

MISSION HILLS-PANORAMA CITY-NORTH HILLS

Community Plan

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MISSION HILLS-PANORAMA CITY-NORTH HILLS

ACTIVITY LOG

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MISSION HILLS-PANORAMA CITY-NORTH HILLS

Community Plan

Chapter I

INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Mission Hills - Panorama City - North Hills Community Plan Area (CPA) is situated in the north central portion of the San Fernando Valley in the City of Los Angeles. It is adjacent to the planning communities of Arleta - Pacoima, Sun Valley, Van Nuys - North Sherman Oaks, Reseda - West Van Nuys, Northridge, Granada Hills - Knollwood, Sylmar, and the City of San Fernando.

Mission Hills - Panorama City - North Hills CPA is generally bounded by the Golden State Freeway (I-5), the City of San Fernando, the Pacoima Wash, Woodman Avenue, Branford Street, Pacoima Diversion Canal, Tujunga Wash, Southern Pacific Railroad tracks, Sepulveda Boulevard, Roscoe Boulevard, Pacoima Wash, Lassen Street, the San Diego Freeway (I-405) to the junction of I-405 and I-5.

The Mission Hills - Panorama City - North Hills CPA contains approximately 7,528 net acres. Much of the topography south of San Fernando Mission Boulevard is level with a small amount of varied, hillside terrain located north of San Fernando Mission Boulevard. The land use consists primarily of low density residential with higher density residential uses and commercial uses concentrated near the transit corridors of Sepulveda Boulevard, Roscoe Boulevard, Van Nuys Boulevard, and Lassen Street.

Industrial uses of approximately 314 net acres with 6,940,100 square feet of development are mostly concentrated in the southern portion of the CPA along the Southern Pacific Railroad tracks.

Residential land uses account for 4,361 net acres with approximately 36,320 dwelling units, of which 55% are multi-family units. 59.5% of the housing stock is between 20 and 40 years of age. Concentrations of multi-family residential uses can be found between I-405, Plummer Street, Van Nuys Boulevard and Roscoe Boulevard near the Regional Commercial Center.

The Regional Commercial Center at Roscoe and Van Nuys Boulevards, which includes the Panorama Mall, provides a central focus of commercial land use intensity. Existing commercial land use in the CPA is 449 net acres with 9,115,000 square feet of development. The three communities are closely

related but there are features that distinguish them. They are described as follows:

Mission Hills is bounded by I-405, I-5 and Lassen Street. This community contains the historic resources of the San Fernando Mission and the Andres Pico Adobe; two of the oldest structures in the San Fernando Valley. As with most of the CPA area, the dominant land use is single family residential. Residential mobile home parks are located in the area north of the Ronald Reagan Freeway (SR-118). Commercial uses are primarily located along Sepulveda Boulevard with a Community Center near San Fernando Mission Boulevard and Sepulveda Boulevard. The Pacoima spreading grounds are located in the southeast quadrant of the community.

Panorama City is bounded by Woodman Avenue, Brandford Street, the Tujunga Wash, the Southern Pacific Railroad tracks, and the Pacoima Wash. This community contains a significant amount of multiple family residential uses near Van Nuys Boulevard and north of Roscoe Boulevard. The Panorama Mall is the central commercial area for the CPA and has a significant amount of economic activity. The Citywide General Plan Framework has identified this area as a Regional Center and the Community Plan supports this continued use. Prime industrial uses are located to the south along the Southern Pacific railroad tracks. The General Motors site is to be redeveloped with industrial uses and commercial uses.

North Hills is generally bounded by Lassen Street, the Pacoima Wash, Roscoe Boulevard, and Bull Creek. Single family Residential uses are located to the west of the I-405 with multi-family uses located east of I-405. General Commercial are located along Sepulveda Boulevard and present opportunities for revitalization that can take advantage of the targeted growth area designation near Nordhoff Street. The Veteran's Administration Hospital is a feature of the community and also leases out a portion of its land for recreational uses.

COMMUNITY HISTORY

The major historical resources are the San Fernando Mission, the Mission Cemetery, and the Andres Pico Adobe. In 1769 the first Spanish explorers entered into the San Fernando Valley. Within twenty years the San Fernando Mission was founded in 1797. It was the seventeenth of twenty-one Franciscan Missions in Alta California. The Mission was the center of political, social, and cultural activity for an eighty year period, until the development of San Fernando as an independent city beginning in 1874. In 1846 after secularization of the Missions, Governor P.O. Pico sold 116,858 acres of Valley land to Eulogia de Celis for a ranch designated as Ex-Mission San Fernando. During the Mission and Rancho periods there were few adobe dwellings or other structures in the area. The Mission remained an important cultural and social institution throughout the 1800s and 1900s.

This planning area remained undeveloped, used as grazing lands, or limited agricultural use for most of the Mission and Rancho period. When the City of Los Angeles brought the Owens Aqueduct water resources into the Valley, it initiated an era of agricultural development. There is virtually no historic architectural record remaining of this period for this area.

The Mission Hills-Panorama City-North Hills community developed as an independent area adjacent to Van Nuys. The area retained a rural agricultural character through the 1940's. Urbanization of this area was initiated during the 1950's building period in which the entire San Fernando Valley began to change from a semi-rural and agricultural area into a suburban development pattern. After the 1950's, as suburbanization expanded in the Valley, this area slowly developed into a low and mixed density residential community. The shift from single family developments to multiple family residential units began in the 1960's.

COMMUNITY PARTICIPATION

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

Drafting of the first community plan involved members of the community who helped to identify and define the needs, desires, resources, and the unique nature of the community. Subsequent changes in the plan have served to broaden the community participation that took place with the formation of the original plan. Community participation helps to update the plan as to what changes have taken place since its adoption.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities which were identified in the Mission Hills -Panorama City - North Hills CPA.

RESIDENTIAL

Issues

- Ⓒ Need to preserve and enhance stable single family neighborhoods.
- Ⓒ Lack of open space in apartment projects.
- Ⓒ Scarcity of affordable housing.
- Ⓒ Deterioration of the street scape
- Ⓒ Lack of maintenance of existing housing stock, particularly rented multiple family projects.
- Ⓒ Compatibility between lower and higher density residential projects.
- Ⓒ Cumulative effect if development exceeds infrastructure capacity.

Opportunities

- C Access and proximity to employment.
- C Potential for residential and mixed use along commercial corridors.
- C Potential for appropriately scaled new housing in proximity to new transit facilities.

COMMERCIAL

Issues

- C Lack of cohesiveness and continuity of commercial frontages.
- C Inadequate transition between commercial and residential uses.
- C Lack of overall parking and access within commercial strips due to such physical constraints as shallow commercial depth.
- C Lack of adequate design standards and code enforcement along commercial corridors.

Opportunities

- C Community Redevelopment Agency assistance using earthquake recovery funds allocated to the community.
- C Continuing Public Utility, State, and Local government incentive programs which offer tax credits (Revitalization Zone), technical assistance (Community Development Department), employee hiring credits (Los Angeles Revitalization Zone), and capital generating assistance.
- C Development of Major Sites of Opportunity: Panorama Regional Center.
- C Development of shopping areas to serve the neighborhoods.
- C Ensure appropriate transitions between commercial (mixed use) and adjoining uses, especially residential.
- C Complement existing developments/uses.
- C Create "shopper friendly" retail areas; incorporate street trees and landscape, benches, convenient parking /access, and maintain commercial frontage at ground level.

INDUSTRIAL

Issues

- C Intrusion of commercial uses within the industrial base, and in particular the industrial properties south of the Panorama Regional Center and north of the Southern Pacific Railroad tracks.
- C Cost of mitigating any hazardous waste contamination.

Opportunities

- C Excellent access of industrial uses to regional freeways and rail services.

- C Abundance of Manufacturing use site to generate employment for the local work force.
- C Availability of sites planned for job producing uses that improve the economic and physical condition of the area.

TRANSPORTATION

Issues

- C Adequate transportation systems to meet existing and anticipated circulation needs.
- C Need to improve transportation linkages, from home-to-work and to non-work destinations, by using automobile alternatives such as rail, bus, bicycle, and walking.

Opportunity

- C Review the Economic Strategy Study for the Van Nuys Metrolink station and the Panorama Regional Center.

RECREATION, PARKS, AND OPEN SPACE

Issues

- C Addition, expansion and/or improvement of needed local parks throughout the Community should be accelerated, where feasible.
- C A system of equestrian trails should be established.

MAJOR OPPORTUNITIES

The Community Plan identifies appropriate areas to encourage commercial, industrial, and residential development where design guidelines or other planning tools might be applied to enhance an area. These areas are indicated as a Regional Center, Community Center, or Neighborhood District on the Land Use Diagram map. The intent is to show the location of future growth strategy and the relative importance of the area, and to provide policies and standards as a guide for development to take place.

Several areas are identified as major opportunity sites: the former General Motors assembly plant site on Van Nuys Boulevard, the Regional Commercial Center at Roscoe Boulevard and Van Nuys Boulevard that includes the Panorama Mall, the Neighborhood District on Woodman Avenue between Nordhoff Street and Parthenia Street, the Community Commercial area along Sepulveda Boulevard between Rinaldi Street and the Ronald Reagan Freeway (SR-118), and the areas bounded by the San Diego Freeway (I-405), Nordhoff Street the Pacoima wash and Roscoe Boulevard.

The General Motors Site

The General Motors site located in the 8000 Block of Van Nuys Boulevard is the most significant opportunity site in the Community Plan area. General Motors will retain about 27 acres of the 100 acre site and continue to operate its vehicle testing facility. Sixty-eight acres are to be sold for development and five acres will be reserved for use as a Public Facility. The 100 million

dollar development of 300,000 square feet of commercial space and 500,000 square feet of industrial space should create more than 2,000 jobs within 5 years of its completion. The extension of Arminta Street to the east of Van Nuys Boulevard will provide the circulation for the project. The alignment of Arminta Street should allow for its future connection with Saticoy Street improving circulation in the community.

Issues

- C Costs to remove possible hazardous wastes.
- C Proximity of increased commercial and industrial activity to nearby residential uses.
- C Removal of a portion of previous industrial designation creates a loss of industrial areas in the Mission Hills - Panorama City - North Hills Community.

Opportunities

- C General Motors site - Cleared for future development with a combination of commercial and industrial uses.
- C Provide improved circulation with Saticoy Street extension with the General Motors site.

The Panorama Regional Commercial Center

The Panorama Regional Commercial Center is located along Van Nuys Boulevard and is generally bounded by Parthenia Street, Lennox Avenue, Titus Avenue and Willis Avenue. Notable features of this Center include the Panorama Mall, The Panorama Towne Center, moderately price office space, and the Panorama City Library that will be remodeled in 1997. The economic characteristics may have changed over the years but the center's viability has been demonstrated by new development at strategic locations that serve the needs of the changing demographics of the area and region. The following is a summary of major issues which should be considered:

Issues

- C Need to increase interaction between commercial spaces.
- C Need for design guidelines regarding appearance, function, and signs.
- C Need to provide better transportation linkage between the metro link station, the Panorama Mall, and new development at the General Motors site.

Opportunities

- C Provide greater commercial service in regionally centered area.

- C Provide additional passenger services and facilities at the intersection of Roscoe Boulevard and Van Nuys Boulevard which has the second highest number of passengers boarding public transit.

The Woodman Avenue Neighborhood District

The Woodman Avenue Neighborhood District is located generally between Nordhoff Street and Montague Street on the west side of Woodman Avenue. These properties currently have commercial structures that are 40 years old on them and many appear to have maximized their functional usefulness due to age, narrow lot widths, and lack of continuity. This is particularly true of the block of structures between Osborne Street and Montague Street. Mixed use developments that combine commercial uses on street levels with residential use above would be appropriately located here because they would be able to take advantage of the depth of the lots, provide more development incentive, and provide a unified appearance. A large grocery store serves as an anchor for the block between Nordhoff Street and Osborne Street and is in better condition physically and functionally.

COMMUNITY PROFILE

The Community Profile provide an overview of population, housing, and socio/demographics for the Mission Hills - Panorama City - North Hills 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.

Chapter II

FUNCTION OF THE COMMUNITY PLAN

Chapter 2 of the Plan Text contains the statutory requirements for the Community Plan outlining the mandatory elements that must be addressed. The Chapter contains the explanations of the Role, Purpose, and Organization of the Community Plan. Chapter 2 shows the relationship to other General Plan elements and provides for Plan Monitoring and Consistency.

STATUTORY REQUIREMENTS

California State Law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term general plan for its development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise, and safety. California State 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. 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. It regulates how land is utilized; thus many of the issues and policies contained in all the plan elements are impacted by and/or impact this element.

Government Code Section 65302(a) requires a land use element to designate the proposed general distribution, general location, and extent of uses of the land for housing, business, industry, open space (including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities), and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various communities and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas.

The Mission Hills - Panorama City - North Hills community plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map. The Community Plan text states the objectives, policies, and programs. The Community Plan map outlines the arrangement and intensities of land uses, the street system, and the location and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, protection of environmental resources, protection of residents from natural and man-caused hazards are guided by the Plan.

The Community Plans are 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 plans are 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 plans are 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 the City government and 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 Mission Hills - Panorama City - North Hills Community plan was completed April 10, 1975 and revised in 1987 through the General Plan Zoning Consistency Program required by AB283. The community has grown at a faster rate than the city in the past 20 years. During the 1970's the community population increased by 7,334 residents, a growth rate of 10.3%. Since 1980 the community's population has grown by 30,272 residents representing an average growth of 38.4% per year.

The Mission Hills - Panorama City - North Hills Community Plan sets forth goals to maintain the community's individuality by:

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

- C Improving the function, design, and economic vitality of the commercial corridors and industrial areas.
- C Maximizing the development opportunities of the future transit system while minimizing any adverse impacts.
- C Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the Mission Hills - Panorama City - North Hills Community Plan Area.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This plan sets forth goals, objectives, policies, and programs that pertain to the Mission Hills - Panorama City - North Hills Community. 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 identify specific types of land 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 revise and implement the City's General Plan. Since State law requires that the General Plan have internal consistency, the Mission Hills - Panorama City - North Hills Community Plan, which is a portion of the City's Land Use Element, must be consistent with the other elements and components of the General Plan.

The Citywide General Plan Framework is the umbrella concept of the General Plan which will provide the overall guiding vision for Los Angeles into the 21st century. It is based on a directed growth strategy which targets residential growth along boulevards, corridors, and clustered development around community centers and high activity centers. The directed growth strategy expands the Centers concept, which was adopted by the City Council in 1974 as the City's long range development strategy.

The proposed General Plan Framework forecasts the following population, housing, and employment levels for the Mission Hills-Panorama City-North Hills Community Plan for the year 2010:

<i>Population (persons):</i>	139,950
<i>Employment (units):</i>	45,227
<i>Employment (jobs):</i>	40,933

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 level use capacity or buildout estimated from planned land use. Plan capacity or buildout 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 these elements apply to the Mission Hills - Panorama City - North Hills Community Plan.

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

PLAN CONSISTENCY

Each plan land use category indicates the corresponding zones permitted by the Plan unless further restricted by the plan text, footnotes, adopted Specific Plans, or other specific limitations on discretionary approvals. The Plan recognizes that the residential densities, commercial intensities, and industrial intensities depicted on the Plan map are theoretical and will not occur due to plan and zone regulations, economic conditions, and design 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 that 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 Mission Hills - Panorama City - North Hills Community Plan Area shall refer to each of the applicable additional findings that the Plan identifies as

programs in Chapter III of the Plan which are underlined for ease of reference. To further substantiate the consistency findings, decision makers may cite other programs, policies, or objectives which would be furthered by the proposed project. In addition, Chapter V 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 shall be submitted to the Planning Commission, Mayor, and City Council as specified in the Los Angeles Municipal Code (L.A.M.C.).

Chapter III

LAND USE POLICIES AND PROGRAMS

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

RESIDENTIAL

Existing residential land use patterns in the Mission Hills - Panorama City - North Hills Plan Area fall within the middle ranges of the land use designations; from very low to high medium. Much of the existing residential development in the area was established after World War II to address the needs of a rapidly growing population, the use of large amounts of then available land and infrastructure.

Multiple Family residential uses are developed near the center of the Community Plan Area where they were placed close to Commercial and Industrial uses and transit routes. Concerns have been raised by the community about the density of the existing multiple family uses in specific areas and the perceived problems created by that density. It is recommended that new development in multi-family areas should be at lowest densities of a zone.

Historically, the majority of the Community Plan area has been planned for residential purposes. The 1975 Plan designated approximately two-thirds for residential use. Of this portion 77 percent was designated for single-family use only. The plan policy is to provide for the continued preservation of the existing residential neighborhoods throughout the area, retain existing single family districts and multi-family clusters.

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 mid-point range for the dwelling units per acre category. The mid-point represents a reasonable factor to use, as new development within each land use category is not likely to occur at the extremes 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)
Very Low`	2.5 (1+ to 4)	1,612	645	3.27	5,271
Low	6.5 (4+ to 9)	18,083	2,782	3.27	59,131
Low Medium I	13.5 (9+ to 18)	3,740	277	3.29	12,303
Low Medium II	23.5 (18+ to 29)	5,734	244	3.29	18,865
Medium	42 (29+ to 55)	16,380	390	3.29	53,890
High Medium	82 (55+ to 109)	1,886	23	3.29	6,204
TOTALS		47,435	4,361		155,664

*D.U.: Dwelling Unit

GOAL 1

A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.

Objective 1-1

To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policies

1-1.1 Designate specific lands to provide for adequate multi-family residential development.

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

1-1.2 Protect existing single family residential neighborhood from new, out-of scale development.

Program: Recent changes in the Zoning Code set height limits for new single family residential development.

1-1.3 Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

Program: The Plan Map identifies lands 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 (Transitional Height Ordinance); and reflects plan amendments and corresponding zone

changes which are directed at minimizing incompatible uses.
1-1.4 Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Program: The Plan includes an Urban Design Chapter which is supplemented by Design Guidelines and Standards for residential development.

1-1.5 Maintain at least 77% of designated residential lands for single family uses.

Program: The Plan designates residential lands to reflect this ratio.

1-1.6 The City should promote neighborhood preservation, particularly in existing single family neighborhoods, as well as in areas with existing multiple family residences.

Program: With the implementation of the Community Plan, single family residential land use categories, all zone changes, subdivisions, parcel maps, variances, conditional uses, specific plans, community and neighborhood revitalization programs for residential projects shall provide for Plan consistency.

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

Program: The Homeowner's Encouragement Loan Program (HELP), administered by the City's Housing Department provides rehabilitation loans to owners of small buildings (one to four units) to correct code violations.

Program: The Residential Rehabilitation Loan Program, administered by the Community Redevelopment Agency (CRA), makes funds available for the rehabilitation of lower-income multi-family rental housing. The program is partially funded by the United States Department of Housing and Urban Development (HUD) and requires matching funds from a private lender with CRA as a last resort.

Objective 1-2

To locate new housing in a manner which reduces vehicular trips and makes it accessible 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 concentrates most of the higher residential densities near transit corridors and/or Transit Oriented Districts (TOD).

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 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 for residential development to implement this policy.

1-3.2 Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels 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.

Objective 1-4

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

Policies

1-4.1 Encourage the identification and documentation of the area's historic resources.

Program: The Plan Map identifies the Andres Pico Adobe and the San Fernando Mission as historic resources.

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, price, and location of housing.

Program: The Plan promotes greater individual choice through its establishment of residential design standards and its allocation of lands for a variety of residential densities.

1-5.2 Promote housing in mixed use projects in transit corridors, pedestrian oriented areas, and transit oriented districts.

Program: The Plan encourages a bonus in floor area for mixed use projects in the areas identified in this policy.

1-5.3 Ensure that new housing opportunities minimize displacement of the residents.

Program: The decision maker should adopt a finding which addresses any potential displacement of residents as part of any decision relating to the construction of new housing.

1-5.4 Provide for development of townhouses and other similar condominium type housing units to increase home ownership options.

Program: The Plan cannot require that condominium units be built instead of rental units; however the Plan encourages such type of development by designating specific areas for Low Medium residential land use categories.

1-5.5 Provide for livable family housing at higher densities.

Program: The Plan promotes that the Zoning Code be amended to provide that multiple residential densities should not be limited by the number of bedrooms per unit in order to facilitate family housing.

COMMERCIAL

Commercial land use in the Mission Hills - Panorama City - North Hills Community Plan area is in transition due to demographic and social changes, competition from neighboring commercial areas and the increase in the amount of available commercial space. The center of the Commercial area is the Panorama Mall that has a land use designation of Regional Center. Sepulveda Boulevard and, to a lesser extent, Roscoe Boulevard also serve as commercial corridors and have less intensive land use designations.

The commercial land use policies reflect the need to locate new commercial uses in the community to facilitate convenient shopping and easy access to professional services. Redevelopment of existing commercial corridors and areas, and conversion of existing structures to more appropriate uses should result in the physical and aesthetic upgrading of these areas.

Plan policy provides for the development of single or aggregated parcels for mixed use commercial and residential development. These structures would, normally incorporate retail office, and/or parking on lower floors and residential units on upper floors. The intent is to provide housing in close proximity to jobs, to reduce vehicular trips, congestion, and air pollution, to assure adequate sites for housing, and to stimulate pedestrian oriented areas to enhance the quality of life in the Plan area. While the Plan does not mandate mixed used projects, it encourages them in certain commercially designated areas, located along transit corridors, in pedestrian oriented districts, and in transit oriented districts.

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 COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.

Objective 2-1

To conserve, strengthen, and encourage investment in all commercial

districts.

Policies

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

Program: The Plan Map identifies specific areas where commercial development is permitted.

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 development.

Program: Chapter V - Urban Design, proposes policies for commercial development which address this policy; the Plan also insures more compatibility by downsizing and/or establishing more restrictive height limits.

Objective 2-2

To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts (PODs).

Policies

2-2.1 New development needs to add to and enhance the existing pedestrian street activity.

Program: Development within these areas is subject to the design standards established in the Design Guidelines for pedestrian oriented areas.

2-2.2 Ensure that commercial infill projects achieve harmony in design with the best of existing development.

Program: Implementation of the Design Guidelines in Chapter V.

2-2.3 Require that mixed use projects and development in pedestrian oriented districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Program: The Plan includes Design Guidelines in Chapter V which implement this policy for commercial projects.

2-2.4 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate retail and service oriented commercial uses.

Program: Design Guidelines address this policy.

2-2.5 Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

Program: Through this policy the plan establishes transit oriented districts and pedestrian oriented areas as preferred locations for mixed use projects. The Plan allows for floor area bonus and height bonus for mixed use projects within commercially planned areas of transit oriented districts and pedestrian oriented districts.

Objective 2-3

To enhance the appearance of commercial districts.

Policies

2-3.1 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Implement conformance with policies identified in the Design Guidelines of the Plan.

2-3.2 Preserve community character, scale, and architectural diversity.

Program: The Plan establishes height limits and amends Plan designations and recommends corresponding zone changes to implement this policy; design provisions for commercial areas, included in the Design Guidelines of the Plan, to implement this policy.

2-3.3 Improve safety and aesthetics of parking areas in commercial areas.

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

2-3.4 Landscaped corridors should be created and enhanced through the planting of street trees along segments with no setbacks and through median plantings.

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

Objective 2-4

To maintain and increase the commercial employment base for community residents whenever possible.

Policies

2-4.1 Protect commercial plan designations so that commercial development is encouraged.

Program: The Plan maintains the current amounts of commercial land use designations to implement this policy.

INDUSTRIAL

Most of the Industrial land use designations in the Mission Hills - Panorama City - North Hills Community Plan Area are located along the Southern

Pacific Railroad Tracks in the southern part of the community. Smaller pockets of industrial land use can be found along Roscoe Boulevard and Sepulveda Boulevard. The site previously owned by General Motors on Van Nuys Boulevard will continue to have industrial uses and will focus on newer technologies such as entertainment industry, information system, medical, and the expanding garment industry. Approximately 34 acres of that site is to be retained for the new industrial uses.

Industrial land use is a valuable commodity that must be maintained due to the economic benefits and the employment opportunities generated.

GOAL 3

PROVIDE SUFFICIENT LAND FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES WHICH ARE SAFE FOR THE ENVIRONMENT AND THE WORK FORCE, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT RESIDENTIAL USES.

Objective 3-1

To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.

Policies

3-1.1 Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.

Program: The Plan identifies lands which have industrial designations to accommodate a variety of industrial uses noted above and through plan amendments and recommend corresponding zone changes implements this policy.

3-1.2 Adequate compatibility should be achieved through design treatments, compliance with environmental protection standards and health and safety requirements for industrial uses where they adjoin residential neighborhoods and commercial uses.

Program: The Plan, through plan amendments and corresponding zone changes, establishes transitional buffer between residential and industrial uses; Environmental protection standards and health and safety requirements are enforced by other public agencies.

3-1.3 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Design Guidelines include standards for industrial projects which are in the vicinity for residential uses.

Objective 3-2

To retain industrial plan designations to maintain the industrial employment base for the community residents and to increase it whenever possible.

Policies

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

Program: The Plan sets forth guiding statements for specific major opportunity sites which address the need to consider the preservation of industrial designations and promote development which provide a viable employment base. In addition, the Plan retains the existing industrial designations, including large industrially planned parcels.

Objective 3-3

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

Policies

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

Program: New development of industrial uses located adjacent to residential neighborhoods shall comply with the Industrial/Residential design guidelines found in the Urban Design Chapter (Chapter V, Design Policies for Individual Projects, Industrial/Residential Interface Areas, Design Guidelines section) of this Plan.

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

PUBLIC AND INSTITUTIONAL LAND USE

Public facilities such as fire stations, libraries, parks, schools, and police stations shown on the Mission Hills - Panorama City - North Hills Community Plan are to be developed in substantial conformance with the standards of need, site area, design, and general location 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.

There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the Mission Hills - Panorama City - North Hills Community Plan. 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 cost.

This plan seeks 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 Mission Hills - Panorama City - North Hills Community Plan area public parks and recreational areas are managed by the City of Los Angeles Recreation and Parks Department. There are three types of parks; regional, community, and neighborhood parks. The community parks serve a much wider interest range than those of a neighborhood site, and while the community parks satisfy the need of the existing population, the community is still deficient in the number of neighborhood parks.

GOAL 4

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

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: The Plan preserves such recreation facilities and park space by designation as Open Space (OS) Zone, which provides such protection.

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 and bicycle trails in Mission Hills-Panorama City-North Hills 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 acquire and develop properties as small parks where it is not possible to acquire sufficient acreage for neighborhood parks.

Policies

4-3.1 A small park shall be approximately one-half acre in size and be located on street corners and cul-de-sacs, where possible.

Program: Park site development is the responsibility of the Department of Recreation and Parks.

- 4-3.2 Small parks shall be designed to meet the particular needs of the residents in the area they serve.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

- 4-3.3 Small parks shall be designed to prevent potential negative impacts on adjacent residents, and provide high visibility to prevent criminal activity.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

Objective 4-4

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

Policies

- 4-4.1 Develop new neighborhood parks and new community parks to help offset Mission Hills-Panorama City-North Hills' parkland deficit for its current 1990 population and its projected year 2010 population.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

- 4-4.2 The City should encourage continuous efforts by Federal, State, and County agencies to acquire vacant land for publicly owned open space.

Program: The open space and parkland purchase programs of Federal, State, and County agencies.

- 4-4.3 All park and recreation facilities should be designed, landscaped, and maintained to promote a high quality recreational experience.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds such as Grants, Quimby Funds, and State and Local Park Bond Funds.

- 4-4.4 The expansion of existing facilities on sites and the acquisition of new sites should be planned and designed to minimize the displacement of housing and the relocation of residents.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

Objective 4-5

To ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens.

Policies

4-5.1 Ensure that parks are adequately illuminated for safe use at night as appropriate.

Program: Park design, construction, and maintenance is the responsibility of the Department of Recreation and Parks for City owned parks.

OPEN SPACE

In the Mission Hills - Panorama City - North Hills' Community Plan Area, important open space areas do exist separate from land under the control of the City of Los Angeles Department of Recreation and Parks. Open Space is important due to its role in both physical and environmental protection. There are two classifications for Open Space, publicly owned and privately owned open space.

Open Space is broadly defined as land which is essentially free of structures and buildings and/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.
7. Preservation of physical resources including ridge protection.

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: Implement the State mandated Congestion Management Program designed to reduce traffic congestion and to improve air quality.

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.

SCHOOLS

In the Mission Hills - Panorama City - North Hills Plan Area, the public schools are administered by the Los Angeles Unified School District (LAUSD).

The number of LAUSD schools are ten elementary schools, one middle school, one high school, and one Occupational Center in the plan area. The names and locations are: San Jose Elementary School at Clymer Street and Lemona Avenue; Lassen Elementary School south of Lassen Street on Lemona Avenue; Gledhill Street Elementary School at Gledhill Street and Gloria Avenue; Plummer Elementary School on Noble Avenue south of Plummer Street; Liggett Elementary School at Liggett Street and Moonbeam Avenue; Langdon Elementary School on Langdon Avenue north of Parthenia Street; Noble Avenue Elementary School on Noble Avenue north of Parthenia Street; Chase Street Elementary School at Chase Street and Hazeltine Avenue; Burton Elementary School at Burton Street and Calhoun Street; Ranchito Avenue Elementary School at Ranchito Avenue and Strathern Street; Francisco Sepulveda Middle School at Plummer Street and Sepulveda Boulevard; James Monroe High School at Haskel Avenue and Nordhoff Street; and the North Valley Occupational Center on Sharpe Avenue south of Rinaldi Street.

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 locations, 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 differing uses.

Program: Require the decision-maker involved in discretionary review of proposed schools to adopt a finding which supports the application of this policy.

6-1.2 Site schools in a manner which compliments and preserves the existing stable single family and multiple-family residential neighborhoods.

Program: The decision-maker involved in discretionary review of a proposed school should adopt 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.

6-1.4 Expansion of existing schools should be preferred over the acquisition of new sites.

Program: The Los Angeles Unified School District is the responsible agency for providing adequate school facilities.

6-1.5 Elementary schools should be located along collector streets.

Program: The Los Angeles Unified School District is the agency responsible for the siting, design, and construction of public elementary schools.

6-1.6 Encourage cooperation to provide recreation facilities for the community.

Program: The Los Angeles Unified School District and the City's Department of Recreation and Parks should work together jointly to develop programs to fully utilize each of their respective sites.

LIBRAIRIES

The Plan Area is serviced by two public library branches. The Mid Valley Regional Library at 16244 Nordhoff Street opened March 1996 and operates a bookmobile for expanded public service. The Panorama City Community Library at 14345 Roscoe Boulevard will be extensively remodeled and expanded in 1997.

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 Support construction of new libraries and the rehabilitation and expansion of the existing library as required to meet the changing needs of the community.

Program: The existing library sites are designated as a public facility and are to be zoned Public Facilities (PF). This designation gives the libraries additional protection to retain their existing use and allows a greater certainty in obtaining the necessary City approvals when rehabilitating or expanding.

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

Police protection is provided by the Los Angeles Police Department. The Mission Hills - Panorama City - North Hills Community Plan Area is serviced by the Devonshire Division, Foothill Division, and Van Nuys Division Police Stations with a small substation located at the Panorama Mall. Proposals for the G.M. site have included a five acre parcel for a police substation. There are plans to add a Mid Valley station but a site has not been selected.

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

9-1.1 Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.

Program: The decision-maker shall include a finding as to the impact on police protection service demands of the proposed project or land use change. Currently, the Police Department is consulted with regard to the impacts of plan amendments on law enforcement needs and demands by the plan amendment review process of General Plan Advisory Board, of which the Police Department is a member.

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

Program: Community-oriented law enforcement programs administered by the Los Angeles Police Department.

8-2.2 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.

8-2.3 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.

8-2.4 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

The Fire Protection and Prevention Plan of the City of Los Angeles provides an official guide to City Departments, other governmental agencies, developers, and interested citizen for the construction maintenance and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to their plan it may be necessary to expand or relocate existing facilities as land patterns change.

The adequacy of fire protection is based on the required fire-flow (measured in gallon per minute), response distance from existing fire stations and the Fire Department's judgement for the need in the area. The Los Angeles Fire Department currently considers portions of the Mission Hills - Panorama City - North Hills Community Plan Area inadequate in terms of existing staffing and response distances from existing facilities.

GOAL 9

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

Objective 9-1

Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

Policies

9-1.1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

Program: Require a decision maker to include a finding as to the impact on fire service demands of the proposed project or land uses plan change.

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.

9-1.2 Encourage the Fire Department to locate fire services facilities in appropriate locations throughout the community in order to maintain safety.

Program: The Plan Map identifies general locations for the establishment of fire services facilities in the community.

TRANSPORTATION

**TRANSPORTATION
IMPROVEMENT AND
MITIGATION
PROGRAM (TIMP)**

The Transportation Improvement and Mitigation Program (TIMP), was prepared for the Mission Hills - Panorama City - North Hills 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. For each of the following programs in the plan text, implementation measures are taken from the TIMP, these measures will be identified in brackets[] as follows: [TIMP].

The TIMP document provides an implementation program for the circulation needs of the Plan area: roadway improvements, roadway redesignations, bus service improvements, Metrolink service improvements and the creation of a community transit center. Additional transportation improvement recommendations are rail transit improvements, 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.

**PUBLIC
TRANSPORTATION**

Opportunities exist within Mission Hills - Panorama City - North Hills to increase the use of public transportation.

While it is anticipated that the private automobile will remain the primary mode of transportation within the time frame of the Mission Hills - Panorama City - North Hills Community Plan (to the year 2010), Metrolink, bus service and the community "DASH" or paratransit will be the primary public transportation modes through the year 2010.

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 through the Mission Hills - Panorama City - North Hills community, and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.

Policies

10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Mission Hills - Panorama City - North Hills area.

Program: Transit improvements [TIMP]

Recommended bus transit improvements [TIMP]:

- C Increase bus service along high-demand routes as warranted;
- C Extend Metrolink shuttle route north to serve General Motors site and the Panorama City regional center;
- C Implement transit-priority treatments along Van Nuys Boulevard; and
- C Provide local or community based shuttles.

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, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.

Program: Implementation of the "Restructuring Public Transit Service" (RPTS) study proposals to create limited stop service.

Objective 10-2

To increase the work trips and non-work trips made on public transit.

Policies

10-2.1 Develop an intermodal mass transportation plan to implement linkages to future rail service.

Program: Rail transit improvements [TIMP]:

- C Expand the Van Nuys Amtrak/Metrolink Station;
- C Support increased Metrolink service levels.

**TRANSPORTATION
DEMAND
MANAGEMENT(TDM)**

To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E. Although studies indicate that most of Mission Hills - Panorama City - North Hills' major street intersections are in compliance with this City policy, the level of trips generated by future development in Mission Hills - Panorama City - North Hills and in the surrounding North San Fernando Valley areas require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility. TDM is a program designed to encourage people to change their mode of travel from single occupancy vehicles to more efficient 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 should include the following:

1. Transportation Management Association Formation/Coordination.

The City should encourage the formation of Transportation Management Associations (TMA's) in order to assist employers in creating and managing trip reduction programs.

2. Participation in Regional Transportation Demand Management Programs.

The City will continue to participate in local and regional TDM programs being implemented by the City, other agencies and adjacent jurisdictions and coordinate its TDM program with those of other communities, agencies and jurisdictions.

3. TDM Ordinance. The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Mission Hills - Panorama City - North Hills area. This ordinance calls for several measures to be taken in developments to achieve trip reduction targets.

4. Monitoring. The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance.

5. The City should implement a bikeways development program as specified in the Plan as part of an overall transportation demand management.

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

12-1.1 Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.).

Program: The Citywide Ordinance on TDM and trip reduction will continue to be implemented and monitored by LADOT.

Program: TDM Ordinance [TIMP]:

The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Mission Hills - Panorama City - North Hills area. This Ordinance calls for several measures to be taken by non-resident developments to achieve necessary trip reduction targets.

11-1.2 Encourage the use of multiple-occupancy vehicle programs.

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented.

11-1.3 Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.

Program: The decision-maker shall include this in approval of projects.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

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

GOAL 12

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

Objective 12-1

That Mission Hills - Panorama City - North Hills' signalized intersections are integrated with the City's ATSAC system by the year 2010.

Policies

12-1.1 Install ATSAC equipment at an accelerated rate with expanded funding.

Program: Accelerated installation of ATSAC equipment when funding becomes available.

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

1. Automated Traffic Surveillance and Control (ATSAC) [TIMP]:

ATSAC, a computerized system that directs traffic control operations based on the data collected at each signalized intersection, is recommended to be installed by the year 2010 at the arterial intersections.

12-1.2 Provide separate right and/or left turn lanes on arterial streets, where feasible.

Program: The Plan supports providing separate right turn and/or left turn lanes on arterial streets.

12-1.3 Accelerate controller replacement to upgrade and improve signal efficiency.

Program: Implement funding when it becomes available.

FREEWAYS AND STREETS

The Mission Hills - Panorama City - North Hills Community Plan area is served by the Ronald Reagan Freeway (SR-118) which runs east-west, the Golden State Freeway (I-5), and the San Diego Freeway (I-405) both of which run north and south.

Arterials designated as Boulevards on the Plan include Sepulveda Boulevard, Van Nuys Boulevard, Nordhoff Street, and Roscoe Boulevard. Brand Boulevard and a portion of Parthenia Street are designated as Divided Boulevards. The Avenues are Chatsworth Street, Chatsworth Drive, Lassen Street, Plummer Street, Parthenia Street, Terra Bella Street, Branford Street, Rinaldi Avenue, Devonshire Street, Fox Street, San Fernando Mission Boulevard, Saticoy Street, Haskell Avenue, Woodman Avenue, Arleta Avenue, Woodley Avenue and Havenhurst Avenue.

Streets shall be developed in accordance with standards and criteria contained in the *Mobility Plan*, an 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 requirement.

The full residential, commercial, and industrial densities and intensities proposed in the plan are predicated upon the eventual development of the designated infrastructure. No increase in density shall be allowed by zone change or subdivision unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.

GOAL 13

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

Objective 13-1

To the extent feasible and consistent with the Mobility Plan's and Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Policies

13-1.1 To the extent feasible and consistent with the Mobility Plan's and Community Plans' policies promoting multi-modal transportation (e.g. walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for Boulevards, Avenues, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of an arterial or collector street, then the level of service for future growth should be maintained at LOS "E", if feasible and consistent with the Mobility Plan's policies.

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

Program: The Plan supports the use of Residential Neighborhood Protection Plans to reduce traffic intrusion and spillover parking into residential areas.

Program: To the extent consistent with the Mobility Plan, construct a new overpass and connect Saticoy Street across the Southern Pacific Railroad property between Woodman Avenue and Van Nuys Boulevard. This development would reduce traffic impacts on other streets and improve circulation. The extension of Arminta Street east of Van Nuys Boulevard should be joined with Saticoy Street as part of this project and the project on the General Motors Site.

Program: A study of traffic patterns at Chase Street and Van Nuys Boulevard is recommended to determine the need for Chase Street to remain open or become part of the Panorama Mall to create a more cohesive project.

Program: Capital Improvements [TIMP]

1. Proposed street widenings [TIMP] (to be implemented to the extent feasible and consistent with the Mobility Plan):

- C Fox Street from Chatsworth Street to Arleta Avenue (widen to 4 lanes; segment under SR118 to be widened to 4 lanes) and beneath I-5 (reconstruct and widen to 4 lanes);
- C Haskell Avenue from Chase Street to Roscoe Boulevard (widen to 4 lanes);
- C Nordhoff Street from the west CPA boundary to Haskell Avenue (implement peak parking restrictions in both directions to provide 6 peak lanes);

- C Nordhoff Street from Orion Street to Terra Bella Street (implement peak parking restrictions to provide 6 peak travel lanes);
- C Terra Bella Street from Nordhoff Street to east of Wakefield Avenue (improve to 4 peak travel lanes);
- C Van Nuys Boulevard from the Van Nuys split to Chase Street (widen and implement peak parking restrictions to provide 6 peak lanes);
- C Woodley Avenue from Lassen Street to Roscoe Boulevard (prohibit parking to provide 6 lanes plus Class II bike lanes); and
- C Provided a fourth northbound travel lane on Sepulveda Boulevard during PM peak period from the Ventura Freeway (US 101) to Rinaldi Street.

2. Proposed roadway extensions [TIMP] (to be implemented to the extent feasible and consistent with the Mobility Plan):

- C Construct a new street connecting Arminta Street at Van Nuys Boulevard to Saticoy Street west of Woodman Avenue;
- C Construct a new bridge and connect Strathern Street across the Tujunga Wash; improve and widen to 4 lanes.

13-1.2 Street dedications shall be developed in accordance with standards and criteria contained in the *Mobility Plan*, an 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 Mobility Plan supports this policy.

13-1.3 Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control measures.

Program: The use of Residential Neighborhood Protection Plans to reduce traffic intrusion and spillover parking into residential areas.

13-1.4 New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.

Program: 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 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 shall adopt a finding which addresses this factor as part of any decision.

Program: Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with Citywide Land Use - Transportation Policy.

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

Program: Require that new development projects incorporate such considerations.

**NON-MOTORIZED
TRANSPORTATION**

The Plan provides for various modes of non-motorized transportation/circulation such as walking and bicycle riding. The Mobility Plan 2035 identifies a backbone bicycle network and support routes through Mission Hills-Panorama City-North Hills. 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 proposed equestrian trails in the community.

GOAL 14

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

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 facilities connecting residential neighborhoods to schools, open space areas and employment centers.

Program: The Plan map identifies existing and proposed bikeways. The Mobility Plan addresses concerns regarding bicycle use issues.

14-1.2 Identify bicycle facilities along arterials in the community.

Program: Bikeways - The City should implement the proposed Bicycle Network in the Mobility Plan

for the Mission Hills - Panorama City - North Hills area, which includes the following proposed bikeways [TIMP]:

- C Class I bike paths along the Southern Pacific /Metrolink tracks, Canterbury Avenue, and the Pacoima Wash / Pacoima Diversion Channel / Tujunga Wash;
 - C Class II bike lanes along , Rinaldi Street, , and Woodman Avenue (south of Devonshire Street) (portions of Woodley Avenue and Woodman Avenue presently are signed bike routes); and
 - C Commuter (peak period) bike lanes on Roscoe Boulevard (east of Van Nuys)
- 14-1.3 Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City.

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

- 14-1.4 Encourage the provision of changing rooms, showers, and bicycle storage at new and existing and 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. The Plan recommends that this policy be considered by decision makers when reviewing projects requiring discretionary action.

Objective 14-2

To promote pedestrian-oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.

Policies

- 14-2.1 Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.

Program: The Mobility Plan addresses bicycle use issues.

Program: Implementation of the Citywide Land Use/Transportation Policy and the City's discretionary project approval process.

- 14-2.2 Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.

Program: The City's Capital Improvement Program, public works construction projects, and the City's discretionary project approval process.

Objective 14-3

Provide for the development of equestrian trails for recreational use.

Policies

14-3-1 Designate equestrian trails on the Plan Map as the community's trails system to connect with the trails leading into adjacent communities.

Program: The Plan Map depicts these trails.

PARKING

The Plan supports the City's continuing efforts to develop City owned (off-street) parking facilities in Mission Hills - Panorama City - North Hills 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 AND OFF-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 arterial.

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

15-1.3 New parking lots and garages shall be developed in accordance with design standards.

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

HISTORIC AND CULTURAL RESOURCES

This section provides a basis to preserve, enhance, and maintain 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 the Andres Pico Adobe and the San Fernando Mission, 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: Continues identification of appropriate City designated historic and cultural monuments and preservation of those existing.

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.

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

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

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

RECREATION AND PARK FACILITIES

1. The City Department of Recreation and Parks should work with the Los Angeles Unified School District to develop a program for 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 and secured 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 the utilization of "defensible space", where feasible, in the design of recreation and park facilities.
5. Promote the supervision of park activities and enforcement of codes restricting illegal activity.
6. Improve the utilization and development of recreational facilities at existing parks, as needed, and as funds become available.
7. Coordinate with City Departments, neighboring cities, and County, State, and Federal agencies to utilize existing public lands such as flood control channels, utility easements, and Department of Water and Power properties for such recreational uses as hiking, biking, and horseback riding where possible.
8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and the relocation of the residents.
9. Target the provisions of park and recreation facilities in areas with the greatest deficiencies.
10. Pursue resources to activate land that could be used for public recreation.

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. Support the efforts of the Library Department and the Mission Hills - Panorama City - North Hills community to increase the service levels of the libraries so they are appropriate for the Mission Hills - Panorama City - North Hills population.
2. Seek additional resources to maintain and expand library services to satisfy service demands to the Year 2010.
3. Develop a Citywide policy for locating non-English language permanent collections.

POLICE PROTECTION

Support and encourage community-based crime prevention efforts such as Neighborhood Watch Programs, regular interaction and coordination with existing community-based policing, foot and bicycle patrols, and regular communication with neighborhoods 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 found to be 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 transitional 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 Transit Authority (MTA) to improve local bus service to and within the Mission Hills-Panorama City-North Hills Plan area.
2. Encourage the expansion of transit programs, wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
3. Encourage the Metropolitan Transit Authority and the City's Department of Transportation to establish local bus service to connect public schools, and private schools to the community's major focal points, and to the existing MTA bus routes which serve Mission Hills-Panorama City-North Hills and the surrounding communities.
4. Develop an intermodal mass transportation plan to promote the linkage of transportation facilities, routes, and services with the Metrolink line.
5. Develop an intermodal mass transportation plan to link the Metrolink commuter rail service to future modes of mass transit.

**NON-MOTORIZED
TRANSPORTATION**

Encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers.

NATURAL DISASTERS

Natural disasters such as the 1971 Sylmar-San Fernando and the 1994 Northridge earthquakes, floods, and fires have and will continue to impact the Mission Hills - Panorama City - North Hills community. City government, other governmental agencies, the private sector, disaster relief agencies, and the citizens of Mission Hills - Panorama City - North Hills 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 devastated portions of the Mission Hills - Panorama City - North Hills 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. The five-year Plan provides disaster and recovery assistance in helping the community to rehabilitate from the effects of the January 1994 earthquake. The Plan facilitates the redevelopment of properties; develops and implements job revitalization through 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 Mission Hills - Panorama City - North Hills 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 identifies general Design Standards directed at individual projects. In addition, there is a Community Design and Landscaping section which is directed at the community's use of streetscape improvements and landscaping in public spaces and rights-of-way.

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.

While there are important areas needing design protection, administration of the policies and standards found in this Chapter can be accomplished with the establishment of a Community Design Overlay Districts (CDO's), per the Supplemental Use District Section of the Zoning Code LAIC (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 of the residents.

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 in the rear of structures.
2. Minimizing the number of driveways providing access from arterials.
3. Maximizing retail and commercial service uses along street level frontages of commercial developments.

4. Providing front pedestrian entrances for businesses fronting on main commercial streets.
5. Providing through arcades from the front of buildings to rear parking for projects within wide 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 creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed:

1. No structures should exceed 30 feet in height within 15 feet and 30 feet of front and rear property lines, respectively.
2. Requiring the use of articulations, recesses, surface perforations, or porticoes to break up long, flat building facades and free standing walls.
3. Providing accenting, 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 roof top equipment and non-architectural building appurtenances from public view.
8. Requiring the enclosure of trash areas for all projects.

**INDUSTRIAL /
RESIDENTIAL
INTERFACE AREAS**

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.

Surface Parking Landscaping

1. Devoting 7% of total area of surface parking lots to landscaping.
2. Providing a landscaped buffer along public streets and/or adjoining residential uses.

Light and Glare

1. Installing on-site lighting along all pedestrian walkways and vehicular access ways.
2. Shielding and directing on-site lighting onto driveways and walkways, directed away from adjacent residential uses.

Mixed Use

Maximize commercial uses on the ground floor by requiring 10% of commercial development to serve needs of the residential portion of the building.

Design Guidelines

In order to mitigate potential negative impacts generated by industrial uses when they are located adjacent to residentially zoned or developed neighborhoods, new development of industrial uses shall incorporate the following design guidelines:

Loading Areas

New development of industrial uses located across a local or collector street from a residentially zoned or developed lot shall design their loading area in such a manner that the loading area is visually shielded from the line of sight of adjacent residential uses by a 3 ½ to 8 foot solid decorative masonry wall, depending on whether the wall is located in a front, side, or rear yard.

Walls/Landscaping

1. Where vehicle parking, loading, or open storage for a new industrial development is located within 50 feet of a public street which separates the industrial and residential zones or uses, a minimum 3 ½ foot high solid decorative masonry wall shall be provided in a front yard, or a minimum 5 foot 9 inch to 8 foot solid decorative masonry wall in a side or rear yard. That a minimum of a 5 foot landscaped setback buffer with an installed automatic sprinkler system shall be located in front of said wall, along the street frontage.
2. New industrial development located directly across a local or collector street from a residentially zoned or developed neighborhood shall provide a minimum 5 foot landscaped setback along any portion of the frontage, not required for driveways, facing the residential use. Said landscaping shall contain a minimum of one 24 inch box tree (with a minimum trunk diameter of two inches, a height of eight feet at the time of planting, and with an installed automatic sprinkler system) for every 30 feet of street frontage.
3. On any other interior property line which separates an industrial use from an abutting residential zone or use, a minimum 5 foot 9 inch to 8 foot solid decorative masonry wall shall be provided.

Architectural Guidelines

1. New industrial development located directly across a local or collector street, or with a lot line adjoining a residentially zoned or developed area, shall have all exterior lighting shielded and directed onto the site and no floodlighting shall be located so as to be seen directly by adjacent residential areas. This condition shall not preclude the installation of low-level security lighting.
2. New industrial development on local or collector streets fronting onto residentially zoned or developed areas shall be designed with articulated facades (for example, facades that have architectural details, wall breaks, or other architectural features which provide at least 5 feet of relief to a minimum depth of 8 inches every 20 feet of the length of the building wall) facing the residential development.
3. New industrial development adjacent to residentially zoned or developed areas shall be designed with no window openings facing residential properties of the structure is within 10 feet of the side or rear property lines.
4. On new industrial development adjacent to residentially zoned or developed areas, all exhaust fans and exterior or rooftop mechanical equipment shall be screened with such screening material incorporated in the design of the project. Such equipment shall be set back as far as possible from residential property lines and sound proofed.

**MULTIPLE
RESIDENTIAL**

Site Planning

All multiple family 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 or 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, or security gates, into the 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. Maximizing commercial uses on ground floors.
3. Landscaping to screen parking structures not architecturally integrated with the main building.
4. 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 Number 2 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 GUIDELINES

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 in 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 Mission Hills - Panorama City - North Hills 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 Mission Hills - Panorama City - North Hills Community from adjacent cities and communities that serves to define the boundaries and the edges of the City and the unique attributes of the community. 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 Mission Hills - Panorama City - North Hills from each other.

The following improvements are recommended:

ENTRYWAY IMPROVEMENTS

Provide improvements along principal streets and at major identified intersections and edges which clearly distinguish these locations as major streetscapes and entries. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.

STREETSCAPE

1. Provide for a coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.
2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts for the selection and installation of, but not limited to, the following:
 1. Street trees
 2. Street lighting
 - c. Streetscape elements (sidewalk/crosswalk paving, street furniture)
 - d. Public signage
3. Identify locations for, and develop landscaped median strips within commercial streets, provided that there is adequate space, traffic flow, site access, and the proper street cross section to insert the medians.

STREET TREES

1. Select species which:
 - a. Enhance the pedestrian character, and convey a distinctive high quality visual image.
 - b. Are drought and smog tolerant, and fire-resistant.
 - c. Complement the existing street trees.
2. Establish a hierarchy for street trees which shall include:
 - a. Major Accent Trees. These trees should be located at entry locations, intersections, and activity centers.
 - b. Street Trees. Select specific species to be the common tree for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.
 - c. Ornamental or Special Plantings. At special areas along street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention on those places.

STREET FURNITURE

Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable. Street furniture may include such elements as bus and

pedestrian benches, bus shelters, kiosks, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian-oriented areas.

STREET LIGHTING

1. Install new street lights in commercial districts which are attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment.
2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphics/ signage program.
3. Any new street lighting or pedestrian lighting system built in the public right-of way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting.
4. New lighting systems will be designed to minimize glare and “light trespass”.
5. No new or replacement street tree shall be planted closer than 20 feet from an existing or proposed streetlight. Exceptions will be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.
6. All new or replacement lighting systems require due process. Street lighting is installed through the formation of special assessment districts. Where any increase in special assessment is anticipated, public hearings are required.
7. Ornamental or historic poles cannot be removed without the prior approval of the City’s Cultural Affairs Commission.

SIDEWALKS/PAVING

1. Repave existing sidewalks and crosswalks in the Central Business District 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.

**PUBLIC OPEN SPACE
AND PLAZAS**

3. Ensure that public signage complements and does not detract from adjacent commercial and residential uses.
4. Provide for signage which uniquely identifies principal commercial areas.

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. Adjacent to pedestrian routes and other open spaces.
4. Appropriate plant and hardscape materials.

RICHARD RIORDAN, Mayor

James Kenneth Hahn, City Attorney

Rick Tuttle, Controller

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DEPARTMENT OF CITY PLANNING

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Franklin Eberhard, Deputy Director

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Robert H. Sutton, Deputy Director

COMMUNITY PLAN UPDATE

COMMUNITY PLANNING

Jack Sedwick, Principal City Planner

Frank Fielding, Senior City Planner

Dan O'Donnell, City Planner

Ruben Arceo, Planning Assistant

GEOGRAPHIC INFORMATION SYSTEMS

Paul Burns, GIS Supervisor I

Carmen Miraflor, GIS Supervisor I

Daniel Garcia, GIS Specialist

Cecelia Hernandez, GIS Specialist

PUBLICATION

Gary Booher, City Planner

Jae H. Kim, City Planning Associate

Hilda Garcia, Principal Clerk

Edna Roxas-Zafra, Clerk Typist

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
CITY PLANNING COMMISSION

MABEL CHANG
PRESIDENT
DAVID L. BURG
VICE-PRESIDENT
JOY ATKINSON
ERNESTO CARDENAS
SUSAN CLINE
MARY GEORGE
MICHAEL MAHDESIAN
BRADLEY MINDLIN
THOMAS E. SCHIFF

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

EXECUTIVE OFFICES

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

April 21, 2005

All Interested Parties:

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

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

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

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

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 or myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning

April 21, 2005

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

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.