

SUN VALLEY - LA TUNA CANYON

Community Plan

TABLE OF CONTENTS

ACTIVITY LOG

COMMUNITY MAPS

COMMUNITY PLAN

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

SUN VALLEY - LA TUNA CANYON
ACTIVITY LOG

ADOPTION DATE	PLAN	CPC FILE No.	COUNCIL FILE No.
Aug. 13, 1999	Sun Valley-La Tuna Canyon Community Plan Update	97-0046 CPU	98-2025

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

SAN VALLEY - LA TUNA CANYON

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Sun Valley-La Tuna Canyon Community Plan Area lies in the northeast quadrant of the City of Los Angeles. It is approximately fifteen miles from downtown Los Angeles. Surrounding areas include: the communities of Arleta-Pacoima, and Sunland-Tujunga-Lake View Terrace - Shadow Hills - East La Tuna Canyon to the north, North Hollywood to the south, and Mission Hills-Panorama City-North Hills to the west, and the City of Burbank to the east. Freeways that traverse the community include the 5 (Golden State), the 170 (Hollywood), and the 210 (Foothill).

Sun Valley-La Tuna Canyon is located immediately north of the Glendale-Burbank-Pasadena-Airport. Located within the plan area are Woodbury University and J. H. Francis Polytechnic High School.

Sun Valley-La Tuna Canyon covers 10,618 acres (17 square miles) of land. The larger land use areas include: twenty-six percent single-family dwelling units, twenty-two percent open space, and nineteen percent industrial space. The community incorporates the highest concentration of mineral processing facilities in Los Angeles, with rock and gravel mining operations as well as cement and concrete processing.

According to the latest Annual Report on Growth and Infrastructure, Sun Valley-La Tuna Canyon had a 1996 population of 79,300 and a housing stock of 22,655 dwelling units. Sun Valley-La Tuna Canyon is in the bottom third of all Planning Area density ratios in the city, with less than ten persons per acre.

COMMUNITY HISTORY

Sun Valley was originally developed as a train stop on the Southern Pacific Railroad which was built between 1874 to 1876. The railroad water tank was located at present day Sunland Boulevard and San Fernando Road. At that time the town was known as Roberts, for the owner of the general store at this location. Subsequently, the area was known as Roscoe from 1913 to 1948, whereupon the town obtained its present day name of Sun Valley. Due to complete reliance on the City of Los Angeles for water resources, Roscoe was annexed in 1915 and Hansen Heights in 1918. The rail station was a major economic resource for the area in the early part of the century. In 1921 developer Irvine W. Biggar established Roscoe's physical character as a new

town factory center, by designating a portion of the area for industrial uses. Dr. Homer Hansen acquired 3,300 acres adjacent to the area to develop Hansen Heights.

The Sun Valley area has developed into the Northeast Valley's industrial base. The new community was promoted as an area with a fuel pipe, natural gas line, electricity, aqueduct, water and switching facilities. Among the first products manufactured were water heaters, metal windows, and sand and gravel as the major industry.

Early housing in the area was constructed mostly in the Craftsman style, a majority of which were designed by the initial homeowners. Local stone was used as building material, particularly in the Stonehurst neighborhood.

The Southern California Conservancy of Music, the Theodore Payne Foundation and the Sun Valley senior center are the main community cultural facilities.

COMMUNITY PARTICIPATION

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

Community participation has occurred through focus group meetings, community workshop, and through the open house and public hearing process to assist in identifying community issues and formulating land use policies and objectives.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities which were identified in the community.

RESIDENTIAL

Issues

- Need to preserve single family neighborhoods.
- Need to preserve and enhance existing housing stock.
- Need to limit encroachment by incompatible uses.
- Need for affordable housing.
- Need for adequate buffering of residential neighborhoods near the Burbank-Glendale-Pasadena Airport.
- Need for housing, jobs and services in mutual proximity.

Opportunities

- ◌ Citizen awareness and active participation in community affairs.
- Access and proximity to employment.
- Potential for residential and mixed use development along commercial corridors.
- Undeveloped or underdeveloped land allowing opportunities for clustered development.
- Potential for establishing design guidelines for new residential development.

COMMERCIAL

Issues

- ◌ Lack of adequate design standards along commercial corridors.
- Need to strengthen the Sun Valley Civic Center/Community Business District.
- Lack of a cohesive and pedestrian-oriented identity.

Opportunities

- ◌ Ensure appropriate transitions between commercial and adjoining uses.
- Create pedestrian-friendly shopping areas through use of street trees, benches, convenient parking/access, and maintaining retail frontage at ground level.
- Foster access and proximity to employment throughout the plan area.

INDUSTRIAL

Issues

- ◌ Need to preserve industrial land.
- Employment should be available within a reasonable commuting distance from residential locations.
- Need to buffer heavy industrial uses to minimize adverse influence on adjacent land.
- Need to minimize adverse impact of sand and gravel extraction activities upon residential and commercial areas.

Opportunities

- ◌ Good access to regional freeways and rail services.
- Manufacturing uses that generate employment for the local work force.

- Availability of sites planned for industrial use in the area.
- Ⓒ Potential reuse of closed Valley Steam Plant site for future sand and gravel extraction.
- Ⓒ Reuse of exhausted sand and gravel extraction sites.

TRANSPORTATION

Issues

- Ⓒ Need for the preservation, maintenance, and management of the streets and freeways network in the community.
- Need to provide adequate funding for transportation management and for the efficient operation of the transportation network.
- Ⓒ Need to minimize impact and growth of Burbank-Glendale-Pasadena Airport on the surrounding Sun Valley and North Hollywood communities.

Opportunities

- Ⓒ Potential to prevent traffic circulation problems in the area by ensuring street improvements and parking for multiple-family housing where existing infrastructure is inadequate.
- Use of public transit and other alternative means of transportation through the implementation of transportation demand management programs.

NEIGHBORHOOD CHARACTER

Issues

- Ⓒ Scale, density, and character of buildings that complement surrounding uses.
- Effects of industrial development on residential areas.
- The need to preserve and rehabilitate areas with sensitivity to the character of established neighborhoods.

Opportunities

- Ⓒ Enhance community identity through establishment of design guidelines.
- Ⓒ Potential future reuse of sand and gravel pits to provide for residential, commercial, industrial and recreational needs of the community.

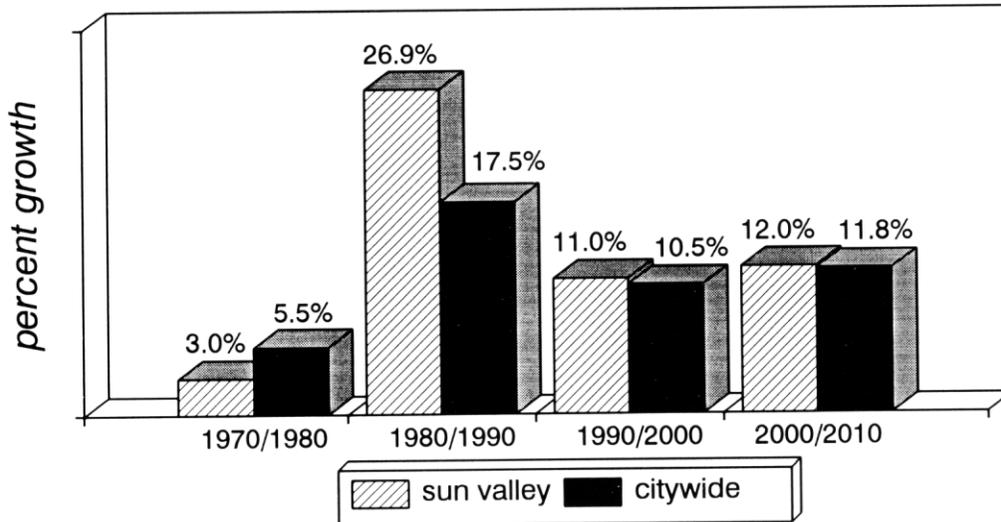
COMMUNITY PROFILE

The community Profile provides an overview of population, housing, and socio/demographics for the Sun Valley - La Tuna Canyon 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.

SUN VALLEY COMMUNITY PROFILE

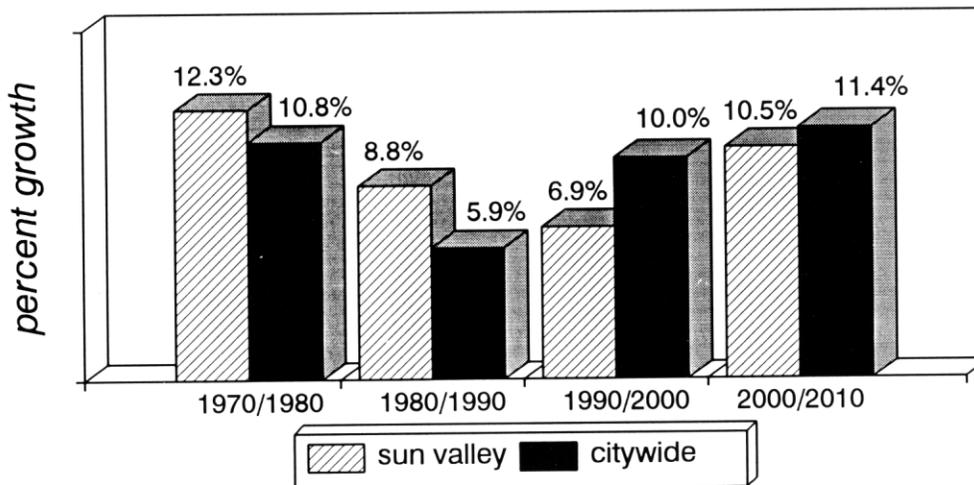
	estimated data (from U.S. Census)			projections (from SCAG) *	
	1970	1980	1990	2000	2010
total population					
sun valley	58614	60349	76573	85033	95212
citywide	2811801	2966850	3485398	3852993	4306564
growth rate					
sun valley		1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
citywide		3.0%	26.9%	11.0%	12.0%
		5.5%	17.5%	10.5%	11.8%

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



	1970	1980	1990	2000	2010
	total households				
sun valley	17601	19762	21499	22982	25403
citywide	1024873	1135491	1203052	1323882	1474514
growth rate					
sun valley		1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
citywide		12.3%	8.8%	6.9%	10.5%
		10.8%	5.9%	10.0%	11.4%

household growth rate comparison
(occupied dwelling units only)

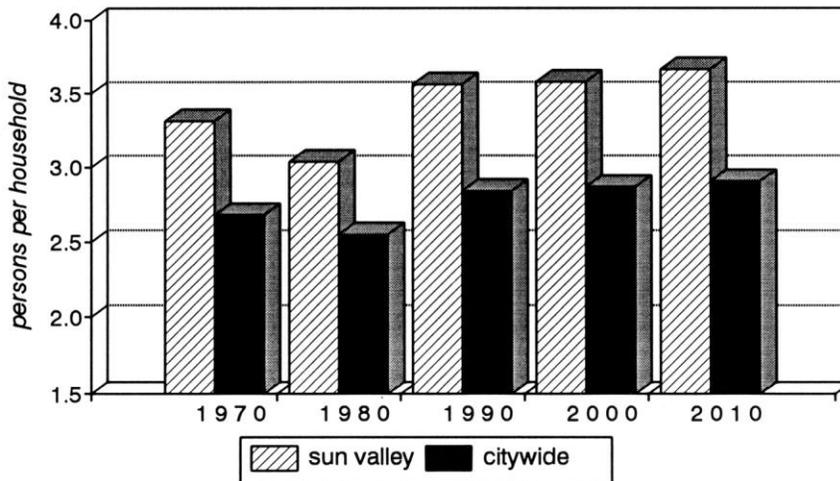


* Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.
 ** Population in group quarters includes institutionalized individuals, students in dormitories, and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

SUN VALLEY – COMMUNITY PROFILE

household size (persons per dwelling unit) *	estimated data (from U.S. Census)			projections (from SCAG)	
	1970	1980	1990	2000	2010
sun valley	3.31	3.04	3.56	3.58	3.66
citywide	2.68	2.55	2.84	2.87	2.91

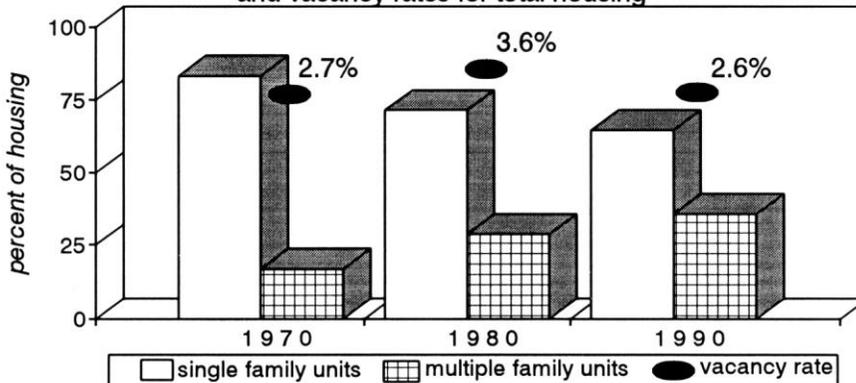
household size comparison



housing splits / vacancy factors **

(sun valley only)	1970	1980	1990
single family dwellings	83%	72%	65%
multiple family dwellings	17%	28%	35%
vacancy rate (total housing)	2.7%	3.6%	2.6%

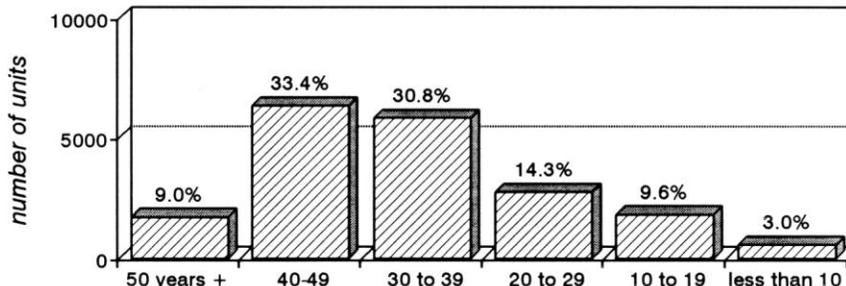
single family dwelling units, multiple family dwelling units, and vacancy rates for total housing



age of housing as of 1994 ***

total dwellings in sun valley (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.

SUN VALLEY – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

1990 census data;

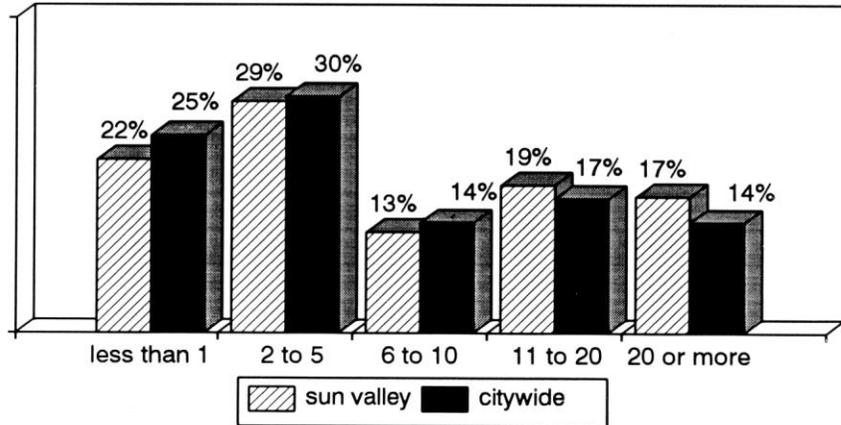
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	48.4%	20.7%	30.9%
renter occupied housing units	23.3%	24.0%	52.7%

<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
sun valley	5.3%	54.8%	32.4%	6.6%	1.0%
citywide	8.4%	28.5%	25.9%	21.4%	15.8%

<u>cost of housing (renter occupied units)</u> (monthly cost estimated by resident)	under \$300	\$300 to \$500	\$500 to \$750	\$750 to \$1,000	\$1,000 or more
sun valley	7.6%	25.3%	48.6%	12.6%	5.9%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

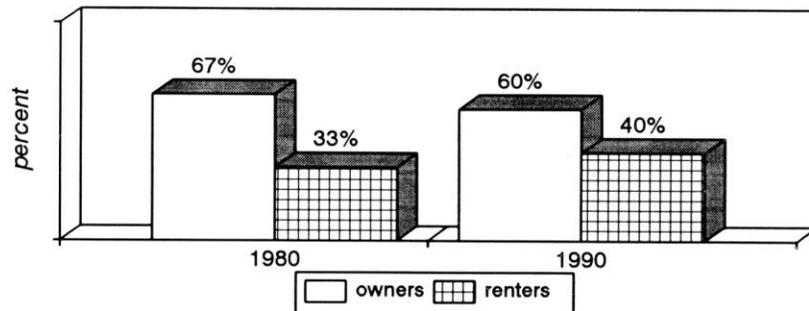
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
sun valley	21.9%	29.3%	12.8%	18.8%	17.3%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

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.

SUN VALLEY – COMMUNITY PROFILE

SOCIO/DEMOGRAPHICS

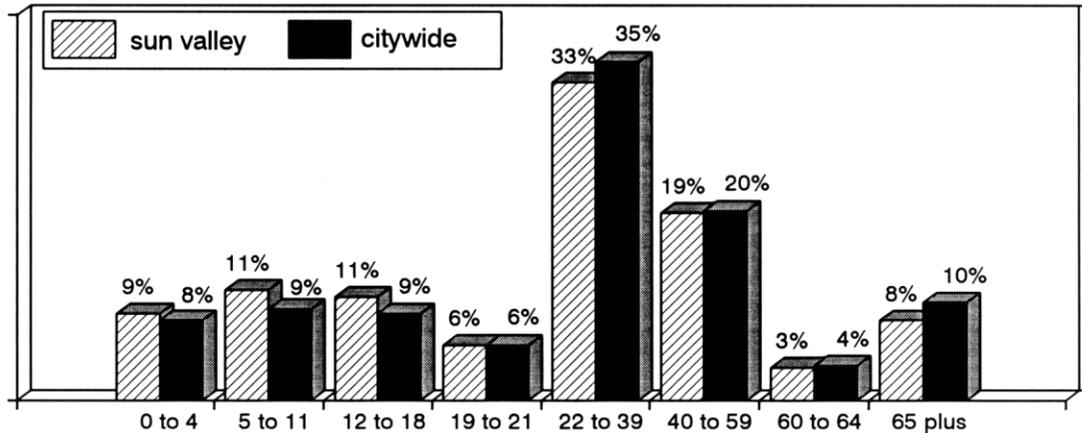
1990 census data;

<u>employment (percent) *</u>	
females employed	40.5%
males employed	59.5%
employment participation rate	69.8%
(citywide rate)	67.3%

<u>household income (1989) **</u>	
average	\$42,142
(citywide)	\$45,701
poverty (percent)	14.3%
(citywide)	18.9%

<u>education (percent) ***</u>	high school	beyond high school	college graduate
sun valley	57.7%	36.7%	12.7%
citywide	67.0%	47.8%	23.0%

age of the general population

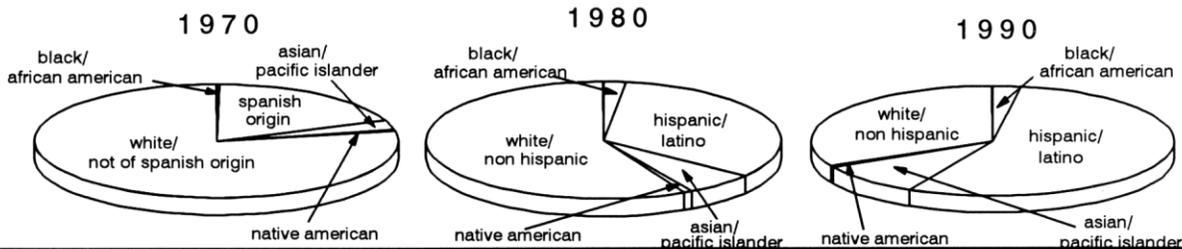


<u>language and citizenship (percent) ****</u>	foreign language spoken at home			foreign born
	spanish	asian	other language	
sun valley	44.6%	8.8%	7.0%	58.1%
citywide	24.3%	6.0%	5.6%	44.9%

<u>means of transportation to work (percent) *****</u>	drive alone	vanpool/ carpool	public transit	other means
	sun valley	65.6%	21.0%	5.8%
citywide	65.2%	15.4%	10.5%	10.5%

<u>head of household *****</u>	live alone	married with children	married no children	single parent	single non family
	sun valley	17.0%	37.8%	25.6%	13.0%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

<u>race/ethnicity (percent) *****</u>	1970	1980	1990
asian/pacific islander	2.7%	6.4%	9.6%
black/african american	0.2%	2.0%	2.5%
hispanic/latino	18.7%	33.4%	55.1%
native american	0.4%	0.9%	0.3%
white-non hispanic	77.9%	57.4%	32.5%



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.

STATUTORY REQUIREMENTS

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

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

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

Government Code Section 65302(a) requires a land use element which designates the proposed general distribution, general location, and extent of uses of the land for housing, business, industry, open space including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private uses of land. The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the Plan.

The Sun Valley-La Tuna Canyon Plan consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies, and programs. The Community Plan map outlines the arrangement and intensities of land uses, the street system, and the location and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and

economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, protection of environmental resources, protection of residents from natural and man-caused hazards are guided by the Plan.

The Community Plan is 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 plan is 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 plan is 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 City government and the 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 Sun Valley Community Plan was completed in 1977. Since that time, considerable growth has occurred, new issues have emerged, and new community objectives regarding the management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents and property and business owners. The Plan sets forth objectives, policies, and programs, and designates a potential population capacity of approximately 97,758, which is larger than is anticipated to be built during the life of the Plan (2010).

This Community Plan sets forth goals to maintain the community's individuality by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.

- Improving the function, design and economic vitality of the commercial corridors.
- Preserving and enhancing the positive characteristic of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the community.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This plan sets forth goals, objectives, policies, and programs that pertain to Sun Valley-La Tuna Canyon. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework Element.

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 will identify specific types of land use, intensity of 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 maintain and implement the City's General Plan. Since State Law requires that the General Plan have internal consistency, the Community Plan must be consistent with the other Elements and components of the General Plan.

The General Plan Framework Element, adopted by City Council on December 11, 1996, is a long range, citywide, comprehensive growth strategy. It is a special element of the general plan which looks to the future as required by law and replaces Concept Los Angeles and the Citywide Elements (adopted in 1974). Because it looks at the city as a whole, the Framework Element provides a citywide context within which local planning takes place. Both the benefits and challenges of growth are shared.

Because it is citywide, the Framework Element cannot anticipate every detail. Therefore, the community plans must be looked to for final determinations as to boundaries, land use categories, intensities and heights that fall within the ranges described by the Framework Element land use designations.

The Citywide General Plan Framework Element neither overrides nor supersedes the Community plans. The Framework Element is flexible,

suggesting a range of uses within its land use definitions. Precise determinations are made in the Community Plans.

The General Plan Framework Element Policy Allocation forecasts the following population, housing, and employment levels for the Community Plan for the year 2010:

<i>Population (2010) projection:</i>	95,212
<i>Employment (2010) projection:</i>	49,190
<i>Employment (2010) projection::</i>	27,021

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.

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 the General Plan elements apply to the Community plan.

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

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

PLAN CONSISTENCY

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

For each plan land use 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 the 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 Plan area shall refer to each of the applicable additional findings that the Plan

identifies as programs in Chapter 3 of the Plan. To further substantiate the consistency findings, decision makers may cite other programs, policies or objectives which would be furthered by a proposed project. In addition, Chapter 5 of the Plan requires a decision maker to make a finding of conformance with applicable design standards for discretionary projects.

PLAN MONITORING

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

Chapter III

LAND USE POLICIES AND PROGRAMS

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

The quality of life and stability of neighborhoods throughout Sun Valley-La Tuna Canyon critically depends on providing infrastructure resources (i.e.: police, fire, water, sewerage, parks, traffic circulation, etc.) commensurate with the needs of its population. If population growth occurs faster than projected and without needed infrastructure improvements to keep pace with that growth, the consequences for livability within Sun Valley-La Tuna Canyon 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 Sun Valley-La Tuna Canyon Community 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 community, until land use designations for the Sun Valley-La Tuna Canyon Community Plan and corresponding zoning are revised to manage development.

RESIDENTIAL

Residential land use patterns vary according to local conditions in the neighborhoods which comprise the Sun Valley-La Tuna Canyon Community Plan. Topography, population characteristics, housing markets, age of housing and degree of existing development influence the density of development throughout the community. Much of the existing density in the community was established by natural controls such as topography, amount of existing available land and infrastructure.

There have been varying degrees of pressure for development in the Plan area. Some new development has been inconsistent with existing development. Some areas have experienced development pressure for higher density housing, particularly in the hillside areas.

Sun Valley-La Tuna Canyon has a low density residential character. The majority of the community was planned for residential purposes. The 1977 Plan designated more than half of the total land area for residential use (51.3%). Ninety-four percent of the land designated for residential uses is

planned for single-family dwellings. The Plan policies provide for the preservation of existing residential neighborhoods throughout the community, retaining single family and multi-family areas.

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 midpoint of the range for the dwelling units per net acre category. The midpoint represents a reasonable factor to use, as new development within each category is not likely to occur at one or the other extreme of the range, but rather throughout the entire range.

The Community Plan encourages the preservation of low-density, single-family areas. Single-family residential neighborhoods should be protected from encroachment by incompatible uses.

Additional low- and moderate-income housing is needed throughout the City. The Plan proposes that a range of housing choices should be made available to persons of all social, economic and ethnic backgrounds. While providing a range of housing for all economic levels, the supply of low-income housing in the Community Plan area should not exceed its fair share allocation.

The community includes significant areas of open space and natural landforms. It is one of the least dense areas of the City. It is a policy of the Plan to protect these areas from encroachment by incompatible uses.

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)
Minimum	0.5 (0 to 1)	881	1,763	3.62	3,189
Very Low I	2.0 (2)	862	431	3.62	3,120
Very Low II	3.5 (2 to 3)	77	22	3.62	279
Low	6.5 (4 to 12)	14,709	2,263	3.62	53,247
Low Medium I	13.5 (10 to 17)	1,579	117	3.71	5,858
Low Medium II	23.5 (18+ to 29)	2,679	114	3.71	9,939
Medium	42 (30+ to 55)	5,964	142	3.71	22,126
TOTALS		26,751	4,852		97,758

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 land for single and multi-family residential development.

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

1-1.2 Protect existing single family residential neighborhoods from encroachment by higher density residential and other incompatible uses.

Program: The Plan Map identifies areas 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.

1-1.3 Require that new single and multi-family residential development be designed in accordance with the Urban Design Chapter.

Program: The Plan includes an Urban Design Chapter which outlines Design Standards for residential development.

1-1.4 The City should promote neighborhood preservation in existing residential neighborhoods.

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

Program: Homeowners' Encouragement Loan Program (HELP), administered by the Housing Department, provides rehabilitation loans to owners of small residential buildings (one to four units) to correct code violations and assist handicapped homeowners.

Program: Residential land use categories, zone changes, subdivisions, parcel maps, variances, conditional uses, specific plans, community and neighborhood revitalization programs for residential projects shall be consistent with Plan recommendations.

Objective 1-2

To locate new housing in a manner which reduces vehicular trips and which increases accessibility to services and facilities.

Policies

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

Program: The Plan designates lands for higher residential densities within and adjacent to transit convenient locations.

1-2.2 Locate senior citizen housing projects in neighborhoods within reasonable walking distance of health and community facilities, services, and public transportation.

Program: The Plan designates lands for higher residential densities which could accommodate senior citizen housing within transit convenient locations and pedestrian oriented areas.

Objective 1-3

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

Policies

1-3.1 Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, impacts on traffic levels, and environmental impacts when changes in residential densities are proposed.

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

1-3.2 Seek a high degree of architectural compatibility and landscaping for new infill 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.

1-3.3 Preserve existing views of hillside and mountainous areas.

Program: Retention of the low density rural character of the community and height limitations, adoption of scenic highway provisions, implementation of the Citywide Hillside Ordinance and the 15% Slope Density Ordinance will contribute to the preservation of these views.

Objective 1-4

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

Policies

1-4.1 Protect and encourage reuse of the area's historic resources.

Program: Protect the City's Historic/Cultural Monuments in the community and seek future designation for appropriate additional sites.

Objective 1-5

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

Policies

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

Program: Establishment of residential design standards, allocation of lands for a variety of residential densities, and the promotion of housing in mixed-use projects.

Program: Develop incentives for the construction of residential projects in conjunction with new commercial projects to encourage mixed-use development.

- 1-5.2 Promote housing in mixed use projects in transit intensive locations.

Program: Provide a bonus in floor area and height for such projects.

Objective 1-6

To limit residential density and minimize grading in hillside areas.

Policies

- 1-6.1 Ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities and other public utilities to support development within the hillside areas.

Program: A decision-maker should adopt a finding which addresses the availability of these services and utilities as part of any decision relating to hillside residential development.

- 1-6.2 Consider the steepness of the topography and the suitability of the geology in any proposal for development within the Plan area.

Program: The Plan designates hillside areas in the Minimum and Very Low Densities of the General Plan land use designations and corresponding zones.

Program: Continue implementation of the Citywide Hillside Ordinance and the 15% Slope Density Ordinance.

- 1-6.3 Require that grading be minimized to reduce the effects on environmentally sensitive areas.

Program: Compliance with the California Environmental Quality Act (CEQA) requires that local and state governmental agencies consider and disclose potential environmental effects of a project before rendering a decision, and provide methods to mitigate those impacts.

Objective 1-7

To insure compatibility between equestrian and other uses found in the RA Zone.

Policies

- 1-7.1 Place a high priority on the preservation of horsekeeping areas.

Program: A decision-maker involved in a discretionary review should make a finding that the zone variance, conditional use, or subdivision does not endanger the preservation of horsekeeping uses within the Community.

Objective 1-8

To promote and protect the existing rural, single-family equestrian oriented neighborhoods in RA zoned areas and “K” Supplemental Use Districts. To avoid precedent-setting actions including zone variance, conditional use, or subdivision that might endanger the preservation of horsekeeping uses.

Policies

1-8.1 Protect existing single-family equestrian oriented neighborhoods and horsekeeping districts from encroachment by higher density residential and other incompatible uses.

Program: New development within these areas should be designed to encourage and protect the equestrian keeping lifestyle.

1-8.2 Horsekeeping areas should be developed at Minimum to Very Low densities appropriate to such uses.

Program: The Plan Map identifies areas for lower residential densities.

COMMERCIAL

The largest concentration of commercial development is the commercial corridor along Sunland Boulevard on both sides of the Golden State Freeway (Interstate 5). In addition, there are short commercial corridor segments along both Laurel Canyon and Lankershim Boulevards.

One of the primary commercial centers in Sun Valley-La Tuna Canyon is Canyon Plaza, located at the intersection of Roscoe Boulevard and Laurel Canyon Boulevard. The 246,000 square-foot center is home to Mervyn’s, Ralph’s, Sav-on and more than 30 other businesses.

A second commercial center is the Sun Valley “Civic Center” located on Sunland Boulevard, between Strathern Street and San Fernando Road. Located within the center are the Seventh Council District Field Office, the Sun Valley Chamber of Commerce, the Sun Valley Post Office, and the Metrolink Transit Station.

GOAL 2

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

Objective 2-1

To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

Policies

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

Program: The Community Plan retains commercial land use designations to conform with existing commercial centers.

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

Program: The Plan includes an Urban Design chapter which establishes Design Standards for commercial development which addresses this policy.

Objective 2-2

To enhance the community identity in distinctive commercial districts.

Policies

- 2-2.1 Improve security and parking standards in commercial areas.

Program: The Plan includes an Urban Design component which establishes Design Standards for commercial development to implement this policy.

- 2-2.2 Require that mixed-use projects be designed with commercial uses on the ground floor and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses. Alternately, mixed-use can take the form of a contiguous, horizontal mixed-use development, where exclusively residential, office or commercial buildings are located side-by-side in a block, achieving a mix of uses, but not in a single vertical building.

Program: The Plan includes an Urban Design component which implements this policy in its Design Standards for mixed use projects.

- 2-2.3 Require that any proposed development be designed to enhance and be compatible with adjacent development.

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

- 2-2.4 Preserve and enhance community identity and character, scale and architectural diversity of the Sun Valley "Civic Center" area.

Program: Consider the formation of a Business Improvement District(s) along Sunland Boulevard.

Program: Consider changing the street name from Vineland Avenue and Sunland Boulevard to Sun Valley Boulevard between Sherman Way and Sunland Park Drive.

Program: The Plan Map establishes height limits. Design standards for commercial areas are included in the Design Guidelines of the Plan.

Objective 2-3

To enhance the appearance of commercial districts.

Policies

2-3.1 Improve the landscaping of commercial properties.

Program: Implementation of the Design Policies established in the Urban Design Chapter.

2-3.2 Landscaped corridors should be created and enhanced through the planting of street trees.

Program: Consider the formation of business improvement districts in appropriate areas.

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

2-3.3 Require that any proposed development be designed to enhance and be compatible with adjacent development.

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

2-3.4 Improve safety and aesthetics of parking areas in commercial areas.

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

2-3.5 Require that older commercial business areas be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Program: A Community Design Overlay district (CDO) is designated for the older commercial business district in the former LANI area along Vineland Avenue and Sunland Boulevard between Strathern Street and the Golden State (Interstate 5) Freeway, and along San Fernando Road between Olinda Street and Clybourn Avenue.

INDUSTRIAL

Approximately 18% of Sun Valley-La Tuna Canyon's acreage is designated for industrial uses. Industry in the area benefits from easy access to the Golden State Freeway (Interstate 5), the Hollywood Freeway (Highway 170), railroad lines that transverse the community, and the close proximity of the Burbank-Glendale-Pasadena Airport.

There is a series of large industrial districts along the railroad line that parallels San Fernando Road. A large industrial district also stretches along Sherman Way, on the southern boundary of the Community Plan Area.

Existing economic program activity within Sun Valley-La Tuna Canyon includes the Northeast Valley Enterprise Zone and a federal empowerment zone. The City has also adopted a Preliminary Plan for the proposed Northeast San Fernando Valley Project Redevelopment Plan and is developing an economic development strategy for the Hansen Dam area.

The Sun Valley-La Tuna Canyon region incorporates the highest concentration of mineral processing facilities in Los Angeles, with rock and gravel mining operations as well as cement and concrete processing. Existing mining operations include CalMat's Sheldon Site (Sheldon Street and Glenoaks Boulevard) and Boulevard Site (Branford Street between San Fernando Road and Laurel Canyon Boulevard). It is anticipated that existing mining operations will be exhausted by the year 2008.

Exhausted mining operations include CalMat's Trout/Schweitzer Pond and Peoria Street Site, Los Angeles By-Products Company's Strathern Street Site and the Bradley Landfill. Both the Peoria Street Site and the Strathern Street Site are being filled with inert landfill material. It is projected that the Bradley Landfill will be filled by the year 2003. Once filled, the site will be converted into a state-of-the-art recycling center - the "Sun Valley Recycling Park of Los Angeles".

Surface mining operations are regulated by the State under the Surface Mining and Reclamation Act of 1975. The Act requires surface mining operators to obtain a permit from, and submit a reclamation plan to the City. The reclamation plan is to include information on the anticipated quantity and type of minerals for which the surface mining operation is to be conducted; the proposed dates for the initiation and termination of surface mining operation; the maximum anticipated depth of the surface mining operation; and a description of the proposed use or potential use of the mined lands after reclamation. A reclamation plan is required of all operations conducted after January 1, 1976. The Act also requires surface mining operators to provide financial assurances to ensure that reclamation is performed in accordance with the approved reclamation plan.

The City's Conservation Plan, an element of the General Plan of the City of Los Angeles, also provides guidelines for sand and gravel extraction. The Conservation Plan provides objectives, policies, standards and criteria, and programs for the controlled extraction of these resources. Reclamation of sand and gravel extraction sites for recreation or open space uses is also proposed in the Conservation Plan.

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 Burbank-Glendale-Pasadena Airport. Potential future site locations for this industrial expansion would include Clybourn Avenue between Valerio Street and Saticoy Street, and the area north of San Fernando Road, south of the Golden State (Interstate 5) Freeway, east of Sunland Boulevard, and west of Ledge Avenue.

GOAL 3

SUFFICIENT LAND FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES FOR THE COMMUNITY'S WORK FORCE FOR THE ENVIRONMENT AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT USES.

Objective 3-1

To provide for the retention of existing industrial uses and promote future industrial development which contributes to job opportunities and minimizes environmental and visual impacts.

Policies

- 3-1.1 The City should utilize land use, zoning, and financial incentives to preserve the economic viability of the Plan's existing industries.

Program: The Community Plan provides for the retention of existing industrial development.

Program: A portion of Sun Valley-La Tuna Canyon is included within the federal empowerment zone. Businesses within the zone are eligible for a \$3,000 per employee tax credit.

Program: The City has prepared a Preliminary Plan for the proposed Northeast San Fernando Valley Project Redevelopment Plan. The proposed project boundaries include Glenoaks Boulevard, San Fernando Road, Laurel Canyon Boulevard, Lankershim Boulevard, and Tuxford Street.

- 3-1.2 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses in accordance with design standards.

Program: The Plan includes an Urban Design component which establishes Design Standards for industrial development to implement this policy.

- 3-1.3 Adequate mitigation should be achieved through design treatments and compliance with environmental protection standards, for industrial uses where they adjoin residential neighborhoods and commercial uses.

Program: The Plan establishes design standards for industrial development, including industrial/residential interface areas. The decision-maker for specific projects should condition any approval within these guidelines. Environmental protection standards and health and safety requirements are enforced by other public agencies.

- 3-1.4 The utilization of sand and gravel areas shall be conducted in such a way as to conserve sand and gravel resources for future availability and use, minimize the impact of extractive activities upon residential and commercial areas, and provide for the reclamation and reuse of exhausted pits.

Program: All sand and gravel mining pits shall be buffered from adjoining uses with appropriate fencing and screening such as landscaping or block walls.

Program: Where located near to residential areas, consideration should be given to setting aside portions of reclaimed sites for open space or recreational uses.

Program: Consideration should be given to the future potential use of the Department of Water and Power Valley Steam Plant site as a sand and gravel extraction site.

Program: The City has established the survey area boundaries for the proposed Northeast San Fernando Valley Project Redevelopment Plan. Located within the boundaries are the sand and gravel areas.

Objective 3-2

To encourage the conservation and strengthening of viable industrial development throughout the plan area.

Policies

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

Program: The Community Plan and City's Planning and Zoning Code administered by the Department of City Planning and the Department of Building and Safety contain provisions to maintain industrially designated areas for industrial uses.

Objective 3-3

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

Policies

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

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

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

PUBLIC AND INSTITUTIONAL LAND USE

Public facilities such as fire stations, libraries, schools, parks, flood control channels, power transmission lines, as shown on the Community Plan map

are to be developed in substantial conformance with the standards of need, site area, design and general locations 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. In addition, Open Space (OS) and Public Facilities (PF) zones have been enacted to reflect both current and future public uses in the Community Plan area.

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

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

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

Development to the full residential, commercial, and industrial densities and intensities proposed by the Plan is predicated upon substantial compliance with the standards contained in the Public Facilities and Services Chapter of the Framework Element. Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

RECREATIONAL AND PARK FACILITIES

In the Community Plan area, public parks and recreation areas are managed by the City of Los Angeles Recreation and Parks Department. The City classifies parks according to three types: Regional, Community, and Neighborhood. Within the Community Plan area there are six neighborhood parks and one community park.

According to the Open Space Plan, the City should have six acres of regional park land for every 1,000 residents. According to the Public Recreation Plan, which is a portion of the Service Systems Element of the Los Angeles General Plan, the City should have four acres of community and neighborhood park land for every 1,000 residents. Sun Valley - La Tuna Canyon has 74 acres of neighborhood park land, and 17 acres of community park land.

GOAL 4

ADEQUATE RECREATION AND PARK FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS IN THE COMMUNITY.

Objective 4-1

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

Policies

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

Program: These sites are designated in the Open Space (OS) Zone, which provides such protection.

4-1.2 Better utilization and development of recreational facilities at existing parks.

Program: The Plan promotes joint-use of facilities between the Los Angeles Unified School District and the City's Department of Recreation and Parks.

Objective 4-2

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

Policies

4-2.1 Flood control channels and other appropriate public lands should be considered for open space purposes. Hiking, bicycle and equestrian trails in the area 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 4-3

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

Policies

4-3.1 Develop new neighborhood and community parks to help offset the Community Plan areas parkland deficiency for its current population and its projected year 2010 population.

Program: The Plan proposes four new Neighborhood and two Regional Parks identified on the plan map.

Program: Work with the Recreation and Parks Department in setting aside portions of reclaimed sand and gravel mining sites for open space or recreational uses (see Policy 3-1.4).

OPEN SPACE

In the Community Plan area, open space areas exist which are not part of the City's Department of Recreation and Parks land inventory. Open space

is important due to its role in both physical and environmental land use protection. Open space locations in the community include the Verdugo Mountains, the Tujunga Spreading Grounds and the Hansen Spreading Grounds, which are designed for groundwater recharge.

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

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

The Plan designates Stonehurst Avenue, La Tuna Canyon Road, Wentworth Street, and the Foothill Freeway as Scenic Highways. Scenic Highways are roadways which merit special controls for the protection and enhancement of scenic resources. The land area visible from, and normally contiguous to a Scenic Highway is known as a Scenic Corridor. The Plan proposes that protective land use controls be established for these corridors.

GOAL 5

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

Objective 5-1

To preserve existing open space resources and where possible develop new open space for environmental protection and recreational uses.

Policies

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

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

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

Program: The Plan Map designates areas for open space.

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

5-1.3 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.

5-1.4 Preserve as much of remaining undeveloped hillside land, as feasible, for open space and recreational uses.

Program: The City should encourage continuing efforts by the County, State and Federal agencies to acquire vacant lands for publicly-owned open space.

5-1.5 Protect Scenic Corridors by establishing development controls in harmony with each corridor's individual scenic character.

Program: Plans for the development of Scenic Corridors should be prepared and implemented. The plans should include:

1. Roadway design;
2. Location and development of view sites and recreational areas;
3. Controls on use and intensity of use of lands within and/or adjacent to the Scenic Corridor;
4. Prohibition and/or control of signs and billboards; and
5. Location of other necessary public facilities.

SCHOOLS

In the Sun Valley-La Tuna Canyon area, public schools are administered by the Los Angeles Unified School District (LAUSD). There are ten elementary schools, two middle school, and one high school.

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

GOAL 6

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

Objective 6-1

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

Policies

- 6.1.1 Explore creative alternatives with LAUSD 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 Report on Growth and Infrastructure" to monitor locations for growth and potential new school sites.

- 6-1.2 Proximity to noise sources should be avoided whenever possible or the school design should buffer classrooms from such noise.

Program: Implement appropriate provisions of the City's Noise Element.

Program: Incorporate noise mitigation measures to reduce adverse environmental impacts in order to comply with CEQA.

Program: Participate in a sound insulation program for noise-affected schools as funded by the Burbank-Glendale-Pasadena Airport Authority.

Objective 6-2

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

Policies

- 6-2.1 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:

1. 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.
2. 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.
3. Encouraging private redevelopment of existing school sites in the immediate vicinity of transit stations and center so that the existing site (a low intensity use) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

LIBRARIES

The Community Plan area is currently served by the Sun Valley Branch Library - a 5,230 square-foot facility. Plans have been approved to demolish the existing library and rebuild a 10,500 square-foot facility. Library area needed for the Community Plan should be approximately 38,000 square feet.

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 Provide for expansion of and/or construction of new libraries when the need is identified and funding is available.

Program: The community and the City have identified the need for an expanded library in Sun Valley. Funds are being sought to demolish and rebuild the existing library.

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

The City of Los Angeles Police Department's Van Nuys, North Hollywood and Foothill Division Stations provide police protection services for area residents. Officers who patrol the community are based at the Van Nuys station located at 6240 Sylmar Avenue, at the North Hollywood station located at 11480 Tiara Street, and the Foothill station located at 12760 Osborne Street.

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 the General Plan Advisory Board.

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 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.

8-2.2 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.

8-2.3 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

Fire protection services for the Community Plan area are provided by the Los Angeles City Fire Department. The Community Plan area has one City Fire Station - Fire Station No. 77. Station No. 77 is located at 8943 Glenoaks Boulevard.

GOAL 9

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

Objective 9-1

To 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 for all Plan amendments within 5 years of Plan adoption.

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

TRANSPORTATION

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

A Transportation Improvement and Mitigation Program [TIMP], was prepared for the Sun Valley-La Tuna Canyon Community Plan through an analysis of land use impacts on circulation. The TIMP establishes a program of specific measures which are recommended to be undertaken during the anticipated life of the Community Plan.

The TIMP document provides an implementation program for the circulation needs of the Plan area. These transportation programs include plans and strategies for infrastructure (capital) improvements, public transit, 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 a residential neighborhood protection plan, 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.

Consideration should be given to individual recommendations regarding any potential adverse impacts on existing commercial activities in the immediate area. Any proposed Capital Improvements, specifically street widenings, signalization and striping improvements and prohibitions on peak hour parking should be weighed against the preservation of the commercial viability of the immediate areas impacted by the proposed mitigation measures.

PUBLIC TRANSPORTATION

Fixed route public transportation in the Sun Valley-La Tuna Canyon Community is provided by the Los Angeles County Metropolitan Transportation Authority (MTA). The Sun Valley-La Tuna Canyon Community is served by ten local routes of which four provide service to downtown Los Angeles. North-south routes served by scheduled bus service include Glenoaks Boulevard, San Fernando Road, Coldwater Canyon Avenue, Laurel Canyon Boulevard, Lankershim Boulevard, Vineland Boulevard, and Sunland Boulevard. East-west routes served by scheduled bus service include Sherman Way, Saticoy Street, Roscoe Boulevard, and Tuxford Street. There are no park-and-ride facilities in the Community Plan Area.

A Metrolink Station, located at San Fernando Road and Olinda Street, is scheduled to be completed in the summer of 1999. The City has acquired a 2.5 acre site adjoining the station for a 300-space parking lot.

The City of Los Angeles Department of Transportation (LADOT) operates “Cityride”, a city-wide demand-responsive paratransit program for senior citizens aged 65 or older and persons with mobility impairments. Cityride registrants may obtain a low-cost book of transit scrip each quarter which can be exchanged for MTA monthly bus passes and discounts on taxi, private lift-van and Cityride lift-van Dial-A-Ride services.

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 throughout the Community Plan area, and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.

Policies

10-1.1 Coordinate with MTA and LADOT to improve express and local bus service through and within the Community Plan area.

Program: Transit improvements (TIMP):

- Reduce the overall travel time (total of actual travel and waiting time) by implementing recommendations in LADOT’s San Fernando Valley (SFV) Transit Service Restructuring Study.
- Maintain low transit fares.
- Improve adherence to schedule.

Program: Implement recommendations contained in LADOT’s SFV Transit Service Restructuring Study.

Program: Introduce shuttle to serve the proposed Sun Valley Metrolink Station.

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.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) is a strategy designed to encourage people to change their mode of travel from single occupancy vehicles to other 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.

In addition to the specific policies and programs listed below, the TDM Program for the Community Plan Area includes the following actions by the City:

1. Transportation Management Association Formation/Coordination. The City will continue to 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 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 (L.A.M.C. 12.26-J) will continue to be implemented for the Community Plan area. This Ordinance calls for several measures to be taken by new non-residential development to achieve the necessary trip reduction. LADOT is responsible for monitoring the Citywide TDM Ordinance.
4. Telecommuting. Telecommuting provides an alternative to home to work vehicle trips. The City should support or encourage large non-residential office developers (with more than 1,000 employees) to provide facilities such as teleconferencing facilities, and large residential developers (more than 500 units) to incorporate "local work centers" for telecommuting, into their developments. Telecommuting measures could be used by non-residential developers toward compliance with both AQMD Rule 2202 and the Citywide TDM Ordinance.
5. Bikeways. The City should implement the Citywide bikeways system as specified in the Mobility Plan 2035 as part of an overall transportation demand management strategy.
6. Pedestrian Oriented Access. Encourage the development of pedestrian oriented access and pedestrian routes that are safe, efficient and attractive for commuters, school and recreation use; and provide access to transit centers and an opportunity for economic revitalization.
7. Parking Management. Provide additional parking facilities at appropriate locations to serve Community needs. The City will develop a parking management strategy that includes consolidation of parking, where appropriate, to minimize the number of ingress and egress points onto arterials, and consideration of new Citywide parking standards for areas around transit stations, designated centers and pedestrian oriented areas.

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 (TDM) 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, telecommuting, bicycles, and walking, etc.).

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Community Plan area. This Ordinance calls for several measures to be taken by new non-resident developments to achieve necessary trip reduction targets.

11-1.2 Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.

Program: The decision-maker should require TDM Plans as a condition of approval for 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 are 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, but only lanes and reversible lane operations.

There are currently 70 signalized intersections in the study area. Traffic signals have been installed at almost all intersections of boulevards with avenues or collector streets. The City intends to extend implementation of the Automated Traffic Surveillance and Control (ATSAC) system. ATSAC is a computerized system that directs traffic signal operations based on data collected at each signalized intersection. ATSAC considers historic traffic patterns and specific incidents, such as accidents or construction, and makes appropriate modifications to signal timing. Implementation of ATSAC system will increase roadway capacity by as much as 7% and reduce traffic congestion. It is the intention of the City to eventually upgrade all traffic signals on arterial streets, including those in Sun Valley-La Tuna Canyon Community, to ATSAC control.

GOAL 12

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

Objective 12-1

To ensure that the Community Plan area's signalized intersections are integrated with the City's Automated Traffic Surveillance and Control (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 [TIMP]. ATSAC is recommended to be installed by the year 2010 at all new and existing traffic signals on arterial streets.

Objective 12-2

To identify roadways in need of repair for a smooth traffic flow.

Policies

12-2.1 Additional funds should be set aside for the maintenance and rehabilitation of community roadways.

Program: A list of projects should be identified and prioritized, including, but not limited to the following roadways identified as in need of repair [TIMP]:

- C Branford Street at San Fernando Road
- C Helen Avenue
- C Vinedale Street
- C Strathern Street from San Fernando Road to the 170 Freeway
- C Vineland Avenue from Sherman Way to Valerio Street

GOAL 13

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

Objective 13-1

To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and 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. Whenever possible, and in a manner consistent with the Mobility Plan, 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 not be allowed to further deteriorate.

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

Program: In a manner consistent with the policies of the Mobility Plan, implement the following peak-hour parking restrictions:

1. Glenoaks Boulevard from Sunland Boulevard to Branford Street to provide for three lanes in the northbound direction during the evening peak period and reversing the number of lanes to three in the southbound direction during the morning peak period.
2. Lankershim Boulevard between Sherman Way and west San Fernando Road to provide for three travel lanes in each direction.
3. Sunland Boulevard between Olinda Street and La Tuna Canyon Road to provide for three travel lanes in each direction.
4. Tuxford Street between Bradley Avenue and Lankershim Boulevard to provide for three travel lanes in each direction.

Program: Highway Improvements [TIMP]:

1. Proposed roadway extensions:

Saticoy Street from Whitsett Avenue to Coldwater Canyon Avenue. Extend Saticoy Street to provide for a continuous traffic flow across the Hollywood freeway.

2. Roadway widenings:

Strathern Street between Vineland Avenue and Whitsett Avenue - Improve to accommodate two lanes in each direction.

Penrose Street between Tujunga Avenue and Glenoaks Boulevard - Improve to accommodate two lanes in each direction.

Tujunga Avenue from Strathern Street to Penrose Street - Improve to accommodate two lanes in each direction.

- 13-1.2 Street dedications 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 capacity requirements.

Program: Implementation of the Transportation Element supports this policy.

- 13-1.3 New development projects shall be designed to minimize disturbance to existing traffic flow with proper ingress and egress to parking.

Program: Decision-makers should require that new development projects incorporate adequate driveway access to prevent auto queuing on public streets.

- 13-1.4 Discourage non-residential traffic flow onto residential streets by the use of traffic control measures.

Program: The implementation of a neighborhood protection plan to mitigate traffic intrusion into residential streets [TIMP].

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 should adopt a finding which addresses this factor as part of any decision.

Program: The decision-maker should require that new development projects incorporate TSM and/or TDM programs and/or transit improvements to mitigate circulation impacts.

13-2.2 Driveway access points onto arterials and collector streets should be limited in number and be located to insure the smooth and safe flow of vehicles and bicycles.

Program: The decision-maker should require that new development projects incorporate such considerations.

BURBANK-GLENDALE-PASADENA AIRPORT

Burbank-Glendale-Pasadena Airport is one of six commercial service airports in the Los Angeles Metropolitan Area. The airport facilities are contained on approximately 441 acres of land on the west side of the City of Burbank, and on approximately 66 acres of land in the City of Los Angeles. The airport had 184,803 annual operations (takeoffs and landings) and over 4.8 million total passengers in 1996.

The Burbank-Glendale-Pasadena Airport Authority, formed in 1978 through a Joint Powers Agreement among the three cities, operates the airport. The Airport Authority is a legal public agency of government, separate and apart from the individual sponsoring cities of Burbank, Glendale, and Pasadena.

The Airport Authority has limited power to control what types of civil aircraft use its airport and to impose curfews or other use restrictions. This power is limited by the Federal Aviation Administration. The Airport Authority may take steps to control on-airport noise by installing sound barriers and acoustical shielding and by controlling the times when aircraft engine maintenance run-up operations may take place.

The airport is served by two active intersecting runways: Runway 8-26 is 6,032 feet long and aligned in an east-west direction. Runway 15-33 is 6,886 feet long and aligned in a northwest-southeast direction. Approximately 2,100 feet of runway 15-33 is located within the City of Los Angeles.

The area surrounding the airport is developed with existing industrial and residential uses. Industrial uses are concentrated along San Fernando Road and on the east side of Clybourn Avenue. Single-family residential neighborhoods are located north of San Fernando Road and west of Clybourn Avenue. Located in the vicinity are two elementary schools - Glenwood School and Roscoe School. Also located in the vicinity are several places of worship.

California law sets the standard for the acceptable level of aircraft noise for persons residing near airports as 65 CNEL (community noise equivalent level). Four types of land uses are defined as incompatible with noise above 65 CNEL: residences, schools, hospitals and convalescent homes, and places of worship. These land uses are regarded as compatible if they have been insulated to assure an interior sound level, from aircraft noise, of 45 CNEL. They are also to be considered compatible if an aviation easement over the property has been obtained by the airport operator.

Aircraft noise measurements for 1998 (Burbank-Glendale-Pasadena Airport F.A.R. Part 150 Noise Compatibility Study), indicate that the 65 CNEL noise exposure contours extend within Sun Valley to a point just north of Glenoaks Boulevard. To the west, the 65 CNEL contour extends to a point just west of Riverton Avenue. Within the 65 CNEL contours are single-family residential areas, Glenwood School and Roscoe School. The 70 CNEL contour extends into residential areas bounded on the north by Cantara Street, on the east by Arvilla Avenue and on the west side of Clybourn Avenue.

The forecasted 2010 65 and 70 CNEL noise exposure contours extend further north. The 65 CNEL contour extends to point just south of La Tuna Canyon Road. The 70 CNEL contour extends to the Golden State Freeway (Interstate 5). The forecasts indicate further impacts on residential areas.

GOAL 14

WORK WITH THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY AND THE FAA TO MITIGATE AIRPORT-RELATED NOISE, TRAFFIC, POLLUTION, AND OTHER NEGATIVE ENVIRONMENTAL IMPACTS.

Objective 14-1

Reduce impact of airport-related uses upon noise-sensitive land uses.

Policies

14-1.1 Airport-related land uses shall be designed as to reduce impact on adjacent land uses.

Program: Any airport-related project under the jurisdiction of the City of Los Angeles shall require Plan Approval from the City Planning Commission.

14-1.2 Incompatible land uses within a noise exposure contour of 65 CNEL and above shall be made compatible.

Program: Where feasible, phase out incompatible land uses through amendments to the plan, zone changes, and redevelopment.

Program: Participate in a sound insulation program for noise-affected residences and schools as funded by the Burbank-Glendale-Pasadena Airport Authority.

Program: Implement F.A.R. Part 150 Noise Compatibility Study mitigation measures.

NON-MOTORIZED TRANSPORATION

The Plan provides for various modes of non-motorized transportation/circulation such as walking, equestrian and bicycle riding. The Mobility Plan 2035 identifies a bikeway system through the Community Plan area. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system which is intended to compliment other transportation modes.

The Citywide Major Equestrian and Hiking Trails Plan identifies existing and proposed equestrian trails in the community and establishes trail standards and criteria. Existing equestrian trails are identified on the Community Plan Map. The system of trails serves both recreational and circulation needs. The system should incorporate elements of the Rim of the Valley Corridor to connect important natural, historical and recreational areas. The Rim of the Valley Corridor is an interlocking system of hiking and equestrian trails connecting parks and open space lands around the San Fernando and La Crescenta Valleys.

GOAL 15

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

Objective 15-2

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

Policies

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

Program: The Mobility Plan addresses concerns regarding bicycle use issues.

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

Program: The City should implement the Mobility Plan bikeway system including the following facilities:

- C San Fernando Road/Metrolink Bike Path: Roxford Street to Cohasset Street.
- C Glenoaks Boulevard Bike Lanes: Roxford Street to City limits.
- C La Tuna Canyon Road Bike Lanes: Tuxford Street to Honolulu Avenue.

- C Laurel Canyon Boulevard Bike Lanes: Roscoe Boulevard to Moorpark Street.
- C Roscoe Boulevard Protected Bicycle Facility: SR-170 to Tuxford Street. <Mobility Plan designates Roscoe as part of BEN>
- C Tuxford Street Bike Lanes: Lankershim Boulevard to La Tuna Canyon Road.

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

Program: The Community Plan endorses full implementation of the Mobility Plan.

Objective 15-2

To provide for the maintenance, linkage and development of equestrian trails for recreational use.

Policies

15-2.1 Designate existing and proposed equestrian trails on the Plan Map as the community’s backbone trail system to connect equestrian areas together to form a major trails system.

Program: The Plan Map depicts these trails and districts.

15-2.2 Existing unimproved roads should be considered for future equestrian trail inclusion when they are located in “equestrian” (“K”) districts and in “RA” zoned areas that are developed in an equestrian oriented manner.

Program: Equestrian trails may occupy a part of street rights-of-way, being substituted for sidewalks along one side of the roadway.

15-2.3 Encourage the development of equestrian trails through residential areas appropriate for horsekeeping.

Program: Future subdivisions should provide access to the equestrian trail system in these areas.

Program: In appropriate areas, equestrian trails may occupy a part of street rights-of-way, being substituted for sidewalks along one side of the roadway.

15-2.4 Existing trails should be protected from encroachment by incompatible land uses. New trails should be expanded where appropriate and feasible.

Program: Implement the proposed equestrian trails shown on the Community Plan Map.

Program: Implement the standards and criteria as indicated in the Major Equestrian and Hiking Trails Plan.

PARKING

The Plan recommends that efforts be made to develop City owned (off-street) parking facilities in the Community Plan area so that an adequate supply of parking can be provided to meet the demand. City-owned parking lots should be located in or near commercial areas.

GOAL 16

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

Objective 16-1

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

Policies

16-1.1 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.

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

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

HISTORIC AND CULTURAL RESOURCES

This section provides a basis for preserving, enhancing, and maintaining sites and structures which have been deemed architecturally and historically significant. The City has designated one site in the Community as a Historic-Cultural Monument - the Stonehurst Recreation Center Building, which is constructed of native stone. Local stone was also used as building material in early housing in the area, particularly in the Stonehurst neighborhood. Many of these houses still remain and should be considered for Historic Cultural Monument status.

GOAL 17

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

Objective 17-1

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

Policies

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

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

Objective 17-2

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

Policies

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

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

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

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

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

RECREATION AND PARK FACILITIES

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

11. Continue identifying funding sources such as, but not limited to developer fees, bond financing, and proposition funds for the continuing maintenance of recreation and park facilities.
12. Continue utilizing existing funding (e.g. Quimby Fees) and pursue additional sources of funding such as, but not limited to supplemental developer fees, bond financing, and proposition funds for the purchase and development of suitable recreation and park land within the plan area.

SCHOOLS

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

LIBRARIES

1. Seek additional resources to maintain and expand library services to satisfy service demands to the Year 2010.
2. Develop a Citywide policy for locating non-English language permanent collections.
3. Support the efforts of the Library Department and the Sun Valley-La Tuna Canyon Community to increase the service levels of the libraries so they are appropriate for the population.

POLICE PROTECTION

Support and encourage community-based crime prevention efforts such as Neighborhood Watch, regular interaction and coordination with existing community based policing, foot and bicycle patrols, and regular communication with neighborhood and civic organizations.

FIRE PROTECTION

Ensure that an adequate number and type of fire station and fire service personnel are maintained by periodically evaluating population growth, level of service, (response time and staffing) and fire hazards in the City.

HISTORIC PRESERVATION

Assist private owners of historic properties/resources to maintain and/or enhance their properties in a manner that will conserve the integrity of such resources in the best possible condition.

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 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 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 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.

UTILITIES

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

PUBLIC WORKS

Improve storm drains on streets susceptible to flooding through the City's Five Year Capital Improvement Program.

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.

**PUBLIC
TRANSPORTATION**

1. Coordinate with the Metropolitan Transit Authority (MTA) to improve bus service to and within the Community Plan area.
2. Coordinate with the City of Los Angeles Department of Transportation (LADOT) to improve commuter bus service and initiate community-based shuttle service.

3. Encourage the expansion of transit programs, wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
4. Encourage the MTA and LADOT to establish local bus service to connect public schools to the community's major focal points, and to the existing MTA bus routes which serve Sun Valley-La Tuna Canyon and the surrounding communities.

**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 Sun Valley-La Tuna Canyon community. City government, other governmental agencies, the private sector, disaster relief agencies, and the citizens of the community 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 damaged portions of the Sun Valley-La Tuna Canyon 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. In the Community Plan area, the project area extends approximately from Branford Street to Penrose Street, and from San Fernando Road to Glenoaks Boulevard. The five-year Plan provides disaster and recovery assistance in helping the community to rehabilitate from the effects of the January 1994 Northridge earthquake. The Project facilitates the redevelopment of properties; develops and implements job revitalization 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.

BURBANK-GLENDALE-PASADENA AIRPORT

Work with the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority, the FAA, and other City Departments in continuing to mitigate airport-related environmental impacts on adjacent land uses.

Chapter V

URBAN DESIGN

The Sun Valley-La Tuna Canyon Community Plan is made up of neighborhoods with distinctive characteristics. 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 three 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 Special and Unique Design Features section is directed at scenic highways.

The purpose of the document is to provide standards, designs, and guidelines to carry out the policies of this chapter for individual projects. It is intended for use by City staff in reviewing plans for development prior to the issuance of building permits.

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 Community Design Overlay Districts (CDO), Pedestrian-Oriented Districts (POD), and the Supplemental Use District Section of the Zoning Code LAMC (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 multiple-family residential areas, the emphasis is on the promotion of architectural design that enhances the quality-of-life, living conditions and neighborhood pride. 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 industrial areas, the emphasis is on screening and the visual compatibility with adjacent land uses.

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 to 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 with frontages.
6. Providing landscaping strips between driveways and walkways which access the rear of properties.
7. Providing speed bumps for driveways paralleling walkways for more than 50 linear feet.
8. Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas.
9. Providing where feasible, the undergrounding of new utility service.

Height and Building Design

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

Building materials shall be employed to provide relief to untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project does not result in large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and create 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 of the front property line and 30 feet of the rear property line.
2. Requiring the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades and free standing walls.
3. Providing accenting and 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 rooftop 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.
4. Maximizing commercial uses on ground floors.

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.

MULTIPLE RESIDENTIAL

Site Planning

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

1. 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 and 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, security gates, into 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. Landscaping to screen parking structures not architecturally integrated with the main building.
3. Utilizing decorative walls and/or landscaping to buffer residential uses from parking structures.

INDUSTRIAL / RESIDENTIAL INTERFACE AREAS

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:

1. 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 solid decorative masonry wall, depending on whether the wall is located in a front, side, or rear yard.

2. Walls/Landscaping

- a. Where vehicle parking, loading, or open storage for a new industrial development is located within 50 feet of a public street which separates the industrial and residential zones or uses, a minimum 3 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.

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

3. **Architectural Guidelines**

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

INDUSTRIAL

Structures

- 1. Designing the site and building(s) to convey visual interest and to be visually compatible with adjacent uses.
- 2. Treating large expanses of blank walls and tilt-up concrete walls visible from the public right-of-way with contrasting complementary colors,

building plane variation, murals, planters and/or other landscape elements to create visual interest.

3. Screening of mechanical and electrical equipment from public view.
4. Screening of all rooftop equipment and building appurtenances from public view.
5. Requiring the enclosure of trash areas for all projects.
6. Requiring freestanding walls to conform to the requirements of Section A.2b above.

Lighting

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

COMMUNITY DESIGN AND LANDSCAPING STANDARDS

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 of 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 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 community from adjacent cities and communities, that serves to define boundaries, edges, and unique attributes. 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 the Community Plan area 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 that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.

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

STREET TREES

1. Select species which:
 - a. Enhance the pedestrian character, and convey a distinctive high quality visual image for the streets.
 - 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 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. Where any increase in special assessment is anticipated, public hearings are required.
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 where feasible and appropriate with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment; and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.
2. Develop sidewalk “pull-outs” at intersections, where they do not adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall to accommodate landscaping and street furniture and reduce the crosswalk width.

SIGNAGE

1. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.
2. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures, and public buildings and parks.
3. Assure 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. Adjacency to pedestrian routes and other open spaces.
4. Appropriate plant and hardscape materials.

SPECIAL AND UNIQUE DESIGN FEATURES

SCENIC HIGHWAYS

The Plan designates scenic highways which merit controls for protection and enhancement of scenic resources. Stonehurst Avenue, La Tuna Canyon Road, Wentworth Street, and the Foothill Freeway are designated as Scenic Highways on the City's Scenic Highways Plan. These highways offer views of the San Gabriel Mountains, the Verdugo Mountains, Hansen Dam, and horse ranches.

The preservation and protection of these scenic corridors should be an integral part of the design of buildings and structures that are concentrated adjacent to or near these highways in order to maintain their existing, panoramic scenic views. Height restrictions, landscaping buffers, special landscape treatments, tree height limits, and sign controls may need to be imposed by discretionary land use decision-makers and by the Department of Building and Safety in order to maintain the integrity of these scenic highways.

Plans for development of the Scenic Corridors indicated in this Plan should also be prepared and implemented. These plans should include:

1. Roadway design.
2. Location and development of view sites and recreational areas.
3. Controls on use and intensity of use of lands within and/or adjacent to the Scenic Corridor.
4. Prohibition and/or control of signs and billboards.
5. Location of other necessary public facilities.

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

Ron Maben, City Planner

Dan O'Donnell, City Planner

Joey Vasquez, City Planning Associate

Anna Vidal, Planning Assistant

GEOGRAPHIC INFORMATION SYSTEMS

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
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ERNESTO CARDENAS
SUSAN CLINE
MARY GEORGE
MICHAEL MAHDESIAN
BRADLEY MINDLIN
THOMAS E. SCHIFF

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

EXECUTIVE OFFICES

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

April 21, 2005

All Interested Parties:

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

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

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

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

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