

## CANOGA PARK-COMMERCIAL CORRIDOR

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# Streetscape Plan

Approved by the City Planning Commission on October 25, 2001.

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# CANOGA PARK COMMERCIAL CORRIDOR STREETSCAPE PLAN

## Section 1.

### INTRODUCTION

The Canoga Park Commercial Corridor Streetscape plan provides guidelines and standards for both public and private development projects in the Community of Canoga Park. The intent of the Streetscape Plan is to provide standards and direction for improvements to the public right-of-way that create a pedestrian-friendly environment and enhance the identity of the area.

The principle objective of the Canoga Park Commercial Corridor Streetscape plan is to promote a long-term, coordinated program of public and private investment in the pedestrian environment that will enhance the area's role as the focus of community activity. The Streetscape Plan establishes a plan for the area's public right-of-way, which includes sidewalks and streets. Design considerations for this space include streetscape elements such as landscape, street lighting, public art, street furniture, infrastructure, and signage elements. The Streetscape Plan does not supercede established standards by other City departments.

The Canoga Park Commercial Corridor Streetscape Plan is complemented by the Canoga Park Commercial Corridor CDO which establishes design guidelines and standards that focus on improving the visual quality of development by addressing building features such as facade and wall treatments, parking areas, landscape buffers, pedestrian walkways, and building materials. Together, these two plans will help to direct development towards a more cohesive design concept and will provide the community with tools for ongoing participation in the revitalization and development of Canoga Park.

#### A. Boundaries

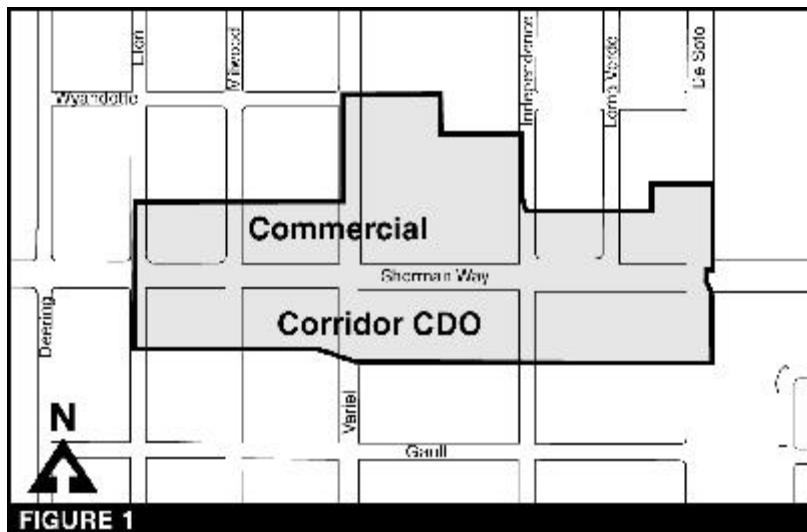


FIGURE 1

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The shaded area on the map in Figure 1 denotes the boundaries for the Canoga Park Commercial Corridor Streetscape Plan. This plan includes the public right-of-way of Sherman Way, Eton Avenue, Milwood Avenue, Variel Avenue, Independence Avenue, Loma Verde Avenue, and De Soto Avenue. Sherman Way runs east to west. The remaining aforementioned streets run north to south. The Canoga Park Commercial Corridor Streetscape Plan borders Eton Avenue to the west, De Soto Avenue to the east, Wyandotte Street to the north, and Gault Street to the south, but this plan does not include the public right-of-way of Wyandotte Street and Gault Street.

## Section 2.

### GOALS AND PRINCIPLES

#### A. Goals

The goals of the Canoga Park Commercial Corridor Streetscape Plan are as follows:

1. To enhance the identity of Canoga Park as a cohesive community, using an urban design theme to create a partnership between the residential, commercial, and industrial sectors.
2. To coordinate street and sidewalk improvements and prevent changes to the public right-of-way which are not consistent with adopted Streetscape Standards.
3. To promote complimentary physical improvements and enhancements in the public-right-of-way.

#### B. Principles

The Streetscape Plan is based on a set of principles. These principles are:

1. **Consistency:** The boundaries feature a mixture of development types including shopping centers, mini-malls, fast food restaurants, auto-oriented commercial and other types of buildings. Design of such structures is influenced by use, age, and site limitation. Streetscape development should maintain a basic design consistency and compatibility between stores, shopping centers, and mini-malls achieved through color selection, exterior surface materials, landscape materials, and sign programs.
2. **Safety:** Public safety is critical to the success of commercial districts. Public safety in this case refers not only to safety from criminal activity, but also creating an environment in which pedestrian and automobile traffic can safely coexist. Streetscape design should include considerations of public safety.

3. **Maintainability:** Streetscape design elements in the Canoga Park Streetscape Plan should be readily available for replacement or repair purposes and should be easily maintainable. A maintenance program, which would be responsible for cleaning and repairing trash receptacles, benches, and other streetscape elements would establish a long term benefit for the community.
4. **Durability:** Streetscape elements should be designed to serve the many pedestrians of the community. This means the use of structurally sound and long lasting building materials for each streetscape element.

### Section 3.

#### ADMINISTRATION

The standards established by the Canoga Park Commercial Corridor Streetscape Plan apply to all projects, public and private within the public right-of-way in the Canoga Park Commercial Corridor. The public way is that area between block faces on each side of the streets in the Canoga Park Commercial Corridor.

##### A. **Project Definition**

Public projects subject to the provisions of the Canoga Park Commercial Corridor Streetscape Plan include all projects in the public right-of-way.

Private projects subject to the provisions of the Canoga Park Commercial Corridor Streetscape Plan are those which require approval by the City Engineer and an A-Permit, Revocable Permit, or B-Permit to be issued by the Department of Public Works. These permits are required for all street furniture, temporary and permanent signs, and any other addition to the public right-of-way. Besides general standards required of streetscape improvements by the City of Los Angeles, a proposed project must be consistent with the Canoga Park Commercial Corridor Streetscape Plan as a condition of approval.

##### B. **Project Approval and Permits**

Private implementation of streetscape elements must be approved by the city, often times by different or multiple departments. City agencies can also assist private implementation of streetscape projects through their design expertise, the approval process, or even the availability of possible funds through state and federal grants. Refer to Section 4 - Streetscape Elements for all City Departments that approve each streetscape component and contact each one for their specific approval procedures and requirements.

1. **Department of Public Works**

**Permits:**

Streetscape project approval results in the issuance of a permit by the Department of Public Works. By approving the Canoga Park Commercial Corridor Streetscape Plan, the Board of Public Works has adopted the guidelines and standards contained in the plan as its own policies. This means that besides general city standards and Streetscape Element Requirements that apply to streetscape projects, each project will be reviewed for consistency with the Streetscape Plan as a condition of approval and permitting by the Department of Public Works. Three different types of permits are issued for Streetscape Projects each with varying levels of review. The following is a description of the types of permits required for streetscape projects:

a. **A-Permit**

The A-Permit is the first level of street improvement permits and is issued over the Department of Public Works counter with no project plans. Items typically permitted through this type of review are new or improved driveways and sidewalks. A nominal fee may be charged for plan check, filing, and inspection.

b. **Revocable Permits**

Revocable Permits are the second or mid-level of street improvement permits. Projects requiring approval through the Revocable Permit process include improvements within the public right-of-way that do not change the configuration of the street. Revocable permit applications require the submittal of professionally prepared drawings on standard City (Bureau of Engineering) drawing sheets and are reviewed by the various Bureaus within the Department of Public Works for safety and liability issues. Revocable Permits are temporary permits. However, the City may revoke the permitting right at any time and for any reason. Improvements approved through the Revocable Permit process are maintained by the permittee. Failure by the permittee to keep the improvement in a safe and maintained condition allows the City to revoke the permitting rights at which point a permittee is requested to restore the street to its original condition. A moderate fee is assessed for plan check, administrative filing, and inspection and the applicant is typically required to provide

proof of liability insurance.

c. B-Permit

The B-Permit process is reserved for streetscape Projects requiring the highest level of review. Approval through the B-permit process is required for projects that are permanent in nature and developed to a level that allows the City to maintain the improvement permanently. A B-Permit is usually issued for improvements that change the configuration of the street, traffic patterns, or other substantial permanent changes to the streetscape. Projects subject to the B-Permit review process require professionally prepared drawings submitted on standard City (Bureau of Engineering) drawing sheets and are reviewed by all public agencies affected by the improvements. A fee commensurate with the level of development is assessed for plan check, administration, and inspection. Construction bonding is required to ensure that the improvements are installed, and various levels of insurance are required.

**Shop Inspection:**

All projects in the public-right-of-way are subject to Shop Inspection by the Department of Public Works Bureau of Contract Administration. This requirement applies to major and minor projects including construction bus shelters, benches, bike racks, gateway monuments, and permanent signs in the public right-of-way. The purpose of this inspection is to assure quality in materials and construction. All Streetscape Project Plans shall include a note with the following text:

*“Shop Fabrication shall be made only from approved shop drawings and under inspection by the Bureau of Contract Administration. To arrange for inspection, call (213) 580-1392 two (2) weeks in advance for items more than fifty (50) miles outside of the City of Los Angeles, and 24 hours in advance for others.”*

2. **Department of City Planning**

**Review:**

Review of streetscape projects by the City Planning Department is only required when the streetscape project includes any of the following streetscape elements:

- landscape buffers
- medallions
- tree light fixtures
- newspaper vending machines
- street median
- signs
- gateway monument

**Document Submittal Requirements:**

- a. Conceptual Plans
  - One set of plans identifying type and placement of proposed streetscape elements.
  - If streetscape elements already exist within the plan boundaries, the set of plans should identify existing elements and those proposed to be removed.
- b. Photographs (as applicable)
  - Subject site
  - Existing streetscape elements
  - Proposed streetscape elements

C. **Implementation**

Implementation of the Canoga Park Commercial Corridor Streetscape Plan is to occur over time as new projects, both publicly and privately financed, are approved for the Corridor. Examples of Public agency streetscape investments include improvements by the City of Los Angeles through its Community Redevelopment Agency, Department of Public Works, and other governmental agencies, such as the Metropolitan Transportation Agency. Examples of private streetscape investments include improvements made by Canoga Park Mainstreet Association or by private developers proposing projects in the Corridor.

D. **Maintenance**

Successful implementation of this Streetscape Plan requires not only that its standards be enforced, but that all approved projects be maintained. All proposed streetscape projects shall include a maintenance plan. Such plans should be included in any project submittal to the Department of Public Works. Issues to be addressed include graffiti abatement, vandalism, irrigation repair and replacement including water billing responsibility, and maintenance of landscape, trash collection for receptacles, and

any other maintenance tasks identified by the Department of Public Works.

**E. Plan Elements and Organization**

This Streetscape Plan is organized by street classification. Streets of different classifications warrant streetscape treatment appropriate for the physical dimensions and anticipated level of activity for their classification. For the Canoga Park Commercial Corridor this means that the Sherman Way streetscape plan, as a Secondary Highway, has one set of standards. Components of the streetscape plan for each category of street rely on standard Streetscape Element Requirements found in Section 6. Unless otherwise indicated in the following sections, refer to Section 6 for detailed Streetscape Element Requirements.

**Section 4.**

**STREETSCAPE ELEMENTS**

Streetscape elements addressed by this plan include landscape, infrastructure, street furniture, street lighting, and signage. Below is a description of each element and, where appropriate, generic standards that will be used throughout the Canoga Park Commercial Corridor.

**A. Landscape:**

Landscape enhances an area by creating a clean, natural and visually appealing streetscape that results in a more economically viable commercial area. Landscape elements include street trees, planters, landscape buffers, parking lot landscaping, and median landscape.

1. **Street Trees:** Street trees enhance the appearance of the corridor to passing automobile traffic and create a more pleasant pedestrian environment. Tree placement and type is to be determined by the Street Tree Division of the Bureau of Street Services, Department of Public Works at the time of planting.
  - a. **City Approval:**
    1. Street Tree Division of the Bureau of Street Services, Department of Public Works
  - b. **Guidelines and Standards:**
    1. Street trees should be consistent with existing trees in the area.
    2. Trees should be drought tolerant.
    3. Select street trees that thrive in climate zones 18 and 19 as determined by the Sunset Western Garden book.
    4. Trees shall be selected to promote shade.
    5. Tree well covers should be used



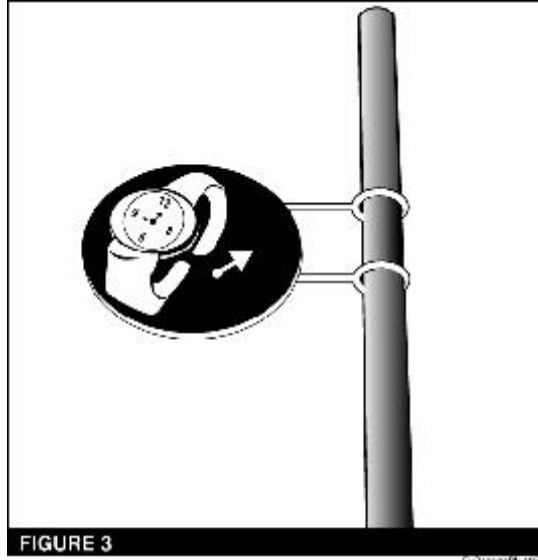
- to define tree wells.
    - 6. See Section 6 for street tree Streetscape Element Requirements.
  - c. **Maintenance:** Irrigation, pruning, weed control, replacement of DG, and plant replacement. If landscape plant materials are to be used to define tree well, the adjacent property owner must consent to full maintenance responsibility and liability.
- 2. **Planters:** Planters provide an effective means to provide variety and visual interest to the streetscape design. Locations can be chosen to enhance storefront design, buffer parking areas, or complement street furniture such as benches, newspaper racks or bus shelters.
  - a. **City Approval:**
    - 1. Street Use Division and Street Tree Division, Bureau of Street Services, Department of Public Works
  - b. **Guidelines and Standards:**
    - 1. Selected plants should fill the planter to prevent litter attraction.
    - 2. Planter design and plant species should be consistent for each street to provide for uniformity.
    - 3. Placement of planters shall comply with the requirements of the Americans with Disability Act (ADA), and not obstruct the pedestrian right-of-way. General factors for the location include sidewalk width, pedestrian activity, and street wall frontage.
    - 4. See Section 6 for planter Streetscape Element Requirements.
  - c. **Maintenance:** Irrigation, replacement planting, and graffiti removal.

3. **Street Median:** Landscape medians provide for added interest and promote a scale conducive to pedestrians.
  - a. **City Approval:**
    1. Street Tree and Engineering Division of the Bureau of Street Services, Department of Public Works.
  - b. **Guidelines and Standards:**
    1. Medians shall be planted with low 18" drought resistant ground cover, trees, and accent flowering shrubs
    2. 36-inch box size trees where practical shall be planted 25' feet on center.
    3. Medians should have few breaks in them as possible with left turn pockets at all intersections.
    4. Median shall be irrigated with fully automatic sprinkler system and irrigation timer shall be solar power.
    5. See Section 6 for street median Streetscape Element Requirements
  - c. **Maintenance:** Regular pruning, weed control, plant replacement, and irrigation repair and replacement program.

B. **Public Art:**

Public art improves the aesthetic quality of the pedestrian environment and enhances the district's identity.

1. **Medallions:** Permanent public art displays in the form of Medallions to establish district identity. A medallion is defined as a 32" diameter aluminum disc with water jet cut negative images (e.g. business caricatures) that may be mounted on light standards with clamps as a form of decorative public art.

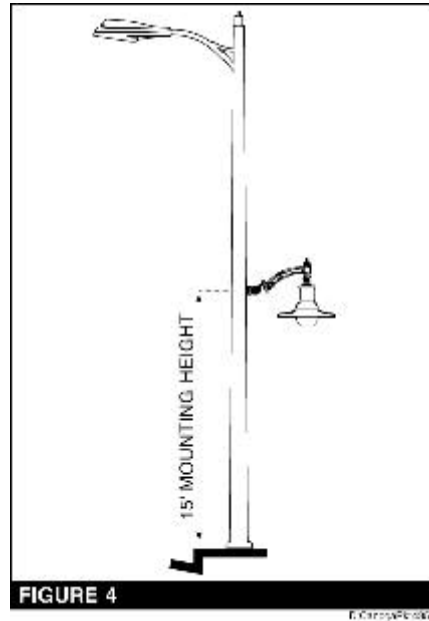


- a. **City Approval:**
  1. Bureau of Street Lighting, Department of Public Works
  2. Department of Transportation
  3. Department of Cultural Affairs
- b. **Guidelines and Standards:**
  1. Medallions shall be placed on light standards on Sherman Way.
  2. Art display for medallions shall be representative of district businesses.
  3. Placement of the Medallions on light standards shall be determined by the Bureau of Street Lighting.
  4. A permit shall be obtained from Bureau of Street Lighting prior to approval.
  5. See Section 6 for medallion Streetscape Element Requirements.

- c. **Maintenance:** Cleaning as necessary. Graffiti removal, restoration, replacement and preservation.

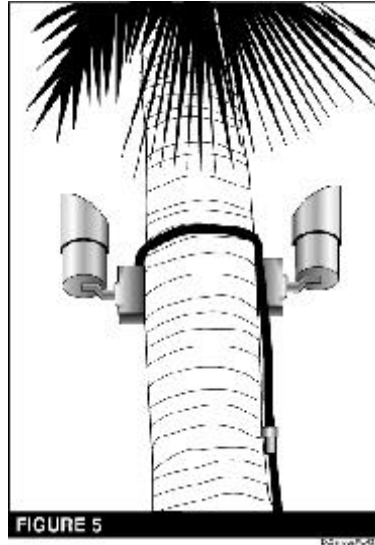
C. **Street Lights**

- 1. **Pedestrian Street Lights:** Illumination of pedestrian ways in the Canoga Park Commercial Corridor increases pedestrian safety and highlights the businesses in the area.



- a. **City Approval:**
  - 1. Department of Cultural Affairs
  - 2. Bureau of Street Lighting, Department of Public Works
- b. **Guidelines and Standards:**
  - 1. See Section 6 for pedestrian street light Streetscape Element Requirements.
  - 2. The attachment of pedestrian street lights or installation is subject to Bureau of Street Lighting approval and successful outcome of the Proposition 218 ballot process.
- c. **Maintenance:** Establishment of a maintenance district. This involves a ballot process as mandated by proposition 218.

2. **Tree Light Fixtures:** Tree light fixtures illuminate street trees, provide pedestrian safety during night time hours, and provide visual interest in the Canoga Park Commercial Corridor.



- a. **City Approval:**
1. Street Use and Street Tree Division, Bureau of Street Services, Bureau of Street Lighting, Department of Public Works
- b. **Guidelines and Standards:**
1. Light fixtures should be mounted on street trees to enhance visibility and promote a pleasing night life.
  2. Light fixtures may be painted to complement Benjamin Moore #840 4/E (a dark blue consistent with medallions and pedestrian lighting).
  3. See Section 6 for tree light fixture Streetscape Element Requirements.
- c. **Maintenance:** Repair, replacement, and electrical service responsibility.

3. **Street Lighting:** Design lighting that complements the existing streetscape and aides against vandalism.
  - a. **City Approval:**
    1. Bureau of Street Lighting, Department of Public Works.
  - b. **Guidelines and Standards:**
    1. Street lights along Sherman Way may be painted Benjamin Moore #840 4/E or equal (a dark blue consistent with medallions and pedestrian lighting) to coincide with the existing streetscape as approved by Bureau of Street Lighting.
  - c. **Maintenance:** Cleaning, graffiti removal, and lighting responsibility. Maintenance is provided by the Bureau of Street Lighting funded through the assessment process. Any additions or changes to the rates must be approved by all affected property owners through the Proposition 218 process.

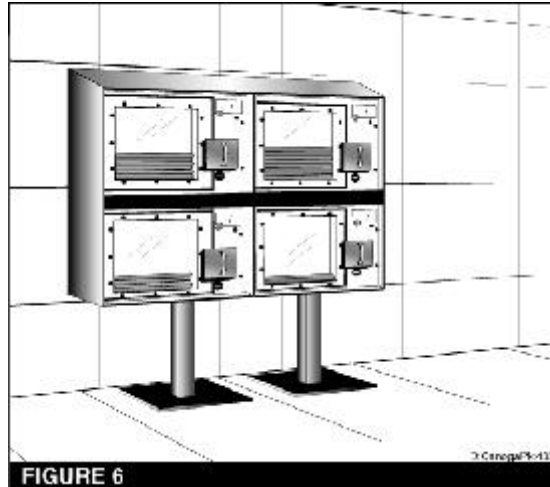
D. **Street Furniture:**

Street furniture is intended to promote pedestrian use, comfort, convenience, and active street life. Placement of furniture items should not conflict with other pedestrian friendly activities and shall be in conformance with Americans with Disability ACT (ADA) requirements.

1. **Bus Shelters:** Bus shelters create an attractive space for bus stop sites with high levels of pedestrian use. They encourage transit use, and provide shelter from atmospheric changes, wind, sun and rain.
  - a. **City Approval:**
    1. Street Use Division of the Bureau of Street Services, Department of Public Works
  - b. **Guidelines and Standards:**
    1. Shelter design shall be based upon Public Works Streetscape Element Requirements.
    2. All bus shelters shall have GCP-1000 Anti-graffiti gloss coating solution or equal substitute.
  - c. **Maintenance:** Graffiti removal, repair and replacement, plus lighting responsibility and related financial commitment.

2. **Benches:** Benches enhance the pedestrian environment by providing for pedestrian comfort, and by creating meeting locations that encourage social interaction among pedestrians.
  - a. **City Approval:**
    1. Street Use and Engineering Divisions of the Bureau of Street Services, Department of Public Works
  - b. **Guidelines and Standards:**
    1. Bus benches shall be replaced with benches that do not include advertisement.
    2. Bench design should be consistent to promote uniformity.
    3. All benches shall have GCP-1000 Anti-graffiti gloss coating solution or equal substitute.
    4. See Section 6 for bench Streetscape Element Requirements.
  - c. **Maintenance:** Graffiti removal and replacement.
  
3. **Trash Receptacles:** Trash Receptacles promote a clean streetscape and enhance the pedestrian environment.
  - a. **City Approval:**
    1. Street Use Division of the Bureau of Street Services, Department of Public Works
  - b. **Guidelines and Standards:**
    1. Trash receptacle design should be compatible with surrounding streetscape elements.
    2. Trash receptacle design should be consistent to promote uniformity.
    3. All trash receptacles shall have GCP-1000 Anti-graffiti gloss coating solution or equal substitute.
    4. See Section 6 for trash receptacle Streetscape Element Requirements.
  - c. **Maintenance:** Trash collection, replacement, cleaning and graffiti removal.

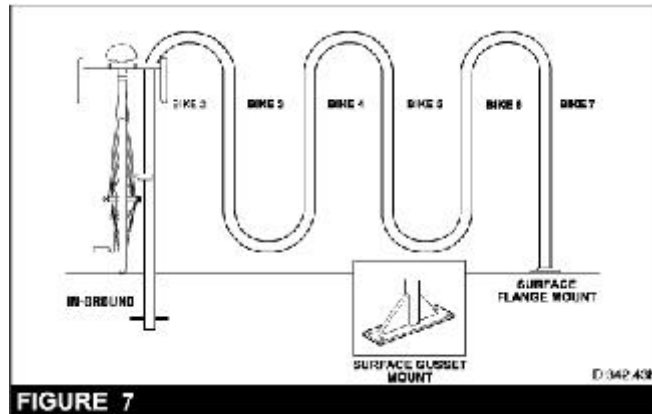
4. **Newspaper Vending Machines:** Newspaper vending machines should be grouped to provide ease of identification and eliminate potential obstructions in the pedestrian right-of-way. Well-designed news racks that are appropriately placed can make an aesthetic contribution to the pedestrian streetscape while providing amenity to businesses and patrons.



- a. **City Approval:**
1. Street Use Division of the Bureau of Street Services, Department of Public Works
- b. **Guidelines and Standards:**
1. Newspaper vending machine shall be composed of metal of a similar style and color to street benches and trash receptacles.
  2. A maximum of one (1) stacked four-unit or two-unit newspaper vending machine shall be permitted for every three (3) block faces.
  3. All newspaper vending machines shall be flush to a building wall and each vending machine top shall slant downward as illustrated in Figure 6.
  4. Advertisements and signs shall be prohibited on all newspaper vending machines except for newspaper publication name.
  5. Each unit shall be a maximum of 3'-6" tall and affixed to the sidewalk.



- 6. All newspaper vending machines in the public right-of-way shall be coated with anti graffiti solution.
  - 7. See Section 6 for newspaper vending machines.
  - c. **Maintenance:** Graffiti removal, repair and replacement.
5. **Bike Rack:** Bike racks enhance the pedestrian environment by creating bicycle parking that is secure, convenient, and easily accessible.



- a. **City Approval:**
  - 1. Street Use Division of the Bureau of Street Services, Department of Public Works
- b. **Guidelines and Standards:**
  - 1. Bike racks shall be of a similar color to street benches and trash receptacles.
  - 2. Bicycle racks shall be the Brandir Ribbon Rack® model or of a comparable style.
  - 3. Bike racks shall be located adjacent to bus stops.
  - 4. See Section 6 for bike rack Streetscape Element Requirements.
- c. **Maintenance:** Graffiti removal, repair, and replacement as necessary.

6. **Bollards:** Bollards (a vertical freestanding short post used as a barrier to vehicles) create special activity zones by separating sidewalks from the roadway.
  - a. **City Approval:**
    1. Street Use and Engineering Division of the Bureau of Street Services, Department of Public Works
  - b. **Guidelines and Standards:**
    1. Bollards should be considered at enhanced crosswalks.
    2. Bollards should be decorative and incorporate rock and stone work.
  - c. **Maintenance:** Graffiti removal, and replacement.

E. **Crosswalks:**

Crosswalks provide for ease of pedestrian movement throughout the district and contribute to a secure pedestrian environment.

1. **Enhanced Crosswalks:** Enhanced crosswalks offer several important benefits to the Canoga Park Commercial Corridor. Enhanced crosswalks are crosswalks receiving hardscape treatment such as stamped asphalt. These sidewalks offer a dedicated zone for pedestrian crossing and also provide warning to motorists approaching crosswalks.
  - a. **City Approval:**
    1. Department of Transportation
    2. Engineering Division of the Bureau of Street Services, Department of Public Works
  - b. **Guidelines and Standards:**
    1. Enhanced crosswalks should be located only at signalized intersections.
    2. Enhanced crosswalks shall be enhanced with a hardscape treatment such as color simulated bricks, color stamped concrete or similar design treatment.
  - c. **Maintenance:** Cleaning, repainting and repairs.

F. **Signage:**

This Streetscape Plan also regulates private and public signs within the public right-of-way. As with other uses of the public-right-of-way, signs require approval by various city agencies. Below are standards for signs within the public right-of-way.

1. **Signs:** Any temporary commercial and/or promotional signage approved in accordance with applicable City ordinances for placement in the public right-of-way including, but not limited to, flags or banners on light standards, banners strung between light standards, and signs placed on news racks or newspaper vending machines shall conform to the following standards:
  - a. **City Approval:**
    1. Street Use Division of the Bureau of Street Services, Department of Public Works
    2. Bureau of Street Lighting, Department of Public Works
    3. Department of Transportation
    4. Department of Building and Safety
  - b. **Guideline and Standards:**
    1. No signage background shall use day-glo or fluorescent colors on public street right-of-ways.
    2. Flags on light standards shall be limited to one, per alternating light standard. No individual flag can exceed 5 square feet in size.
    3. Banners strung between light standards are limited to no more than two on Sherman Way within the boundaries of the Canoga Park Commercial Corridor. No individual sign can exceed 24 square feet in size.
    4. Flags and banners attached to light poles can only be used for noncommercial artistic purposes or to promote the activities of nonprofit or governmental agencies.
  - c. **Maintenance:** Replacement, storage and repair.

2. **Gateway Monuments:** A gateway monument is a sign which provides a distinctive visual identifier for the Commercial Corridor CDO..
  - a. **City Approval:**
    1. Street Use and Engineering Division, Bureau of Street Services, Department of Public Works
    2. Department of Transportation
    3. Structural Engineering Division, Bureau of Engineering, Department of Public Works
  - b. **Guideline and Standards:**
    1. The gateway monument shall be designed with community input, using colors and materials that are compatible with the surrounding architecture and streetscape.
  - c. **Maintenance:** Graffiti removal, repair, replacement and lighting responsibility.

**Section 5.**

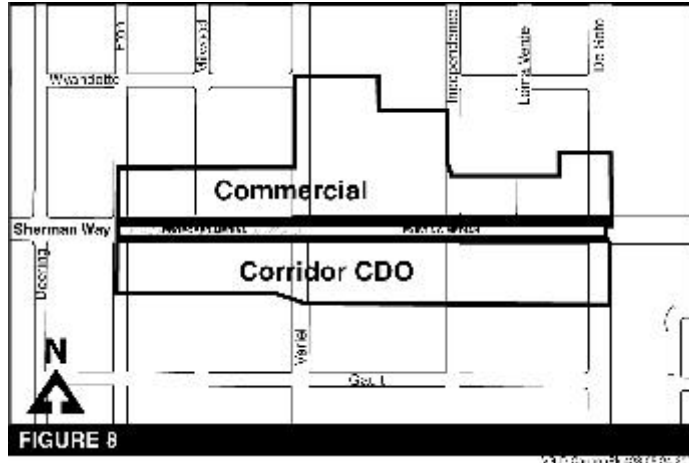
**STREET SEGMENTS**

This streetscape plan is organized by street classifications. The Canoga Park Commercial Corridor streetscape consists of 7 street segments. The street segments include two (2) secondary highways, and five (5) collector streets. Sherman Way is divided into two (2) street segments as noted in the Circulation Element of the City General Plan. West of Variel Street, Sherman Way is classified as a secondary highway. East of Variel Street, Sherman Way is classified as a collector street. For the purposes of the Streetscape Plan, the portion of Sherman Way that falls within the CDO boundaries shall be treated as a Secondary Highway.

Streetscape design standards for each street segment are based on the level and type of activity anticipated for each segment and its physical characteristics. Sherman Way, a secondary highway, is the primary focus of passing automobiles and provides the most heavily used street by pedestrians. Pedestrian features of the streetscape allow for the safe and efficient movement of pedestrians through the corridor that, when coordinated with pedestrian amenities on adjoining private property, provide an attractive, comfortable, and cohesive pedestrian environment.

The remaining streets are collector streets and local streets which make important contributions to the Canoga Park Commercial Corridor Streetscape. These streetscape segments provide access to stores, offices, and residential areas, and both public and private parking lots. Streetscape recommendations for these segments include creative, attractive, comfortable, and secure public open space.

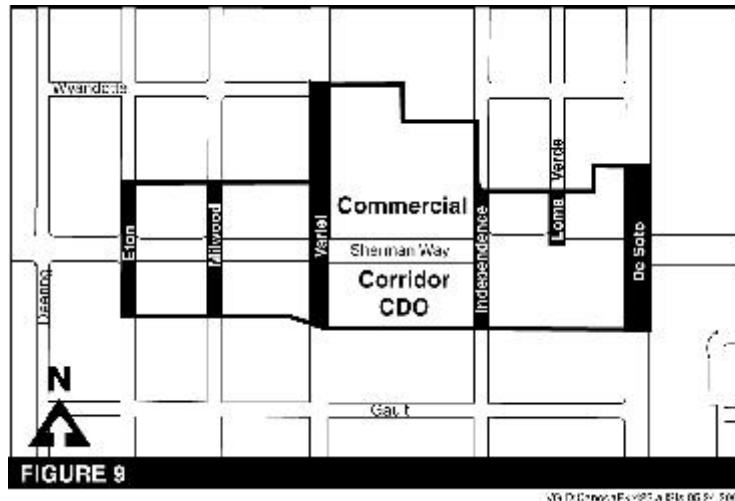
- A. **Subarea 1: Sherman Way:** The Canoga Park Commercial Corridor consists primarily of development on the north and south sides of Sherman Way.



1. **Landscape:**
  - a. Street Trees shall be uniformly planted on the public right-of-way.
  - b. Planters shall be at a ratio of one for every 75 lineal feet of block frontage.
  - c. Landscape Median shall be located on the center line of Sherman Way.
2. **Street Furniture:**
  - a. Street Benches shall be located on Sherman Way at a minimum of three (3) per block face.
  - b. Trash Receptacles shall be located on Sherman Way at a minimum of three (3) per block face and shall be located with street benches.
  - c. Newspaper Vending Machines shall be permitted for every three block faces.
  - d. Bicycle Racks shall be located at a minimum of two (2) per block face.

- e. Bollards shall be located at the corner of 'De Soto / Sherman Way', 'Variel Avenue / Sherman Way', and 'Eton Avenue / Sherman Way' at a minimum of two (2) per corner street.
3. **Public Art:**
- a. Medallions shall be placed on light poles at a ratio of 1 per alternating light.
  - b. Pedestrian Oriented Street Lights shall be installed along the south side of Sherman Way between Eton Avenue and De Soto Avenue. On the north side of Sherman Way, pedestrian oriented lighting fixtures shall be placed on block faces where the buildings are located within fifteen (15) feet of Sherman Way.
  - c. Tree Light Fixtures shall be located on Queen Palm trees at a rate no greater than three (3) per block face.
4. **Signage:**
- a. The Gateway Monuments shall be located at the intersections of Sherman Way and Eton Avenue, and Sherman Way and De Soto Avenue.
5. **Infrastructure:**
- a. Crosswalks shall be aesthetically enhanced at the intersections of 'De Soto / Sherman Way', 'Variel Avenue / Sherman Way', and 'Eton Avenue / Sherman Way'

- B. **Subarea 2: Collector Streets** Collector streets in the Canoga Park Commercial Corridor include Eton Avenue, Milwood, Variel, and Independence Street. For the purpose of the Streetscape Plan, the portion of De Soto Avenue that falls within the Canoga Park Commercial Corridor Streetscape boundaries shall be treated as a collector street.



1. **Landscape:**
  - a. Street Tree placement is to be determined by the Street Tree Division of the Bureau of Street Services, Department of Public Works at the time of planting.
  - b. Planters shall be at a ratio no greater than three (3) per block face.
2. **Street Furniture:**
  - a. Trash Receptacles shall be located at a ratio no greater than two (2) per block face.

**Section 6.**

**Streetscape Element Requirements**

**A. Street Tree**

Street	Street Tree Species	Common Name	Size
Sherman Way	Arecastrium Romanzoffianum	Queen Palm	8-foot BT minimum
Sherman Way	Tabebuia Rosea	Pink Trumpet	24" Box
Collector Street	Tristiana Conferta	Brisbane Box	24" Box
Collector Street	Tristiana Conferta	Brisbane Box	24" Box

**B. Street Tree Clearance**

The precise location of street trees shall be approved by the Street Tree Division and Bureau of Street Services, Department of Public Works. At a minimum, projects that include the planting of street trees in Canoga Park should observe the following clearances in project plans:

- Water and Gas Meters: 6-feet
- Underground Vaults: 6-feet
- Driveway Aprons and crosswalks: 6-feet
- Fire Hydrants: 10-feet
- Street Lights: 20-feet
- Electrical Utility Power Poles: 20-feet
- Alley Entrances: 20-feet
- Street Intersections: 45-feet
- Railroad Tracks/Crossings: 100-feet

**C. Sidewalk Furniture**

Item	Model	Color
Benches	#4B28 by Victor Stanley	Black
Trash Receptacle	#S42 by Victor Stanley	Black
Bike Racks	Brandir Ribbon Rack® model or comparable style	Black
Newspaper Vending Maching	Has not been selected	Black
Tree Light Fixtures	Has not been selected	Dark Blue - similar to Benjamin Moore #840 4/E



**D. Pedestrian Oriented Street Light**

<b>Item</b>	<b>Streetscape Element Requirement/ Model Number</b>
Luminaire	King Luminaire CLAK204-EPP-1070 MH-120 or equal
Arm	King Arm CLA - Ka72-3 (MOD) or equal
Lamp	70 W MW
Color	Benjamin Moore #840 (or match) as approved by Bureau of Street Lighting

**E. Medallions**

<b>Streetscape Element Requirement</b>	<b>Details</b>
Disc	Medallions shall be aluminum discs with water jet cut negative image. The perimeter of each medallion shall consist of an aluminum band. Medallions shall be consistent with weight and surface area requirements.
Paint	Medallions can be painted one color with acrylic polyurethane gloss paint to match Benjamin Moore #840 4/E (a dark blue).
Mounting	Medallions shall be mounted on light standards with clamps surrounding (above and below) clamp for pedestrian lighting. Medallions are to be mounted approximately 15-feet from the surface of the street (measured from the bottom of the medallion).
Weight	The medallion including the bracket, shall weigh no more than 15 pounds.

**F. Sidewalk Planter**

Sidewalk planters are permitted on the public right-of-way if they are irrigated and maintained on a regular basis by the holder of the revocable permit for each planter. Permitted planters shall contain one 5-gallon plant complemented by 12-4" plants. Selected plants must fill the planter to prevent litter attraction. The planters shall be 32-inch high "GG" pots. Irrigation for planters shall be provided by the Jardinier reservoir system or another system of similar Streetscape Element Requirements.

**G. Medians**

Raised medians on Sherman Way shall be automatically irrigated and landscaped with drought resistant landscape. Medians should have as few breaks in them as possible yet allow for adequate left turn lanes. Irrigation is to be in accordance to city standard plans. All existing soils must be tested for suitability and amended as recommended by a soils testing lab. Imported top soil shall be Class A in accordance to city standard.

## **DEPARTMENT OF CITY PLANNING**

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## **COMMUNITY PLANNING BUREAU - VALLEY**

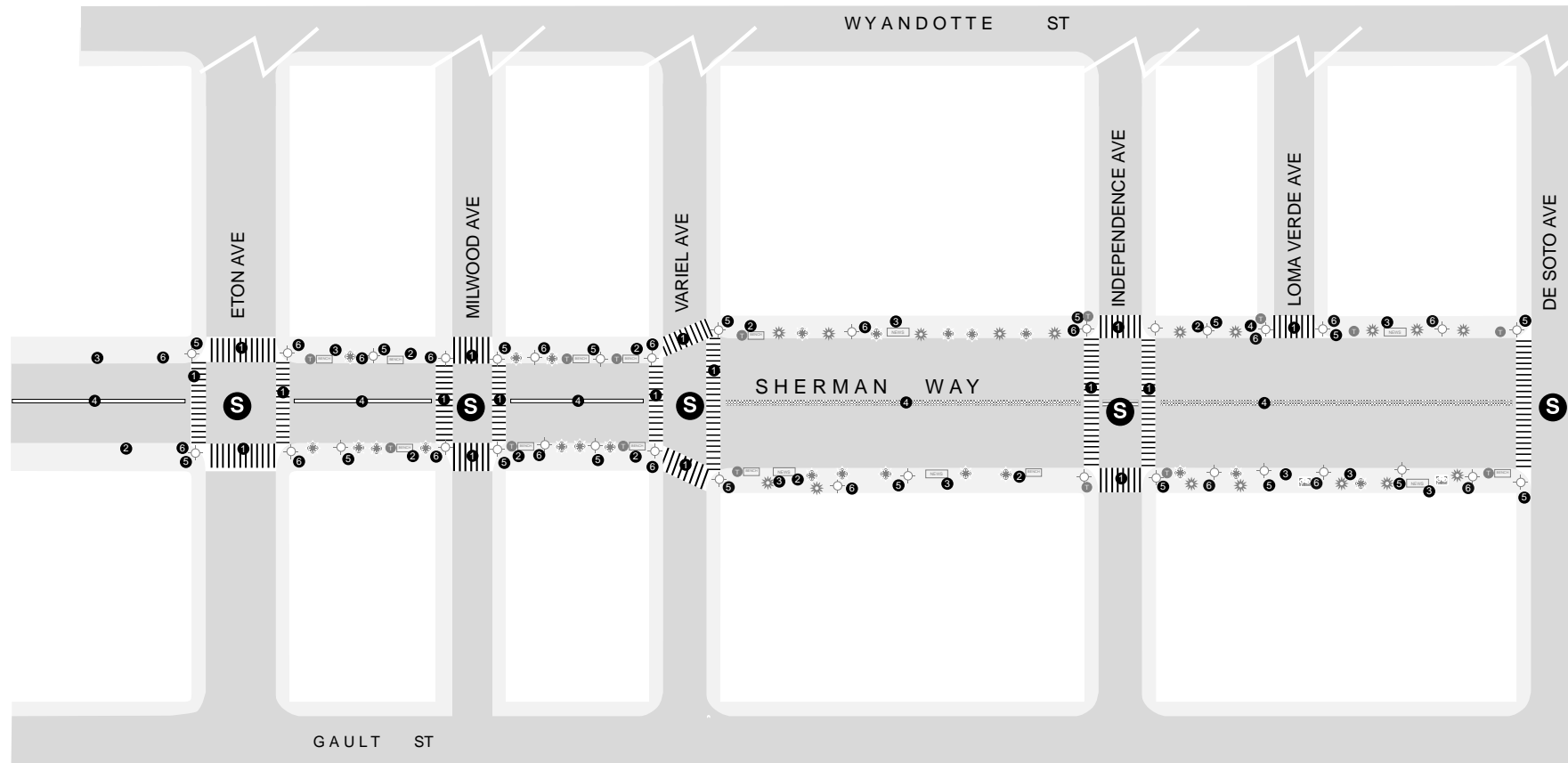
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## **GRAPHICS**

Elvia Hernandez, Graphic Designer II

## **PUBLICATION**

Rita Schack, City Planner  
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### EXISTING

#### Street Trees & Landscaping

- Palm
- Existing Tree
- Existing Median

#### Street Lighting

- Street Light
- Signalized Intersection

#### Street Furniture

- Bench
- Newspaper Racks
- Bike Rack
- Trash Receptacle

### CONCEPTUAL IDEAS

- Stamped Crosswalk
- Decorative Bench/Trash Receptacle
- Screened Newspaper Racks
- Landscaped Center Median
- Pedestrian Light Fixture
- Pedestrian Fixture w/Medallion



Planning Department



The placement of streetscape elements depicted in this map is conceptual. Actual placement of streetscape elements shall be determined by the Department of Public Works at the time such streetscape improvements are implemented. Streetscape elements include street trees, street furniture, signs and light fixtures.