

PACOIMA

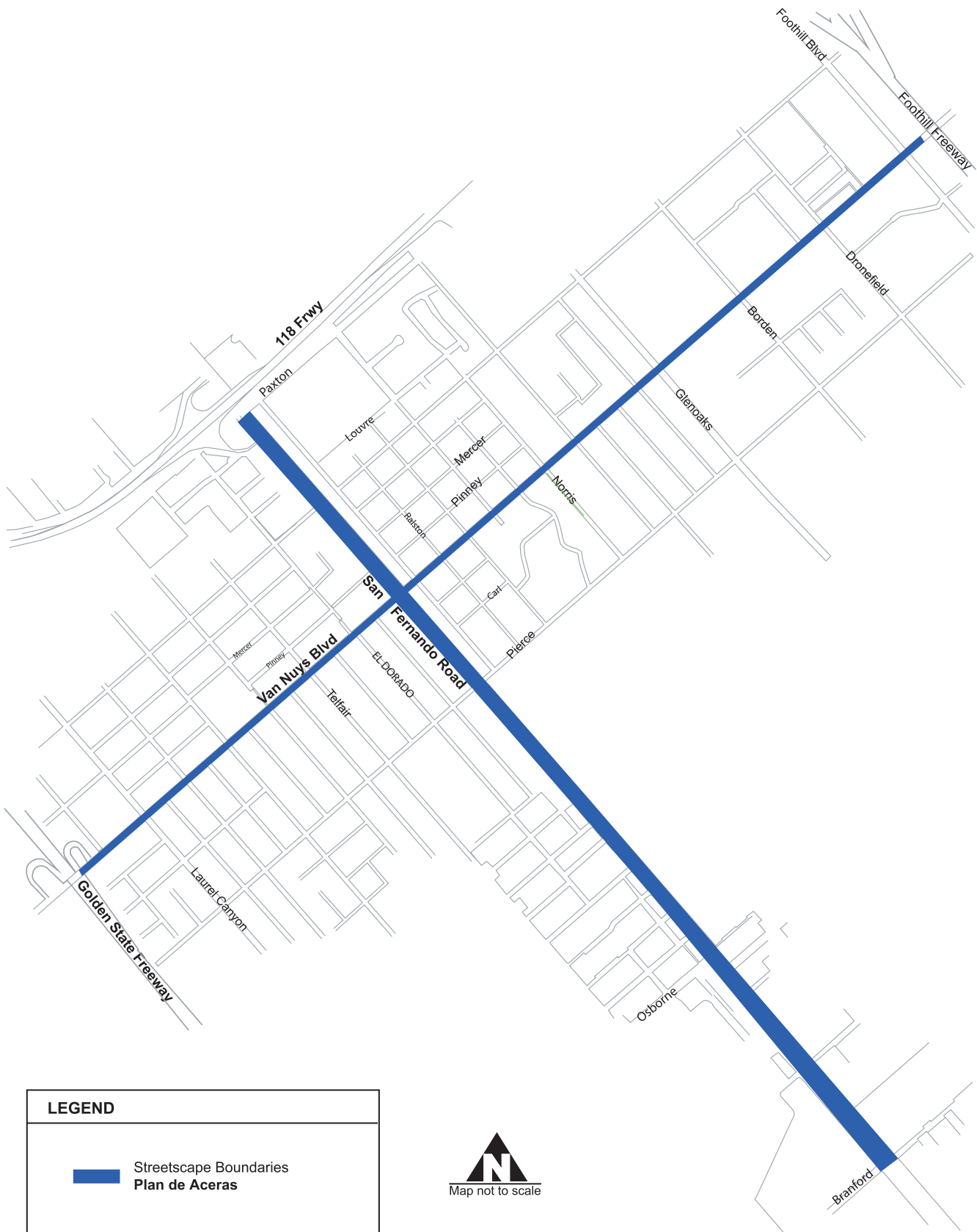
Streetscape Plan

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Pacoima Streetscape Plan/Plan de Aceras de Pacoima



LEGEND

 Streetscape Boundaries
Plan de Aceras



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Pacoima STREETSCAPE PLAN

Section 1.

INTRODUCTION

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

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

The Pacoima Streetscape Plan is complemented by the Pacoima Community Design Overlay District (CDO) effective November 18, 2003, which establishes design guidelines and standards that focus on improving the visual quality of development by addressing building features, such as facade and wall treatments, parking areas, landscape buffers, pedestrian walkways, and building materials. Together, these two plans will help to direct development towards a more cohesive design concept and will provide the community with tools for ongoing participation in the revitalization and development of Pacoima.

A. **Boundaries**

The black outlined area on the map in Figure 1 (inside front cover) shows the boundaries of the Pacoima Streetscape Plan. This plan includes the public right-of-way of Van Nuys Boulevard between the Golden State (I-5) Freeway to Foothill Boulevard, and San Fernando Road between Paxton and Branford Streets.

B. **History**

Pacoima is located in the northeast San Fernando Valley in a gently sloping flood plain below the San Gabriel Mountains, Kagel Canyon and the Tujunga Wash. It was first developed as a rail side stop for the Union Pacific Railroad in the late 1880's. From the 1900's to 1940's, Pacoima became a farming community with orange groves and orchards. During and following World War II, the inexpensive farmlands were turned into aircraft and other assembly plants, and were developed with residences for the workers.

Socio-economic change has been occurring in the community since the 1980s. Many of the industries that were located in and around Pacoima left the area. An estimated half of minimum wage and lower wage manufacturing and warehousing jobs have been lost.

C. Present Conditions

The major street in the area is Van Nuys Boulevard which is developed with residential, churches, public facilities, retail stores, restaurants, and auto repair shops. Recent developments on the street have focused on automobile oriented services which include auto repair, car washes, and several used car dealerships. These uses do not provide any pedestrian amenities, and detract from the pedestrian experience. Many businesses on the street are enclosed with tall wrought iron fences which discourage pedestrian movement. Additionally, forty foot high-power poles line the sidewalk on both sides of the street which create visual blight.

However, the downtown area is gradually evolving into a more diverse, vibrant place. A new Branch Library opened in April 2003. Several new restaurants, boutiques, and small grocery stores have located here. The Pacoima Skills Center, a complex which occupies the bulk of a large shopping center, offers a variety of vocational training programs in Business and Industrial Technology.

D. Community

In 1997, the City of Los Angeles initiated the Targeted Neighborhood Initiative (TNI) program and provided public and private money to revitalize a number of different neighborhoods throughout the city. In 1998, a group of Pacoima merchants, community organizations and local public officials came together to create *Pacoima Partners*. The group put together the TNI project for the downtown area called the Pacoima Town Center. The *Pacoima Partners* team was committed to transforming Van Nuys Boulevard into an economically healthy commercial district. The program provided funds to develop, implement, and maintain public improvements such as planted medians, stamped asphalt crosswalks, and street trees on Van Nuys Boulevard between Glenoaks and the Golden State (I-5) freeway and between Pierce and Filmore Streets.

To this end, *Pacoima Partners* strongly supported the Pacoima CDO, a design tool to visually improve the quality of development in the commercial area, and the Streetscape Plan, which will improve the area's public right-of-way. The group now serves as a link between community groups, businesses, and public officials.

This Streetscape Plan encompasses a larger area than that already improved through the TNI. Implementing the Streetscape Plan in a mixed-use area would be instrumental in creating an active, vibrant and vital community-serving, pedestrian-oriented commercial area.

Section 2.

GOALS AND PRINCIPLES

A. Goals

The goals of the Pacoima Streetscape Plan are as follows:

1. To enhance the identity of Pacoima as a cohesive community, using an urban design theme to create a partnership between the residential, commercial, and industrial sectors.
2. To coordinate street and sidewalk improvements and discourage changes to the public right-of-way which are not consistent with adopted streetscape Standards.
3. To promote complementary physical improvements and enhancements in the public-right-of-way.

B. Principles

The Streetscape Plan, in conjunction with the Pacoima CDO, is intended to connect new and existing projects into a cohesive design scheme that will promote an attractive and inviting commercial corridor, as well as enliven the pedestrian experience. The following are the Pacoima's Streetscape principles:

1. **Consistency:** The Plan boundaries include residentially, commercially, and industrially planned properties. Van Nuys Boulevard is primarily improved with a mix of residential and commercial uses, including offices, mini-malls, restaurants, retail, and auto-oriented services. The development pattern is characterized by generally small parcels occupied by older small-scale, primarily neighbor-oriented, retail/ commercial and offices consisting of one or two story buildings. San Fernando Road is designated industrial and is predominantly improved with auto-oriented uses. Components such as landscape, light standards, enhanced crosswalks, street furniture and signage should help to maintain compatibility and consistency on the public streets in the Plan area.
2. **Safety:** Public safety is critical to the success of commercial districts. Public safety in this case refers not only to safety from criminal activity, but also creating an environment in which pedestrian and automobile traffic can safely coexist. Streetscape design should include considerations of public safety.

3. **Simplicity:** Streetscape components in Pacoima should be clean and simple in their design and visual appearance. This involves the strategic placement of public signage, unobstructed views of storefronts, and open sidewalks to minimize visual distractions and unify the appearance of this area.
4. **Maintenance:** Streetscape design components in the Pacoima Streetscape Plan should be readily available for replacement or repair purposes and should be easily maintainable. A maintenance program, which would be responsible for cleaning and repairing trash receptacles, benches, and other streetscape components would establish a long term benefit for the community.
5. **Durability:** Streetscape components should be designed to serve the many pedestrians of the community. This includes the use of structurally sound and long lasting building materials for each streetscape component.

Section 3.

ADMINISTRATION

The standards established by the Pacoima Streetscape Plan apply to all projects and improvements, public and private, within the public right-of-way, as shown on Figure 1. The public right-of-way is that area between property lines on each side of the streets within the Plan area.

A. **Project Definition**

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

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

B. Project Approval and Permits

Private implementation of streetscape components must be approved by the City, often by different bureaus or departments. City agencies can also assist private implementation of streetscape projects through their design expertise, the approval process, or even the availability of possible funds through state and federal grants. Refer to Section 5 - Streetscape Components for approval procedures and requirements for all City Departments and Bureaus that approve each streetscape component. Contact each one for their specific approval, procedures and requirements.

1. Department of Public Works

Permits:

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

a. A-Permit

The A-Permit is the first level of street improvement permits and is issued over the counter by Department of Public Works staff. Items typically permitted through this type of review are new or improved driveways and sidewalks. A nominal fee may be charged for plan check, filing, and inspection.

b. Revocable Permits

Revocable Permits are the second or mid-level of street improvement permits. Projects requiring approval through the Revocable Permit process include improvements within the public right-of-way that do not change the configuration of the street. Revocable permit applications require the submittal of professionally prepared drawings on standard City (Bureau of Engineering) drawing sheets and are reviewed by the various Bureaus within

the Department of Public Works for safety and liability issues. Revocable Permits are temporary permits. However, the City may revoke the permit at any time and for any reason. Improvements approved through the Revocable Permit process are maintained by the permittee. Failure by the permittee to keep the improvement in a safe and maintained condition allows the City to revoke the permitting rights, at which point a permittee is requested to restore the street to its original condition. A moderate fee is assessed for plan check, administrative filing, and inspection. The applicant is typically required to provide proof of liability insurance.

c. B-Permit

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

Shop Inspection:

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

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

2. **Department of City Planning**

Review:

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

- Median Strips
- Crosswalks
- Transit stop locations
- Directional and informational signage
- Color and materials for all LADOT hardware (e.g. controller boxes)
- Medallions
- Tree light fixtures
- Newspaper vending machines
- Street medians
- Signs
- Gateway monuments

Document Submittal Requirements:

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

3. **Department of Transportation**

Review:

Review by the Department of Transportation is required for the following streetscape components:

- Median strips
- Crosswalks

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- Bus stop locations
- Directional and information signage
- Color and materials for all LADOT hardware (e.g. controller boxes)
- Interagency coordination for all MTA projects.

C. **Implementation**

The implementation of the Pacoima Streetscape Plan is to occur over time as new projects, both publicly and privately financed, are approved for the plan area. Examples of public agency streetscape investments include improvements by the City of Los Angeles through its Community Redevelopment Agency, Department of Public Works, and other governmental agencies, such as the Metropolitan Transportation Authority. Examples of private streetscape investments include improvements made by the Pacoima Town Center Targeted Neighborhood Initiative (TNI) or by private developers proposing projects in the plan area.

D. **Maintenance**

Successful implementation of this Streetscape Plan requires not only that its standards be enforced, but that all approved projects be maintained. All proposed streetscape projects should include a maintenance plan. Such plans should be included in any project submittal to the Department of Public Works. Issues to be addressed (include graffiti abatement, vandalism, irrigation repair and replacement including water billing responsibility), maintenance of landscape, trash collection for receptacles, and any other maintenance tasks identified by the Department of Public Works.

E. **Plan Components and Organization**

This Streetscape Plan is organized by district themes, streetscape components and streetscape requirements. There have been some streetscape components that have already been implemented through the Pacoima Town Center Targeted Neighborhood Initiative (TNI). Components of the streetscape plan for each category of street rely on standard Streetscape Component Requirements found in Section 5. Unless otherwise indicated in the following sections, refer to Appendix I for detailed Streetscape Component Requirements.

Section 4.

DISTRICTS THEMES

This streetscape plan is organized by districts. The Districts are (1) the Freeway Adjacent Commercial District from the Golden State (I-5) Freeway to Laurel Canyon Boulevard, (2) the Local Serving Commercial Center District from Laurel Canyon Boulevard to San Fernando Road, (3) the Light Industrial/Residential District from San Fernando Road to Foothill Boulevard, and (4) the Industrial District on San Fernando Road from Branford Street to Paxton Street. To complement the character of each district, various street trees have been planted through the TNI program. Distinctive streetscape components have been selected to enhance the street tree planting and to further develop an individual look for each area.

Streetscape design standards for each district are based on the level and type of activity anticipated for each segment and its physical characteristics. Van Nuys Boulevard, a Major Highway Class II, is the primary focus of passing automobiles and is the most heavily used by pedestrians. There are three other Major Highway Class II streets, as well as one Secondary street, nine Collector streets, and several Local streets within the Plan area.

Pedestrian features of the streetscape allow for the safe and efficient movement of pedestrians through the corridor. When coordinated with pedestrian amenities on adjoining private property, it provides an attractive, comfortable, and cohesive pedestrian environment.

The Pacoima Town Center TNI has already implemented some streetscape items within Districts 1, 2, and portions of 3. They have planted medians, street trees, tree wells, stamped asphalt crosswalks, and decorative granite ribbon on the sidewalk.

A. District 1 - The Freeway Adjacent Commercial:

The Freeway Adjacent Commercial District starting at the southwest end of the project area, includes a portion of Van Nuys Boulevard from the Golden State (I-5) Freeway to Laurel Canyon Boulevard. This district is distinguished by a wider roadway to accommodate additional vehicle travel lanes for cars entering and exiting the freeway. The land uses in the area are typical of most freeway-adjacent neighborhoods with fast food establishments and service stations. Numerous wide driveways provide access to these businesses and disrupt the pedestrian path along the public sidewalk and limit the areas available for planting street trees. A challenge for this area is to overcome its freeway impacts, which cause visual blight and an unfriendly pedestrian and motorist experience. Street trees planted and

stamped asphalt crosswalks constructed under the TNI program have greatly improved the area. Van Nuys Boulevard near Laurel Canyon Boulevard is considered the gateway into Pacoima, and by having a gateway feature in this district, it would further improve the area. (See Figure 2)



Figure 2

B. District 2 - The Local Serving Commercial Center :

The Local Serving Commercial District is in the central portion of Van Nuys Boulevard, from Laurel Canyon Boulevard to San Fernando Road. It is the heart of Pacoima and provides key services and activity areas for Pacoima residents and visitors. This portion of the boulevard is three-quarters of a mile long and is distinguished by longer blocks on the northwest side of Van Nuys Boulevard and shorter blocks on the southeast side due to several "T" intersections which create a complex circulation pattern for vehicles and pedestrians. The lack of thru-streets and traffic signals limit safe pedestrian crossings at the numerous un-signalized intersections. In most locations pedestrians have to walk a quarter of a mile to reach a safe street crossing at a traffic signal.

This type of land use is typical for the "downtown" area of a community. Major portions of the street are lined with street fronting retail shops while other areas, especially corners, are occupied by mini-malls. The local branch library, post office, fire station, and Chamber of Commerce are located here. Other

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businesses, such as restaurants, barber shops/ beauty salons, medical/ dental offices, numerous retail shops and offices, and auto-related businesses also comprise this District. The area is very active with pedestrians shopping along the street, transit riders catching the bus, students coming and going from school and families out for a stroll to chat with neighbors. The TNI improvements consisting of street trees, planted medians, and stamped asphalt crosswalks, have greatly improved the pedestrian experience.

C. District 3 - The Light Industrial/Residential:

The third district, begins at the intersection of San Fernando Road and ends at Foothill Boulevard. This district includes important public service facilities such as the fire station, Pacoima Elementary School, San Fernando Gardens Housing, and a retirement housing facility. Unlike the previous two districts, this area has a high density of single family housing located in the blocks between Herrick Avenue and De Haven Avenue, and between Borden Avenue and Foothill Boulevard.

Commercial businesses in this district are densely located between the streets of San Fernando Boulevard and Lehigh Avenue, between Glenoaks Boulevard and Borden Avenue, and between Bromont Avenue and Foothill Boulevard. Merchants vary between larger franchises to smaller more intimate stores and the commercial types are comprised mostly of auto shops, used car lots, barber shops, retail stores and construction material lots. The TNI improvements, consisting of street trees, benches, trash receptacles, transit shelters, and stamped asphalt crosswalks, have greatly improved the pedestrian experience.

D. District 4 - The Industrial:

The fourth district is on San Fernando Road between Branford Street and Paxton Street. This district predominately has auto related uses such as auto repair, auto body, and auto sales. Whiteman Air Park, which has small private and commercial airplanes is also located here.

Section 5.

STREETSCAPE COMPONENTS

Streetscape Components addressed by this plan include Landscape, Public Art, Street Lights, Street Furniture, Special Paving and Finishes, and Signage. Below is a description of each component.

Pacoima Streetscape Plan

A. **Landscape:**

Landscape enhances an area by creating a shaded, natural, and visually appealing streetscape that results in a more viable commercial area. Landscape components include street trees, planters, parkway landscaping, and median landscaping.

1. **Street Trees:** Street trees enhance the appearance of the corridor to passing automobile traffic and create a more pleasant pedestrian environment. See Figures 3, 4, and 5.



Figure 3

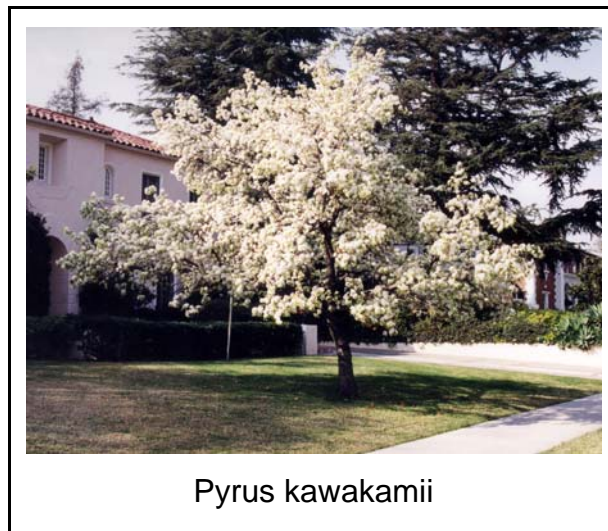


Figure 4

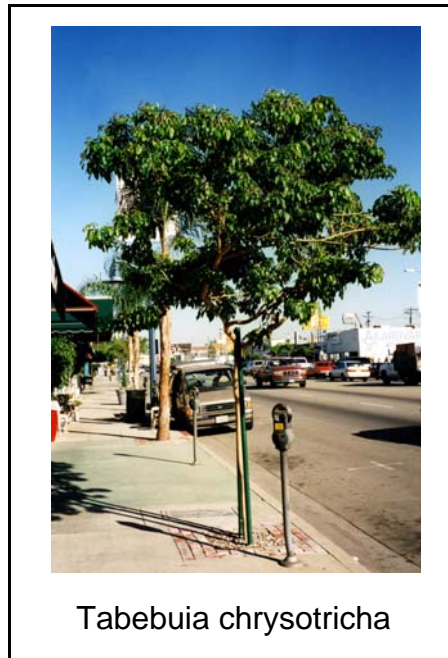


Figure 5

- a. **City Approval of location and tree type:**
 1. Street Tree Division of the Bureau of Street Services, Department of Public Works prior to planting.
 2. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.
- b. **Guidelines and Standards:**
 1. Street trees should be consistent with existing trees and planting in the area.
 2. Trees should be drought tolerant.
 3. Trees should be selected to promote shade.
 4. Tree well covers should be used to define tree wells.
 5. See Appendix I.A. for additional street tree requirements.
- c. **Maintenance:** Landscape maintenance may include, but not be limited to, weeding, removal and replacement of dead, dying or diseased plants, pruning,

adjusting watering schedules (in the case of automatic irrigation) and periodic plant fertilization. All newly inspected landscaping should be inspected for both conformance to the approved landscape plan and for performance to ensure that the trees are surviving and establishing as intended.

2. **Planters:** Planters provide an effective means to provide variety and visual interest to the streetscape design. Locations can be chosen to enhance storefront design, buffer parking areas, or complement street furniture such as benches, newspaper racks or bus shelters.

a. **City Approval:**

1. Street Use Division and Street Tree Division, Bureau of Street Services, Department of Public Works.
2. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.

b. **Guidelines and Standards:**

1. In order to prevent litter, select plants that will fill the planter.
2. Planter design and plant species should be consistent for each street to provide for uniformity on a corridor and a block face.
3. Placement of planters should comply with the requirements of the Americans with Disability Act (ADA), and not obstruct the pedestrian right-of-way. General factors for the location include sidewalk width, pedestrian activity, and street wall frontage.
4. Sidewalk planters are permitted on the public right-of-way if they are irrigated and maintained on a regular basis by the holder of the revocable permit for each planter. Permitted planters should contain one 5-gallon plant complemented by 12-4" plants. Selected plants

must fill the planter to prevent litter attraction. The planters should be 32-inch high "GG" pots. Irrigation for planters should be provided by the Jardinier reservoir system or another system of similar Streetscape Component Requirements.

5. See Appendix I.B. for additional planter requirements.

c. **Maintenance:** The weeding, removal and replacement of dead, dying or diseased plants, pruning, adjusting watering schedules (in the case of automatic irrigation), and periodic fertilization of plants.

3. **Street Median and Parkway Planting:** An enriched parkway can be defined as providing additional rights-of-way along the public right-of-way enhanced with landscaping along a designated traffic or residential corridor. Enriched parkway landscaping components can include parkway trees, shrubs, ground cover, edge banding along curbs, and turf areas. Parkway trees are intended to provide visual unity and aesthetic continuity to the streetscape. They should be medium or larger scale trees. (See Figure 6)



Figure 6

- a. **City Approval:**
 - 1. Street Tree and Engineering Division of the Bureau of Street Services, Department of Public Works.
 - 2. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.

- b. **Guidelines and Standards:**
 - 1. Medians and parkways should be planted with low 18" drought resistant ground cover, trees, and accent flowering shrubs
 - 2. 24-inch box size trees where practical should be planted 25' feet on center.
 - 3. Medians and parkways should have as few breaks in them as possible, with left turn pockets at all intersections.
 - 4. Median and parkways should be irrigated with a fully automatic sprinkler system and the irrigation timer should be solar powered.
 - 5. Shrubs should be 5-gallon plants, and/or groundcover: 1-gallon plants, or flats should be used where appropriate.
 - 6. Raised medians on Van Nuys Boulevard should be automatically irrigated and landscaped with drought resistant landscape. Medians should have as few breaks in them as possible yet allow for adequate left turn lanes. Irrigation is to be in accordance to city standard plans. All existing soils must be tested for suitability and amended as recommended by a soils testing lab. Imported top soil should be Class A in accordance to city standard.
 - 7. See Appendix I.B. for additional street median and parkways requirements.

- c. **Maintenance:** Landscape maintenance may include, but not be limited to, weeding, removal, and replacement of dead, dying or diseased plants, pruning, adjusting watering schedules (in the case of automatic irrigation) and periodic plant fertilization. Any maintenance to the color stamped concrete median strip must match original installation by the City. All newly inspected landscaping should be inspected for both conformance to the approved landscape plan and for performance to ensure that the plants are surviving and establishing as intended.

B. **Public Art:**

Public art improves the aesthetic quality of the pedestrian environment and enhances the district's identity.

- 1. **Community Medallion:** Permanent public art displays in the form of medallions establish district identity. The community selected a medallion of rectangular design made of aluminum with water jet cut negative images (e.g. river flow) that can be mounted on light standards with clamps as a form of decorative public art.

- a. **City Approval:**

- 1. Bureau of Street Lighting, Department of Public Works
- 2. Department of Transportation
- 3. Department of Cultural Affairs
- 4. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.

- b. **Guidelines and Standards:**

- 1. Medallions should be placed on light standards on Van Nuys Boulevard.
- 2. Art display for medallions should be representative of district businesses.
- 3. Placement of the medallions on light standards should be determined by the Bureau of Street Lighting.
- 4. A permit should be obtained from Bureau of Street Lighting prior to approval.

c. **Maintenance:**

1. Cleaning should be done as necessary and include graffiti removal, restoration, replacement and preservation of the public art.
2. This is the responsibility of the designated community group.

C. **Street Lights**

1. **Pedestrian Street Lights:** Illumination of pedestrian ways in the Pacoima downtown increases pedestrian safety and highlights the businesses in the area. (See Figure 7)

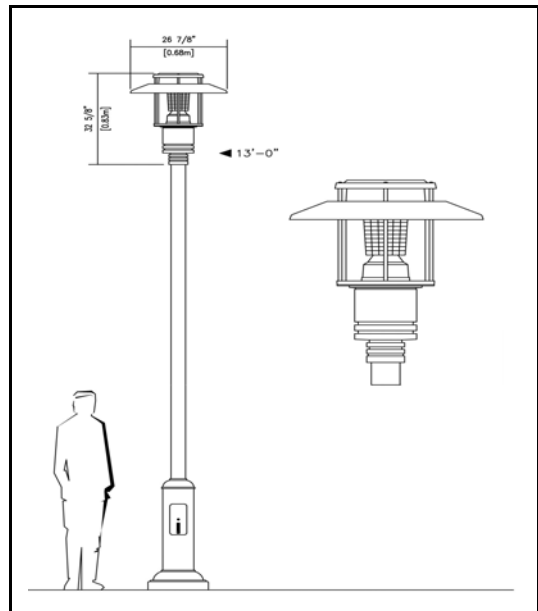


Figure 7

a. **City Approval:**

1. Department of Cultural Affairs
2. Bureau of Street Lighting, Department of Public Works
3. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.

- b. **Guidelines and Standards:**
 - 1. See Appendix I.E. for additional pedestrian street light requirements.
 - 2. Fixture selection should be compatible with architectural building design.
 - 3. The pedestrian street lights installation is subject to Bureau of Street Lighting approval and successful outcome of the Proposition 218 ballot process.
- c. **Maintenance:** Graffiti removal, repainting, and lighting elements and fixtures are the responsibility of the Bureau of Street Lighting, funded through the assessment process. Assessment districts must be approved by all affected property owners through the Proposition 218 process.

- 2. **Tree and Median Light Fixtures:** Light fixtures should illuminate street trees and other landscape features, provide pedestrian safety during night time, and provide visual interest in Pacoima. (See Figure 8)

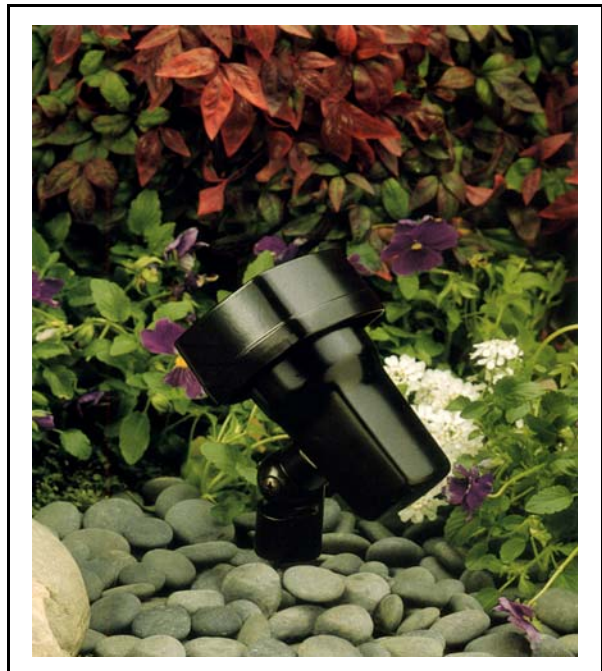


Figure 8

- a. **City Approval:**
 - 1. Street Use and Street Tree Division, Bureau of Street Services,
 - 2. Bureau of Street Lighting, Department of Public Works.
 - 3. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.

 - b. **Guidelines and Standards:**
 - 1. Light fixtures should be mounted on street trees and landscaping to enhance visibility and promote a pleasing night life.
 - 2. Light fixtures may be painted to be consistent with medallions and pedestrian lighting.
 - 3. See Appendix I.D. for additional tree light fixture requirements.

 - c. **Maintenance:** Lighting should be repaired, replaced, and electrical service should be provided.
3. **Street Lighting:** Design lighting should complement the existing streetscape and deter vandalism.
- a. **City Approval:**
 - 1. Bureau of Street Lighting, Department of Public Works.
 - 2. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.

 - b. **Guidelines and Standards:**
 - 1. Street lights along Van Nuys Boulevard should be painted Spring Street Green to connect with the Corridor's existing streetscape, as approved by Bureau of Street Lighting.

- c. **Maintenance:** Cleaning, graffiti removal, and lighting maintenance is provided by the Bureau of Street Lighting funded through the assessment process. Any additions or changes to the rates must be approved by all affected property owners through the Proposition 218 process.

D. **Street Furniture:**

Street furniture enhances the streetscape environment for pedestrians and businesses, and promotes pedestrian use, comfort, convenience, and activity. The use of street furniture will serve to improve the aesthetics of the neighborhood while providing functional purposes, as well. Furniture, such as benches, trash receptacles, and planters, can be designed or selected to enhance the pedestrian theme of the Van Nuys Boulevard corridor. Placement of furniture items should not conflict with other pedestrian friendly activities and should be in conformance with the Americans with Disability Act (ADA) requirements.

- 1. **Transit Shelters:** Bus shelters create an attractive space for bus stop sites with high levels of pedestrian use. They encourage transit use and provide shelter from the elements.
 - a. **City Approval:**
 - 1. Street Use Division of the Bureau of Street Services, Department of Public Works.
 - 2. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.
 - b. **Guidelines and Standards:**
 - 1. Shelter design should be based upon Public Works Streetscape Component Requirements. See Appendix I for additional requirements.
 - 2. All transit shelters should have GCP-1000 Anti-graffiti gloss coating solution or comparable substitute.
 - 3. The shelters should be Ivy Green to match the Pacoima standard Transit Shelters, designed by Viacom/Infinity, for use on Van Nuys Boulevard.

- c. **Maintenance:** Transit shelters should have regular graffiti removal, repair and replacement, including lighting.
2. **Benches (non-transit):** Benches enhance the pedestrian environment by providing for pedestrian comfort and by creating meeting locations that encourage social interaction among pedestrians. (See Figure 9)



Figure 9

- a. **City Approval:**
 - 1. Street Use and Engineering Divisions of the Bureau of Street Services, Department of Public Works.
 - 2. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.
- b. **Guidelines and Standards:**
 - 1. Existing transit benches should be replaced with benches that do not include advertisement.
 - 2. Bench design should be consistent with the Pacoima area.

3. All benches should have GCP-1000 Anti-graffiti gloss coating solution or comparable substitute.
4. The Presidio Collection is a steel rod modular seating system, which combines graceful contours with a durable material to provide an elegant, yet enduring, solution for unsecured public spaces. Its trash receptacles offer clean lines in their top and side opening design.
5. The Scarborough Collection benches and receptacles complement a range of architectural styles from traditional to contemporary.
6. The Presidio and Scarborough Collection benches come in a variety of colors, one of which is Ivy Green to match the Pacoima standard Transit Shelters, designed by Viacom/Infinity, for use on Van Nuys Boulevard.
7. See Appendix I.D. for additional bench and transit shelter requirements.

c. **Maintenance:** The benches will have graffiti removed, and, if needed, be replaced.

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

a. **City Approval:**

1. Street Use Division of the Bureau of Street Services, Department of Public Works.
2. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.

b. **Guidelines and Standards:**

1. Trash receptacle design should be compatible with surrounding streetscape components.
2. Trash receptacle design should be consistent to promote uniformity.

3. All trash receptacles should have GCP-1000 Anti-graffiti gloss coating solution or comparable substitute.
 4. The trash receptacles should be the color Ivy Green to match the Pacoima standard Transit Shelters, designed by Viacom/Infinity, for use on Van Nuys Boulevard.
 5. See Appendix I.D. for trash receptacle Streetscape Component Requirements.
- c. **Maintenance:** The trash receptacles should have regular trash collection, replacement, cleaning, and graffiti removal.
4. **Newspaper Vending Machines:** Newspaper vending machines should be grouped to provide ease of identification and eliminate potential obstructions in the pedestrian right-of-way. Well-designed news racks that are appropriately placed can make an aesthetic contribution to the pedestrian streetscape.
- a. **City Approval:**
Street Use Division of the Bureau of Street Services, Department of Public Works.
 - b. **Guidelines and Standards:**
 1. Newspaper vending machines should be built from a metal of a similar style and color to street benches and trash receptacles.
 2. A maximum of one (1) stacked four-unit or two-unit newspaper vending machine should be permitted for every three (3) block faces.
 3. Advertisements and signs should be prohibited on all newspaper vending machines except for the newspaper's name.
 4. Each unit should be a maximum of 3'-6" tall and affixed to the sidewalk.
 5. All newspaper vending machines in the public right-of-way should be coated with anti graffiti solution.

- 6. See Appendix I.D. for additional newspaper vending machines regulations.
 - c. **Maintenance:** Newspaper vending machines should have regular graffiti removal, repair and replacement.
5. **Bike Rack:** Bike racks enhance the pedestrian environment by creating bicycle parking that is secure, convenient, and easily accessible.
- a. **City Approval:**
 - 1. Street Use Division of the Bureau of Street Services, Department of Public Works
 - 2. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.
 - b. **Guidelines and Standards:**
 - 1. Bike racks should be a similar color to street benches and trash receptacles.
 - 2. Bicycle racks should be the Brandir Ribbon Rack® model or a comparable style.
 - 3. Bike racks should be located adjacent to bus stops.
 - 4. See Appendix I.D. for additional bike rack requirements.
 - c. **Maintenance:** Bike racks should have regular graffiti removal, repair, and replacement as necessary.
6. **Bollards:** Bollards (a vertical freestanding short post used as a barrier to vehicles) create special activity zones by separating sidewalks from the roadway. They provide a barrier that is easy to maintain and replace if damaged.
- a. **City Approval:**
 - 1. Street Use and Engineering Division of the Bureau of Street Services, Department of Public Works.

2. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.

b. **Guidelines and Standards:**

1. Bollards should be located at enhanced crosswalks.
2. Bollards should be decorative and incorporate rock and stone work.

- c. **Maintenance:** Bollards should have regular graffiti removal, and replacement as necessary.

E. **Special Paving and Finishes:**

Enhanced hardscape designs provide for ease of pedestrian movement throughout the district and contribute to a secure pedestrian environment.

1. **Enhanced Crosswalks:** Enhanced crosswalks offer several important benefits to Pacoima. They receive special hardscape treatment, such as stamped asphalt, offer a dedicated zone for pedestrian crossing, and also provide warning to motorists approaching crosswalks.

a. **City Approval:**

1. Department of Transportation
2. Engineering Division of the Bureau of Street Services, Department of Public Works.
3. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.

b. **Guidelines and Standards:**

1. Enhanced crosswalks should only be located at signalized intersections.
2. Enhanced crosswalks should be enhanced with a hardscape treatment, such as color simulated bricks, color stamped concrete, or similar design treatment.

- c. **Maintenance:** Enhanced crosswalks should be cleaned, repainted, and repaired as necessary.

F. **Signage:**

This Streetscape Plan also regulates private and public signs within the public right-of-way. As with other uses of the public-right-of-way, signs require approval by various city agencies. Below are standards for signs within the public right-of-way.

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

- a. **City Approval:**

- 1. Street Use Division of the Bureau of Street Services, Department of Public Works
- 2. Bureau of Street Lighting
Department of Public Works
- 3. Department of Transportation
- 4. Department of Building and Safety
- 5. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.

- b. **Guideline and Standards:**

- 1. No signage background should use day-glo or fluorescent colors on public street rights-of-ways.
- 2. Flags on light standards should be limited to one per block face. No individual flag can exceed 5 square feet in size.
- 3. Banners strung between light standards are limited to no more than two on Van Nuys Boulevard within the boundaries of the Pacoima. No individual banner sign can exceed 24 square feet in size.

4. Flags and banners attached to light poles can only be used for noncommercial artistic purposes or to promote the activities of nonprofit or governmental agencies.
 - c. **Maintenance:** Signs should be replaced, and repaired as necessary.
2. **Gateway Monuments:** A gateway monument is a sign which provides a distinctive visual identifier for the Pacoima CDO.
 - a. **City Approval:**
 1. Street Use and Engineering Division, Bureau of Street Services, Department of Public Works
 2. Department of Transportation
 3. A permit from the Bureau of Engineering, and inspection from the Bureau of Contract Administration is required prior to starting any work.
 - b. **Guideline and Standards:** The gateway monument should be designed with community input, using colors and materials that are compatible with the surrounding architecture and streetscape.
 - c. **Maintenance:** A gateway monument should have regular graffiti removal, repair, and replacement.

Appendix I.

Streetscape Component Requirements

A. Street Trees

Street	Street Tree Species	Common Name	Size
Van Nuys Blvd from I-5 Freeway to Laurel Canyon	Chitalpa tashkentensis	Chitalpa	24" Box
Van Nuys Blvd from Laurel Canyon to San Fernando Road	Koelreuteria bipinnata	Chinese Flame tree	24" Box
Kewen, Oneida, and Haddon Avenues	Jacaranda mimosifolia	Jacarada	24" Box
De Garmo Avenue	Magnolia grandiflora 'St. Mary"	Southern Magnolia	24" Box
Ralston, Norris, and Herrick Avenues	Prunus cerasifera 'Atropurpurea'	Purple-Leaf Plum	24" Box
Amboy Avenue	Pyrus kawakami		24" Box
El Dorado	Tabebuia chrtsotricha	Golden Trumpet Tree	24" Box
Telfair Street	Ulmus parvifolia	Chinese Evergreen Elm	24" Box

B. Median Trees and Plants

Street	Street Tree or Plant Species	Common Name	Size
Along Van Nuys Boulevard	Cercis occidentalis	Western Red Bud	24" Box
	Platanus acerifolia	London Plane Tree	24" Box
	Fragaria chiloensis	Wild Strawberry	Flat
	Helictotrichon sempervirens	Blue Oat Grass	1 or 5 gal
	Hemerocallis spp.	Daylily	1 or 5 gal

Street	Street Tree or Plant Species	Common Name	Size
	Juncus patens	California Grey Rush	1 or 5 gal
	Lantana camara 'Spreading Sunshine'/'Irene'	Lantana	5 or 15 gal
	Limonius perezii	Sea Lavender	5 or 15 gal
	Phormium 'Apricot Queen'	New Zealand Flax	5 or 15 gal
Freeway Intersection	Eucalyptus nicholii	Nichol's Willow-Leaved Peppermint	24" Box
	Eucalyptus polyanthemos	Silver Dollar Gum	24" Box
	Penstemon gloxiniioides	Border Penstemon	5 or 15 gal
	Phormium cookianum hookeri 'Tricolor'	Variegated Mountain Flax	5 or 15 gal
	Pyracantha 'Santa Cruz'	Firethorn	5 or 15 gal
	Sesleria autumnalis	Autumn Moor Grass	1 or 5 gal

C. Street Tree Clearance

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

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

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D. Sidewalk Furniture

Item	Model	Color
Benches	Scarborough Model #PD30001-BA-22	Dark Ivy Green
Trash Receptacle	Scarborough Model #SC5002-24-40	Dark Ivy Green
Bike Racks	URAC U238-SF	Black
Transit Shelters	Viacom/Decaux 'Heritage'	Dark Ivy Green
Tree Light Fixtures	Bullet Die-Cast Aluminum Accent PAR 20	Dark Ivy Green

E. Pedestrian Oriented Street Light

Item	Streetscape Component Requirement/ Model Number
Luminaire	Modern pole with brim top.
Arm	None
Lamp	as designed by BSL.
Color	Dark Ivy Green

F. Community Medallions

Streetscape Component Requirement	Details
Metal Medallions	Medallions should be made of aluminum
Mounting	Medallions should be a stainless steel mounting on light standards with clamps surrounding (above and below) clamp for pedestrian lighting. Medallions are to be mounted approximately 12-feet from the surface of the street (measured from the bottom of the medallions), and be no more than 18" by 18".
Weight	The medallion including the bracket, should weigh no more than 15 pounds.

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