

ORANGE LINE TRANSIT NEIGHBORHOOD PLANS

COMMUNITY WORKSHOP & INITIAL CONCEPTS: SUMMARY OF COMMENTS
NOVEMBER AND DECEMBER 2017



Executive Summary

The Orange Line Transit Neighborhood Plans (TNP) project aims to develop land use, zoning, and design regulations for the neighborhoods surrounding five Metro Orange Line stations in the south San Fernando Valley: North Hollywood, Van Nuys, Sepulveda, Reseda, and Sherman Way. The study area generally includes the corridors and some residential areas within a 15-minute walk or ½-mile radius of each station.

During the first phase of the public planning process, in the first half of 2016, the Los Angeles Department of City Planning hosted four community workshops to identify opportunities to enhance neighborhoods surrounding transit stations, as well as several other small focus groups with specific stakeholder groups. Staff gathered input from the general public, including community residents, business owners, employees, transit users, and other participants about their thoughts, ideas, and concerns for the future of their neighborhood as it develops around transit, summarized [here](#).

Using the comments received through the first phase of outreach, in combination with station area context, existing City plans and policies, demographic analysis, and planning best practices, staff developed initial land use and zoning concepts for targeted changes in development rights and design regulations. These initial concepts were presented at two community workshops, on November 2, 2017 from 6-8:30 p.m. at the San Fernando Valley Arts & Cultural Center in Tarzana, and on November 15, 2017 from 6-8:30 p.m. at Van Nuys City Hall. Following these meetings, materials were made available online and staff solicited additional comments through the end of December.

The community workshops were promoted through a mailing of more than 10,000 flyers; an email blast to an interest list of nearly 400; organizations such as Neighborhood Councils, Council District offices, and Business Improvement District groups; flyers posted at civic institutions, recreation centers, and libraries; social media such as Facebook, Twitter, Snapchat, Instagram, and Nextdoor (in coordination with the Department of Neighborhood Empowerment); and the project's website www.latnp.org. All comments inform the Department's analysis; however, the regulations developed through this planning process will generally address issues related to land use, development, and urban design.

Comments on all station areas featured several recurring themes:

- Many participants stated that pedestrian enhancements are needed to encourage people to walk and use transit rather than drive or own cars; pleasant waiting areas and more amenities at the stations that address everyday needs (markets, shopping, snack kiosks) would encourage transit use.
 - Several comments cited a need for enhanced connectivity between the Orange Line and destinations such as CSUN, Warner Center, and Porter Ranch, and the addition of more localized transit options such as shuttle buses that serve restaurants, shops, and theaters in order for transit to become their preferred option for daily trips.
 - Comments generally pointed to a need for improved first/last mile connections.
- Many commenters expressed a desire to have additional housing and a greater variety of housing options.
 - A number of comments were received from a coalition that is calling for an overall increase of 100,000 to 120,000 housing units within the plan area, with density bonuses that match regulations created by voter-approved Measure JJJ at a minimum. They also stated that all property within a ½-mile radius of the station a minimum density of at least 1 unit per 1,200 square feet of lot area.
 - Participants commented that they would like to see more opportunities for smaller and more affordable for-sale homes for first-time homebuyers, such as townhomes.
 - Some participants favored rezoning single-family neighborhoods to create opportunities for multifamily development as a way to increase housing units while minimizing resident displacement.
- Several participants mentioned a need for affordable housing and senior housing.

- Some commenters said that to achieve additional “Bonus” development rights, projects should be required to provide a higher percentage of affordable housing; one commenter stated that at least 50 percent of units in these projects should be affordable to low- or moderate-income households.
- A few commenters stated that until the Orange Line is converted to a higher capacity rail line, there should not be an increase in residential density or conversion of any single-family homes to other uses or higher densities, and that only increases in commercial density are appropriate.
- A few commenters raised concerns regarding the sufficiency of public services, such as police, to serve current residents in addition to any new residents.
- Most participants supported the idea of design regulations that would make new development more pedestrian-friendly and walkable; some commenters felt that regulations should not be overly rigid, and should allow for a variety of architectural styles and building types.
 - One commenter mentioned that taller buildings should be encouraged to provide shade from the sunlight and reduce the effects of the San Fernando Valley heat on pedestrians.
- Some participants suggested that there should be development incentives for smaller parcels to encourage “fine grained urbanism,” as opposed to large-scale developments that assemble multiple parcels.
- Comments regarding the best use of industrial land varied. Some commenters felt that it is important to preserve industrial land for jobs and not allow any residential development, others felt that these areas should be able to have at least 50 percent residential, allow live/work units, or be rezoned for residential development.
- Opinions on parking requirements also varied. Many commenters stated that there should be “sufficient” parking for commuters and businesses, but supported parking reductions as an incentive for reuse of historical buildings or small businesses. Others commented that there should be no parking requirements for new development near transit stations, and that market forces should decide how much parking to provide. Still others stated that there currently is not enough parking, and that future development should provide more than current requirements.
- Several commenters cited a need for open space in these neighborhoods. A few participants commented that the station areas need functional open space, including edible, productive landscaping, such as fruit trees and other species that provide food for people experiencing homelessness as well as the surrounding community.



Figure 1 Corporate edible garden for employees in La Jolla. Source: GardenEnvy

North Hollywood Station

Land Use

Many favored enhancing the existing character of the Arts District and “restaurant row” along Magnolia Boulevard. Several commenters also expressed support the idea of restricting tenant sizes, particularly along Magnolia Boulevard, in order to promote small and independently owned businesses. Specific comments included:

- North Hollywood should be the downtown for the East Valley. North Hollywood has the potential to have a modern art museum and concert hall.
- Comments mentioned a desire for housing choice, including single family homes.
- Satellite offices for City officials could be located on Magnolia or Lankershim Boulevards.
- There should be new office buildings and apartments on Chandler Boulevard between Vineland Avenue and Lankershim Boulevard.
- Like the idea of a “Residential Amenity” area – this should be applied to all multifamily zones abutting residential corridors like Lankershim Boulevard, and possibly Burbank and Magnolia Boulevards.
- More markets and grocery stores are needed.
- Support the idea of the “Mixed Artcraft” and “Industrial/Flex Corridor” for production and artists; Burbank Boulevard should have mixed-use development, with light industrial east of Vineland Avenue.

Housing

Participants generally supported fostering additional opportunities for new housing in the “NoHo Core” district, and noted that this area already has dense multifamily residential neighborhoods. Other comments included:

- Create opportunities for senior apartments for artists, like the Burbank Senior Artist Colony, with live performance centers and creative space; this will support the aging senior demographic in the NoHo area.
- Rezone single-family homes near the station, between Hatteras, Cahuenga, Camarillo, and Tujunga, as well as between Hatteras Street, Burbank Boulevard, Tujunga and Colfax Avenues to a mixture of residential amenity, multifamily, and low density multifamily.

Urban Design & Open Space

Many commenters support the enhancement of North Hollywood Park as a vital neighborhood green space. One comment requested that greenspace be required of multifamily developments, and that trees also should be included in regulations for on-site outdoor space. Several comments were supportive of height and density in the regional center and improving the aesthetic appeal of new development. Specific comments included:

- Need to increase open space opportunities that provide real recreational activities, community amenities for families and children, and are more sustainable.
- North Hollywood Park should be revitalized with updated buildings, better facilities, and an outdoor music venue or bandstand for entertainment (similar to Warner Center Park).
- Development on the Metro site should have pedestrian paseos or pocket parks to break it up, since it is so large.
- The North Hollywood Arts District and Lankershim Core should have taller and denser buildings. There should be skyscrapers allowed in the core area, and 7- to 10-story buildings allowed in the surrounding neighborhoods. Increase density in Lankershim Core to “Base” FAR of 6 and “Bonus” FAR of 13 as a regional center.
- The Lankershim/Chandler intersection could be better defined with an architectural landmark, such as a 40-story skyscraper with a decorative spire; visually distinctive landmarks create a sense of place.
- Lankershim Core and Mixed Artcraft just south of Chandler should have up to 8 or 10 FAR.
- Multifamily area between Vineland Avenue and Lankershim Boulevard (Subarea H) should have 7-story buildings.
- Residents like the ability to shape the design new buildings in multifamily zones.
- Power lines should be buried underground along Tujunga Avenue, and Chandler and Burbank Boulevards.

Mobility

Participants generally commented that they would like to see more connectivity within the NoHo Arts Districts, and between the Arts District and adjacent neighborhoods. Specific comments included:

- Weddington Avenue should be extended east of Vineland Avenue to Auckland Avenue to make it easier to get around that neighborhood.
- Encourage centralized public shared parking facilities, like Santa Monica.
- Perhaps there should be a local DASH that serves the stores and theaters in the area near the station – want to close the first/last mile gap where it’s too far to walk from the station but too close to drive.



Figure 2 Shared parking structure in Santa Monica.
Source: DCP

Van Nuys & Sepulveda Stations

Land Use

Participants generally supported efforts to enhance the vibrancy of the Van Nuys Central Business District, with several commenters noting that they would like to see additional restaurants, cafes, and coffee shops. Others called for a more walkable “village atmosphere” surrounding the Van Nuys Civic Center and near the Van Nuys/Victory Boulevard intersection, with updated office buildings, mid-rise apartments, entertainment and concert venues, a shopping center, and a hotel. Some commenters would like to see a greater increase in the allowable floor area ratio (FAR) on Van Nuys Boulevard, up to 6, 8, or 10 FAR. Participants also supported smaller commercial tenant spaces in order to support small

businesses and independently owned businesses. Feedback on the Sepulveda Station area concepts varied, with some favoring preservation and others favoring more intense development along the corridor.

Other comments included:

- The Van Nuys Civic Center needs something fun and new streets, parks, and playgrounds.
- Densify Van Nuys Boulevard. Van Nuys should accommodate greater density but consideration should be given to prevent displacement.
- Make the Valley like the Downtown Arts District/Eagle Rock/Los Feliz.
- Longtime residents commented on the lack of investment over the years and a desire for better services, better stores, and new and better development.
- Regulations should allow for a mix of uses along Victory Boulevard, but no used auto shops.
- There should not be any single-function zoning – there should be more of a vertical mix of uses within buildings, and a mix of housing affordability within residential developments. Support for mixed used buildings was not universal.
- We need transit-friendly mixed-use apartments and office buildings; would like to see more retail, restaurants, and cafes, and a Trader Joe’s on Van Nuys Boulevard.
- Starbucks would be good, but not a drive-thru – we want a sit-down place that community members can use.
- Small businesses have failed along Van Nuys Boulevard – what can we do? Tax breaks? Parking?
- Consider rezoning farther north on Van Nuys Boulevard to anticipate East San Fernando Valley Transit Corridor.
- Sepulveda Boulevard should have new mid-rise mixed-use development near the intersection at Oxnard Street.
- The Van Nuys and Sepulveda Station areas should go further in upzoning – these areas have the most potential and opportunity.
- Consider changing the residential areas along Victory Boulevard to community commercial.
- Burbank Boulevard and Kester Avenue have some nice commercial, but it should be a hub with additional height and residential units. Kester Avenue, Burbank Boulevard, and Noble Avenue should have mixed-use development.
- Comments favored commercial space, community space, and educational space more than low density residential for the neighborhood.
- The single-family neighborhood north of Erwin Street facing the Metro parking lot should be preserved. Additionally, transitions are important between single-family and taller or denser multifamily residential.
- Califa Street between Bevis and Natick Avenues should have single-family homes facing the neighborhood.
- The plan should rezone single-family areas, particularly south of the Orange Line, for higher density (particularly in consideration of north and south connections coming in the future).
- Van Nuys Boulevard has more potential for change, but don’t want to see any change on Sepulveda Boulevard.
- Don’t want any change, even in the manufacturing areas.
- The perseveration of industrial space was a reoccurring topic. The industrial land needs to be preserved for jobs; there are numerous existing light industrial businesses in the industrial area near the Orange Line, particularly between Van Nuys and Sepulveda Boulevards.
- There were comments in support of Live/Work units in the light industrial area, and studios rather than auto shops.
 - Stating the need for artists, artisan shops, and small businesses and how live/work units can make it affordable for people to have a shop, office, or studio, and a home.
- Metro should use the station sites to build housing and retail, like Del Mar Station in Pasadena. The Metro-owned site at the Sepulveda Station should have mid-rise apartments 8 stories tall.
- Should increase allowable density to entice housing development and flexibility, rather than automobile dealerships.
- Rezone everything between Hazeltine Avenue, and Burbank, Victory, and Sepulveda Boulevards to a mixture of residential amenity, multifamily, and low density multifamily.



Figure 3 Mixed-use development at Del Mar Station in Pasadena. Source: Nadel Inc.

Housing

Participants generally commented that people have moved to Van Nuys because it's more affordable to buy and rent homes in the area, relative to other high-cost neighborhoods of the City. Many raised concerns with the ability of current residents to stay in the community, citing a lack of housing for aging seniors or apartments for adult children to move into. Specific comments included:

- Support the concept of allowing for more row houses and townhomes, to offer other options and housing types.
- Next to Van Nuys High School and Sylvan Park Elementary, there should be mixed-use development with housing or affordable housing for teachers; teachers can't afford to live near the communities they teach.
- The first couple blocks of single-family residential on either side of Van Nuys Boulevard between the Orange Line and Burbank Boulevard (Martha to Tiara/Califa Streets, between Cedros and Tyrone Avenues) should be rezoned to allow for multifamily residential, including affordable housing, condominiums, and townhomes.
- Developments like IMT Sherman Circle were cited as aspirational projects.
- There's a large homeless population, which has been growing over the past few years.
- Need much more affordable housing – need 100 percent affordable housing, and more publicly provided housing.
- Need more senior housing.
- There was a concern about high vacancy rates in new housing developments.
- The two-story homes off of Saticoy Street are selling for very high prices – more than what Van Nuys residents can afford.
- Families have multiple generations and other family members and friends living with them to split the rent and make it affordable. There's not enough reasonably priced housing in the neighborhood.



Figure 4 Apartment building near Van Nuys Boulevard.
Source: IMT Residential

Urban Design & Open Space

Participants expressed a general desire for more open space throughout the station areas. Comments also were in support of creating more attractive, pedestrian-friendly development along Van Nuys, Sepulveda, and Victory Boulevards, with active transparent ground-floor storefronts.

Other comments included:

- To promote walkability, the neighborhoods should be more attractive and have better lighting, with a requirement that the lighting is kept on at night.
- Permeable pavement should be required, but should be rigid enough to not affect skateboards, wheelchairs, etc.
- Historic preservation should be incentivized through adaptive reuse.
- There needs to be better design standards for new development in order to avoid “boxy” buildings. Recent developments have not been aesthetically well received.
- The new industrial building on Califa Street was cited as a “beautiful” example of modern architecture
- Utilities should be undergrounded near major intersections along Van Nuys Boulevard, Victory Boulevard, and Kester Avenue.
- Should increase allowable density to offer flexibility and entice uses other than automobile dealerships.
- Housing doesn't have to be at-grade; stoops are nice for neighborhoods.
- Building heights of 3 stories should be the maximum – maybe even 2 stories.
- Van Nuys Boulevard, Civic Center, and Adjacent Areas
 - Five-story buildings on Van Nuys Boulevard is fine.
 - Should allow for 6-story mixed-use and mixed-income development along Van Nuys Boulevard, but preserve historic building facades north of the Orange Line. There shouldn't be any parking allowed at the front of lots along Van Nuys Boulevard, particularly near the Civic Center.
 - The new development at Friar Street and Sylmar Avenue should've gone through Neighborhood Council review – the colors and architectural details are disappointing, and the design could've been better.



Figure 5 Industrial building on Califa Street..
Source: DCP

- Allow greater floor area ratios (FAR) and taller heights in the Van Nuys Civic Center – consolidate Subareas A, B, and C, allow a “Base” FAR of 3 or 4 and “Bonus” FAR of 10, and eliminate height limits.
- Should allow for 6-story mixed-use development immediately west of the Van Nuys Central Business District (Calvert to Friar Streets), from the alley behind Van Nuys Boulevard to Vesper Avenue. From Vesper to Cedros Avenues, should allow for 4-story mixed-use development.
- There should be 8- to 15-story buildings in the multifamily area northwest of the Van Nuys Station (Subarea G), and mid-rise apartments limited to either 70 feet in height or 8-10 stories between Kittridge and Hamlin Streets. Adjacent to Van Nuys High School, there should be 10-story apartments for school employees. There should be 4- to 5-story apartment buildings on Kester Avenue south of the Orange Line, 4- to 8-story apartments or townhomes along Halbreth Avenue, 8-story mixed-use development along Oxnard Street between Hazeltine and Tyrone Avenues, and 4-story buildings along Oxnard Street between Van Nuys Boulevard and Tyrone Avenue.
- Sepulveda Boulevard and Station Area
 - The Sepulveda Station area has lots of blank walls. Want to see mid-rise development around the station area, and it needs to extend beyond this area – want to see mixed-use development along the corridor.
 - Should have office buildings on Sepulveda Boulevard near Costco, 10 to 12 stories tall. Near the Sepulveda Station, 8 stories with ground-floor retail and a park, public plaza, or playground would be appropriate.
- Open Space
 - Open space is a priority.
 - Need open space for recreation.
 - On each block, want to see shade trees and outdoor seating. Need better tree species (roots, shade, droppings) that provide a good canopy.
 - There should be open space under the future Orange Line bridge.
 - Urban agriculture should be allowed and promoted within single-family residential zones and in front yards, similar to Victory Gardens.
 - Should have useful open space and edible food walls rather than grass, which is wasteful and not drought tolerant. Gardens should be available – even though it takes water, you get something out of it. There should be enough food landscaping that there’s no shortage of food for those in need. There are examples in China where workers can go to the food garden during their breaks.

Mobility

Several comments expressed a desire for improved pedestrian, bicycle, and transit connectivity and safety throughout the community, including bike lanes, pedestrian scramble crosswalks, wider sidewalks, and active alleys. Comments also felt that it should be made easier and more pleasant to walk to destinations. Some comments mentioned a lack of sidewalk in neighborhoods, such as north of Delano Park, which should be improved.

Several commenters felt that Costco Drive should be extended to create blocks and public streets, and that access to the Sepulveda Station should be available from this street rather than from Erwin Street. One commenter suggested the provision of pedestrian bridges over major thoroughfares.

Opinions on parking varied. Some commenters expressed that the parking at Van Nuys and Sepulveda Stations is vastly underutilized, and that parking requirements should be eliminated for new development. Others commented that there isn’t enough parking at the existing gym on Sepulveda Boulevard. Concerns were raised regarding the amount of new development in Van Nuys, and a perceived lack of sufficient on-site parking spaces; some comments expressed a desire to maintain parking for retail along Van Nuys Boulevard, but didn’t feel that it had to be provided on-site or necessarily on Van Nuys Boulevard.

Many commenters expressed ideas and concerns regarding the future redevelopment of the Metro-owned site at the Sepulveda station. Several commenters expressed the desire to maintain the existing wall on the Metro site to the south of the Victory Park neighborhood along Erwin Street, and traffic barriers along Victory Boulevard to prevent intrusion of through traffic into the neighborhood. Other commenters stated that a “sufficient” level of parking needs to be available at the Sepulveda Station for commuters. Specific comments on this area included:

- Key issues to the community are visibility and density of new development. It should be compatible with the neighborhood.

- There should be an easement or setback between any development on the Metro site and the neighborhood.
- Don't want any new car traffic in Victory Park or driveways along Erwin Avenue. If there were townhomes developed on the south side of Erwin Street facing the neighborhood, with the pedestrian traffic would not be an issue.
- Comments felt traffic should go to Sepulveda Boulevard and avoid Erwin Street with concerns about Erwin Street becoming a thoroughfare to Victory Boulevard; Erwin was noted for its character and safe place for children to play..
- OK with 8- to 12-story buildings next to station, but there should be transitional height, tapering down to the single-family neighborhood.
- Need to retain street parking for residents.
- Fine with having parking garage adjacent to neighborhood. Just don't want looming feel – if it's not a tall residential building next to the neighborhood, it's fine.

Other comments included:

- Safety is #1 issue – pedestrian safety especially, as many community members walk with kids.
- The Metro Sepulveda Station should be moved to the intersection of Sepulveda Boulevard and the Orange Line for better visibility of the transit station and to facilitate connections to buses, rather than set back behind the building.
- South of the Orange Line, there should be paseos that connect the neighborhood streets between Sepulveda and Van Nuys Boulevards to Oxnard Street. The large blocks between Kester and Cedros Avenues north of the Orange Line should also be broken up to make it easier to walk around the neighborhood.
- Reconnect the north and south portions of Kester Avenue when the Orange Line bridge is constructed.
- Secondary streets should be left alone.
- Residents felt the TNP could be an enormous benefit and that usable open space should be a priority. Open space shouldn't be an unusable square of grass with a dirty bench, it needs to be usable outdoor amenity space. There was sentiment that paseos shouldn't count as outdoor space and that perhaps the neighborhood didn't get spaces that were promised, with one commenter calling it a "switch-a-roo."
- Commenters didn't like some of the new buildings in the area, and one mentioned the "arcade" frontage as a style they did not like.
- Some people think that it would be interesting to create a bicycle corridor on the Orange Line bike path that's separate from a vehicle corridor, with active uses that people could bike to.
- Need to be aware of parking issues – there's overcrowding already, and households have more cars than the existing single-family homes provide.

Reseda Station

Land Use

Many participants commented that they are supportive of allowing ground-floor retail along Reseda Boulevard, and facilitating better connections from the transit station to destinations to the north and south. Several commenters said that they would like to see new mixed-use development at the intersections of Reseda/Oxnard and Reseda/Victory. Many participants also supported restrictions on tenant sizes in new development along Reseda Boulevard to encourage small businesses. One commenter added that regulations should require, rather than allow, neighborhood-serving ground-floor commercial on Reseda Boulevard. Some commenters felt that restaurants and retail are not as viable on Oxnard Street.

Several commenters also expressed support for rezoning the institutional uses that are currently designated for the Residential Agriculture zone (including the Los Angeles Jewish Home, Discovery School, and Montessori School). One participant noted that these institutions are important to the community, are large employers, and are not going to leave. Another commenter recommended rezoning the land owned by the Discovery School north of Calvert Street to a more appropriate zone for institutional uses.

Many commenters expressed support for having a focus on the arts in the station area, and encouraging live/work artist spaces or lofts in the "Mixed Artcraft" area. Some noted that arts uses, such as Columbia College Hollywood and the San

Fernando Valley Arts and Cultural Center, are existing community anchors, and would support further fostering these uses. However, concerns were raised about the potential for displacement of existing businesses in the industrial area near Oxnard Street and Yolanda Avenue. Concern was raised by one commenter about the potential for marijuana uses to locate in the industrial area.

Other comments included:

- Create a destination within the neighborhood for people to hang out same as the pedestrian-friendly environment along Brand Avenue in Glendale.
- Fill the empty buildings first, before building anything new.
- Reseda should have mixed-use development and changes should be focused there; such change could create a place like Ventura Boulevard with entertainment uses and activities.
- Support uses that might work for younger residents in the Reseda Station area: fitness center, Starbucks, and brand name restaurants such as Chipotle.
- Retain the existing zoning except for corridors and commercial areas.
- Focus changes in the industrial near Oxnard Street and Yolanda Avenue, and allow residential here.
- The former Unilab site has been vacant for several years – it needs a shot in the arm.
- In the existing industrial areas, support restricting residential uses north of the Orange Line, but allowing limited Live/Work units to be developed south of the Orange Line.
- Don't want to see new housing developed next to the transmission power lines that run parallel to Wilbur Avenue due to potential health risks.
- Add "Residential Amenity" area to all blocks adjacent to community commercial.
- There are currently a lot of offices and accountants. Should encourage social service agencies and disabled group homes to locate near medical facilities.
- Don't change the neighborhood near Erwin Street/Etiwanda Avenue; don't change anything on Hesperia Avenue, in a single-family neighborhood to the east of the station area.
- Keep the area southwest of the Oxnard Street/Lindley Avenue intersection RD2-1 (low density multifamily residential), as those condominiums provide a transition between the higher-intensity station area to the single-family (R1) neighborhood to the east.
- Because of the Downtown Los Angeles Arts District and the NoHo Arts District, the arts district concept might not work in Reseda Station area.
- Multiple lots north of the Oxnard Street are currently designated "Residential Agriculture" (RA), but have been already subdivided and built out; it's fine to rezone those lots to match the existing uses.
- Don't like the idea of having bars near the station.
- Paladino's bar, north of the Orange Line, is good to have at this station; alcohol uses such as breweries and bars near the transit stations is okay.
- Support upzoning single-family residential areas.
- Retaining some areas for local agriculture is good.



Figure 6 Brand Blvd. in Glendale. Source: Google Streetview

Housing

Commenters were supportive of more housing and more housing types, including housing affordable to a range of incomes. Specific comments included:

- Recognizing the need to accommodate increased population at all lower income levels, encourage multifamily properties seeking density bonuses to include a mixture of very low-, low-, and moderate-income housing units by granting them the same density bonuses as would be allowed for inclusion of the equivalent number of very low-income units only.
- It is important to have a variety of housing options – this community needs everything from studio apartments rentals, to 3-bedroom condos, single-level dwellings, and townhouses.

- Where there is no density limit, regulations should call for a mix of unit sizes to ensure options for various household types.
- Want to have more housing options – townhomes, low-scale multifamily, etc. might work along secondary corridors. Support having townhomes on Bessemer Street and Wilbur Avenue, identified as Subarea J.

Urban Design & Open Space

Several commenters expressed support for introducing pedestrian-friendly design regulations. Several commenters expressed approval for 8- to 9-story buildings on Reseda Boulevard and Oxnard Street, with ground-floor commercial and either office or residential above. Other commenters felt that an allowable building height of 75' is too great, and some commented that buildings should be limited to 36' in height. Other comments included:

- Need to require more sustainable building materials, solar panels, and on-site water recycling.
- Need more small parks and pocket parks in the area.
- Explore the possibility of designating the space under the power lines along Crebs Avenue for parks.
- Require tree canopy and use of drought-resistant plants. Require that new construction and major remodeling along Ventura and Reseda Boulevards plant drought tolerant trees along their street frontage and encourage the use of drought resistant plants in all zones.
- Want public art at the station, similar to other Metro stations such as North Hollywood, and other placemaking improvements.
- Support design standards. Would like to see this become a place like Green Street in Pasadena – it's nice.
- Design standards should allow for security fencing.
- Concerned with height and massing – want more façade treatments and articulation (scared of what is happening in North Hollywood).
- Upgrade the commercial, retail, and office spaces along Reseda Boulevard to require increased setback and wider sidewalks to increase pedestrian friendliness for all new construction or major remodels.
- Encourage mixed-use development along Reseda Boulevard, and require a 16' floor height for the first story commercial or retail space.
- Support the concept to encourage mixed-use development along the Reseda corridor; the proposed changes would be consistent with 6-story developments planned farther north on Reseda Boulevard.
- Should have 6-story buildings on Reseda Boulevard, 4 stories in front (step back at 4 stories).
- Concerned that TNP boundaries and intensity can trigger another TOC south of the Freeway on Ventura Boulevard.
- Increased FAR is too great (should be less than 1).
- Support 5+ stories.
- Increase FARs within the Reseda commercial mixed-use zone to a "Base" of 3 and "Bonus" of 6, and allow building heights of 12 stories.
- Rezone everything between Victory Boulevard, Ventura Freeway, and Lindley and Wilbur Avenues to a mixture of residential amenity, multifamily, and low density multifamily.



Figure 7 Green Street in Pasadena. Source: LACityPix

Mobility

Several comments focused on the need to better connect the Reseda Station to amenities such as the zoo, Los Angeles River, and CSUN; facilitate more north-south connections along streets such as Mason Avenue; and have a local shuttle, circulator bus, or DASH Line. Other comments included:

- Need to include restrooms at the Reseda Station, and more amenities along the entire Orange Line for people to use bike paths – it is currently unfriendly to passengers and riders.
- There was a desire for enhancements that would make it easier to bike and walk.
- There are large blocks in the multifamily area south of the station, identified as Subarea E in the initial concepts, which make it difficult to get anywhere. Need to break up the large city blocks to create more connectivity.
- There are no sidewalks in the single-family residential neighborhood northeast of the station; there are also parking issues in this neighborhood.

- The area around Reseda Station is not like Warner Center – they are working class people who need their personal vehicles for work and won't be taking transit.
- This planning effort has a twenty year outlook so it is important to adequately plan for transit now.

Sherman Way Station

Land Use

Many commenters expressed support for new mixed-use development along Sherman Way, including mid-rise office and residential development. Several participants supported limiting commercial tenant sizes along Sherman Way to encourage smaller businesses, and some proposed that this type of regulation be expanded to businesses along Owensmouth Avenue.

Opinions regarding maximum building heights varied, with some participants commenting that proposed heights were much higher than existing buildings, particularly along Sherman Way east of Canoga Avenue, and others requesting more permissive height regulations; some commenters expressed a desire to see the allowable heights increased to a minimum of 6 stories in commercial areas. Other comments included:

- More compact development is needed on corridors to support increased transit service.
- Regarding a Canoga Clean Tech corridor, Neo Tech in Chatsworth is an example of clean tech that may work here.



8 Example of clean tech jobs.
Source: Neotech

Housing

Concerns were raised regarding the affordability of new housing developed, as well as the number of affordable units that would be required of new development, and many commenters expressed a desire for housing to accommodate low- and moderate-income households. Several commenters supported the concept of allowing low density multifamily housing, including duplexes, fourplexes, and townhomes, along secondary corridors such as De Soto Avenue and Bassett Street, and some favored expanding higher-density housing to other single-family areas as well. Other comments included:

- More housing is good, even if single-family residential areas become two- and three-stories, and there is mixed-use development along Sherman Way.
- Everything between Saticoy and Vanowen Streets, De Soto Avenue, and Topanga Canyon Boulevard should be rezoned to a mixture of residential amenity, multifamily, and low density multifamily.
- The industrial areas along Deering Avenue, identified as Subareas F1 and F2 in the initial concepts, should allow Live/Work units.

Urban Design & Open Space

Several comments supported design regulations that encourage pedestrian-friendly, walkable corridors. One commenter supported decreased building setbacks, and to encourage new buildings to be placed at the sidewalk, noting that the deep building setbacks along Sherman Way near the library make the buildings feel uninviting to pedestrians. Several commenters supported increasing the allowable building height and intensity along the commercial corridors, although ideas on appropriate maximum heights varied. Other comments included:

- Increase access to the Los Angeles River for use as open space.
- There should be more trees and green space to absorb pollution and heat.

Mobility

Some commenters suggested the elimination of on-site parking requirements, and encouragement of shared parking structures and lots. One commenter requested that Owensmouth Avenue be closed to vehicular traffic between Sherman Way and the Los Angeles River, citing heavy traffic and lack of pedestrian safety. Other comments regarding mobility included:

- Make more people travel toward transit locations; e.g., away from Van Nuys Boulevard to Sherman Way Station.
- The bicycle lanes along Sherman Way should link to a bike path on Topanga Canyon Boulevard.