administration of policies found in this Chapter can be accomplished with the establishment of a Community Design Overlay Districts (CDO's), per the Supplemental use District Section of the Zoning Code LAIC (Section 14.00).

GOALS AND PURPOSES

These design policies and standards are to ensure that residential, commercial and industrial projects and public spaces and rights-of-way incorporate specific elements of good design. The intent is to promote a stable and pleasant environment. In commercial corridors, the emphasis is on the provision and maintenance of the visual continuity of streetscapes and the creation of an environment that encourages pedestrian and economic activity. In multiple-family residential areas, the emphasis is on the promotion of architectural design that enhances the quality-of-life, living conditions and neighborhood pride of the residents.

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

COMMERCIAL

Site Planning

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

1. Locating surface parking in the rear of structures.
2. Minimizing the number of driveways providing access from arterials.
3. Maximizing retail and commercial service uses along street level frontages of commercial developments.

4. Providing front pedestrian entrances for businesses fronting on main commercial streets.
5. Providing through arcades from the front of buildings to rear parking for projects within wide frontages.
6. Providing landscaping strips between driveways and walkways which access the rear of properties.
7. Providing speed bumps for driveways paralleling walkways for more than 50 linear feet.
8. Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas.
9. Providing, where feasible, the undergrounding of new utility service.

Height and Building Design

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

Building materials shall be employed to provide relief to untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project does not result in large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed:

1. No structures should exceed 30 feet in height within 15 feet and 30 feet of front and rear property lines, respectively.
2. Requiring the use of articulations, recesses, surface perforations, or porticoes to break up long, flat building facades and free standing walls.
3. Providing accenting, complementary building materials to building facades.
4. Maximizing the applications of architectural features or articulations to building facades.
5. Designating architecturally untreated facades for signage.
6. Screening of mechanical and electrical equipment from public view.
7. Screening of all roof top equipment and non-architectural building appurtenances from public view.
8. Requiring the enclosure of trash areas for all projects.

MULTIPLE RESIDENTIAL

Parking Structures

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

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

Surface Parking Landscaping

1. Devoting 7% to total area of surface parking lots to landscaping.
2. Providing a landscaped buffer along public streets and/or adjoining residential uses.

Light and Glare

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

Mixed Use

Maximize commercial uses on the ground floor by requiring 10% of commercial development to serve needs of the residential portion of the building.

Site Planning

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

1. Provide a pedestrian entrance at the front of each project.
2. Require useable open space for outdoor activities, especially for children.

Design

The design of all buildings shall be of a quality and character that improves community appearances by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished through:

INDUSTRIAL RESIDENTIAL INTERFACE AREAS

1. Requiring the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades
2. Utilizing complementary building materials on building facades.
3. Incorporating varying design to provide definition for each floor.
4. Integrating building fixtures, awnings, or security gates, into the design of building(s).
5. Screening of all roof top equipment and building appurtenances from adjacent properties.
6. Requiring decorative masonry walls to enclose trash.

Parking Structures

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

Design Guidelines

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

1. Loading Areas

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

2. Walls/Landscaping

- a. Where vehicle parking, loading, or open storage for a new industrial development is located within 50 feet of a public street which separates the industrial and residential zones or uses, a minimum 3-1/2 foot high solid decorative masonry wall shall be provided in a front yard, or a minimum 5 foot 9 inch to 8 foot solid decorative masonry wall in a side or rear yard. That a minimum

of a 5 foot landscaped setback buffer with an installed automatic sprinkler system shall be located in front of said wall, along the street frontage.

- b. New industrial development located directly across a local or collector street from a residentially zoned or developed neighborhood shall provide a minimum 5 foot landscaped setback along any portion of the frontage, not required for driveways, facing the residential use. Said landscaping shall contain a minimum of one 24 inch box tree (with a minimum trunk diameter of two inches, a height of eight feet at the time of planting, and with an installed automatic sprinkler system) for every 30 feet of street frontage.
- c. On any other interior property line which separates an industrial use from an abutting residential zone or use, a minimum 5 foot 9 inch to 8 foot solid decorative masonry wall shall be provided

3. Architectural Guidelines

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

INDUSTRIAL

Structures

- 1. Designing the site and building(s) to convey visual interest and to be visually compatible with adjacent uses.

- 2.. Treating large expanses of blank walls and tilt-up concrete walls visible from the public right-of-way with contrasting complementary colors, building plane variation, murals, planters and/or other landscape elements to create visual interest.
3. Screening of mechanical and electrical equipment from public view.
4. Screening of all rooftop equipment and building appurtenances from public view.
5. Requiring the enclosure of trash areas for all projects.
6. Requiring freestanding walls to conform to the requirements of Section A.2.b. above.

Lighting

Directing exterior lighting onto the project site and locating flood lighting so as not to impact any surrounding residential uses.

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

In addition to the establishment of Design Standards for individual projects, a community's identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-way. It is the intent of this section to establish a set of guidelines that will serve to improve the environment, both aesthetically and physically, as opportunities in the Van Nuys-North Sherman Oaks Community Plan area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way.

A sense of entry should be created for the Van Nuys-North Sherman Oaks Community from adjacent cities and communities that serves to define the boundaries and edges of the City and the unique attributes of the community. Public spaces and rights-of-way should capitalize on existing physical access to differentiate the community as a unique place in the City.

The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees provides shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and creates an area-wide identity which distinguishes neighborhoods within Van Nuys-North Sherman Oaks from each one another.

The following improvements are recommended:

ENTRYWAY IMPROVEMENTS

Provide improvements along principal streets and at major identified intersections and edges which clearly distinguish these locations as major streetscapes and entries. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.

STREETSCAPE

1. Provide for a coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.
2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards and priorities for the selection and installation of the following:
 - a. Street trees
 - b. Street lighting
 - c. Streetscape elements (sidewalk/crosswalk paving, street furniture)
 - d. Public signage
3. Identify locations for, and develop landscaped median strips within commercial streets, provided that there is adequate space, traffic flow, site access, and the proper street cross section to insert the medians.

STREET TREES

1. Select species which:
 - a. Enhance the pedestrian character, and convey a distinctive high quality visual image.
 - b. Are drought and smog tolerant, and fire-resistant.
 - c. Complement the existing street trees.
2. Establish hierarchy for street trees which shall include:
 - a. Major Accent Trees. These trees should be located at entry locations, intersections, and activity centers.
 - b. Street Trees. Select specific species to be the common tree for street for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.
 - c. Ornamental or Special Plantings. At special areas along street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention on those places.

STREET FURNITURE

Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and

comfortable. Street furniture may include such elements such as bus and pedestrian benches, bus shelters, kiosks, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian- oriented areas.

STREET LIGHTING

1. Install new street lights in commercial districts which are attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment.
2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphics/ signage program.
3. Any new street lighting or pedestrian lighting system built in the public right-of way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting.
4. New lighting systems will be designed to minimize glare and "light trespass".
5. No new or replacement street tree shall be planted closer than 20 feet from an existing or proposed streetlight. Exceptions will be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.
6. All new or replacement lighting systems require due process. Street lighting is installed through the formation of special assessment districts in compliance with State law.
7. Ornamental or historic poles can not be removed without the prior approval of the City's Cultural Affairs Commission.

SIDEWALK/PAVING

1. Repave existing sidewalks and crosswalks in the Central Business District with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment and for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.
2. Develop sidewalk "pull-outs" at intersections, where they do not adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall to accommodate landscaping and street furniture and reduce the crosswalk width.

SIGNAGE

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

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

PUBLIC OPEN SPACE AND PLAZAS

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

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

RICHARD RIORDAN, Mayor

James Kenneth Hahn, City Attorney

Rick Tuttle, Controller

CITY COUNCIL

John Ferraro, President

Richard Alarcon

Richard Alatorre

Hal Bernson

Laura Chick

Michael Feuer

Ruth Galanter

Jackie Goldberg

Mike Hernandez

Nate Holden

Cindy Miscikowski

Mark Ridley-Thomas

Rudy Svorinich, Jr.

Joel Wachs

Rita Walters

CITY PLANNING COMMISSION

Peter M. Weil, President

Robert L. Scott, Vice-President

Marna Schnabel

Nicholas H. Stonnington

Jorge Jackson

DEPARTMENT OF CITY PLANNING

Con Howe, Director of Planning

Franklin Eberhard, Deputy Director

Gordon B. Hamilton, Deputy Director

Robert H. Sutton, Deputy Director

COMMUNITY PLAN UPDATE**COMMUNITY PLANNING**

Jack Sedwick, Principal City Planner

Frank Fielding, Senior City Planner

Ron Maben, City Planner

Violet Moyer, City Planning Associate

Rick Torres, City Planning Associate

GEOGRAPHIC INFORMATION SYSTEMS

Paul Burns, GIS Supervisor I

Carmen Mirafior, GIS Supervisor I

Daniel Garcia, GIS Specialist

Cecelia Hernandez, GIS Specialist

PUBLICATION

Bernice Navarro, Clerk Typist

Gary Booher, City Planner

Jae H. Kim, City Planning Associate

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
CITY PLANNING COMMISSION

MABEL CHANG
PRESIDENT
DAVID L. BURG
VICE-PRESIDENT
JOY ATKINSON
ERNESTO CARDENAS
SUSAN CLINE
MARY GEORGE
MICHAEL MAHDESIAN
BRADLEY MINDLIN
THOMAS E. SCHIFF

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

EXECUTIVE OFFICES

CON HOWE
DIRECTOR
(213) 978-1271
FRANKLIN P. EBERHARD
DEPUTY DIRECTOR
(213) 978-1273
GORDON B. HAMILTON
DEPUTY DIRECTOR
(213) 978-1272
ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 978-1274
FAX: (213) 978-1275
INFORMATION
(213) 978-1270
www.lacity.org/PLN

April 21, 2005

All Interested Parties:

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

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

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

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

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

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

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



April 21, 2005

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

All Interested Parties:

SUBJECT:

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

BACKGROUND:

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

“An example is:

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

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

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

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

Footnote 1: ‘Height District 1VL’

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

DISCUSSION:

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

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

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

“Floor Area Ratio 1:1.”

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

INTERPRETATION:

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