



Southeast Valley Community Plan Update Summer 2019 Concepts Workshops

Summary of Feedback

Background

Los Angeles City Planning (LACP) is in the process of updating many of its community plans, three of which are in the Southeast Valley: Van Nuys-North Sherman Oaks, North Hollywood-Valley Village, and Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass. Community Plans consist of a policy document that lays out a community's vision, goals, policies, and programs for the future and land use and zoning maps which identify parcel specific development regulations.

Over the past year, the Southeast Valley Community Plan Update team has been gathering information about the issues and opportunities in these communities. Using this input, the team released preliminary recommendations about where housing, employment and services will grow and change by 2045.

This document is a summary of community feedback on proposed plan concepts unveiled in summer 2019. Feedback was received verbally at workshops, in written comment cards, and via an online form.

To access a copy of this summary and other resources, please visit:

<https://planning.lacity.org/plans-policies/community-plan-update/southeast-valley-community-plan-update>

Workshop Format

LACP hosted Concept Workshops in summer 2019. At these workshops, staff presented initial land use concepts and guiding policy, a review of historic resources, and a concept around waterways in the Southeast Valley. Workshops were held at the following times:

- Saturday July 27, 2019 - Harmony Toluca Lake Church, Toluca Lake - 9 am - 2 pm
- Saturday August 17, 2019 - Marvin Braude Constituent Services Center, Van Nuys - 9 am - 2 pm



- Saturday August 24, 2019 - East Valley High School, North Hollywood - 9 am - 2 pm
- Thursday August 29, 2019 - Marvin Braude Constituent Services Center, Van Nuys - 3 - 7 pm

These concepts are based on (1) community input from the project’s Listen Phase outreach conducted between fall 2018 and summer 2019, (2) staff’s technical analysis of existing land use, zoning and development patterns and (3) policy direction from the state and the City of Los Angeles.

The team’s concepts reflect how best to:

- Plan around existing and incoming transit
- Introduce strategies to address the housing crisis
- Create conditions for complete, walkable neighborhoods
- Address environmental justice issues
- Increase access to open space
- Preserve historic resources
- Support sustainability and address climate change

The workshops were open-house style, with almost 200 participants reviewing a number of informational boards and discussing their content with department staff. Attendees were encouraged to share their feedback verbally and in written comment cards. The materials were also posted online, with opportunities to share feedback via an online comment form that was circulated following the workshops.

Public Comments

Staff had many conversations and received dozens of written comments. The list below represents shared themes in these responses across the three plan areas:

- Desire for increasing housing options in job- and transit-rich areas, and support for more affordable housing and bridge housing for working families and unhoused populations.
- A focus on appropriately scaled transitions and buffers near residential uses. Some people suggested creating place-appropriate shifts between single-family homes and multifamily zones by adding more duplex, triplex, and fourplex zones as a buffer.
- Increase in active open and public spaces, tree canopies, shaded walkable and bikeable paths, cultural activities, and access along local and regional waterways across the Southeast Valley, which include the LA River, Tujunga Wash, the Central Branch of the Tujunga Wash, and the Pacoima Wash.
- Ensure developments have requirements for sidewalk improvements where deemed appropriate and tree replacements.



- Desire for more mobility options such as additional public transit options, protected bike lanes, pedestrian-friendly streets and community paths. Need for more parking, street lighting, and management of circulation, as density increases.
- Support for small business and residential tenant protections to prevent displacement in areas identified for growth.
- Preference for community-serving retail versus big box businesses and strong support for local economic development that can spur well-paying jobs for local residents.

The Southeast Valley Waterways Concept was a major draw at the workshops. Residents shared what they like about the LA River, Tujunga Wash, the Central Branch of the Tujunga Wash, and the Pacoima Wash, as well as strategies to promote open space, walkability, bikeability, cultural activities, public space, shaded paths, connectivity, and beautification along these community assets.

Additionally, stakeholders wanted to understand Los Angeles City Planning's relationship with other city departments, understanding that some of the goals and strategies will require a coordinated effort amongst various parties.

Reading This Document and Providing Input

The remainder of this document contains more detailed summaries of the feedback received for each of our concepts, (1) the land use concepts and proposed principles for the three Community Plan Areas, (2) the Waterways Concept, and (3) a survey of Historic Resources.

To view the materials presented at the Concepts Workshops, please visit <https://planning.lacity.org/plans-policies/community-plan-update/southeast-valley-news/concept-workshop-events>

As always, we welcome feedback and questions. You can email us at planning.southeastvalley@lacity.org. Your thoughts and comments are important to us. We will consider this feedback as we refine these concepts. In the next year, the Southeast Valley Community Plans Update team will initiate environmental analysis and release initial zoning concepts. We look forward to hearing from you soon!



Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass

Generally, stakeholders would like to see improved mobility, equitably planned (and distributed) housing growth in all neighborhoods, mixed-use developments with affordable rental units, and predictability around scale and design aesthetics in the community plan area. Residents also shared that they currently have limited parking options and any increase in development capacity should include plans for more parking. In relation to programming, a few residents suggested that various city departments should work with local social service agencies to connect vulnerable populations to housing and job opportunities. In addition, preserving mature trees, strongly encouraging tree replacement, and adding new trees alongside future development was a high priority for some residents.

This section summarizes feedback specific to Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass:

Housing

- Consider expanding duplex, triplex, and fourplex concept to other neighborhoods (not just those near transit) as a moderate way to increase density.
- Reconsider increasing density on parcels currently zoned R1.
- Continue evaluating Moorpark Street as an opportunity to add housing but rethink applying changes to existing R1 zones.
- Study a version of Hillside Construction Regulation (HCR) zoning in the hillside.
- Continue finding thoughtful ways to alleviate the housing crisis by increasing development potential along major boulevards and transit corridors.
- Evaluate the impacts of Transit Oriented Communities (TOC) projects in Toluca Lake and in hillside neighborhoods.
- Preserve rent-stabilized units as new development occurs.

Commercial

- Preserve Tujunga Village as a local retail destination.
- Protect certain components in the Toluca Lake Community Design Overlay.
- Add small retail along Cahuenga Pass as it moves closer toward Universal Studios.
- Examine potential impacts of mixed-use along Cahuenga Boulevard, Vineland Avenue, and Riverside Drive.

Mobility

- Encourage dedicated bike lanes along major streets and boulevards (e.g. Lankershim and Cahuenga boulevards) and improved pedestrian and bicycle access to the Universal City/Studio City Metro Red Line Station.



- Foster more walkable communities similar to those in the cities of Burbank and Glendale.
- Address parking concerns for those neighborhoods abutting Riverside Drive in Toluca Lake

Green Space

- Expand tree shade canopy along Lankershim Boulevard.
- Incentivize open space and gathering spaces for families in Sherman Oaks.
- Conduct a historic resource survey in Toluca Lake due to its culturally historical significance in the motion picture industry.
- Consider rezoning parcels owned by the Mountain Recreation Conservation Authority (MRCA) and the Santa Monica Mountains Conservancy (SMMC) to open space.

Urban Form

- Consider performance standards for non-residential uses abutting single-family homes.
- Maintain traditional building designs and appropriate transitions and buffers along major streets like Cahuenga Boulevard and Riverside Drive.



Van Nuys-North Sherman Oaks

In the Van Nuys-North Sherman Oaks community, staff heard from many residents that they would like to see more development near key transit nodes and commercial corners, added industry and greater local job opportunities to reduce the number of super commuters, and better support for homeless populations. While commercial vacancy is an issue in this area, people emphasized the importance of discouraging high commercial rents for fear of driving more local business displacement.

This section summarizes feedback specific to Van Nuys-North Sherman Oaks:

Housing

- Limit condominium and single-family home conversions that are being sold at a much higher price point than what residents in the area can afford.
- Allow the current R1 single-family zone to build up to four units.
- Home prices are too inflated in the area, leading to a decrease in home sales given lower household purchasing power.
- Concerns about gentrification, expiring 55-year covenants for subsidized affordable housing units, mansionization in single-family neighborhoods, and vacant businesses.
- Eliminate height restrictions and Q conditions.
- Redevelop Van Nuys Boulevard with mixed-use buildings (also along Hazeltine).
- Limit oversized ADUs so that they do not loom over neighboring homes.
- Create a list of city-owned, vacant, and underutilized lots/land to build transitional housing and permanent supportive housing for the homeless.

Commercial

- Increase building heights, density, and activities on Sepulveda Boulevard and along other future transit corridors.
- Explore upzoning in the Kester to Hazeltine and Sherman Way to Victory quadrant to support retail and commercial spaces along Van Nuys Boulevard.
- Support the revitalization of Van Nuys Boulevard while also mitigating the threats of gentrification.
- Encourage human scale design and transparent window and door treatments on ground floor.

Industrial

- Create more flexibility in industrial zones for concepts like live-work, mixed-use manufacturing, or planned development zoning.
- Support for stricter landscaping requirements around industrial areas, especially those in close proximity to private residences.



Mobility

- Create designated protected bike paths with extended curbs on Vesper Avenue or Tyrone Avenue if lanes are going to be lost on Van Nuys Boulevard due to incoming light rail.
- Add more east/west public transportation options south of Oxnard Street.
- Move parking away from the back of lots to better activate the street.
- Adjust building lines to encourage deeper setbacks and wider sidewalks on Van Nuys Boulevard.
- Add transit opportunities by the mall on Riverside Drive traveling parallel to the 101 Freeway.
- Reduce parking requirements and/or create a parking district on Van Nuys Boulevard.

Green Space

- Create a stringent review and implementation of citywide tree replacement requirements.

Urban Form

- Place interpretive historical information on sidewalks in Van Nuys, similar to what exists in Hollywood and North Hollywood.
- Consider adding a Civic Center land use designation with public benefit requirements when rezoning.
- Incentivize more cultural, entertainment, and public gathering spaces with extended hours in Van Nuys to make it feel more like a destination.

Outreach

- Send mailers in English and Spanish to increase public participation.
- Enhance planning efforts and collaboration with and around Los Angeles Valley College.



North Hollywood-Valley Village

Many stakeholders from North Hollywood-Valley Village acknowledged the need to balance future growth and housing demand with predictable design, proper scale and transitions, and affordability requirements. Meeting attendees also stressed the importance of controlling out-of-scale development and maintaining the character of certain low scale neighborhoods. Many emphasized the need to accommodate affordable housing, permanent supportive housing and/or bridge housing in the area. A number of people mentioned expanding protected bike lanes and enhancing mobility options to increase walkability and bikeability. Generally, residents asked for increased active and shaded greenways, parks, and recreational spaces throughout the community, especially where there will be more housing and commercial density in the coming years. Trees in particular were a concern - preserving and maintaining mature trees, and incentivizing appropriate types and amounts of new trees with development.

This section summarizes feedback specific to North Hollywood-Valley Village:

Housing

- Encourage higher-density mixed-use development near transit and consider greater clustering of uses and housing types across neighborhoods, rather than only on corridors.
- Continue to explore the proposed Low Residential concept areas where single family could be redeveloped as triplex/fourplex. Carefully consider expanding this concept to other strategic areas in the community plan, as a strategy to provide good transitions between uses and housing types.
- Incentivize and encourage homeowners to build more ADU's by streamlining the permitting process.
- Study whether housing should be permitted in light industrial areas.
- Make Valley Plaza a mixed-use district; Incentivize affordable senior housing.

Commercial

- Create more hospitable commercial areas through street frontages and landscaping that prioritizes shade (i.e. awnings on storefronts and tree-lined parkways).
- Encourage community rooms, outdoor seating, and open air dining in new developments.
- Better utilize parking lots located in the front of strip malls and shopping areas. Consider requiring parking in the rear of buildings in mixed-use areas.
- Keep and add current arts-based uses (e.g. galleries, theaters, workshops, and dance studios) in commercial spaces in North Hollywood and consider an arts space incentive in the community benefits system.



- Reevaluate the Community Center (Commercial Only) concept near the Burbank Airport. Continue to study this concept along Sherman Way.
- Carefully consider the Neighborhood Residential concept's uses and location. Support for increasing walkable, service-rich neighborhoods, but concern about increased vehicular traffic in key areas.
- Incentivize development on Lankershim north of Burbank Boulevard to mimic scale of what exists south of Burbank Boulevard.

Industrial

- Preserve industrial land to maintain manufacturing and production jobs.
- Ensure adequate land use transitions from industrial properties to residential properties.

Mobility

- Prioritize sidewalk improvements and pedestrian safety treatments (crosswalks, stop lights, etc.) in concept areas, where new transit will be introduced and near schools. Mitigate existing and future traffic congestion.
- Add more transit options going to the new NOHO West development and along Lankershim Boulevard, Vanowen Street, and Vineland Avenue.
- Introduce pedestrian amenities on Chandler and Magnolia Boulevards.
- Add protected bike lanes on Laurel Canyon, Lankershim, and Magnolia Boulevards and Colfax and Whitsett Avenues.

Green Space

- Increase tree canopy along Lankershim Boulevard for pedestrians, bicyclists, and scooter riders.
- Activate rooftops in existing buildings for gardening and with solar panels to lessen the impacts of climate change.
- Consider the future of vacant land in the plan area (i.e. the Whitnall Highway beneath the LADWP lines and the lot at Burbank and Bellaire) as potential Open Space.

Outreach

- Hold meetings on days other than Saturday so the Orthodox Jewish community can participate.
- Increase outreach to residents and businesses in the northern portion of the plan area.



Southeast Valley Waterways

Stakeholders have many creative ideas on how to enliven the Southeast Valley Waterways. Ideas include transforming the Los Angeles River into a place filled with recreational and entertainment destinations; prioritizing safety, accessibility, maintenance, better lighting, tree coverage, shade, and active green space; and addressing environmental injustice concerns by expanding park access in low-income neighborhoods. In relation to the public realm, people suggested activating the waterways with plazas, community gardens, murals, green walls, and programming including farmers markets and other cultural events. When it comes to mobility options along the waterways, we heard the importance of having continuous pathways to make for a more pleasant walking and biking experience. In addition, some ideas to reduce the heat island effect and combat climate change in the San Fernando Valley include requiring new development to incorporate permeable surfaces to capture stormwater, daylighting water channels, and creating green alleys.

This section summarizes feedback for the Southeast Valley Waterways:

Connectivity

- Connect and improve river paths including on Kester Avenue, along Oxnard Street near Grant High School, and near the intersection of Camarillo Street, Riverside Drive, and Tujunga Boulevard.
- Make Tujunga Wash and the Central Branch of the Tujunga Wash a priority and create access to the Tujunga Wash at Moorpark Street and Riverside Drive.
- The Los Angeles River Greenway needs to have an over or underpass for better connectivity and access to businesses on Ventura Boulevard.
- Connect the natural pathway that forms around the Sepulveda Dam with the Orange Line busway bike path and somehow cross Burbank Boulevard.
- The Sepulveda Dam forms a natural pathway if it could connect to the busway bike path and somehow cross Burbank Boulevard.
- Continue and connect the Los Angeles River bike and pedestrian path known as Ernie's Walk, which currently begins at Kester Avenue and ends at Cedros Avenue, all the way down to Fulton Avenue.

Mobility

- Create and expand bike routes between Lake Balboa and the start of the Los Angeles River pathway at Sepulveda Boulevard; on Cahuenga Boulevard from the Los Angeles River to Chandler Boulevard; along the westside of Clybourne Avenue from the existing Chandler bike path to Camarillo Street; southside of the Los Angeles River from Vineland to Colfax Avenues; and on Tujunga and Laurel Canyon Boulevards, Coldwater Canyon and Whitsett Avenues.



- Utilize waterways and protected pathways to offer safe, clean alternatives to driving.
- Add a bike lane on the newly opened Los Angeles River trail between Whitsett and Coldwater Canyon Avenues.

Greening

- Encourage drought tolerant plants and low-impact landscape design and development along the waterways.
- Reduce the heat island effect and combat climate change by requiring new development to incorporate permeable surfaces to capture stormwater, daylighting water channels, and creating green alleys.
- Require landscape buffers along the proposed RIO expansion.

Public Safety

- Add better lighting at the Orange Line busway bike path between Sepulveda and Van Nuys Boulevards.
- Address homelessness along existing bike paths and trails.

Other

- Add signage for new path entrances created because of the RIO expansion; generally encourage more inviting entrances and exits (i.e. limit chain link fences) along the waterways.
- There should be a 1,000 foot to a ¼ mile buffer along all waterways prohibiting development.
- Collaborate with BOE, LADOT, Vision Zero, Urban Forestry Department, and City Plants.



Historic Resources

In 2016, the City of Los Angeles completed a comprehensive survey of potential Historic Resources, an effort called SurveyLA. Through the community plans, new zoning tools can be used to preserve some features of these structures and to ensure more consistent character in new developments. Staff shared the survey findings and the new zoning tools with the public at the summer workshops.

This section summarizes feedback relating to potential historic resources:

Preservation

- Protect historical significance of Van Nuys Boulevard by maintaining buildings and evoking older-era design in redevelopment projects.
- Study Kaiser homes between Victory Boulevard and Vanowen Street and Whitsett Street and Woodman Avenue in Van Nuys.
- Preserve the Lankershim commercial district.
- Interest in cultural district for the historic movie industry in Toluca Lake.
- Designate as historic Laurel Terrace, Fantasy Cottages, Boat House, Bridge House, Tujunga Village, Whipple Street, and Briar Cliff Manor.
- Protect historic buildings on Magnolia Boulevard in North Hollywood like the Magnolia Courtyard Apartments.
- Protect historic homes like the boathouses in the Cahuenga Pass.
- Rehabilitate and preserve mid-century modern buildings on Van Nuys Boulevard.
- The Van Nuys HPOZ should include Kittridge Street between Sylmar and Tyrone Avenues.
- Preserve the Tujunga Village commercial historic district.
- Retain the village feel of Riverside Drive in Toluca Lake.
- Designate Toluca Lake with a Historic Preservation Overlay Zone.
- Consider historic preservation tools for the ranch-style tract homes in the NOHO Ranch neighborhood, bounded by Oxnard Street, Lankershim Boulevard, Vanowen Street and Tujunga Avenue, though the neighborhood was not identified in Survey LA.

Design

- Preserve elements of the Toluca Lake Village Community Design Overlay in the community plan update.
- Consider the character frontage tool for Tujunga Village, Colonial Village, South Lankershim Gardens, Toluca Lake, and Magnolia potential residential and commercial planning districts.
- Introduce a strict character frontage tool for Whipple Street and Agnes Avenue.