

**SUNLAND-TUJUNGA-LAKE VIEW TERRACE-
SHADOW HILLS-EAST LA TUNA CANYON**

Community Plan

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SUNLAND-TUJUNGA-LAKE VIEW TERRACE- SHADOW HILLS-EAST LA TUNA CANYON

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Sunland-Tujunga-Lake View Terrace-Shadow Hills-East 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 Angeles National Forest, Little Tujunga Canyon, Big Tujunga Canyon, Kagel Canyon, the Deukmejian Wilderness Park, and portion of the Verdugo Mountains. The community lies adjacent to the cities of Glendale and Burbank, and to the Los Angeles communities of Sun Valley and Arleta-Pacoima.

According to the 1990 U.S. Census, the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon community had a population of 52,919 and a housing stock of 19,305 dwelling units.

The street pattern in the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon plan area includes a grid oriented on the primary compass points in the flatlands of Sunland and Tujunga, a grid oriented on the diagonal in most of Lake View Terrace, and a curvilinear pattern in the surrounding hillside areas and Shadow Hills. The 210 (Foothill) Freeway and Foothill Boulevard both bisect the area from southeast to northwest. Big Tujunga Canyon Road and Sunland Boulevard project through the area in a southwesterly direction. La Tuna Canyon Road bisects the Verdugo Mountains from east to west.

Hansen Dam Park, Orcas Park, Verdugo Hills High School, and the Verdugo Hills Golf Course are situated within the plan area. Tujunga Canyon Wash and natural resource preserve areas are also located in the community, as are flood plains draining into the region from the San Gabriel Mountains.

The planning area is predominately comprised of open space/vacant land with Low Density Residential stretching across the center. Foothill Boulevard provides a shallow corridor of commercial land with concentrations of multiple family residential intermixed with commercial uses.

The Foothill Boulevard Corridor Specific Plan was established in 1995 to ensure that land uses and development in the Corridor occur in a manner that is compatible with or compliments the surrounding community. The intent of the Specific Plan is to have Foothill Boulevard function as a vibrant commercial area with multiple-family housing opportunities.

COMMUNITY HISTORY

Originally inhabited by Tuhunga Indians, commonly called Gabrielinos, the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon area was first developed in the 1880s. Sunland was developed from 2,300 acres of the original Rancho Tujunga tract, initially subdivided in 1884. This area was promoted as a health community, named Monte Vista. When the housing market boom of the 1880s ended, area residents planted orchards and vineyards. The Western Empire group came in 1910 and the Little Lands Colony followed in 1913. The "Little Landers" as they were called, established a farm cooperative on the last 273 acres of the old Spanish Land Grant, which is now the community of Tujunga. Incorporated in 1925, the City of Tujunga voted to consolidate into the City of Los Angeles on January 5, 1932.

Bolton Hall is the most significant structure in the area both for its architectural style and its cultural importance. Bolton Hall was the civic and cultural center of the community for the first half of the 20th Century. The McGroarty building, which is now an art center, is another influential architectural and cultural landmark. The area possesses numerous architecturally significant homes, many built with stone and rock from the Tujunga Wash.

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 occurred through focus group meetings 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 identified in the community.

RESIDENTIAL

Issues

- Need to preserve single family neighborhoods.
- Need to preserve and enhance existing housing stock.
- Need to limit expansion of multi-family designated areas.

- Need for more affordable housing.
- Need for regulation of hillside development.
- 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 continuity of complementary uses and cohesiveness along commercial frontages.
- Unsightliness of new construction due to the lack of landscaping, architectural character and scale.
- Need to support and maintain the existing commercial environment along Foothill Boulevard and Commerce Avenue.
- Inadequate transition between commercial and residential uses.
- Lack of a cohesive and pedestrian-oriented identity.

Opportunities

- Establish appropriate transitions between commercial and residential uses.
- Create pedestrian-friendly shopping areas through use of street trees, benches, convenient parking/access, and maintaining retail frontage at ground level.
- Upgrade commercial areas on Foothill Boulevard and Commerce Avenue through the Foothill Boulevard Specific Plan.
- Create an arts-oriented neighborhood on Commerce Avenue featuring antique shops, cafes, artist studios and live/work space.
- Foster access and proximity to employment throughout the plan area.

TRANSPORTATION

Issues

- Need for the preservation, maintenance, and management of the streets, highways, and freeways network in the community.

- Need to provide adequate funding for transportation management and for the efficient operation of the transportation network.

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 residential development on commercial corridors.
- New hillside buildings blocking views or presenting an unsightly view from below.
- The need to preserve and rehabilitate areas with sensitivity to the character of established neighborhoods.

Opportunities

- Efforts aimed at preservation of the low density, rural character and of the equestrian lifestyle.
- Potential development of large parcels provide opportunities to enhance community identity.

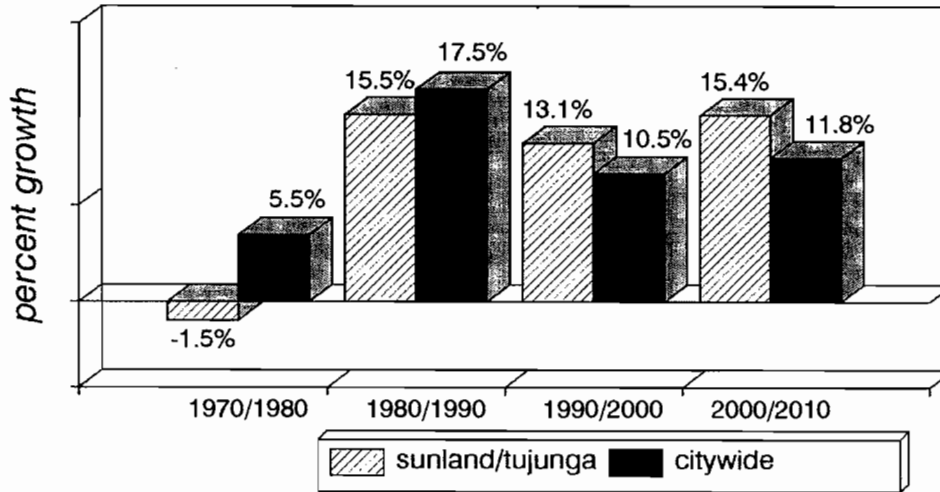
COMMUNITY PROFILE

The Community Profile provides an overview of population, housing and socio/demographics for the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East 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.

SUNLAND/TUJUNGA/LAKEVIEW TERRACE/SHADOW HILLS COMMUNITY PROFILE

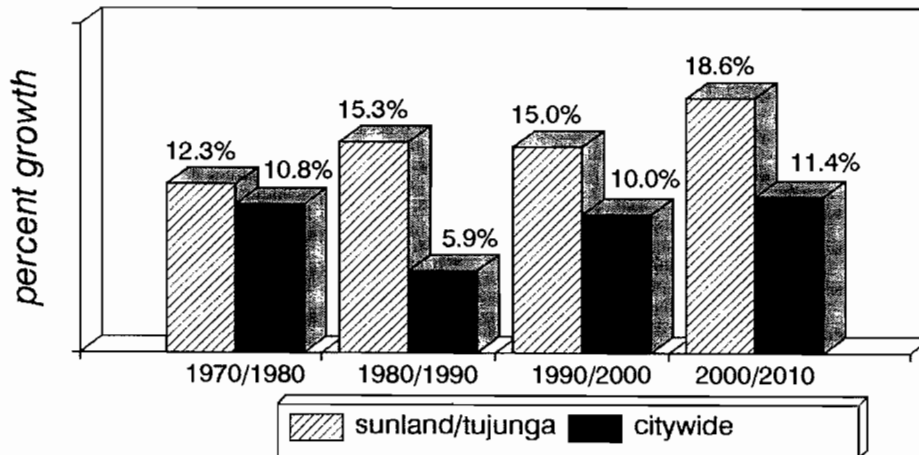
| | estimated data (from U.S. Census) | | | projections (from SCAG) * | | | | |
|-------------------------|-----------------------------------|-------------|---------------------|---------------------------|---------------------|--|---------------------|--|
| total population | 1970 | 1980 | 1990 | 2000 | 2010 | | | |
| sunland/tujunga | 46529 | 45819 | 52919 | 59843 | 69032 | | | |
| citywide | 2811801 | 2966850 | 3485398 | 3852993 | 4306564 | | | |
| growth rate | 1970 to 1980 | | 1980 to 1990 | | 1990 to 2000 | | 2000 to 2010 | |
| sunland/tujunga | -1.5% | | 15.5% | | 13.1% | | 15.4% | |
| citywide | 5.5% | | 17.5% | | 10.5% | | 11.8% | |

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



| | 1970 | 1980 | 1990 | 2000 | 2010 | | | |
|-------------------------|---------------------|-------------|---------------------|-------------|---------------------|--|---------------------|--|
| total households | | | | | | | | |
| sunland/tujunga | 14367 | 16127 | 18600 | 21393 | 25365 | | | |
| citywide | 1024873 | 1135491 | 1203052 | 1323882 | 1474514 | | | |
| growth rate | 1970 to 1980 | | 1980 to 1990 | | 1990 to 2000 | | 2000 to 2010 | |
| sunland/tujunga | 12.3% | | 15.3% | | 15.0% | | 18.6% | |
| citywide | 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.

SUNLAND/TUJUNGA – COMMUNITY PROFILE

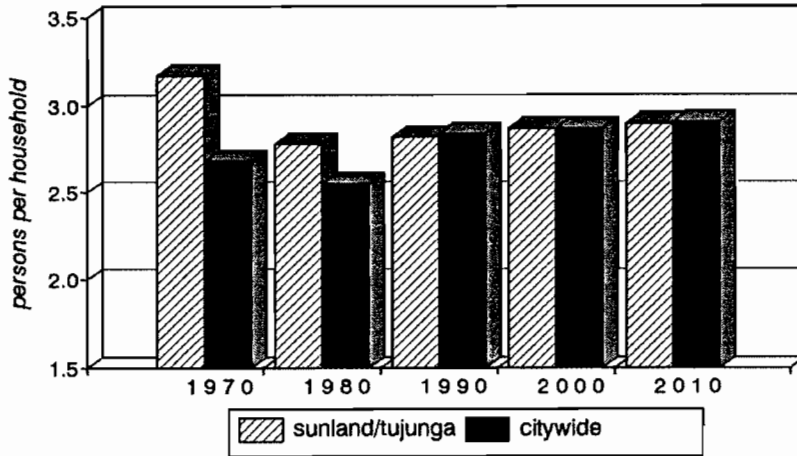
estimated data (from U.S. Census)

projections (from SCAG)

household size
(persons per dwelling unit) *

| | 1970 | 1980 | 1990 | 2000 | 2010 |
|-----------------|------|------|------|------|------|
| sunland/tujunga | 3.17 | 2.78 | 2.82 | 2.87 | 2.90 |
| citywide | 2.68 | 2.55 | 2.84 | 2.87 | 2.91 |

household size comparison

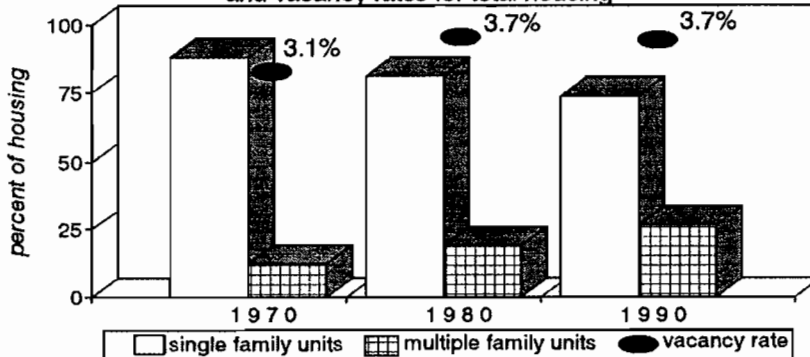


housing splits / vacancy factors **

(sunland/tujunga only)
single family dwellings
multiple family dwellings
vacancy rate (total housing)

| | 1970 | 1980 | 1990 |
|------------------------------|------|------|------|
| single family dwellings | 88% | 81% | 74% |
| multiple family dwellings | 12% | 19% | 26% |
| vacancy rate (total housing) | 3.1% | 3.7% | 3.7% |

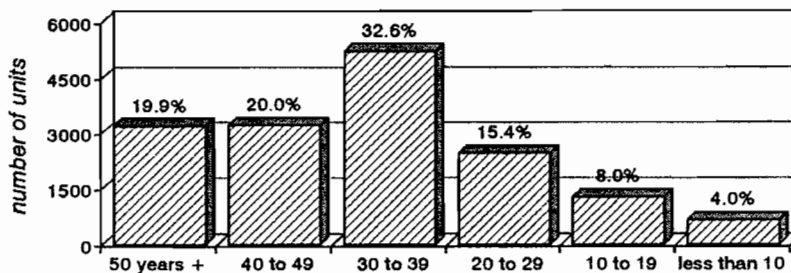
single family dwelling units, multiple family dwelling units,
and vacancy rates for total housing



age of housing as of 1994 ***

total dwellings in
sunland/tujunga
(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.

SUNLAND/TUJUNGA – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

1990 census data;

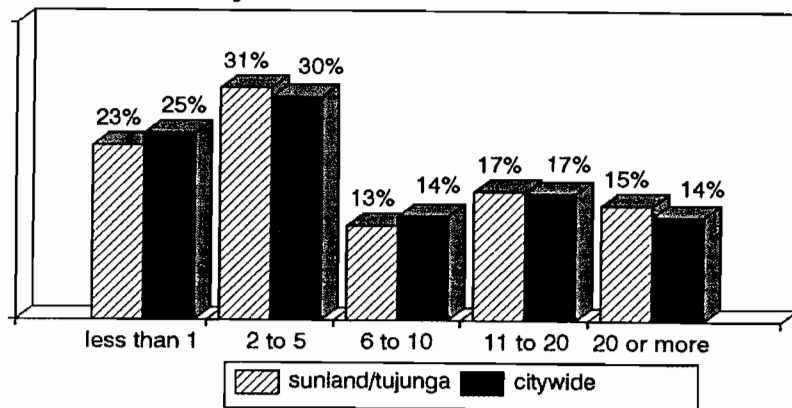
| <u>cost of housing (as a percent of income) *</u> | 20% or less | 20% to 29% | 30% or more |
|---|-------------|------------|-------------|
| owner occupied housing units | 43.0% | 25.0% | 32.0% |
| renter occupied housing units | 23.3% | 24.0% | 52.7% |

| <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 |
|---|-----------------|------------------------|------------------------|------------------------|-------------------|
| sunland/tujunga | 4.8% | 37.5% | 38.6% | 16.6% | 2.5% |
| 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 |
|--|-------------|----------------|----------------|------------------|-----------------|
| sunland/tujunga | 7.8% | 24.3% | 45.1% | 16.9% | 5.8% |
| citywide | 10.9% | 29.9% | 38.3% | 13.1% | 7.9% |

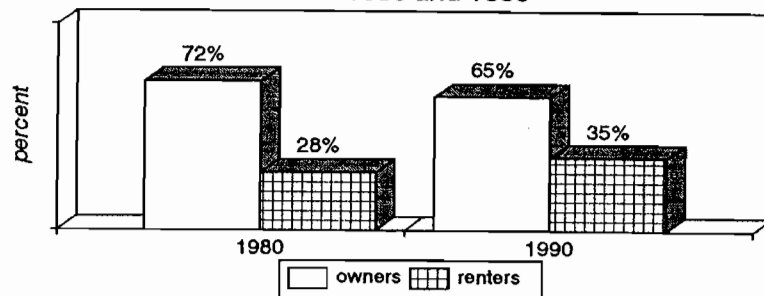
| <u>stability indicator (percent) **</u> (length of time in the community) | less than 1 year | 2 to 5 years | 6 to 10 years | 11 to 20 years | 20 years or more |
|--|------------------|--------------|---------------|----------------|------------------|
| sunland/tujunga | 23.4% | 31.1% | 12.8% | 17.2% | 15.4% |
| 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.

SUNLAND/TUJUNGA – COMMUNITY PROFILE SOCIO/DEMOGRAPHICS

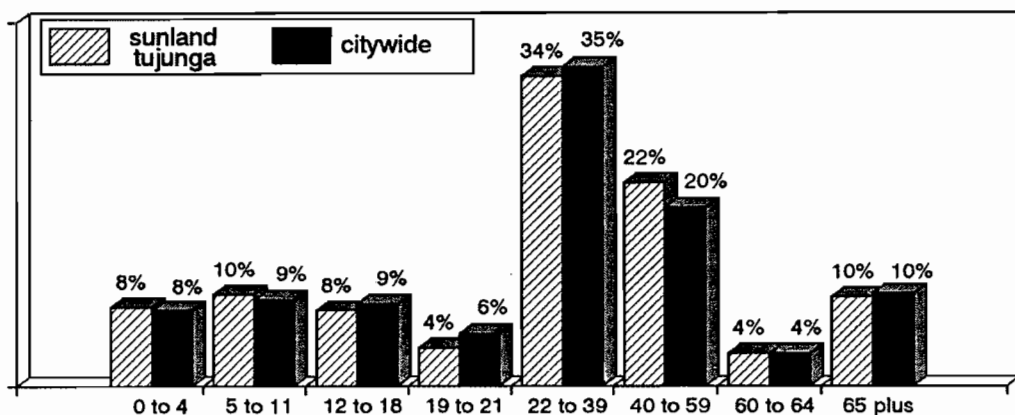
1990 census data;

| <u>employment (percent) *</u> | |
|--|-------|
| females employed | 43.7% |
| males employed | 56.3% |
| employment participation rate (citywide rate) | 67.3% |

| <u>household income (1989) **</u> | |
|-----------------------------------|----------|
| average | \$50,162 |
| (citywide) | \$45,701 |
| poverty (percent) | 9.3% |
| (citywide) | 18.9% |

| <u>education (percent) ***</u> | high school | beyond high school | college graduate |
|--------------------------------|-------------|--------------------|------------------|
| sunland/tujunga | 78.1% | 53.4% | 19.1% |
| citywide | 67.0% | 47.8% | 23.0% |

age of the general population

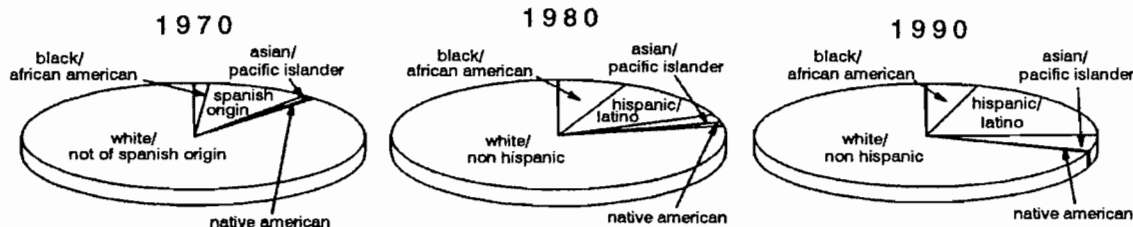


| <u>language and citizenship (percent) ****</u> | foreign language spoken at home | | | foreign born |
|--|---------------------------------|-------|----------------|--------------|
| | spanish | asian | other language | |
| sunland/tujunga | 14.5% | 3.6% | 7.3% | 24.4% |
| citywide | 24.3% | 6.0% | 5.6% | 44.9% |

| <u>means of transportation to work (percent) *****</u> | drive alone | vanpool/ carpool | public transit | other means |
|--|-----------------|---------------------|----------------|-------------|
| | sunland/tujunga | 76.2% | 15.5% | 2.0% |
| 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 |
|--------------------------------|-----------------|-----------------------|---------------------|---------------|-------------------|
| | sunland/tujunga | 23.8% | 29.3% | 28.4% | 9.9% |
| citywide | 31.0% | 24.3% | 22.0% | 12.7% | 10.0% |

| <u>race/ethnicity (percent) *****</u> | 1970 | 1980 | 1990 |
|---------------------------------------|-------|-------|-------|
| asian/pacific islander | 0.9% | 2.4% | 5.0% |
| black/african american | 1.4% | 6.6% | 4.9% |
| hispanic/latino | 9.6% | 12.1% | 20.0% |
| native american | 0.4% | 1.1% | 0.6% |
| white-non hispanic | 87.7% | 77.8% | 69.5% |



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 requirement 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-five 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.

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 and 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 Sunland-Tujunga-Lake View Terrace-Shadow Hills-East 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, footnotes and legend outline the arrangement and intensities of land uses, the street system, and the locations 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 Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan was completed in 1980. 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 72,330, 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 COMMUNITY PLAN

This plan sets forth goals, objectives, policies, and programs that pertain to Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.

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 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 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 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.

The Citywide General Plan Framework Element neither overrides nor supersedes the Community plans. The Framework is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the Community Plans.

The proposed General Plan Framework forecasts the following population, housing and employment levels for the community for the year 2010:

| | |
|-------------------------------------|---------------|
| <i>Population (2010) projection</i> | <i>69,032</i> |
| <i>Employment (2010) projection</i> | <i>11,968</i> |
| <i>Housing (2010) projection</i> | <i>25,797</i> |

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.

Regional forecasts do not always reflect the adopted community plan land use capacity or build out estimated from planned land use. Plan capacity or build out is also an imprecise estimate and depends on specific assumptions about future density of development and household size, which may be more, or less, than actually occur. It should also be noted that the community plan capacity does not include housing in commercial districts nor the current residential vacancy rate.

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.

PLAN CONSISTENCY

Each Plan 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 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 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.

RESIDENTIAL

Residential land use patterns vary greatly according to local conditions in the areas which comprise the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan. Topography, population characteristics, housing markets, age of housing and degree of existing development have a great influence on the density of development throughout the community. Much of the existing density in the community was established by natural controls such as topography, large amounts 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.

Some vacant land has been left undeveloped or underdeveloped, creating opportunity areas that require sensitive consideration so that their development becomes an asset to the community. Existing land use patterns, infrastructure, street systems, urban design, architectural features, and historical resources should be considered when new development occurs. Other opportunities are afforded to rehabilitate the housing stock and create additional livable units.

Historically, the majority of the community was planned for residential purposes. The 1980 Plan designated more than half of the total land area for residential use (58.6%). 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.

PLAN POPULATION AND DWELLING UNIT CAPACITY

| Residential Land Use Category | Dwelling Units Per Net Acre Midpoint (Range) | Number of Dwelling Units | Net Acres | Persons Per Dwelling Unit (2010) | Reasonable Exp. Population (2010) |
|-------------------------------|--|--------------------------|--------------|----------------------------------|-----------------------------------|
| Minimum | 0.5 (0 to 1) | 2,245 | 4,489 | 3.07 | 6,891 |
| Very Low I | 2.0 (1 + to 3) | 1,148 | 574 | 3.07 | 3,524 |
| Very Low II | 3.5 (3 + to 4) | 994 | 284 | 3.07 | 3,052 |
| Low | 6.5 (4+ to 9) | 11,583 | 1,782 | 2.97 | 34,402 |
| Low Medium I | 13.5 (9+ to 18) | 2,390 | 177 | 2.52 | 6,023 |
| Low Medium II | 23.5 (18+ to 29) | 3,572 | 152 | 2.52 | 9,001 |
| Medium | 42.0 (29+ to 55) | 3,654 | 87 | 2.52 | 9,208 |
| TOTALS | | 25,586 | 7,545 | | 72,101 |

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 it's fair share allocation.

The community includes large areas of open space and natural landforms. It is one of the more rural areas of the City and supports a substantial equestrian-oriented population. It is a policy of the Plan to protect these areas from encroachment by incompatible uses.

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 and 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. Expansion of multiple-family land use designation in the Plan should be restricted.

- 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, scenic highway designations, 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 structures that have 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" Districts. To caution against possible 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 use.

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

1-8.3 New horsekeeping districts should be expanded where appropriate and feasible.

Program: The Plan Map identifies lower density residential areas appropriate for such districts.

Objective 1-9

To provide adequate wastewater collection in existing residential neighborhoods.

Policies

1-9.1 Upgrade the wastewater collection system to mitigate existing deficiencies.

Program: Develop procedures to eliminate septic tanks in existing residential neighborhoods.

COMMERCIAL

The commercial land use pattern is mainly strip commercial along Foothill Boulevard, with nodes of varying sizes at specific intersections. The traditional strip commercial development with limited parking to the rear and with buildings which have been built up to the sidewalk has given way in some locations to newer mini-malls with parking in front of the buildings, adjacent to the street.

The area along Foothill Boulevard between Langmuir Avenue and Wyngate Street should be encouraged to develop as a Community Center serving on a community-wide basis. This area contains the Municipal Building, Library, and Fire Station - all community-serving governmental uses. The existing K-Mart Store provides a larger retail radius for citizens living throughout the Plan area.

The Foothill Boulevard Corridor Specific Plan was created to ensure that land uses and development in the corridor occur in a manner that is compatible and compliments the surrounding community. One purpose of the Specific Plan is to create a vibrant commercial environment along

Foothill Boulevard and Commerce Avenue by encouraging appropriate uses, building design, landscaping, screening of unsightly views, minimizing uninteresting blank walls, and proper site designs. The Specific Plan also establishes coordinated and comprehensive standards for parking, vehicle and pedestrian circulation, outdoor storage, building height, building design, building mass, landscape, and signs.

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.

Program: The Foothill Boulevard Corridor Specific Plan establishes standards and guidelines for commercial development.

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.

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: Continue the implementation of the Foothill Boulevard Corridor Specific Plan and implement conformance with applicable design standards identified in the Design Guidelines of the Plan.

- 2-2.4 Preserve community character, scale and architectural diversity.

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

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

- 2-2.5 Create a vibrant commercial environment along Commerce Avenue by encouraging an arts-oriented neighborhood commercial corridor featuring antique shops, cafes, artist studios, and live/work space.

Program: Consider the establishment of a Los Angeles Neighborhood Initiative (LANI) district.

Program: Continue the implementation of the Foothill Boulevard Corridor Specific Plan and implement conformance with applicable design standards identified 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 a business improvement district along Foothill Boulevard.

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.

INDUSTRIAL

The Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan, has one of the lowest concentrations of

industrially designated land in the city, occupying approximately 29 acres or less than 1% of the entire area. Although the percentage of land use is low, industrial uses provide needed employment opportunities and economic benefits and should be encouraged when impacts to surrounding land uses can be mitigated.

GOAL 3

SUFFICIENT LAND FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES FOR THE COMMUNITY'S WORKFORCE WHICH ARE SAFE 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.

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. The decision-maker for specific projects should condition any approval with these in mind. Environmental protection standards and health and safety requirements are enforced by other public agencies.

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.

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.

RECREATION 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.

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 area 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 Los Angeles Unified School District, and the City's Department of Recreation and Parks should develop programs to fully utilize each of their respective sites.

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 six new Neighborhood and two Community Parks.

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 Tujunga Wash, Angeles National Forest, the Verdugo Mountains, and the former Lopez Canyon Landfill site now known as Lopez Canyon Restoration Project.

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 most of the Tujunga Wash as a Natural Resource Preserve, to be utilized primarily for flood control purposes and secondarily for open space and recreational purposes. The Plan also recognizes the Conservation Plan identification of the Tujunga Wash as a rock and gravel resource area.

The objective of the classification and designation process required by the Surface Mining and Reclamation Act of 1975 is to assist local government in preserving for the future essential mineral resources that otherwise might be unavailable when needed. The State Mining and Geology Board has classified the Tujunga Wash area as a "Mineral Resource Zone - 2" which indicates significant mineral deposits are present. The natural resource preserve designation used in this plan is consistent with the objective of the Surface Mining and Reclamation Act in that it is intended to preclude development that would prevent future mining. The need to mine in the wash is not anticipated during the life of this plan and it is the intent of the plan to prohibit such mining through the year 2025.

The Plan designates the former Lopez Canyon Landfill Site as Open Space. The State of California requirements for closing a landfill site involve preparation of a postclosure maintenance plan. This plan mandates that the site be maintained and monitored for not less than thirty (30) years after the last shipment of waste to the site. The plan requires the detection and monitoring of methane gas and its migration underground during this time. In addition, a 30-year restoration project, entailing slope stabilization and landscaping, is proposed for the site. Closed organic waste landfill sites in

the County of Los Angeles have not been reused for residential purposes. The Plan proposes that the site be designated a future recreational area.

The Plan designates Stonehurst Avenue, La Tuna Canyon Road, Lopez Canyon Road, Wentworth Street, Big Tujunga Canyon Road, Sunland Boulevard 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.

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 Clean Air Quality Act, 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.

Program: A minimum 100-foot buffer zone should be designated from the top of channel bank for all riparian habitats.

Program: Projects that affect wetlands or natural waterways should comply with requirements of the California Department of Fish and Game and U.S. Army Corps of Engineers.

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 Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Plan area, public schools are administered by the Los Angeles Unified School District (LAUSD). There are seven elementary schools, one 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

APPROPRIATE LOCATIONS AND ADEQUATE FACILITIES FOR SCHOOLS TO SERVE THE NEEDS OF THE EXISTING AND FUTURE POPULATION.

Objective 6-1

To site schools in locations complimentary to existing land uses, recreational opportunities and community identity.

Policies

- 6-1.1 Encourage compatibility in school location, site layout and architectural design with adjacent land uses and community character and, as appropriate, use schools to create a logical transition and buffer between different uses.

Program: The decision-maker involved in discretionary review of proposed schools should make a finding which supports the application of this policy.

- 6-1.2 Site schools in a manner which complements existing single family and multiple family residential neighborhoods.

Program: The decision-maker involved in a discretionary review of proposed schools should make a finding which supports the application of this policy.

- 6-1.3 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.

LIBRARIES

The Community Plan area is currently served by the Sunland-Tujunga Branch Library. In 1995, a 10,500 square-foot library was constructed, replacing the existing 4,500 square-foot library. Library area needed for the Community Plan should be approximately 26,000 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 construction of new libraries when the need is identified and funding is available.

Program: The community and the City have identified the need for a new library in the Lake View Terrace area. Funds are now being identified and several sites are being considered.

- 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 Foothill Division Station provides police protection services for area's residents. As of 1990, the Foothill Division provides only one police officer per 868 residents. Based on the national standard of 4 officers per 1,000 population, the Community Plan area is grossly underpoliced and its geographic isolation further intensifies the problem. Officers who patrol the community are based at the Foothill station located some distance away. There is a need for a substation in the community available to officers on a 24-hour basis where administrative tasks could be performed without driving back to Foothill headquarters.

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 should 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 two City Fire Stations - Fire Station No. 24 and Fire Station No. 74. Station No. 24 is located at 9411 Wentworth Street and Station No. 74 is located at 777 Foothill Boulevard.

GOAL 9

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

Objective 9-1

To ensure that fire facilities and fire protection services are sufficient for the existing and future population and land use.

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]

The community is not adequately provided with an appropriate range of transportation improvements and programs. This circumstance may be partially the result of the area's historical geographic isolation from other portions of the City. For example, the community is not connected to the ATSAC system of signalization, the City does not operate a DASH service, no Metrorail or Metrolink lines are existing (or planned), no transit centers are existing (or planned), and there are no Transportation Management Associations.

The Transportation Improvement and Mitigation Program [TIMP], was prepared for the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La

Tuna Canyon Community Plan through an analysis of the land use impacts on transportation. 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: roadway improvements, roadway redesignations, and bus service improvements. Additional transportation improvement recommendations are paratransit or shuttle bus service, 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 neighborhood traffic control plans, 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.

The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan. Due 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, signing 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**

The Los Angeles County Metropolitan Transportation Authority (MTA) operates 5 regularly scheduled bus transit lines serving the area. Scheduled bus service (both local and express) is run predominantly on Foothill Boulevard. Sunland Boulevard and several streets in the Lake View Terrace area are also served.

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 to and within the Community Plan area.

Program: Transit improvements (TIMP):

Use of a community-based shuttle to serve Foothill Boulevard and adjacent residential areas.

- 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.

- 10-1.3 Encourage the expansion of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.

Program: Transit improvements (TIMP):

Use of a community-based shuttle to serve Foothill Boulevard and adjacent residential areas.

- 10-1.4 Coordinate with MTA and LADOT to develop an intermodal public transportation plan to implement linkages to rail service.

Program: Restructure existing bus lines to provide more direct service to the Sylmar/San Fernando Metrolink Station.

Program: Develop new local service to connect with the Burbank Metrolink Station.

Program: Develop a community-based shuttle to serve the Foothill Boulevard Park and Ride lot.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

It is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E. Transportation Demand Management (TDM) is a program 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.

A TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

1. The City should implement a bikeways development program as specified in the Plan as part of an overall transportation demand management.
2. The City should encourage the formation of Transportation Management Associations (TMA's) in order to assist employers in creating and managing trip reduction programs.
3. 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.

4. TDM Ordinance. 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 in developments to achieve trip reduction targets (LADOT is responsible for monitoring the current Citywide TDM Ordinance.)

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 management 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: TDM Ordinance (TDMP):

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 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 include TDM Plans in approval of projects.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Transportation System Management (TSM) is the optimization of the transportation system by improving traffic flow with low capital cost projects and minor construction that can be implemented in a short time frame. TSM incorporates features such as computer based traffic signal timing facilities, intersection improvements, preferential parking areas for high occupancy vehicles, park and ride facilities, anti-gridlock measures, and parking management programs.

There are currently 25 signalized street intersections in the study area. The City intends to extend implementation of the ATSA system, currently controlling approximately half of the traffic signals in the city, throughout the entire city within the next 10 years. This includes the 25 signals within the study area.

GOAL 12

A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY, HIGHWAY, 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 when funding becomes available. ATSAC is a computerized system that directs traffic control operations based on the data collected at each signalized intersection.

Program: Transportation Systems Management (TSM) Strategies (TIMP)

Automated Traffic Surveillance and Control [TIMP]:

ATSAC is recommended to be installed by the year 2010 at all new and existing traffic signals.

12-1.2 Signalize problem intersections to provide increased capacity and improve safety.

Program: Additional analysis should be undertaken to determine if the installation of a traffic signal is warranted at Foothill Boulevard and Saluda Avenue.

Program: Undertake an operational study to assess whether left turn signals are warranted at Foothill Boulevard and Tujunga Canyon Boulevard.

FREEWAYS, HIGHWAYS AND STREETS

The roadway system in the Sunland and Tujunga area follows a grid pattern oriented along the primary compass points while in the Lake View Terrace area the grid is oriented diagonally. In the Shadow Hills and La Tuna Canyon areas the street system is generally irregular and curvilinear. Foothill Boulevard parallels the Foothill Freeway and runs through the length of Sunland, Tujunga and Lake View Terrace. The entire portion of Foothill Boulevard within the Community Plan boundary has been relinquished by the State of California to the City, and a repair project is being undertaken for paving, traffic signal synchronization, landscaping, street lighting improvements and installation of wheelchair ramps.

The Community Plan area is served by the Foothill Freeway (I-210) which bisects the area from southeast to northwest. Arterials that are designated as Major Highways on the Plan include Foothill Boulevard, Sunland Boulevard, Honolulu Avenue, and portions of Osborne Street, Van Nuys Boulevard and Tujunga Canyon Boulevard. Secondary Highways include La Tuna Canyon Road, Terra Bella Street, Wentworth Street, Big Tujunga

Canyon Road, and portions of Apperson Street, Osborne Street, Van Nuys Boulevard, and Tujunga Canyon Boulevard.

Streets and highways should be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements.

GOAL 13

A SYSTEM OF HIGHWAYS, FREEWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USE WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.

Objective 13-1

To 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 all new development.

Policies

13-1.1 Maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E" if possible.

Program: Improve, to their designated standard specifications, substandard segments of those major and secondary highways which are expected to experience heavy traffic congestion by the year 2010. (This program should be consistent with community goals and desires with respect to street widenings).

Program: Highway Improvements (TIMP)

1. Proposed roadway extensions (unfunded): Big Tujunga Canyon Road from Oro Vista Avenue to Foothill Boulevard, is proposed to be located along the southeastern boundary of the Tujunga Wash. When constructed, this should relieve some of the through-traffic now utilizing residential sections of Oro Vista Avenue.
2. Roadway restriping: Restripe Foothill Boulevard to provide an additional peak hour travel lane and prohibit street parking in the peak hour.
3. Roadway widening: Widen Tujunga Canyon Boulevard from two lanes to four lanes between Honolulu Avenue/La Tuna Canyon Road and Foothill Boulevard.

13-1.2 Highways and Street dedications shall be developed in accordance with standards and criteria contained in the Highways and

Freeways 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 Highways and Freeways Element supports this policy.

- 13-1.3 New development projects shall be designed to minimize disturbance to existing 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.

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 and highways 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 consistent with the Citywide Land Use-Transportation Policy.

- 13-2.2 Driveway access points onto major and secondary highways, 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.

NON-MOTORIZED TRANSPORTATION

The Plan provides for various modes of non-motorized transportation/circulation such as equestrian and bicycle riding. The Citywide Bicycle Plan identifies a backbone bicycle route and support routes 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. A system of trails is proposed, with the Hansen Dam area serving as a focal point, which will serve 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 14

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

Objective 14-1

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

Policies

14-1.1 Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas and employment centers.

Program: The Plan map identifies existing and proposed bicycle routes. The Citywide Bicycle Plan addresses concerns regarding bicycle use issues.

14-1.2 Identify bicycle routes along major and secondary arterials in the community.

Program: The City should implement the Citywide Bicycle Plan.

14-1.3 Assure that local bicycle routes are linked with the routes of neighboring areas of the City.

Program: The Plan map identifies bicycle routes which link with the bicycle routes of adjacent communities.

14-1.4 Encourage the provision of changing rooms, showers, and bicycle storage at new and existing non-residential developments and public places.

Program: Through the inclusion of this policy in the Plan text, the Plan supports the provision of bicycle facilities particularly in pedestrian-oriented areas. This policy should be considered by decision makers when reviewing projects requiring discretionary action.

Objective 14-2

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

Policies

- 14-2.1 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.

- 14-2.2 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.

- 14-2.3 Encourage the development of equestrian trails through residential areas appropriate for horsekeeping.

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

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

- 14-2.4 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 15

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

Objective 15-1

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

Policies

- 15-1.1 Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

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

15-1.2 New parking lots and garages should 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 two sites in the Community as Historic Cultural Monuments. These are Bolton Hall and McGroarty Home, which are identified on the Plan map.

GOAL 16

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

Objective 16-1

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

Policies

16-1.1 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.

Program: Consider the need to establish a Historic Preservation Overlay Zone.

Objective 16-2

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

Policies

16-2.1 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 within the Los Angeles Unified School District to develop a program for shared use of school sites 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 for safe use at night, as appropriate.
4. Coordinate with the Department of Recreation and Parks and the Police Department to insure adequate police patrols and "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.

SCHOOLS

Consider large vacant parcels as a first alternative to accommodate the demand for new schools, if they are needed, prior to 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 Sunland-Tujunga-Lake View Terrace-Shadow Hills-East 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 on a fair share basis 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.

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 Transportation Authority (MTA) to improve local 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.

**NON-MOTORIZED
TRANSPORTATION**

Encourage funding and construction of bicycle routes connecting 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 Sunland-Tujunga-Lake View Terrace-Shadow Hills-East 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 Sunland-Tujunga-Lake View Terrace-Shadow Hills-East 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 along Foothill Boulevard from Van Nuys Boulevard to Kagel Canyon Street. 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.

Chapter V

URBAN DESIGN

The Sunland-Tujunga-Lake View Terrace-Shadow Hills-East 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'S), or Pedestrian-Oriented Districts (POD's), per 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 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 multiple-family residential areas, the emphasis is on the promotion of architectural design that enhances the quality-of-life, living conditions and neighborhood pride.

The Design Policies in this chapter do not supersede the Design Provisions within the Foothill Boulevard Corridor Specific Plan. All projects within the Specific Plan boundary shall conform to the design requirements identified in the Specific Plan. These policies are complimentary to those implemented in the Specific Plan.

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 major or secondary highways.
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. Limiting height of structures to that required in the Specific Plan.
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. Requiring landscaping of surface parking lots as required in the Specific Plan.
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

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 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/cross walk 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

Select species which:

1. Enhance the pedestrian character, and convey a distinctive high quality visual image for the streets.
2. Are drought and smog tolerant, and fire resistant.
3. Complement the existing street trees.

Establish a hierarchy for street trees which shall include:

1. Major Accent Trees. These trees should be located at entry location, intersections, and activity centers.
2. 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.
3. 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.

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' 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 can not 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 the 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 special controls for protection and enhancement of scenic resources. Stonehurst Avenue, La Tuna Canyon Road, Lopez Canyon Road, Wentworth Street, Big Tujunga Canyon Road, Sunland Boulevard 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, the Tujunga Wash, 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.

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