

SUN VALLEY

Streetscape Plan

Approved by the City Planning Commission on June 28, 2001.

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SUN VALLEY STREETSCAPE PLAN

Section 1.

INTRODUCTION

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

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

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

A. Boundaries

The Sun Valley CDO includes the parcels abutting San Fernando Road, Sunland Boulevard, Vineland Avenue, and Ratner Street. The CDO border along San Fernando Road is bounded on the northeast by Olinda Street on eastern San Fernando and Vinedale on western San Fernando. On the southwest side the boundary is White Street on the west side of the street, and Clybourn Avenue on the east side of San Fernando Road. Sunland Boulevard is bounded on the north by the Golden State '5' Freeway. As Sunland Boulevard continues south, it merges with Vineland Avenue. The CDO's southern boundary along Vinleand Avenue is Strathern Street, with a few commercially planned properties fronting Vineland Avenue south of Strathern Street as well. All properties fronting Ratner between Vineland Avenue and San Fernando Road are also in the Sun Valley CDO. (See Figure 1)

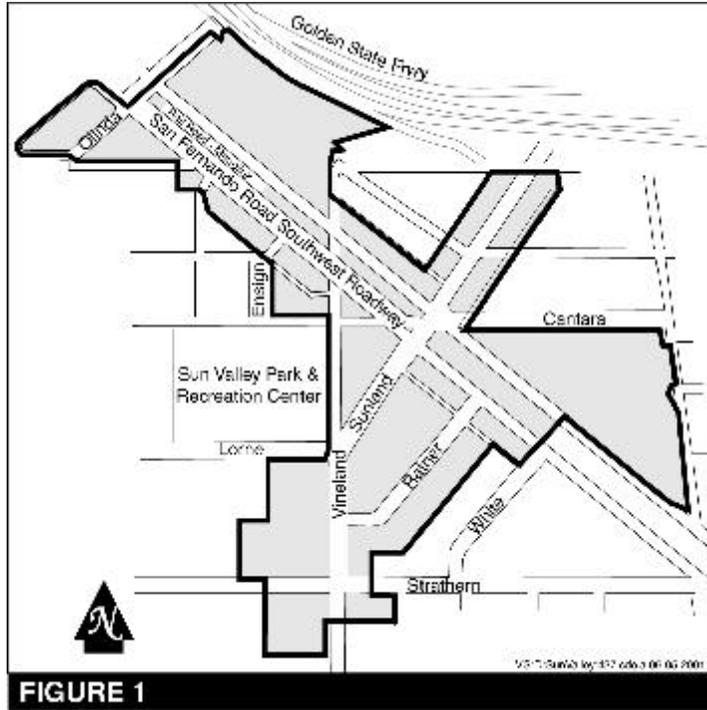


FIGURE 1
The shaded area in the map denotes the boundaries for the Streetscape plan.

B. Significance of Sun Valley Area

The area within the Streetscape plan is a vital area that serves the needs of the Sun Valley community. Best described as a ‘Community Center’, the boundaries contain a mixture of uses and services including retail businesses, commercial restaurants, offices, and industrial sites. The centrality of the CDO area is further exhibited by its proximity to the Sun Valley Park, Library, and Metrolink Station. The area boundaries were initially established in 1995 as one of the eight original Los Angeles Neighborhood Initiative (LANI) areas. LANI areas were selected in response to changes sought by the community. The core LANI issues were: transportation, traffic flow, street maintenance, lighting, beautification, and safety. The plan serves to build upon the economic vitality and aesthetic appeal of Sun Valley through its streetscape guidelines and standards.

Section 2.

GOALS AND PRINCIPLES

A. Goals

The goals of the Sun Valley Streetscape Plan are as follows:

- To foster a unified, distinctive, and aesthetic character that provides a sense of vitality for Sun Valley residents.
- To promote safe, healthy, and attractive public spaces that encourage use by residents and visitors.

- To coordinate street and sidewalk improvements and prevent changes to the public right-of-way which are not consistent with adopted Streetscape Standards.
- To promote complimentary physical improvements and enhancements on public property fronting the public right-of-way.

B. Principles

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

1. **Aesthetic:** The boundaries feature a mixture of development types including shopping centers, mini-malls, office buildings, gas stations, fast food restaurants, pedestrian-oriented commercial and other types of buildings. Design of such structures is influenced by use, age, and site constraints. Within the context of these constraints, streetscape development should maintain a basic aesthetic consistency and compatibility with stores, shopping centers, and mini-malls. Aesthetic consistency and compatibility can be achieved through selection of colors, exterior surface materials, landscape materials, and sign programs.
2. **Safety:** Public safety is critical to the success of commercial districts. Public safety in this case refers not only to safety from criminal activity, but also creating an environment in which pedestrian and automobile traffic can safely coexist. Streetscape should include considerations of public safety.
3. **Maintainability:** Streetscape design in the Sun Valley CDO should be clean, simple and maintained. The strategic use of public signage, unobstructed views of storefronts and open sidewalks should establish a long term benefit for the community
4. **Durability:** Streetscape elements should be designed to serve the many pedestrians of the community. This means the use of structurally sound and long lasting building materials for each streetscape element.

Section 3.

ADMINISTRATION

The standards established by the Sun Valley Streetscape Plan apply to all projects, public and private within the public right-of-way in the Sun Valley Streetscape Plan boundaries. The public way is that area between block faces on each side of the street.

A. Project Definition

Public projects subject to the provisions of the Sun Valley Streetscape Plan include all projects in the public right-of-way.

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

B. Project Approval and Permits

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

1. **Department of Public Works**

Permits:

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

a. **A-Permit**

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

inspection.

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

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

Shop Inspection:

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

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

2. **Department of City Planning**

Review:

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

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

Document Submittal Requirements:

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

C. Implementation

Implementation of the Sun Valley Streetscape Plan shall be through public and private investment in Sun Valley. Public agency implementation will result from improvements made by the City of Los Angeles and other agencies, such as the Metropolitan Transportation Agency. Private implementation of this streetscape will occur as new projects are approved in the Sun Valley CDO. Private implementation can also occur through investment by Sun Valley community groups and individuals.

D. Maintenance

Successful implementation of this Streetscape Plan requires not only that its standards be enforced, but that all approved projects be maintained. All proposed streetscape projects shall include a maintenance plan. Such plans should be included in any project submittal to the Department of Public Works. Maintenance issues to be addressed include graffiti abatement, vandalism, irrigation and maintenance of landscape, commercial trash collection for receptacles not to be emptied by the City, or any other maintenance tasks identified by the Department of Public Works.

E. Plan Elements and Organization

This Streetscape Plan is organized by street classification. Streets of different classifications warrant streetscape treatment appropriate for the physical dimensions and anticipated level of activity for their classification. Components of the streetscape plan for each category of street rely on standard Streetscape Element Requirements found in Section 6. Unless otherwise indicated in the following sections, refer to Section 6 for detailed Streetscape Element Requirements.

Section 4.

STREETSCAPE ELEMENTS

Components of the Sun Valley Streetscape Plan include landscape, public art, infrastructure, and signage. Below is a description of each element, necessary city approvals, guidelines, and maintenance requirements. Unless otherwise stated, detailed streetscape specifications may conform to a future community-sponsored design.

A. Landscape: Landscape has a great impact on an area, creating a clean, natural and visually appealing streetscape that results in a more economically viable commercial area.

1. Street Trees: Street trees can improve the attractiveness of the environment and provide a barrier between pedestrian and street traffic. They should provide shade for pedestrians as well as adequately provide for unobstructed visibility of signage.

City Approval:

- Street Tree Division, Bureau of Street Services, Department of Public Works

Guidelines and Standards:

- a. Tree species should be the same as existing trees to provide for uniformity.
- b. Trees shall incorporate decorative Tree-wells with implied natural stone or artistic patterns.

Maintenance: Irrigation, pruning, weed control, and plant replacement.

2. **Planters:** Planters are an effective means to provide landscape where parkways do not exist and add variety and visual interest to the streetscape. Locations can be chosen to enhance storefront design, buffer parking areas, or complement street furniture such as benches or bus shelters.

City Approval

- Street Use Division, Bureau of Street Services, Department of Public Works.

Guidelines:

- a. Selected plants should fill the planter to prevent litter attraction.
- b. Planter design and plant species should be consistent for each street to provide for uniformity.

Maintenance: Irrigation, replacement planting, and graffiti removal.

3. **Landscape Buffer:** Landscape buffers shield pedestrians in the Sun Valley CDO from potential visual and noise elements that discourage pedestrian use.

City Approval:

- Street Tree and Engineering Divisions, Bureau of Street Services, Department of Public Works.

Guidelines and Standards:

- a. Landscape buffer materials shall be consistent throughout CDO area.
- b. Consider continuous buffer areas outside CDO boundaries to promote uniformity.

Maintenance: Irrigation, replacement planting, pruning, weed control and trimming.

- B. **Public Art:** Public Art improves the aesthetic quality of the pedestrian environment and enhances the district's identity.

1. **Murals:** Murals can provide a distinctive aesthetic appeal to a community that both is original and as well as aesthetically pleasing. Funding for murals may be possible through private business/community sources,

the Department of Cultural Affairs, and/or executed as a community project, integrating various groups, such as schools, business, and residents.

City Approval:

- Department of Cultural Affairs

Guidelines and Standards:

- a. Mural content shall reflect Sun Valley history, community themes or other unique neighborhood characteristics.
- b. Mural content that promotes commercial products or services shall be prohibited.

Maintenance: Graffiti removal, restoration and preservation.

C. Street Furniture: Street Furniture provides for pedestrian comfort and convenience, extending pedestrian visits to the commercial district.

1. **Bus Shelters:** Bus shelters create an attractive space for bus stop sites with high levels of pedestrian use. They encourage transit use, providing shelter from the elements, and, by incorporating directional information, can make a contribution to the pedestrian streetscape.

City Approval:

- Street Use Division, Bureau of Street Services, Department of Public Works.

Guidelines and Standards:

- a. Shelter design shall be based upon Public Works specifications.

Maintenance: Graffiti removal, repair and replacement, plus lighting responsibility and financial commitment.

2. **Benches:** Benches enhance the pedestrian environment by providing for pedestrian comfort, creating meeting locations, and encouraging more frequent and longer visits to Sun Valley.

City Approval:

- Street Use and Engineering Divisions, Bureau of Street Services, Department of Public Works.

Guidelines and Standards:

- a. Bus benches shall be replaced with benches that do not include advertising.
- b. Bench design should be consistent to provide for uniformity.

Maintenance: Graffiti removal and replacement.

3. **Trash Receptacles:** Trash receptacles promote a clean streetscape and enhance the pedestrian environment.

City Approval:

- Street Use Division of the Bureau of Street Services, Department of Public Works.

Guidelines and Standards:

- a. Receptacle design should be consistent to provide for uniformity.
- b. Receptacles shall be secured to public right-of-way.

Maintenance: Trash collection, replacement, cleaning and graffiti removal.

D. Crosswalks: Crosswalks provide for ease of pedestrian movement throughout the CDO, contribute to a secure pedestrian environment, and promote a human scale in Sun Valley

1. **Enhanced Crosswalks:** Enhanced crosswalks offer several important benefits to Sun Valley. These sidewalks offer a dedicated zone for pedestrian crossing, provide warning to motorists approaching crosswalks, and add to the aesthetic appeal of the area.

City Approval:

- Department of Transportation.

Guidelines and Standards:

- a. Enhanced crosswalks should be located only at controlled intersections.
- b. Enhanced crosswalks shall be enhanced with a permanent hardscape treatment such as textured concrete or stamped asphalt.

Maintenance: Cleaning, repainting and repairs.

E. Signage: This Streetscape Plan also regulates private signs within the public right-of-way. As with other private uses of the public right-of-way, private signs require approval by the Department of Public Works. Below are standards for private signs within the public right-of-way.

1. **Signs:** Any temporary commercial and/or promotional signage approved in accordance with applicable City ordinances for placement above public streets, including, but not limited to, flags or banners on light standards, banners strung between light standards, and signs placed on news racks or newspaper vending machines shall conform to the following standards:

City Approval:

- Street Use division, Bureau of Street Services, Department of Public Works
- Bureau of Street Lighting, Department of Public Works
- Department of Transportation.

Guidelines and Standards:

- a. No signage background shall use day-glo or fluorescent colors.
- b. Flags on light standards shall be limited to one, per alternating light standard.
- c. Banners strung between light standards are limited to no more than two on Sunland Boulevard or Vineland Avenue.
- d. Flags and banners attached to light standards can only be used for noncommercial artistic purposes or to promote the activities of nonprofit or governmental agencies.

Maintenance: Replacement, storage and repair.

- 2. **Gateway Monument:** A gateway monument is a sign which reinforces the area as a distinct and vital community.

City Approval:

- Street Use and Engineering divisions, Bureau of Street Services, Department of Public Works
- Department of Transportation
- Structural Engineering Division, Bureau of Engineering, Department of Public Works.

Guidelines and Standards:

- a. Gateway Monument will clearly identify "Welcome to Sun Valley".
- b. Design shall be developed with community input, using colors and materials compatible with surrounding architecture and environment.

Maintenance: Graffiti removal, repair, replacement and lighting responsibility.

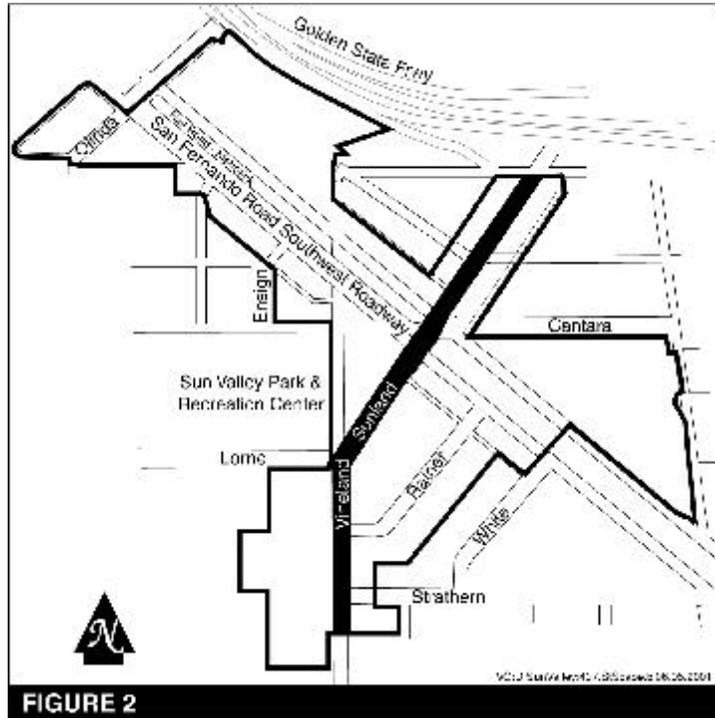
Section 5.

STREET SEGMENTS

The streetscape segments are organized by street classification, with a separate section for the Metrolink Station.

A. Subarea 1: Sunland Boulevard / Vineland Avenue

Sunland Boulevard merges with Vineland Avenue in the CDO. The resulting thoroughfare acts as the main commercial sector of the district. Adjacent to Sun Valley Park, the subarea features a variety of retail, service and restaurant uses. Both Sunland Boulevard and Vineland Avenue are classified as Major Highways Class II. Integrating streetscape elements presents a boulevard concept in the Sun Valley CDO. (SEE FIGURE 2)

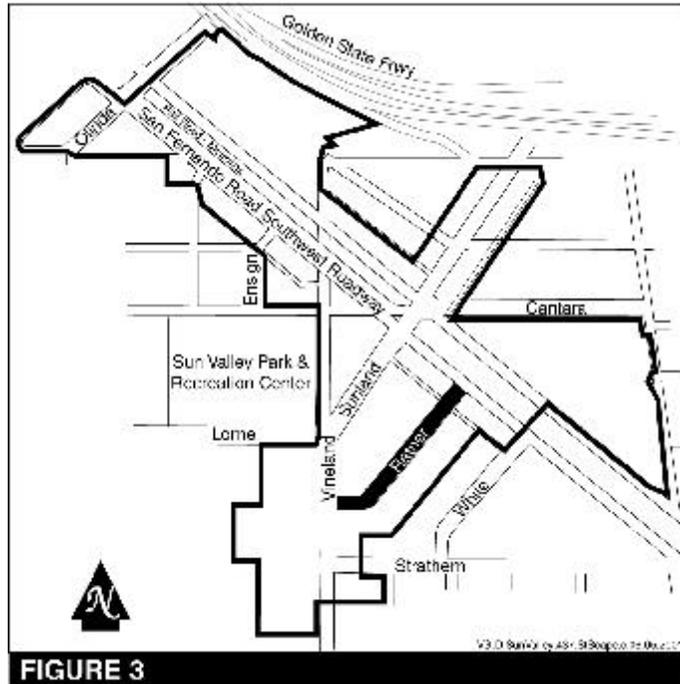


1. **Landscape:**
 - a. Street Trees should be planted on the public right-of-way at a ratio of 1 every 30 feet. Street tree species shall be Jacaranda.
 - b. Planters should be placed on the public right-of-way at a ratio of 1 every 150 feet.
2. **Street Furniture:**
 - a. Street Benches should be located on the public right-of-way at a ratio of 1 every 300 feet.
 - b. A minimum of one Trash Receptacle shall be located adjacent to street benches.
 - c. Transit Shelters shall be located at bus stops at the corner of 'Sunland Boulevard / San Fernando Road' and 'Vineland Avenue / Strathern Street'.

3. **Signage:**
 - a. The Gateway Monument sign shall be located at the northwest island of the Sunland Boulevard and San Fernando Road intersection. Pleas
4. **Crosswalks:**
 - a. Crosswalks shall be aesthetically enhanced at the intersections of 'Sunland Boulevard / San Fernando Road', and 'Vineland Avenue / Strathern Street'.

B. Subarea 2: Ratner Street

Starting at Vineland and ending at San Fernando, Ratner plays an important role in the Sun Valley CDO. Designated a local street, it supplies access to parking for businesses on Sunland / Vineland and features commercial services and restaurants. (SEE FIGURE 3)

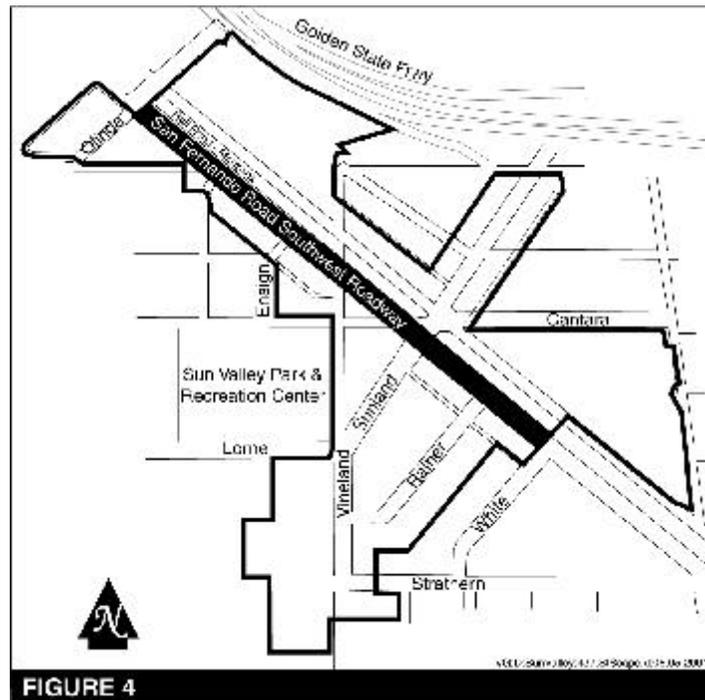


1. **Landscape:**
 - a. Street Trees should be planted on the public right-of-way at a ratio of 1 every 30 feet.
2. **Street Furniture:**
 - a. Street Benches should be located on the public right-of-way at a ratio of 1 every 300 feet.
 - b. A minimum of one Trash Receptacle shall be located adjacent to street benches.

C. Subarea 3: San Fernando Road

Crossing Sunland at its midpoint in the CDO boundaries, San Fernando Road has heavy levels of automobile activity. The street is divided by a rail line into two distinct and parallel streets. The northeastern side of San Fernando Road, “Little San Fernando”, contains the proposed Metrolink Station, various industrial buildings and some commercial businesses. On the southwestern side, “Big San Fernando”, exists a variety of commercial services, offices, and retail businesses. While most of the automobile activity takes place on Big San Fernando, the location of the Metrolink Station on Little San Fernando, will increase pedestrian travel on this route.

(SEE FIGURE 4)



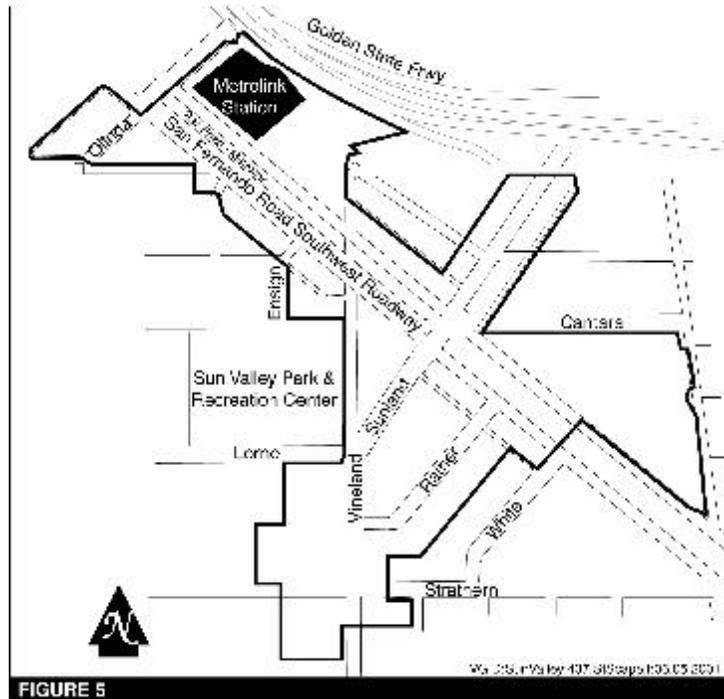
1. Landscape:

- a. Street Trees should be planted on the public right-of-way at a ratio of 1 every 30 feet.
- b. A Landscape Buffer shall be planted along the public right of way outside both sides of the Metrolink tracks along San Fernando Road.

D. Subarea 4: Metrolink Station

The Metrolink Station is on the northeastern side of San Fernando Road. It will increase the levels of pedestrian and automobile activity on San Fernando Road and surrounding streets. The streetscape should support the increase by providing for the safety, and attractiveness of the pathways to the Metrolink Station. The Station and surrounding streets offer an opportunity to create a nucleus of pedestrian activity at the

Station and along surrounding pedestrian pathways. Local streets including Fair Avenue, Marmay Place, and Case Avenue should be landscaped and featured as important components to the Station landmark, creating a neighborhood linkage between residents and the Metrolink Station. (SEE FIGURE 5)



1. **Landscape:**
 - a. Street Trees should be planted on the public right-of-way at a ratio of 1 every 25 feet to shade pedestrian pathways on Fair Avenue, Marmay Place, and Case Avenue.
2. **Crosswalks:**
 - a. New Crosswalks shall be situated and aesthetically enhanced at San Fernando Road / Olinda Street.
3. **Street Furniture:**
 - a. Trash Receptacles shall be situated on the public right-of-way at the corner of San Fernando Road / Olinda Street.

Section 6.

STREETSCAPE ELEMENT REQUIREMENTS

A. Street Tree Clearance

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

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

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CONCEPTUAL SUN VALLEY STREETScape PLAN

April 2001

