

## RESEDA - WEST VAN NUYS

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# Community Plan

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# RESEDA - WEST VAN NUYS

## ACTIVITY LOG

ADOPTION DATE	PLAN	CPC FILE No.	COUNCIL FILE No.
Nov. 17, 1999	Reseda-West Van Nuys Community Plan Update	97-0044 CPU	96-1597
Mar. 23, 1994	Reseda Central Business District Specific Plan	88-0275 ICO	88-0709

ADOPTION	AMENDMENT	CPC FILE No.	COUNCIL FILE No.
Sept. 7, 2016	Mobility Plan 2035 Update	CPC-2013-910-GPA-SPCA-MSA	15-0719

# RESEDA - WEST VAN NUYS

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## Community Plan

### Chapter I INTRODUCTION

#### COMMUNITY BACKGROUND

##### PLAN AREA

The Reseda - West Van Nuys Community Plan Area (CPA) is located in the center of the San Fernando Valley, approximately twenty (20) miles northwest of downtown Los Angeles in the City of Los Angeles. It comprises approximately 7,764 acres of land, which is approximately three (3) percent of the land in the City of Los Angeles. The Reseda -West Van Nuys Plan Area is generally bounded by Roscoe Boulevard on the north; by an irregular boundary consisting of Southern Pacific Burbank Branch railroad right-of-way to the south, Valjean Avenue, Gloria Avenue, and Sepulveda Boulevard to the east, and Corbin Avenue to the west. The Plan Area is surrounded by the communities of Northridge, Mission Hills-Panorama City-North Hills, Van Nuys-North Sherman Oaks, Encino-Tarzana, and Canoga Park-Winnetka-Woodland Hills-West Hills. The Plan Area includes the Reseda Community, and the western portion of the Van Nuys Community.

**Reseda:** This area is located west of White Oak Avenue, and comprises the majority of the Plan Area and includes residential and commercial zoned land. Its boundaries are generally Corbin Avenue to the west, Roscoe Boulevard to the north, White Oak Avenue, Topham Street and the Southern Pacific Railroad right-of-way on the south and White Oak Avenue on the west. This community contains two of the Valley's busiest streets - Reseda Boulevard and Sherman Way. Reseda Boulevard is the principal north-south access route to the Ventura Freeway and the 118 Freeway. Sherman Way is the main east-west boulevard through the Central Valley. Commercial uses are primarily located along Reseda Boulevard and Sherman Way. These two streets have been designated as the Central Business District (CBD) for this CPA. As with most of the CPAs, the dominant land use is single family residential. Residential mobile home parks are located in the area east of Balboa Boulevard and north of Saticoy Street.

The West Valley Administrative Center occupies the westerly half of a 20 acre site on Vanowen Street between Vanalden Avenue and Wilbur Avenue. Facilities in this City-owned property include the West Valley Municipal Building, the West Valley Regional Branch Library, and the West Valley Division Police Station. A neighborhood park is on the easterly half of this site.

**West Van Nuys:** This area is generally located at the eastern end of the Plan, from the east side of White Oak Avenue, and is bounded by, Topham Street and the Southern Pacific Railroad right-of-way to the south; and, Valjean Avenue, Saticoy Street, Roscoe Boulevard, Sepulveda Boulevard, Gloria Avenue and the Southern Pacific Railroad right-of-way to the east. This community contains a significant amount of industrial uses east of Balboa Boulevard and De Celis Place. This area also contains the Van Nuys Airport. This industrial area also contains a mobile home park.

**COMMUNITY  
HISTORY**

The land area was once part of the historic San Fernando Mission. It was sparsely occupied until the late 19th century. By the 1870s the Reseda/West Van Nuys area was part of a sheep ranch. One of the major activities to take place beginning in the 1880s was dry farming, which became the predominant use for the next 35 years.

By 1922, Sherman Way was the major east-west thoroughfare in the Valley, with the Red Cars running directly to downtown Los Angeles. By 1924, there were a dozen stores and shops along this street. Sherman Way had been created by Harry Chandler to pattern the style of El Paseo de la Reforma in Mexico City. Reseda remained primarily an agricultural community until the 1940s, when it grew dramatically. By the early 1950s, a population explosion took place, making Reseda one of the most popular and populated of all Valley communities. Because of this, the merchants of Reseda provided a bus service to transport shoppers throughout the busy downtown Reseda area.

While the area is no longer an agricultural center, neither is it the central and thriving shopping center it was in the 1950s and 1960s. The four malls built in surrounding communities have drawn many shoppers away from Reseda Boulevard and Sherman Way, and car related businesses form the backbone of downtown Reseda's economy. The area houses the West Valley municipal administration complex and contains Reseda Park, one of the most widely used parks in the city.

**COMMUNITY  
PARTICIPATION**

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

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

## COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities which were identified in the Reseda - West Van Nuys CPA.

### RESIDENTIAL

#### Issues

- C Need to preserve and enhance stable single family neighborhoods.
- C The development of smaller lot subdivisions are increasing, resulting in a diminished supply of large lot areas and the corresponding open space.
- C Lack of open space in apartment projects.
- C Scarcity of quality affordable housing.
- C Deterioration of the streetscape.
- C Lack of maintenance of existing housing stock, both single and multiple family dwellings.
- C Incompatibility between lower and higher density residential project.
- C Cumulative effect on the community plan area if development exceeds infrastructure capacity.

#### Opportunities

- C Access and proximity to employment.
- C Potential for residential and commercial mixed use development along commercial corridors.
- C Potential for preserving the ever decreasing quantity of large lot, very low density zoned areas from being subdivided to smaller high density lots.

### COMMERCIAL

#### Issues

- C Needed streetscape development along commercial corridors.
- C Lack of cohesiveness and continuity of complementary uses along commercial frontages.
- C Inadequate transition between commercial and residential uses.
- C Lack of safe and accessible parking within commercial strips due to such physical constraints as shallow commercial depth and location of available parking areas.

- C Lack of adequate uniform design standards and code enforcement along commercial corridors.

### **Opportunities**

- C Continue Public Utility, State, and Local government incentive programs which offer tax credits (Revitalization Zone), technical assistance (Community Development Department), employee hiring credits (Los Angeles Revitalization Zone), and capital generating assistance.
- C Development of Major Sites of Opportunity: Designation of the Central Business District (CBD) as a Community Redevelopment Agency (CRA) project area, utilizing earthquake recovery funds allocated to the community for commercial facade and signage improvement. Other revitalization efforts include Los Angeles Neighborhood Initiative (LANI) project area, a Business Improvement District (BID), Pedestrian Oriented District (POD) and a Specific Plan Area.
- C Development of shopping areas with convenient parking access and updated signage to beautify the area and to provide an identity which attracts consumers to service businesses.
- C Complement any unique existing development/uses to reinforce desirable design characteristics and uses.
- C Ensure appropriate transitions between commercial and adjoining uses, especially residential.
- 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. The area which could potentially benefit from BIDs is the Reseda Central Business District (CBD).

## **INDUSTRIAL**

### **Issues**

- C Intrusion of commercial uses within the industrial base and in particular those properties surrounding the north side of the Van Nuys Airport.
- C Cost to mitigate any hazardous waste contamination at old industrial sites.
- C Need to reduce the impact of industrial in proximity to nearby residential uses.

- C Removal of industrial designation creates a loss of industrial areas in the Reseda - West Van Nuys Community.

#### **Opportunities**

- C Excellent access of industrial uses to regional freeways and rail services.
- C Encourage and maintain industrial/manufacturing uses which generate employment for the local work force.
- C Availability of sites planned for job producing uses that improve the economic and physical condition of the area.
- C Encourage continued use of Van Nuys Airport as a hub of general aviation activities in the Southern California area, in conjunction with the surrounding neighbors' environmental concerns, such as related noise and traffic. General aviation activities include both private flying and corporate aircraft use of the field. In addition, loss of acreage from within this area to non-industrial uses should be prevented.
- C Attract desirable ("clean") industrial uses, thus generating less harmful pollutants and lower noise levels.
- C Availability of "incubator" type business that allow small business owners to relocate to larger sites as business improves.
- C Economic development opportunities surrounding the northern sections of the Van Nuys Airport.

## **TRANSPORTATION**

#### **Issues**

- C Existing and anticipated circulation needs must be addressed.
- C Need to improve transportation linkages, from home-to-work and to non-work destinations, by using automobile alternatives such as rail, bus, bicycle, and walking.

#### **Opportunities**

- C Implement the Transportation Improvement Mitigation Program (TIMP).
- C Develop arterials and local streets in accordance with the Mobility Plan, an element of the General Plan with standards and criteria in accordance to the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternative standards consistent with street capacity requirements.

## **RECREATION AND PARKS**

#### **Issues**

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

## MAJOR OPPORTUNITY SITES

### **The Reseda Central Business District (CBD)**

Over the past fifteen years, several efforts have been undertaken to improve the Reseda Central Business District (CBD) commercial corridors. Such an endeavor included the preparation of the Reseda Central Business District Specific Plan, effective April 2, 1994. The Specific Plan contains many valuable elements to enhance the area such as signage controls, parking requirements, urban/landscape design provisions, building heights and setbacks. The plan affects any new structure, addition to or extensive remodel of existing structure, remodel of exterior walls, or change of use. The Specific Plan also includes a Pedestrian Oriented District (POD) located along Sherman Way, between Lindley and Amigo Avenues, and along Reseda Boulevard, between Hart and Cantlay Streets.

The CBD area is included in a Community Redevelopment Agency (CRA) project area, utilizing earthquake recovery funds allocated to the community for commercial facade and signage improvement. The CBD is also a designated Los Angeles Neighborhood Initiative (LANI) project area and there is an effort to establish a Business Improvement District (BID). These concentrated efforts of multiple revitalization sources are assisting this commercial center to recover from the effects of the 1994 Northridge earthquake and past decades of economic disinvestment.

### **Industrial Office Park (55 Acre)**

The revitalization of a 55 acre industrial sector will convert the vacant site into a business park, the Marquardt Industrial Office Park, immediately west of the airport. The \$24.5 million project contains approximately 700,000 square feet of industrial buildings, to be constructed over the next three years. The business park is projected to generate 500 to 1,000 employees.

## COMMUNITY PROFILE

The Community Profile provides an overview of population, housing, and socio- demographics for the Reseda - West Van Nuys 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.

The Reseda - West Van Nuys CPA contains approximately 7,764 net acres. The topography is level west of Sepulveda Boulevard. The land consists primarily of very low density residential with higher density residential uses and commercial uses concentrated near the transit corridors of Sherman Way, Tampa Avenue, Reseda Boulevard.

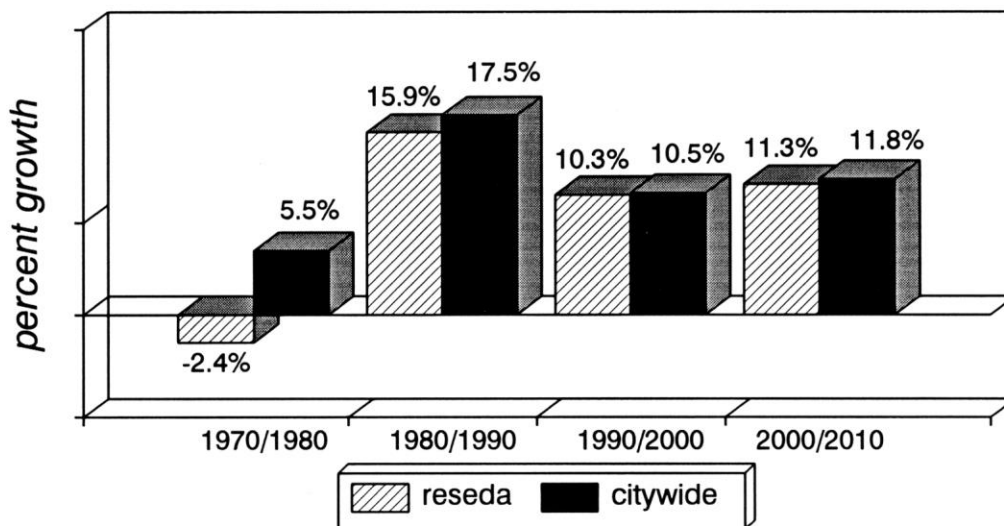
Industrial uses of approximately **1,031** net acres with **16,176,300** square feet of development are mostly concentrated in the eastern portion of the community plan area, in proximity to the Van Nuys Airport.



# RESEDA/WEST VAN NUYS COMMUNITY PROFILE

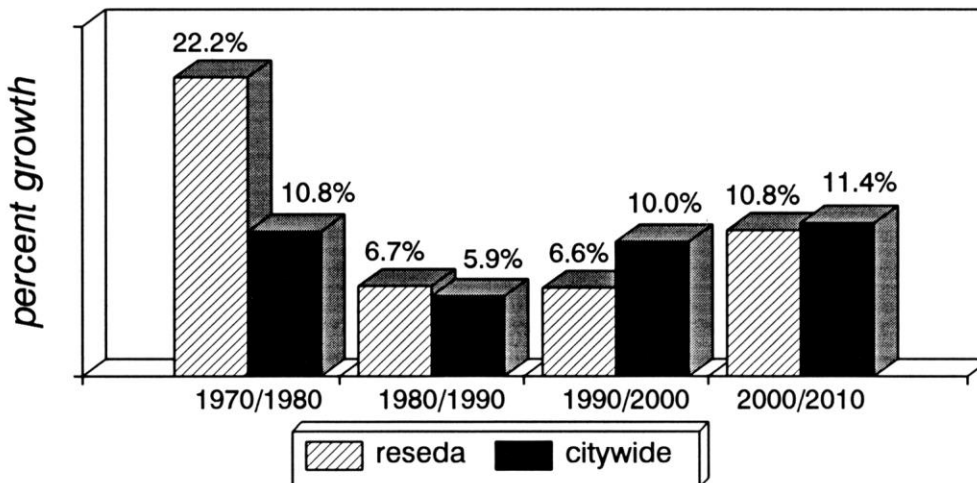
	estimated data (from U.S. Census)			projections (from SCAG) *	
<b>total population</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>
reseda	78918	77035	89279	98516	109678
citywide	2811801	2966850	3485398	3852993	4306564
<b>growth rate</b>		<b>1970 to 1980</b>	<b>1980 to 1990</b>	<b>1990 to 2000</b>	<b>2000 to 2010</b>
reseda		-2.4%	15.9%	10.3%	11.3%
citywide		5.5%	17.5%	10.5%	11.8%

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



	1970	1980	1990	2000	2010
<b>total households</b>					
reseda	24528	29969	31978	34082	37778
citywide	1024873	1135491	1203052	1323882	1474514
<b>growth rate</b>		<b>1970 to 1980</b>	<b>1980 to 1990</b>	<b>1990 to 2000</b>	<b>2000 to 2010</b>
reseda		22.2%	6.7%	6.6%	10.8%
citywide		10.8%	5.9%	10.0%	11.4%

## household growth rate comparison (occupied dwelling units only)



\* Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.  
 \*\* Population in group quarters includes institutionalized individuals, students in dormitories, and persons in emergency shelters, migrant worker housing, halfway houses, nursing homes, military quarters, etc.

# RESEDA – COMMUNITY PROFILE

estimated data (from U.S. Census)

projections (from SCAG)

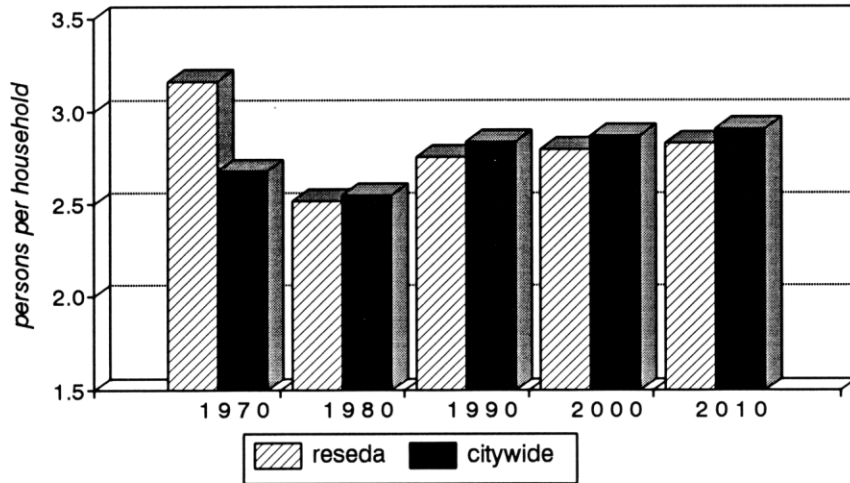
## household size

(persons per dwelling unit) \*

reseda  
citywide

	1970	1980	1990	2000	2010
reseda	3.16	2.52	2.76	2.80	2.83
citywide	2.68	2.55	2.84	2.87	2.91

## household size comparison



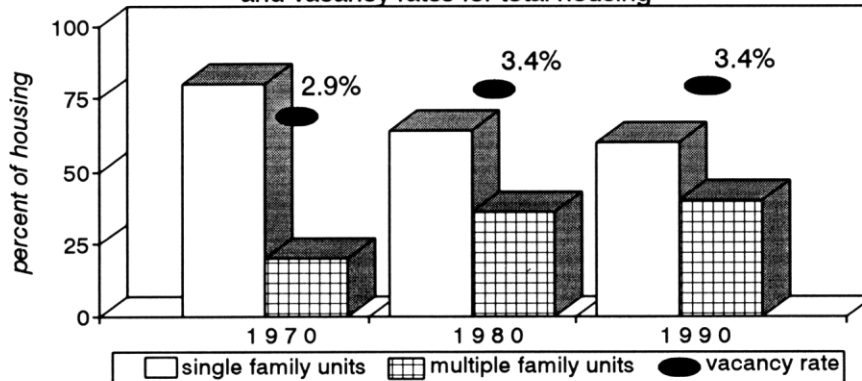
## housing splits / vacancy factors \*\*

(reseda only)

single family dwellings  
multiple family dwellings  
vacancy rate (total housing)

	1970	1980	1990
single family dwellings	80%	64%	60%
multiple family dwellings	20%	36%	40%
vacancy rate (total housing)	2.9%	3.4%	3.4%

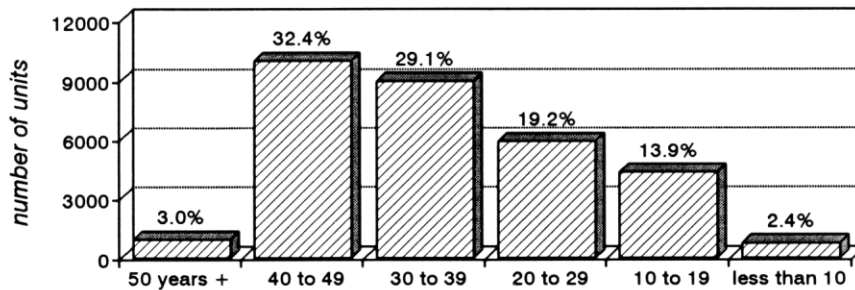
## single family dwelling units, multiple family dwelling units, and vacancy rates for total housing



## age of housing as of 1994 \*\*\*

total dwellings in  
reseda  
(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.

# RESEDA – COMMUNITY PROFILE

## HOUSING and OCCUPANCY FACTORS

1990 census data;

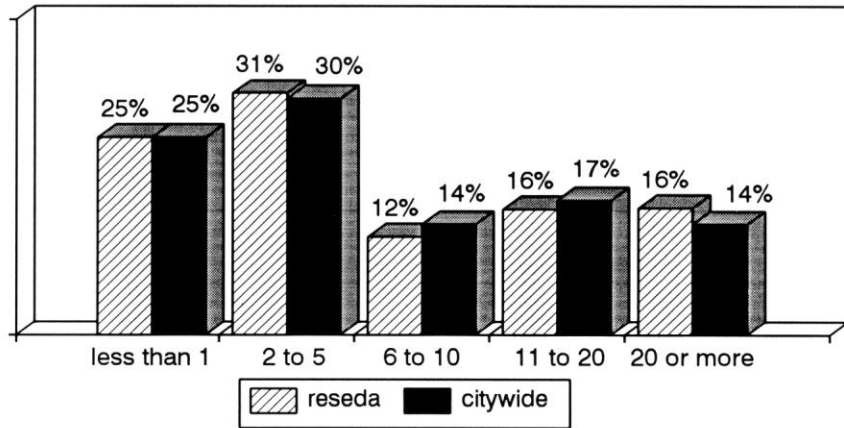
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	44.3%	21.9%	33.7%
renter occupied housing units	23.3%	24.0%	52.7%

<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
reseda	2.5%	39.0%	51.2%	6.9%	0.4%
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
reseda	6.8%	17.0%	47.3%	18.7%	10.2%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

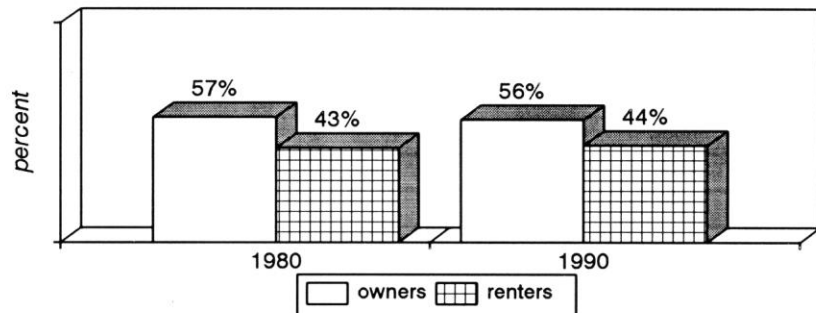
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
reseda	25.0%	30.6%	12.4%	15.9%	16.1%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

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.

# RESEDA – COMMUNITY PROFILE SOCIO/DEMOGRAPHICS

## 1990 census data;

### employment (percent) \*

females employed	43.0%
males employed	57.0%
employment participation rate (citywide rate)	71.1% 67.3%

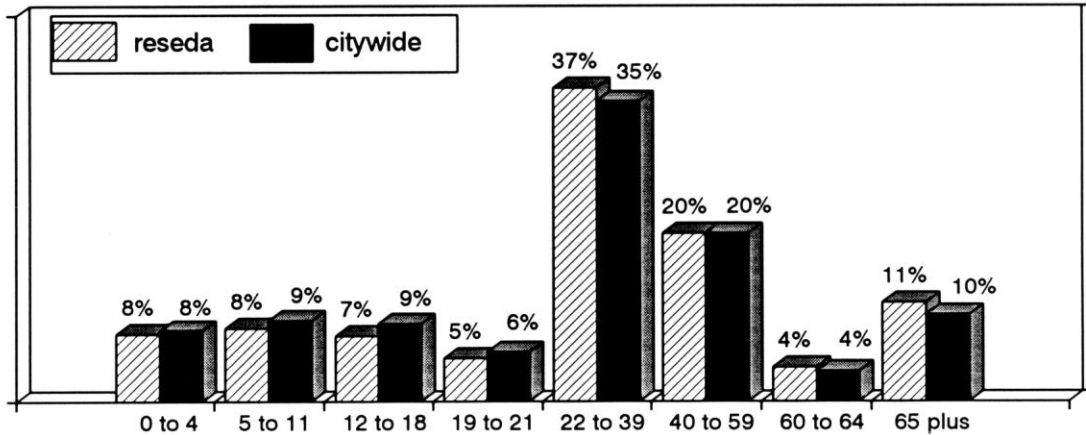
### household income (1989) \*\*

average	\$43,590
(citywide)	\$45,701
poverty (percent)	9.5%
(citywide)	18.9%

### education (percent) \*\*\*

	high school	beyond high school	college graduate
reseda	75.1%	50.1%	19.2%
citywide	67.0%	47.8%	23.0%

### age of the general population



### language and citizenship (percent) \*\*\*\*

	foreign language spoken at home			foreign born
	spanish	asian	other language	
reseda	20.8%	6.1%	12.2%	37.9%
citywide	24.3%	6.0%	5.6%	44.9%

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

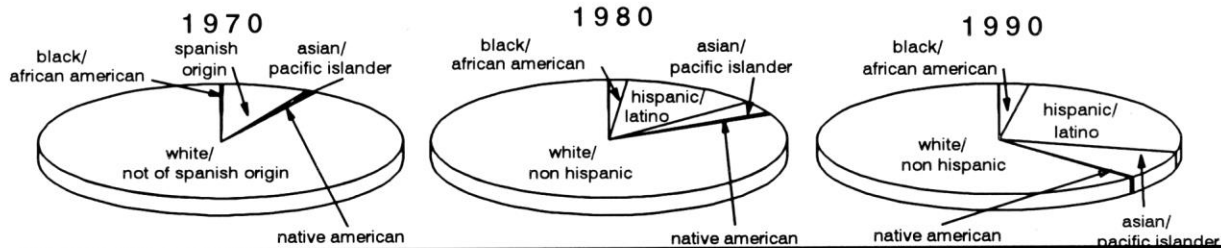
	drive alone	vanpool/ carpool	public transit	other means
reseda	73.5%	15.7%	4.5%	6.3%
citywide	65.2%	15.4%	10.5%	10.5%

### head of household \*\*\*\*\*

	live alone	married with children	married no children	single parent	single non family
reseda	27.2%	26.8%	26.7%	9.6%	9.7%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

### race/ethnicity (percent) \*\*\*\*\*

	1970	1980	1990
asian/pacific islander	0.6%	3.2%	8.0%
black/african american	0.1%	1.7%	2.6%
hispanic/latino	7.7%	12.6%	26.2%
native american	0.3%	0.7%	0.4%
white-non hispanic	91.3%	81.8%	62.7%



**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 the statutory requirements for the Community Plan outlining the mandatory elements that must be addressed. The Chapter contains the explanations of the Role, Purpose, and Organization of the Community Plan. Chapter 2 shows the relationship to other General Plan elements and provides for Plan Monitoring and Consistency. Chapter 2 of the Plan Text contains the statutory requirements for the Community Plan outlining the mandatory elements that must be addressed. The Chapter contains the explanations of the Role, Purpose, and Organization of the Community Plan. Chapter 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. California State 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. In the City of Los Angeles thirty-five community plans comprise the City's Land Use Element.

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

Government Code Section 65302(a) requires a land use element to designate the proposed general distribution, 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 communities 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 Reseda - West Van Nuys 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, open spaces, preservation and production of housing, provision of supporting infrastructure and public and human services, protection of environmental resources, 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 to 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 Reseda-West Van Nuys Community plan was completed on February 5, 1985 and revised through the General Plan Consistency Program in 1986 and subsequently through April 2, 1994 with the designation of a Reseda Central Business District Specific Plan. Since that time, 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 Reseda-West Van Nuys 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 opportunities.
- C Improving the function, design, and economic vitality of the commercial corridors and industrial areas.
- C Maximizing the development opportunities of the future transit system while minimizing any adverse impacts.
- C Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the Reseda- West Van Nuys Community Plan Area.

## **ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN**

This plan sets forth goals, objectives, policies, and programs that pertain to the Reseda - West Van Nuys Community. 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 Reseda - West Van Nuys 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 provides 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 proposed General Plan Framework forecasts the following population, housing, and employment levels for the Reseda-West Van Nuys Community Plan for the year 2010:

Population (persons):	109,231
Employment (units):	37,778
Employment (jobs):	77,981

The above population, employment, and housing numbers are provided as reference during the Community Plan Update. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are disaggregated to the City and then the community level. Population, jobs, and housing could grow more quickly or slowly, than anticipated depending on economic trends. The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance.

Regional forecasts do not always reflect the adopted community plan level use capacity or build out estimated from planned land use. Plan capacity or build out 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 Reseda - West Van Nuys-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. In many instances these measures encompass the policies contained in the General Plan Framework.

## **PLAN CONSISTENCY**

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



For each plan category, the Plan permits all identified corresponding zones, as well as those zones which are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the Plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of 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 Reseda-West Van Nuys-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 sets forth goals, objectives, policies and programs, and designates a potential land use capacity larger than is anticipated to be built during the life of the plan (2010). During the life of the Plan, it will be monitored by Congestion Management Program (CMP), Year 2010 Market Forecast Review, and other appropriate measures. If during the life of the Plan this monitoring finds that population, employment, or housing in the Plan is occurring faster than projected, a revised environmental analysis will be prepared, amendments will be proposed, and building controls may be put into effect until the Community Plan is revised to reflect the change in growth patterns.

The population, employment, and housing projections shown in the Plan reflect the 2010 market forecast. This Plan has been prepared to depict appropriate long-term land uses on the basis of information and policies at the time of adoption. The Plan Map depicts residential densities and commercial and industrial intensities beyond what is anticipated over the life of the Plan. The Plan has been designed to provide adequate infrastructure.

# Chapter III

## LAND USE POLICIES AND PROGRAMS

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

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

Accordingly, the proposed Plan has three fundamental premises. First, is limiting residential densities in various neighborhoods to the prevailing density of development in these neighborhoods. Second, is the monitoring of population growth and infrastructure improvements through the City's *Annual Report on Growth and Infrastructure* with a report to the City Planning Commission every five years on the Reseda - West Van Nuys Community Plan area 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 the Reseda - West Van Nuys community, until land use designations for the Reseda - West Van Nuys Community 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 Reseda-West Van Nuys 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 Community Plan area has been planned for residential purposes. The 1985 Plan designated approximately two-thirds for residential use. Of this portion 82 percent was designated for single-family use. 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.

The plan policy is to provide for the continued preservation of the existing residential neighborhoods throughout the area, retain existing single family districts and multi-family clusters.

Multi-family areas have developed fronting arterials such as Sherman Way, Reseda Boulevard and portions of Balboa 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 identity 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. There are significant blocks of very low density large lot development in this plan area. In the recent past, these areas have increasingly been under pressure for more dense development to smaller single family parcels, and a few of these smaller lot developments have been accomplished on the edges of the large lot areas. The Plan makes every effort to conserve these large lot areas where they remain intact.

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 acre category. The mid-point represents a reasonable factor to use, since new development within each land use category is not likely to occur at the extremes of the range but rather throughout the entire range.

## PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint	Number of Dwelling Units	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population (2010)
<b>Very Low</b>	2.5 (1+ to 4)	860	344	2.94	2,528
<b>Low</b>	6.5 (4+ to 9)	20,430	3,143	3.03	61,903
<b>Low Medium I</b>	13.5 (9+ to 18)	797	59	2.56	2,040
<b>Low Medium II</b>	23.5 (18+ to 29)	5,194	221	2.56	13,297
<b>Medium</b>	42 (29+ to 55)	9,240	220	2.55	23,562
<b>High Medium</b>	82 (55+ to 109)	2,296	28	2.57	5,901
<b>TOTALS</b>		<b>38,817</b>	<b>4,015</b>		<b>109,231</b>

\*D.U.: Dwelling Unit

**GOAL 1**

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

**Objective 1-1**

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

**Policies**

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

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

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

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

- 1-1.3 Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses, especially the RA-1 zoned lots.

***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 (Transitional Height Ordinance); and reflects plan amendments and corresponding zone changes which are directed at minimizing incompatible uses.

In addition, the Plan seeks to preserve the existing RA-1 lots from further redevelopment into smaller subdivisions.

- 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 Protect the quality of the residential environment West of the Van Nuys Airport through attention to noise and traffic.

***Program:*** Implementation of the Van Nuys Airport Master Plan regarding noise mitigation measures.

***Program:*** Implementation of the Transportation Improvement Mitigation Program (TIMP).

1-1.6 Preserve and maintain at least four fifths of designated residential lands for single family uses.

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

1-1.7 The City should promote neighborhood preservation, particularly in existing single family neighborhoods, as well as in areas with existing multiple family residences.

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

**Program:** The Neighborhood Preservation Program, administered by the Housing Authority of the City of Los Angeles and by the City's Housing Department provides financial resources to rehabilitate single family homes and multi-family rental housing.

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

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

## Objective 1-2

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

### Policies

1-2.1 Seek a high degree of architectural compatibility and landscaping for new infl. development to protect the character and scale of existing residential neighborhoods.

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

1-2.2 Consider factors such as neighborhood character and identity , compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

**Program:** The decision maker should adopt findings which address these factors as part of any decision relating to changes in planned residential densities.

### Objective 1-3

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

#### Policies

- 1-3.1 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.

- 1-3.2 Promote housing in mixed use projects in transit corridors, pedestrian oriented areas, and transit oriented districts.

**Program:** The municipal code provides a bonus in floor area and height for mixed use projects in the areas identified in this program.

- 1-3.3 Ensure that new housing opportunities minimize displacement of the residents.

**Program:** The 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.

- 1-3.4 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 Reseda-West Van Nuys Community Plan area is in transition due to demographic and social changes, competition from neighboring commercial areas and the increase in the amount of available commercial space. The center of the Commercial area is the Commercial Business District (CBD) located along Sherman Way between Lindley and Wilbur Avenues and along Reseda Boulevard between Saticoy and Kittridge Streets.

The commercial land use policies reflect the need to locate new commercial uses in the community to facilitate convenient shopping and easy access to professional services. Redevelopment of existing commercial corridors and areas, and conversion of existing structures to more appropriate uses should result in the physical and aesthetic upgrading of these areas.

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 corridors, in pedestrian oriented districts, and in transit oriented districts.

It should be noted that there is a concerted effort from the business community to revitalize the CBD. A Business Improvement District (BID) is being explored by local businessmen. BIDS are created by community business groups to assess themselves for specific local improvements or services. Such improvements involve streetscape, parking, 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.

## **GOAL 2**

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

### **Objective 2-1**

To conserve and strengthen viable commercial development. To enhance the appearance of commercial districts, to promote the economic health, revitalization and public convenience by promoting orderly development and enhancement of the Commercial Business District (CBD).

#### **Policies**

2-1.1 Require that any proposed development be designed to enhance and be compatible with adjacent development.

***Program:*** Implement conformance with applicable design standard identified in the Design Guidelines of the Plan.

***Program:*** Implement conformance with the Specific Plan for the CBD.

2-1.2 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.

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

***Program:*** Chapter V - Urban Design, proposes policies for commercial development which address this policy; the Plan also

insures more compatibility by downsizing and/or establishing more restrictive height limits.

**Program:** Reseda Central Business District Specific Plan within the Central Business District.

**Program:** Los Angeles Neighborhood Initiative (LANI) within the Central Business district. The LANI Program will provide for neighborhood beautification such as, improved street lighting, decorative street lamps, and tree planting.

**Program:** Community Redevelopment Agency (CRA) has designated the Reseda Central Business district as a redevelopment project area, and will provide a facade improvement program.

**Program:** Business Improvement District (BID), which will allow merchants to devise a long term strategy to improve and maintain safety and neighborhood beautification. Each merchant contributes by an agreed upon self tax/assessment.

## **Objective 2-2**

To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Districts (PODs).

### **Policies**

2-2.1 Pedestrian oriented areas are to be identified and preserved.

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

The Specific Plan identifies and proposes the following area as a Pedestrian Oriented District: along Sherman Way between Lindley and Amigo Avenues and along Reseda Boulevard between Hart and Wyandotte Streets.

2-2.2 New development needs to enhance and increase the existing pedestrian street activity.

**Program:** Development within these areas is subject to the design standards established in the Design Guidelines for the Specific Plan Pedestrian Oriented District (POD).

2-2.3 Ensure that commercial infill projects achieve harmony with the best of existing development.

**Program:** Implementation of the Design Guidelines in Chapter V.

## **Objective 2-3**

2-3.1 Preserve community character, scale, and architectural diversity.



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

2-3.2 Improve safety and aesthetics of parking areas in commercial areas.

**Program:** Design standards for parking area established in the Design Guidelines implement this policy.

2-3.3 Landscaped corridors should be created and enhanced through the planting of street trees along segments with no setbacks and through street median plantings.

**Program:** The Design Guidelines include a section which establishes guidelines for community design and landscaping. These guidelines are intended to serve as a reference to other City Departments, public agencies, and any private entities who participate in projects which involve improvements to public spaces and rights-of-way including streetscape and landscaping.

**Objective 2-4**

To maintain and increase the commercial employment base for community residents whenever possible.

**Policies**

2-4.1 Protect commercial plan designations so that commercial development is encouraged.

**Program:** The Plan and Plan Map maintain the current amounts of commercial land use designations to implement this policy.

**INDUSTRIAL**

Most of the Industrial land use designations in the Reseda - West Van Nuys Community Plan Area are located near the Van Nuys Airport, and along the Southern Pacific Railroad Tracks in the southern part of the community. Smaller pockets of industrial land use can be found along Roscoe Boulevard, Sepulveda Boulevard, and near the southeast corner of Sherman Way and Reseda Boulevard, adjacent to the Central Business District.

Industrial land use is a valuable commodity. It must be maintained to provide economic benefits and employment opportunities generated by occupants of those sites.

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

**GOAL 3**

***SUFFICIENT LAND FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES WHICH ARE SAFE FOR THE ENVIRONMENT AND THE WORK FORCE, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT 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 for residential uses.

**Objective 3-2**

To retain industrial plan designations to maintain the industrial employment base for the community residents and to increase it whenever possible.

**Policies**

3-2.1 Large industrially planned parcels located in predominantly industrial area 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 statements for specific major opportunity sites which address the need to consider the preservation of industrial designations and promote development which provide a viable employment base. In addition, the Plan retains the existing industrial designations, including large industrially planned parcels.

In addition to retaining existing industrial plan designations, the Plan recognizes existing viable industrial uses which were located in residential plan designations and rectifies this incompatibility by changing the plan designation and zone to industrial to reflect the existing uses. This change increases the industrially planned lands and provides the assurance that these uses may continue, thus protecting industrial jobs in the community.

**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 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**

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

Public facilities such as fire stations, libraries, parks, schools, and police stations shown on the Reseda-West Van Nuys Community Plan are to be maintained and 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. The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance. The development of the full residential, commercial, and industrial densities and intensities proposed by the Plan is predicated upon substantial compliance with the standards contained in the Public Facilities and Services Element of the Framework. Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the Reseda-West Van Nuys 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 cost.

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.

## **SCHOOLS**

In the Plan area, public schools are administered by the Los Angeles Unified School District (LAUSD). There are fourteen elementary schools, one middle school, six high schools, and one Occupational Center.

The Los Angeles Unified School District, anticipating significant increases in enrollment over the next several years, is presently considering numerous options for student enrollment patterns. Factors involved in determining future student enrollment range from legal decisions, State financing, construction of new or expansion of existing schools, and the overall Unified School District budget. 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.

## **SCHOOLS**

### **GOAL 4**

***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 4-1**

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

#### **Policies**

4-1.1 Explore creative alternatives for providing new school sites in the City, where appropriate.

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

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

#### **Objective 4-2**

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

## **Policies**

4-2.1 Encourage the siting of Community facilities (libraries, parks, schools and auditoriums) together.

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

- Siting of schools and other community facilities (libraries, parks, and auditoriums) within a transit station, center, or mixed-use area so they can complement each other and make the most efficient use of the land provided for these services.
- Locating middle schools and high schools where possible, close to transit stations and key centers and mixed-use districts, so students can use the transit system to get to and from school.
- Encouraging private redevelopment of existing school sites in the immediate vicinity of transit stations and centers so that the existing site (a low intensity use) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

4-2.2 Elementary schools should be located along collector streets.

**Program:** The Los Angeles Unified School District is the agency responsible for the siting, design, and construction of public elementary schools.

4-2.3 Encourage cooperation to provide recreation facilities for the community.

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

## **RECREATION AND PARK FACILITIES**

In the Reseda-West Van Nuys-Community Plan area public parks and recreational areas are managed by the City of Los Angeles Recreation and Parks Department. There are three types of parks; regional, community, and neighborhood parks. The community parks serve a much wider interest range than those of a neighborhood site, and while the community parks satisfy the need of the existing population, the community is still deficient in the number of neighborhood parks.

### **GOAL 5**

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

**Objective 5-1**

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

**Policies**

5-1.1 Preserve and improve the existing recreational facilities and park space.

**Program:** The Plan preserves such recreation facilities and park space by changing the existing zone to the Open Space (OS) Zone, which provides such protection.

5-1.2 Better utilization and development of recreational facilities at existing parks.

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

**Objective 5-2**

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

**Policies**

5-2.1 Flood control channels and other appropriate public lands should be considered for open space purposes. Hiking, bicycle and equestrian trails in Reseda-West Van Nuys should connect these facilities with the local and regional system.

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

**Objective 5-3**

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

**Policies**

5-3.1 A mini-park shall be approximately one-half acre in size and be located on street corners and cull-de-sacs, where possible.

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

5-3.2 Mini-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.

- 5-3.3 Mini-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 5-4**

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

#### **Policies**

- 5-4.1 Develop new neighborhood parks and new community parks to help offset Reseda-West Van Nuys parkland deficit for its current 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.

- 5-4.2 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.

- 5-4.3 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.

- 5-4.4 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 site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

#### **Objective 5-5**

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

#### **Policies**

- 5-5.1 Ensure that parks are adequately illuminated for safe use at night.

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

## OPEN SPACE

The Reseda-West Van Nuys Community Plan Area, important open space areas do exist separate for land under the control of the City of Los Angeles Department of Recreation and Parks. Open Space is important due to its role in both physical and environmental protection. There are two classifications for Open Space, publicly owned and privately owned open space.

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

1. Recreational and educational opportunities.
2. Scenic, cultural, and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Rights-of-way for utilities and transportation facilities.
6. Preservation of natural resources or ecologically important areas.
7. Preservation of physical resources including ridge protection.

## GOAL 6

***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 AND AESTHETIC RESOURCES***

### Objective 6-1

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

#### **Policies**

- 6.1.1 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.

- 6-1.2 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 to improve air quality.

6-1.3 Accommodate active park lands and other open space uses in areas designated and zoned as Open Space.

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

## LIBRARIES

The Plan Area is serviced by two public library branches. The Mid Valley Regional Library at 16244 Nordhoff Street opened March 1996 and operates a bookmobile for expanded public service. The West Valley Regional Library at 14345 Roscoe Boulevard will be extensively remodeled and expanded in 1997.

### GOAL 7

**ENSURE THAT ADEQUATE LIBRARY FACILITIES ARE PROVIDED FOR THE COMMUNITY'S RESIDENTS.**

#### Objective 7-1

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

#### Policies

7-1.1 Support construction of new libraries and the rehabilitation and expansion of the existing library as required to meet the changing needs of the community.

**Program:** The existing library sites are designated as a public facility and are to be zoned Public Facilities (PF). This designation gives the libraries additional protection to retain their existing use and allows a greater certainty in obtaining the necessary City approvals when rehabilitating or expanding.

7-1.2 Encourage flexibility in siting libraries in mixed-use projects, shopping malls, pedestrian-oriented areas, office buildings, and similarly accessible facilities.

**Program:** Through the inclusion of this policy the Plan supports such utilization when the Library Department and decision-makers review and approve sites for new libraries.

## POLICE PROTECTION

Police protection is provided by the Los Angeles Police Department, the Reseda-West Van Nuys Community Plan Area Division police stations.

**GOAL 8**

***A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT THE COMMUNITY'S RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES.***

**Objective 8-1**

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

**Policies**

8-1.1 Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.

***Program:*** The decision-maker shall include a finding as to the impact on police protection service demands of the proposed project or land use change. Currently, the Police Department is consulted with regard to the impacts of plan amendments on law enforcement needs and demands by the plan amendment review process of General Plan Advisory Board, of which the Police Department is a member.

**Objective 8-2**

To increase the community's and the Police Department's ability to minimize crime and provide security for all residents, buildings, sites, and open spaces.

**Policies**

8-2.1 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, and regular communication with neighborhood and civic organizations.

***Program:*** Community-oriented law enforcement programs administered by the Los Angeles Police Department.

8-2.2 Insure that landscaping around buildings be placed so as not to impede visibility.

***Program:*** Discretionary land use reviews and approvals by the Department of City Planning with consultation from the Los Angeles Police Department.

8-2.3 Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.

***Program:*** Discretionary land use reviews and approvals by the Department of City Planning with consultation from the Los Angeles Police Department.

8-2.4 Insure that recreational facilities in multiple-family residential complexes are designed to provide adequate visibility security.

**Program:** Discretionary land use reviews and approvals by the Department of City Planning with consultation from the Los Angeles Police Department.

## **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 citizen for the construction maintenance and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to their plan it may be necessary to expand or relocate existing facilities as land patterns change.

The adequacy of fire protection is based on the required fire-flow (measured in gallon per minute), response distance from existing fire stations and the Fire Department's judgement for the need in the area. The Los Angeles Fire Department currently considers portions of the Reseda - West Van Nuys-Community Plan Area inadequate in terms of existing staffing and response distances form existing.

### **GOAL 9**

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

#### **Objective 9-1**

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

#### **Policies**

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

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

9-1.2 Encourage the Fire Department to locate fire services facilities in appropriate locations throughout the community in order to maintain safety.

**Program:** The Plan Map identifies general locations for the establishment of fire services facilities in the community.

# TRANSPORTATION

## TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

The Transportation Improvement and Mitigation Program (TIMP), was prepared for the Reseda-West Van Nuys Community Plan through an analysis of the land use impacts on transportation. The TIMP establishes a program of specific measures which are recommended to be undertaken during the anticipated life of the Community Plan. For each of the following programs in the plan text, where implementation measures are taken from the TIMP, brackets such as [ ] will be used. 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

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

While it is anticipated that the private automobile will remain the primary mode of transportation within the time frame of the Reseda-West Van Nuys 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 10

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

### **Objective 10-1**

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

#### **Policies**

10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Reseda - West Van Nuys area.

***Program:*** Transit improvements [TIMP]

Recommended bus transit improvements [TIMP]:

- C Increase bus service along high-demand routes as warranted
- C Extend the Metrolink shuttle along Reseda Boulevard to existing Northridge Metrolink station at Parthenia Street and Wilbur Avenue (in Northridge CPA); and
- C Along Reseda and Roscoe Boulevards (along bottleneck intersections), and along Victory Boulevard and Vanowen Street corridor, implement transit priority treatments such as signal timing adjustments, queue jumpers, left-turn signals, bus turning exemptions, and signing and striping modifications.

10-1.2 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.

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

10-1.3 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.

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

**Objective 10-2**

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

**Policies**

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

**TRANSPORTATION  
DEMAND  
MANAGEMENT  
(TDM)**

To the extent feasible and appropriate in light of the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g. walking, bicycling, driving, and taking public transit) and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not to exceed LOS D. Although studies indicate that most of Reseda - West Van Nuys- major street intersections are in compliance with this City policy, the level of trips generated by future development in Reseda - West Van Nuys- and in the surrounding North 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 reduce trip numbers and length 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 Reseda - west Van Nuys area. This ordinance calls for several measures to be taken in new nonresidential 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 continue to implement bikeways development as specified in the Mobility Plan (2035) as part of an overall transportation demand management.

**GOAL 11**

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

**Objective 11-1**

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

**Policies**

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

***Program:*** The TDM Citywide Ordinance on TDM and trip reduction measures will continue to be implemented by LADOT in the Reseda-West Van Nuys 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].

11-1.2 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.

11-1.3 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 modification of the transportation system in order to improve the flow of traffic with low capital cost projects and minor construction that can be implemented in a short time frame. TSM strategies include but not limited to synchronization of traffic signals, localized intersection improvements, limited on-street parking during peak travel times, conversion of parallel arterial into one-way couplets, bus only lanes and reversible lane operations.

**GOAL 12**

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

**Objective 12-1**

That Reseda - West Van Nuys-signalized intersections are integrated with the City's ATSAC system by the year 2010.

**Policies**

12-1.1 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) [TIMP]. Automated Traffic control operations based on the data collected at each signalized intersection, is recommended to be installed by the year 2010 at all arterial signalized intersections.

**Program:** Implement Smart Corridor technologies for incident management and motorist information, along the San Diego Fwy corridor including parallel north/south arterials on both sides of the freeway."

12-1.2 Support the existing Department of Transportation program to provide separate right and/or left turn lanes on arterial streets, where feasible.

**Program:** The Plan supports the implementation of local intersection improvements (channelization, turn lanes, signal modification) as warranted and feasible."

12-1.3 Accelerate controller replacement to upgrade and improve signal efficiency.

**Program:** Implement when funding becomes available.

## FREEWAYS AND STREETS

The Reseda-West Van Nuys Community Plan is served by the Ventura Freeway (US 101) which runs east-west and the San Diego Freeway (I-405) which runs north and south. Arterials that are designated as Boulevards on the Plan include Balboa Boulevard, White Oak Avenue, Reseda Boulevard, Tampa Avenue, Roscoe Boulevard, Victory Boulevard, and Sherman Way which is a divided boulevard.

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

#### Objective 13-1

***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.***

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

#### **Policies**

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

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

**Program:** The 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.

C Consider the feasibility of constructing a tunnel connecting Saticoy Street between Hayvenhurst to Valjean Avenues: construct new tunnel and connect Saticoy Street as a 4-lane avenue beneath the Van Nuys Airport Runway and



taxiways. This project would reduce traffic impacts on the other streets and improve circulation. It is intended to provide a new east-west route across the airport and relieve parallel arterials such as Sherman Way, Vanowen Street, and Victory Boulevard to the south and Roscoe Boulevard to the north.

- C Saticoy Street from Valjean Avenue to Woodley Avenue: improve to four (4) lanes, where feasible and consistent with the Mobility Plan..
- C Along Sepulveda Boulevard, from the Northern CPA boundary to southern CPA boundary, provide 4th northbound lane on Sepulveda Boulevard during PM peak period, via either restriping and parking restrictions or implementation of reversible lane controlled by overhead lane control signs (depending upon location and street and traffic characteristics), where feasible and consistent with the Mobility Plan. This improvement will be a continuation of the proposed fourth northbound lane on Sepulveda Boulevard as part of the adjacent Van Nuys-North Sherman Oaks CPU TIMP; includes restriping and parking restrictions or implementation of a reversible lane controlled by overhead lane control signs.
- C Improve to boulevard (II) standard per classification, where feasible and consistent with the Mobility Plan: improve and implement peak parking restrictions to provide six (6) peak hour travel lanes along Sherman Way, from Vanalden to Etiwanda Avenues, includes widening bridge over Aliso Canyon Wash.
- C Improve to boulevard (II) standard per classification, where feasible and consistent with the Mobility Plan: improve and implement peak hour parking restrictions on southbound side to provide six (6) peak travel lanes along Tampa Avenue, from Kittridge to Topham Streets, includes widening bridge over Los Angeles River.
- C Improve to boulevard (II) standards per classification, where feasible and consistent with the Mobility Plan: improve and implement peak hour parking restrictions to provide six (6) peak hour travel lanes along White Oak Avenue, from Vanowen Street to Oxnard Street, includes widening bridge over Los Angeles River.
- C Continued implementation of City's R3 Ordinance to require ROW dedication to designated Standard as properties redevelop.

**Program:** Encourage the completion of the following street improvements in the City's Capital Improvement Program (Five Year Program - Pictorial Guide FY 1996-7 to 2000-2001), to the extent feasible and consistent with the policies of the Mobility Plan:

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

**Programs** Implementation of the Transportation Element supports this policy.

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

**Program:** Minimize traffic intrusion into local residential streets that are expected to experience traffic congestion by the year 2010.

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

## **Objective 13-2**

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

### **Policies**

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

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

**Program:** Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with Transportation Element.

13-2.2 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 bikeway system through Reseda - West Van Nuys. 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 14**

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

## Objective 14-1

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

### Policies

14-1.1 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 bikeways routes. The Mobility Plan (2035) addresses concerns regarding bicycle use issues.

14-1.2 Identify bicycle facilities along arterials in the community.

**Program:** Bikeways - The City should implement the proposed Bicycle Network in the Mobility Plan for the Reseda - West Van Nuys area, which includes the following proposed bikeways:

- C Class I bike path along the Los Angeles River, and along Southern Pacific/Metrolink tracks. Class II bike lanes along Reseda Boulevard, and Woodley Avenue. Reseda and Woodley are designated Class IV bikeways in Mobility Plan

**Program:** Commuter (peak period) bike lanes along Balboa Boulevard (north of Victory Boulevard), and along Roscoe Boulevard.

**Program:** Encourage developers to provide telecommuting facilities.

14-1.3 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 adjacent communities.

14-1.4 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 facilities particularly in pedestrian oriented areas. The Plan recommends that this policy be considered by decision makers when reviewing projects requiring discretionary action.

## Objective 14-2

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

## **Policies**

14-2.1 Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.

**Program:** The Mobility Plan addresses bicycle use issues.

**Program:** Implementation of the Transportation Element and the City's discretionary project approval process.

14-2.2 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.

## **Objective 14-3**

Provide for the development of equestrian trails for recreational use.

## **Policies**

14-3.1 Designate equestrian trails on the Plan Map as the community's trails system to connect with the trails leading into adjacent communities.

**Program:** The Plan Map depicts these trails.

## **PARKING**

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

## **GOAL 15**

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

## **Objective 15-1**

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

## **Policies**

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

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

15-1.2 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.

### GOAL 16

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

#### Objective 16-1

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

##### Policies

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

**Program:** Continue to identify and preserve appropriate City historic and cultural monuments.

#### Objective 16-2

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

##### Policies

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

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

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

## SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
<b>RESIDENTIAL</b>						
<b>Single Family</b>					<b>3,486</b>	<b>45.1</b>
	Very Low I	RE20, RA	273	3.5		
	Very Low II	RE15, RE11	20	0.3		
	Low	RE9, RS, R1, RU, RD6, RD5	3,193	41.3		
<b>Multiple</b>					<b>506</b>	<b>6.5</b>
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	64	0.8		
	Low Medium II	RD1.5, RD2, RW2, RZ2.5	204	2.6		
	Medium	R3	213	2.8		
	High Medium	R4	25	0.3		
<b>COMMERCIAL</b>					<b>312</b>	<b>4.0</b>
	Neighborhood	C1, C1.5, C2, C4	101	1.3		
	Limited	CR, C1, P	8	0.1		
	General	CR, C1.5, C2, C4	82	1.0		
	Community	CR, C2, C4	121	1.6		
<b>INDUSTRIAL</b>					<b>1,052</b>	<b>13.6</b>
	Commercial	CM,P	1	0.1		
	Limited	CM, MR1, M1	104	1.3		
	Light	MR2, M2	947	12.2		
<b>PARKING</b>					<b>0</b>	<b>0.0</b>
	Parking	P, PB	0	0.0		
<b>OPEN SPACE/PUBLIC FACILITIES</b>					<b>729</b>	<b>9.4</b>
	Open Space	OS, A1	336	4.3		
	Public Facilities	PF	393	5.1		
<b>STREETS</b>					<b>1,651</b>	<b>21.4</b>
	Private Streets	-	5	0.1		
	Public Streets	-	1,646	21.3		
<b>TOTAL</b>					<b>7,736</b>	<b>100.0</b>

# Chapter IV

## COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

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

### RECREATION AND PARK FACILITIES

1. The City Department of Recreation and Parks should work with the Los Angeles Unified School District to develop a program for shared use of school sites for recreation and park sites for education.
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 for safe use at night.
4. Provide for the supervision of park activities and promote enforcement of codes restricting illegal activity.
5. Coordinate with the Department of Recreation and Parks and the Police Department to insure adequate police patrols and the utilization of "defensible space" in the design of recreation and park facilities.
6. Improve the utilization and development of recreational facilities at existing parks.
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 for such recreational uses as hiking, biking, and horseback riding.
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 and activate land that could be used for public recreation.

**SCHOOLS**

Consider large vacant parcels as a first alternative to accommodate the demand for new schools, if they are needed, prior to the displacement of existing uses.

**LIBRARIES**

1. Support the efforts of the Library Department and the Reseda- West Van Nuys community to increase the service levels of the libraries so they are appropriate for the Reseda - West Van Nuys 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 Programs, through regular interaction and coordination with existing community based policing, foot and bicycle patrols, watch groups, and regular communication with neighborhood 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 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 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 the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification, and rehabilitation.



3. Improve the coordination of public services to support neighborhood conservation activities.
4. Ensure that the location of 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 the construction of housing in appropriate locations within the Plan area.
7. Ensure that the development of transitional housing units 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.

**INDUSTRIAL**

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

**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.

**EMPLOYMENT**

1. Encourage businesses to participate in job training programs for local residents.
2. Develop employment opportunities for a wide range of jobs, skills, and wages.
3. Encourage and assist economic revitalization and the reuse of older industrial properties for industrial uses through City, State and Federal programs.

**UTILITIES**

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

**PUBLIC  
TRANSPORTATION**

1. Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Reseda - West Van Nuys-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 Metropolitan Transportation Authority and the City's Department of Transportation to establish local bus service to connect public schools, and private schools to the community's major focal points, and to the existing MTA bus routes which serve Reseda - West Van Nuys- 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 Metrolink commuter rail service to future modes of mass transit.

**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 Reseda - West Van Nuys community. City government, other governmental agencies, the private sector, disaster relief agencies, and the citizens of Reseda - West Van Nuys- 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 Reseda - West Van Nuys-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 Reseda - West Van Nuys- Community Plan is made up of neighborhoods with distinctive characteristics. It is the purpose of this chapter is to lay out policies and standards for multiple residential, commercial and industrial projects, and for 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, commercial and industrial projects within the entire Plan Area. They also address design issues for parking and landscaping.

The administration of the policies and standards 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 Los Angeles Planning and Zoning Code (Section 13.00).

### GOALS AND PURPOSES

These design policies and standards are to ensure that residential, commercial and industrial projects and public spaces and 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.
6. Providing speed bumps for driveways paralleling walkways for more than 50 linear feet.
7. Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas.
8. 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 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.

### **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% of 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.

## **MULTIPLE RESIDENTIAL**

### **Site Planning**

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

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

### **Design**

The design of all buildings shall be of a quality and character that improves

community appearances by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished through:

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**

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. 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.

## **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.

**INDUSTRIAL/  
RESIDENTIAL  
INTERFACE AREAS**

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.

**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 design guidelines:

**Loading areas**

New development of industrial uses located across a local or collector street from a residentially zoned or developed lot shall design their loading area in such a manner that the loading area is visually shielded from the line of sight of adjacent residential uses by a 3 ½ to 8 foot decorative masonry wall, depending on whether the wall is located in a front, side, or rear yard.

**Walls/Landscaping**

1. Where vehicle parking, loading, or open storage for a new industrial development is located within 50 feet of a public street which separates the industrial residential zones or uses, a minimum 3 ½ foot high solid decorative masonry wall shall be provided in a front yard, or a minimum 5 foot 9 inch to 8 foot solid decorative masonry wall in a side or rear yard. That a minimum of a 5 foot landscaped setback buffer with an installed automatic sprinkler system shall be located in front of said wall, along the street frontage.
2. New industrial development located directly across a local or collector street from a residentially zoned or developed neighborhood shall provide a minimum 5 foot landscaped setback along any portion of the frontage, not required for driveways, facing the residential use. Said landscaping shall contain a minimum of one 24 inch box tree (with a minimum trunk diameter of two inches, a height of eight feet at the time of planting, and with an installed automatic sprinkler system) for every 30 feet of street frontage.
3. On any other interior property line which separates an industrial use from an abutting residential zone or use, a minimum 5 foot 9 inch to 8 foot solid decorative masonry wall shall be provided.

**Architectural Guidelines**

1. New industrial development located directly across a local or collector street, or with a lot line adjoining a residentially zoned or developed area, shall have all exterior lighting shielded and directed onto the site



and no floodlighting shall be located so as to be seen directly by adjacent residential areas. This condition shall not preclude the installation of low-level security lighting.

2. New industrial development on local or collector streets fronting onto residentially zoned or developed areas shall be designed with articulated facades (for example, facades that have architectural details, wall breaks, or other architectural features which provide at least 5 feet of relief to a minimum depth of 8 inches every 20 feet of the length of the building wall) facing the residential development.
3. New industrial development adjacent to residentially zoned or developed areas shall be designed with no window openings facing residential properties if the structure is within 10 feet of the side or rear property lines.
4. On new industrial development adjacent to residentially zoned or developed areas, all exhaust fans and exterior or rooftop mechanical equipment shall be screened with such screening material incorporated in the design of the project. Such equipment shall be set back as far as possible from residential property lines and sound proofed.

## **COMMUNITY DESIGN AND LANDSCAPING GUIDELINES**

In addition to 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 Reseda - West Van Nuys-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 Reseda - West Van Nuys-Community from adjacent cities and communities that serves to define the boundaries and the edges of the City and the unique attributes of the community. Public spaces and rights-of-way should capitalize on existing physical access to differentiate the community as a unique place in the City.

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

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, the Community Center and the Regional Center 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:
  1. street trees
  2. 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 a 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 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 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 in the Central Business District 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 cannot be removed without the prior approval of the City's Cultural Affairs Commission.

**SIDEWALKS / 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 path-ways.

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

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## **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  
Dick Platkin, City Planner  
Jim Holmes, City Planning Associate

### **GEOGRAPHIC INFORMATION SYSTEMS**

John Butcher, GIS Supervisor II  
Paul Burns, GIS Supervisor I  
Carmen Miraflor, GIS Supervisor I  
Daniel Garcia, GIS Specialist  
Cecelia Hernandez, GIS Specialist

### **PUBLICATION**

Gary Booher, City Planner  
Jae H. Kim, City Planning Associate  
Hilda Garcia, Principal Clerk  
Edna Roxas-Zafra, Clerk Typist

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  
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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](http://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, 3<sup>rd</sup> Floor  
Los Angeles, CA 90012  
Phone: (213) 482-7077

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

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

Sincerely,

CON HOWE  
Director of Planning

ROBERT H. SUTTON  
Deputy Director

CH/RHS:hkt

Attachment

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

April 21, 2005

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

All Interested Parties:

SUBJECT:

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

BACKGROUND:

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

“An example is:

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

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

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

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

Footnote 1: ‘Height District 1VL’

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

DISCUSSION:

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

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

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

“Floor Area Ratio 1:1.”

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

#### INTERPRETATION:

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