

VAN NUYS CENTRAL BUSINESS DISTRICT

Streetscape Plan

Approved by the City Planning Commission on October 25, 2001
and amended on June 27, 2002.

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VAN NUYS CENTRAL BUSINESS DISTRICT (CBD) STREETSCAPE PLAN

Section 1.

INTRODUCTION

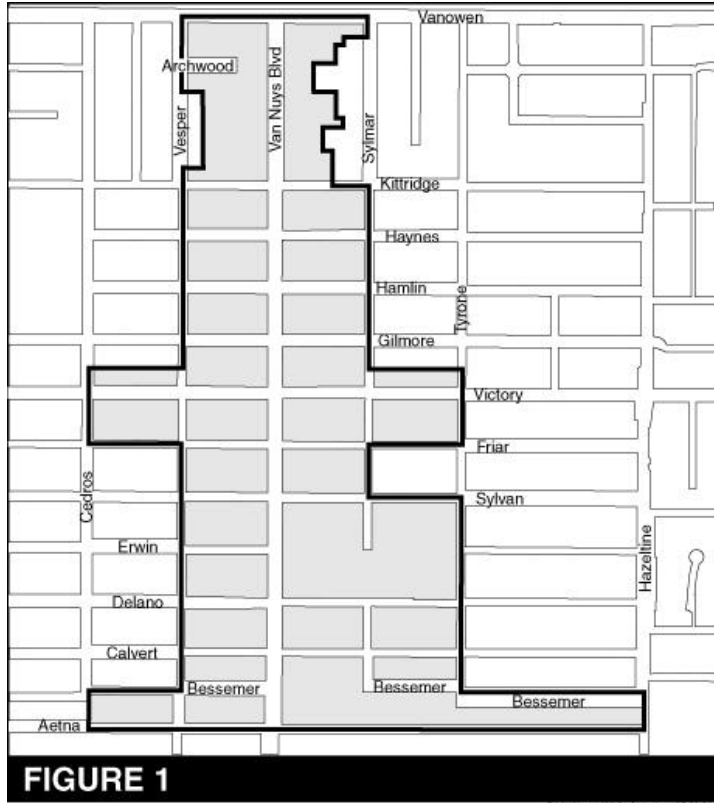
The Van Nuys Central Business District (CBD) Streetscape Plan provides guidelines and standards for both public and private development projects in the Community of Van Nuys. The intent of the Streetscape Plan is to provide direction for improvements in the public right-of-way that create a pedestrian-friendly environment and enhance the identity of this area.

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

The streetscape guidelines and standards complement the Van Nuys CBD Community Design Overlay District (CDO) which establishes design guidelines and standards that focus on improving the visual quality of development by addressing building features such as facade and wall treatments, parking areas, landscape buffers, building materials, and signage. 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 the Van Nuys CBD.

A. Boundaries & Organization

The Van Nuys CBD Streetscape area begins just north of Vanowen Street and extends southernly to Aetna Street. The east and west boundaries are roughly Cedros and Vesper Avenues to the west and Sylmar, Tyrone, and Hazeltine Avenues to the east as shown in Figure 1.



B. History

Van Nuys was established on February 22, 1911. Shortly thereafter Van Nuys Boulevard was comprised of a post office, church, grammar school, newspaper, hotel, and most importantly the Pacific Electric streetcar service which connected the valley to downtown. The streetcar ran down the center of Van Nuys Boulevard, which at that time had angled parking and three-pronged pedestrian lighting.

Van Nuys was one of the fastest growing communities, so much so that by the 1930's Van Nuys had transformed from wheat fields and orchards into a major commercial center with its own City Hall. The 1950's marked the retail turning point for the Van Nuys District. Many retail services closed and the commercial center became increasingly administrative oriented. A new Administrative Center was approved in 1957, replicating downtown's City Hall, which has continued to be the centerpiece of the Van Nuys Civic Center.

During the 1980's Erwin Street, once dividing this Administrative Center and extending east to Tyrone Avenue, was developed as a pedestrian mall. The promenade, now referred to as the Erwin Street Mall, is lined with Liquidambar trees, benches, and landscape, which will be incorporated and further developed as part of an overall master plan designed for the Administrative Center involving the new, Marvin Braude San Fernando Valley Constituent Service Center.

C. Present Conditions

Today the Van Nuys CBD differs from other commercial areas along the Boulevard. It is located just north of Van Nuys Auto Row and just south of a bigger box commercial district. Between Bessemer and Vanowen Street the right-of-way along Van Nuys Boulevard narrows to 110 feet, there are stop lights at every intersection, and the businesses are sited directly on their property lines. This development pattern promotes a more pedestrian-oriented area because it slows traffic and creates a district of businesses within walking distance of each other. To make the district more user-friendly street amenities were added, such as trees, benches, and trash receptacles.

D. Community

There is a renewal of pride throughout the community. Many citizens participate in the annual Van Nuys clean-up day, improving the look of the public street and sidewalks. A group of volunteers paint over graffiti each week. The Van Nuys Targeted Neighborhood Initiative group has allocated a large portion of their funds to the Commercial Streetscape Program readying the district for the new Constituent Service Center and the Los Angeles County Metropolitan Transportation Authority (MTA) station. Improvements are recognizable throughout the Central Business District; implementing the streetscape plan would be instrumental in furthering these endeavors.

Section 2.

GOALS & PRINCIPLES

A. Goals

The Streetscape Plan fulfills the goals and purposes of the Van Nuys-North Sherman Oaks Community Plan to establish streetscape guidelines and standards that improve the environment, both physically and aesthetically. The following are the Van Nuys CBD's Streetscape goals:

- To foster a safe and attractive, pedestrian environment in the Van Nuys Central Business District.
- To promote new, creative streetscape programs that promote pedestrian activity on Van Nuys Boulevard.
- To coordinate street and sidewalk improvements and prevent changes to the public right-of-way which are not consistent with adopted Streetscape design guidelines and standards.
- To promote attractive public spaces, like the Civic Center and the MTA station, that encourage public use.
- To develop a strong gateway for the Van Nuys Central Business District.

- To reinforce the Van Nuys Central Business District's identity as the center of the San Fernando Valley.

B. Principles

The Streetscape Plan, in conjunction with the Van Nuys CBD Community Design Overlay District, is intended to connect new and existing projects into a cohesive design scheme that promotes an attractive and inviting commercial corridor, and offers an enlivening pedestrian experience. The following are the Van Nuys CBD's Streetscape principles:

- **Consistency:** The downtown corridor of the Van Nuys CBD consists of pedestrian scaled storefronts which dominate Van Nuys and Victory Boulevards. Building entrances are oriented to the pedestrian right-of-way and can be reinforced through consistent and compatible public and private streetscape development. Elements such as landscape, painted street lights, parking signs, enhanced crosswalks, and street furniture help to maintain compatibility and consistency throughout the public streets.
- **Safety:** Public safety is critical to the success of commercial districts. Taking proper measures to design the streetscape appropriately can aid in deterring criminal activity and create an environment where pedestrian and auto traffic can safely coexist. Streetscape design should include considerations of public safety.
- **Simplicity:** Streetscape elements in the Van Nuys CBD should be clean and simple in their design and visual appearance. This means strategic placement of public signage, unobstructed views of storefronts, open sidewalks, etc. to minimize distraction and unify the appearance of this area.
- **Maintainability:** Streetscape design elements in the Van Nuys CBD 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 elements would establish a long term benefit for the community.
- **Durability:** Van Nuys CBD Streetscape elements should be designed to serve many pedestrians of the community. This means the use of structurally sound and long lasting building materials for each streetscape element.

Section 3.

ADMINISTRATION

The standards established by the Van Nuys CBD Streetscape Plan apply to all projects, public and private, within the public right-of-way. The public right-of-way is defined as the area between block faces on each side of the street in the Van Nuys CBD.

A. Project Definition

Public projects subject to the provisions of the Van Nuys CBD Streetscape Plan include all projects in the public right-of-way.

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

B. Project Approval and Permits

Private implementation of streetscape elements must be approved by the city, often times by different or multiple departments. City agencies can also assist private implementation of streetscape projects through their design expertise, the approval process, or even the availability of possible funds through state and federal grants. Refer to Section 4 -Streetscape Elements, for all City Departments that approve each streetscape component. 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 Van Nuys Streetscape Plan, the Board of Public Works has adopted the guidelines and standards contained within the plan as its own policies. This means that in addition to general City standards and Streetscape Element Requirements which 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 varying levels of review. The following is a description of the types of permits required for streetscape projects:

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

- b. Revocable Permit
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, the City may revoke the permitting rights at anytime and for any reason. Improvements approved through the Revocable Permit process are maintained by the permittee. Failure by the permittee to keep the improvement in a safe and maintained condition allows the City to revoke the permitting rights, at which point a permittee is requested to restore the street to its original condition. A moderate fee is assessed for plan check, administrative filing, and inspection and the applicant is typically required to provide proof of liability insurance.

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

Shop Inspection:

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

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

2. **Department of City Planning**

Review:

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

- pedestrian street lights
- newspaper vending machines
- medallions
- signs
- gateway monument

Document Submittal Requirements:

- a. Conceptual Plans
 - One set of plans identifying type and placement of proposed streetscape elements.
 - If streetscape elements already exist within the plan boundaries, the set of plans should identify existing elements and those proposed to be removed.

- b. Photographs (as applicable)
 - Subject site
 - Existing streetscape elements
 - Proposed streetscape elements

C. Implementation

Implementation of the Van Nuys CBD Streetscape Plan is to occur over time as new projects, both publicly and privately financed, are proposed for the Van Nuys CBD. Examples of Public agency 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 Agency (MTA) Station. Example of a private streetscape investments could include business owners investing in a street lighting program for their block. Private implementation can occur through approval of private projects or through investment by Van Nuys community groups or individuals.

D. Maintenance

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

E. Plan Elements and Organization

This Streetscape Plan is organized by four distinct design themes. Each sections warrants a specific streetscape treatment appropriate for the physical dimensions and anticipated level of activity. Within the Van Nuys Central Business District, the Boulevard Theme differ from the MTA Station Theme although both are planned to enliven the pedestrian experience. Components of the Streetscape Plan for each section rely on the standard Streetscape Element Requirements found in Section 6. Unless otherwise indicated in the following sections, refer to Section 6 for detailed Streetscape Element Requirements.

Section 4.

STREETSCAPE ELEMENTS

Streetscape elements addressed by this plan include landscape, infrastructure, street furniture, street lighting, public art and signage. Below is a description of each element and, where appropriate, general standards that will be used throughout the Van Nuys Central Business District.

A. **Landscape:**

Landscape enhances an area by creating a clean, natural and visually appealing streetscape that results in a more economically viable commercial area.

1. **Street Trees:** Street trees can improve the attractiveness of the pedestrian environment and coordinated with street furniture can provide a barrier between the pedestrian and street traffic. Tree type and placement is to be determined by the Street Tree Division of the Bureau of Street Services, Department of Public Works at the time of planting.

a. **City Approval:**

1. Street Tree Division of the Bureau of Street Services, Department of Public Works

b. **Guidelines and Standards:**

1. Tree species should be consistent with existing trees to provide uniformity.
2. Trees should be drought tolerant.
3. Shade trees are recommended.
4. Permeable surfaces such as stabilized disintegrated granite, tree well covers or landscape material should be used to define tree wells.
5. See Section 6 for street tree and tree well requirements.

- ##### c. **Maintenance:** Irrigation, pruning, weed control, replacement of DG, and plant replacement. If landscape plant materials are to be used to define tree well, the adjacent property owner must consent to full maintenance responsibilities and liability.

B. **Crosswalks:**

Crosswalks 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 the Van Nuys CBD. These sidewalks offer a dedicated zone for pedestrian crossing, provide warning to motorists approaching crosswalks, and add to the aesthetic appeal of the area.

- a. **City Approval:**
 - 1. Department of Transportation
 - 2. Engineering Division of the Bureau of Street Services, Department of Public Works

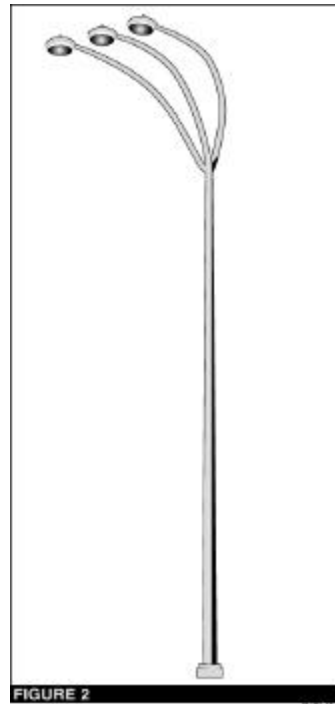
- b. **Guidelines and Standards:**
 - 1. Enhanced crosswalks shall only be located at signalized intersections.
 - 2. Enhanced crosswalks shall be designed with a hardscape treatment of colored stamped asphalt or concrete with an offset brick pattern.
 - 3. See Section 6 for crosswalk requirements.

- c. **Maintenance:** Cleaning, repainting, and repairs.

C. **Street Lighting:**

Street lights can complement the existing streetscape and aid against vandalism.

- 1. **Street Lights:** The forked three-arm light standards that line Van Nuys Boulevard was chosen in the early 1970's by representatives of the Van Nuys business community to light Van Nuys Boulevard and Magnolia Boulevard. (See Figure 2)



- a. **City Approval:**
 - 1. Bureau of Street Lighting, Department of Public Works
 - 2. Engineering Division, Bureau of Street Services, Department of Public Works
- b. **Guidelines and Standards:**
 - 1. Each street light shall be painted Spring Street Green.
- c. **Maintenance:** Graffiti removal, repainting, repairs, and lighting responsibility. Maintenance is provided by the Bureau of Street Lighting funded through the assessment processing and must be approved by all affected property owners through Proposition 218 process.

2. **Pedestrian Street Lights & Pedestrian Scale Light Standards:** Illumination of pedestrian ways in the Van Nuys CBD increases pedestrian safety and highlights businesses within the area.

- a. **City Approval:**
 - 1. Department of Cultural Affairs
 - 2. Bureau of Street Lighting, Department of Public Works
- b. **Guidelines and Standards:**
 - 1. Pedestrian Street Lights shall be chosen through community input.
 - 2. The attachment of Pedestrian Street Lights or installation of Pedestrian Scale Lights Standards is subject to Bureau of Street Lighting approval and successful outcome of the Proposition 218 ballot process.
 - 3. See Section 6 for Pedestrian Street Light and Pedestrian Scale Light Standard requirements.
- c. **Maintenance:** Graffiti removal, repainting, cleaning, restoration, preservation, repairs, and lighting responsibility. Maintenance is provided by the Bureau of Street Lighting funded through the assessment processing and must be approved by all affected property owners through Proposition 218 process.

D. **Street Furniture:** Streetscape furniture is intended to promote pedestrian use, comfort, convenience, and active street life. Placement of furniture items should not conflict with other pedestrian friendly activities and shall be in conformance with ADA requirements.

1. **Benches:** Benches enhance the pedestrian environment by providing for pedestrian comfort and by creating meeting locations that encourage social interaction.
 - a. **City Approval:**
 1. Street Use Division of the Bureau of Street Services, Department of Public Works
 - b. **Guidelines and Standards:**
 1. Bench design shall be consistent to provide uniformity.
 2. Bus benches shall be replaced with benches that do not include advertising.
 3. All benches in the public right-of-way shall be painted Pantone color green with anti-graffiti coating solution.
 4. See Section 6 for bench requirements.
 - c. **Maintenance:** Graffiti removal, repainting, and replacement.

2. **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.
 - b. **Guidelines and Standards:**
 1. Receptacle design should be consistent to provide for uniformity.
 2. Receptacles shall be placed frequently along the sidewalk and shall also be located adjacent to benches.
 3. All trash receptacles in the public right-of-way shall be painted Pantone color green with anti-graffiti coating solution.
 4. See Section 6 for trash receptacle requirements.
 - c. **Maintenance:** Trash collection, repainting, replacement, cleaning, and graffiti removal.

3. **Newspaper Vending Machines:** Vending machines and boxes should coordinate with other street furniture and not overwhelm the streetscape.
 - a. **City Approval:**
 1. Street Use Division of the Bureau of Street Services, Department of Public Works.

- b. **Guidelines and Standards:**
 1. Newspaper vending machines should be consistent to provide for uniformity.
 2. A maximum of one (1) stacked four-unit or two-unit newspaper vending machine shall be permitted for every three (3) block faces.
 3. Advertisements and signs shall be prohibited on all newspaper vending machines except for newspaper publication name.
 4. All newspaper vending machines shall be flush to a building wall and each vending machine top shall slant downward as illustrated in Figure 5.
 5. Each unit shall be a maximum of three feet six inches tall.
 6. Each vending machine shall be composed of metal and affixed to the sidewalk.
 7. All vending machines shall be painted Spring Street Green with anti-graffiti coating solution.
 8. See Section 6 for newspaper vending machine requirements.
- c. **Maintenance:** Repair, graffiti removal, and replacement.

4. **Bicycle Racks:** 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
- b. **Guidelines and Standards:**
 1. Bicycle racks shall be of similar color to the street benches and trash receptacles.
 2. Bicycle racks shall be the Brandir Ribbon Rack® model or of a comparable style.
- c. **Maintenance:** Graffiti removal, repair, and replacement.

E. **Public Art:**

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

1. **Medallions:** Permanent public art displays in the form of Medallions establish district identity.

- a. **City Approval:**
 - 1. Department of Cultural Affairs
 - 2. Bureau of Street Lighting, Department of Public Works
 - 3. Street Use Division within the Bureau of Street Services, Department of Public Works

- b. **Guidelines and Standards:**
 - 1. Medallions shall be representative of the Van Nuys Central Business District.
 - 2. Medallions shall be painted to match the street furniture.
 - 3. Placement of the Medallions on light standards shall be determined by the Bureau of Street Lighting.
 - 4. A permit shall be obtained from Bureau of Street Lighting prior to approval.
 - 5. See Section 6 for Medallion requirements.

- c. **Maintenance:** Repainting and replacement.

F. **Signage:**

The Streetscape Plan 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 above public streets, including, but not limited to, flags or banners on light standards, banners stung between light standards, and signs placed on newspaper vending machines shall 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

 - b. **Guidelines and Standards:**
 - 1. No signage background shall use day-glo or fluorescent colors.
 - 2. Banners attached to light poles shall only be used for noncommercial artistic purposes or to promote the activities of nonprofit or governmental agencies.

- c. **Maintenance:** Replacement, repair, and storage.
2. **Gateway Monument:** A gateway monument is a sign which provides a distinctive visual identifier for the Van Nuys CBD.
- a. **City Approval:**
 - 1. Street Use Division of the Bureau of Street Services, Department of Public Works
 - 2. Engineering Division of the Bureau of Street Services, Department of Public Works
 - 3. Bureau of Engineering, Department of Public Works
 - 4. Department of Transportation
 - b. **Guidelines and Standards:**
 - 1. Gateway Monument will clearly identify “Van Nuys Central Business District”.
 - 2. Monument Design shall be designed with community input, using colors and materials that are compatible with the surrounding architecture and streetscape.
 - c. **Maintenance:** Graffiti removal, repair, replacement, and lighting responsibility.

Section 5.

STREETSCAPE DESIGN THEMES

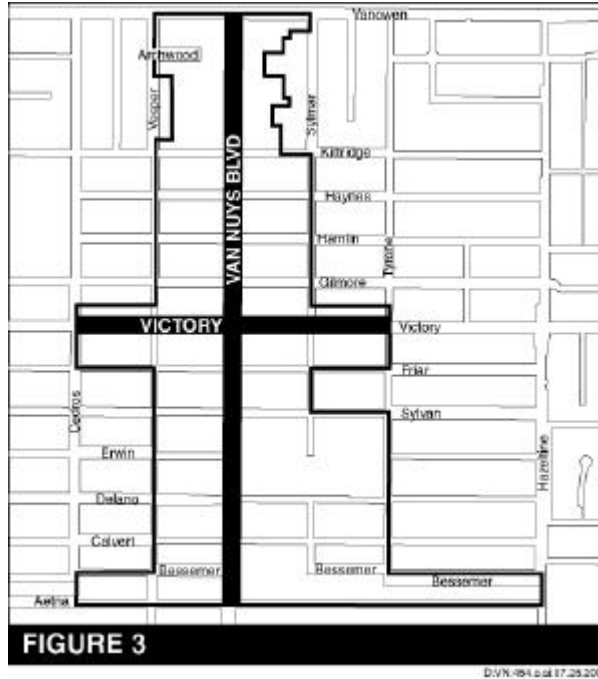
The concept design for the Van Nuys CBD Streetscape Plan rests upon four distinct themes designed to visually and physically promote the public right-of-way areas. Each theme is represented within the CBD and is planned to enliven the pedestrian experience while forming a continuous, unique identity for Van Nuys by utilizing a combination of these streetscape elements:

- Boulevard Theme
- Neighborhood Linkage Theme
- Civic Center Theme
- MTA Station Theme

A. Boulevard Theme

Van Nuys and Victory Boulevards are the main highways for the Van Nuys Central Business District, and are the historical corridors of Van Nuys. The highways are classified as Major Class II and currently accommodate six travel lanes and two parking lanes. While several north bound highways such as Sepulveda Boulevard, Lankershim Boulevard, Woodman Avenue

and other roads are similarly classified, Van Nuys Boulevard bears the distinct title as the first fully developed downtown highway into the San Fernando Valley. Today, Van Nuys Boulevard Streetscape is lined with street trees, stamped crosswalks, benches, trash receptacles, newspaper vending machines, and public signage. (See Figure 3)



1. **Landscape:**

- a. Street trees on Van Nuys Boulevard shall mirror the existing streetscape plan consisting of Mexican Fan Palm, Maidenhair, and Chinese Flame Trees. Victory Boulevard shall also incorporate Mexican Fan Palm, Maidenhair, and Chinese Flame Trees.
- b. Street trees shall be single trunk 24-inch box specimens, with a high head, and unpruned or pruned naturally so as to not limit the height.
- c. Street tree placement and type of species shall be to the specifications established by the Street Tree Division of the Department of Public Works.
- d. Mexican Fan Palm tree well surfaces shall be stabilized disintegrated granite and shall be installed a minimum of six (6") inches from the finish surface. Tree well covers may be provided with consent and approval by the Street Tree

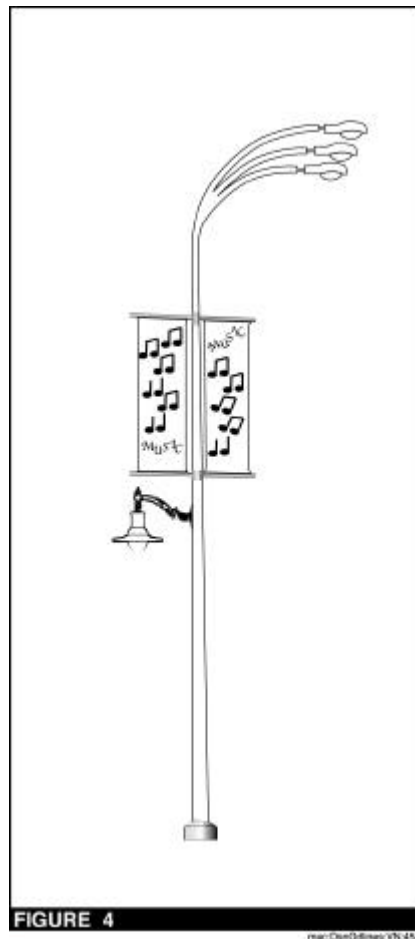
Division, Bureau of Street Services,
Department of Public Works.

2. **Crosswalks:**

- a. All signalized intersection crosswalks along Van Nuys Boulevard shall receive a stamped asphalt treatment and shall be painted terra-cotta red.

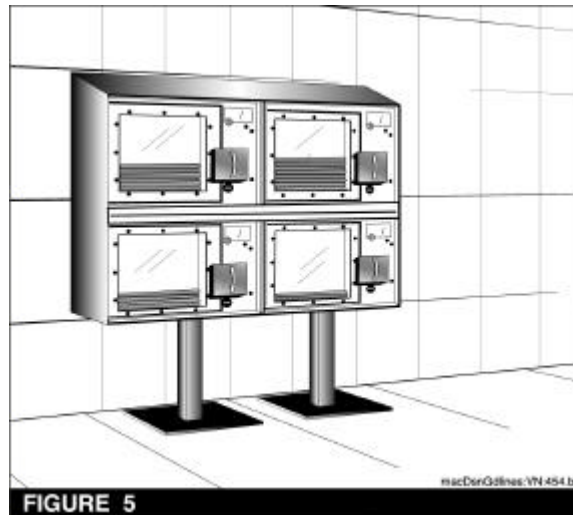
3. **Street Lighting:**

- a. Street lights (Van Nuys Special) along Van Nuys and Victory Boulevards shall be painted Spring Street Green to coincide with the existing streetscape.
- b. Pedestrian street lights shall be installed along Van Nuys and Victory Boulevards as funding becomes available. (See Figure 4)



4. **Street Furniture:**

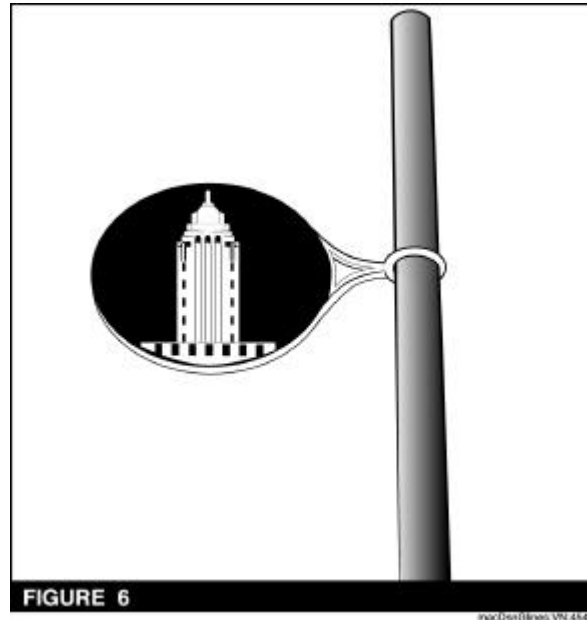
- a. Benches shall be distributed at a minimum of two (2) for every block face.
- b. Trash receptacles shall be located at a minimum of one (1) for every thirty-five (35) feet.
- c. A maximum of one (1) stacked four-unit newspaper vending machine shall be permitted for every three (3) block faces. (See Figure 5)



- d. Public telephones are prohibited along the public right-of-way.

5. **Public Art:**

- a. Medallions representative of the district shall be placed on the street lights along Van Nuys and Victory Boulevards approximately fifteen (15') feet from the bottom of the pole. (See Figure 6)

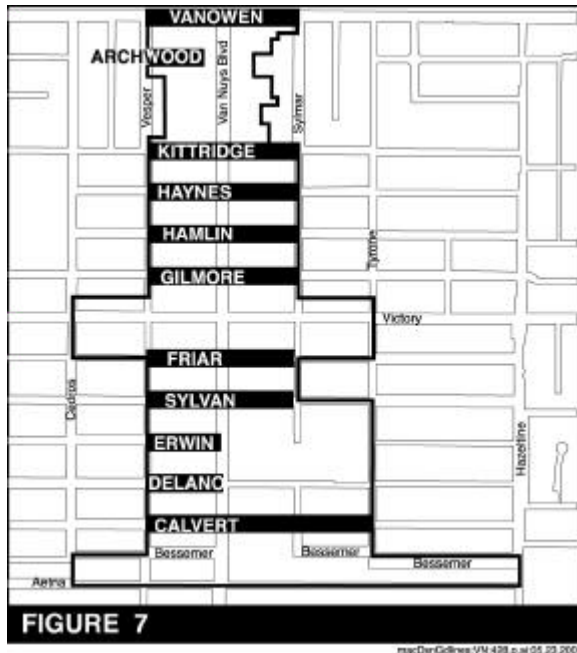


6. **Public Signage**

- a. Public parking signs consistent in design with the new existing signs shall be located on each block where public parking is available. The Department of Transportation and the Department of Public Works shall determine proper placement of each sign.
- b. Banners stung between light standards are limited to no more than two on Van Nuys or Victory Boulevards. No individual sign shall exceed 24 square feet in size.

B. Neighborhood Linkage Theme

Each Collector and Local street located within the Van Nuys CBD Streetscape Plan will have a unique street tree designation. This concept stems back to the early days when Van Nuys was first developed. The east-west streets located off the boulevard acted as a showcase for different species of trees which was representative of the many rows of crops that lined the Valley during those times. Some of the original fabric can still be seen when traveling these streets. (See Figure 7)



1. Landscape:

- a. Street trees on Collector and Local streets shall be planted at a ratio of one (1) per every thirty-five (35) lineal feet of frontage. The placement and species of tree shall be to the specifications established by the Street Tree Division of the Department of Public Works.
- b. Mexican Fan Palm tree well surfaces shall be stabilized disintegrated granite and shall be installed a minimum of six (6") inches from the finish surface. Tree well covers may be provided for all other trees with consent and approval by the Street Tree Division, Bureau of Street Services, Department of Public Works.

2. **Street Lighting:**

- a. Placement, type of equipment, and level of illumination of pedestrian scale light standards shall be to the specifications established by the Bureau of Street Lighting of the Public Works Department.

3. **Street Furniture:**

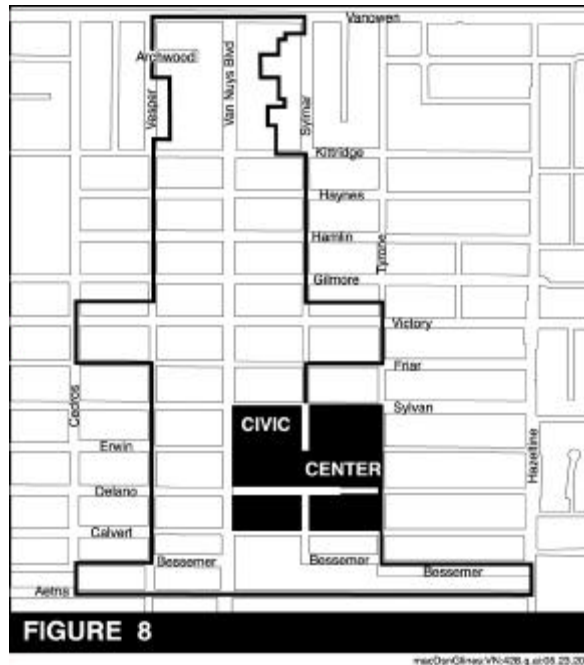
- a. For every block face a minimum of one (1) bench and two (2) trash receptacles shall be installed.
- b. A maximum of one (1) stacked two-unit newspaper vending machine shall be permitted for every three (3) block faces.
- c. Public telephones are prohibited in the public right-of-way.

4. **Public Signage:**

- a. Parking signs consistent in design with existing signs shall be located on each block where public parking is available. The Department of Transportation and the Department of Public Works shall determine proper placement of each sign.

C. Civic Center Theme

The Van Nuys Administrative Center is a six-block area bounded by Sylvan Street on the north, Tyrone Avenue on the east, Calvert Street on the south, and Van Nuys Boulevard on the west, although government employee offices extend far beyond this range. Erwin Street Mall is the element that ties the Civic Center areas unrelated buildings together and should be preserved. (See Figure 8)

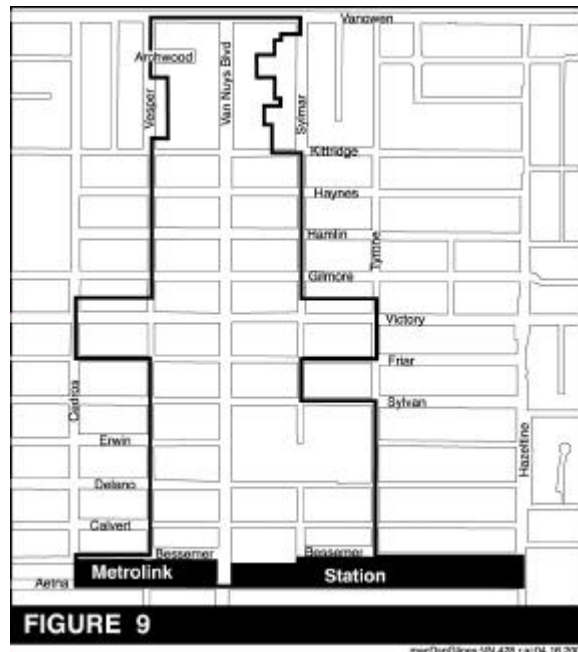


1. Landscape:

- a. Use landscape and other streetscape amenities to tie the Administrative Center together and create a more unified space.
- b. Civic Center Trees. Shade trees shall be located around the Administrative Center's perimeter on north, east, and south borders.
- c. Tree well covers may be provided with consent and approval by the Street Tree Division, Bureau of Street Services, Department of Public Works.
- d. Civic Center Mall. Designated areas of soft-scape shall be planted and sustained. Also, hard-scape surfaces shall be maintained and remain free of debris.

D. MTA Station Theme

The Metropolitan Transportation Authority (MTA) issued a major investment study in February 2000 called the “San Fernando Valley East-West Transit Corridor” which described different alternatives to connect Warner Center to the existing Red Line in North Hollywood. The MTA has proposed a station on the westside of Van Nuys Blvd. at Aetna St. The parking for this station will extend from Hazeltine to Cedros Avenues along this right-of-way. This station has the potential to become the southern gateway of the Van Nuys CBD. (See Figure 9)



1. Landscape:

- a. Street trees shall be planted along Aetna and Bessemer Streets at a ratio of one (1) for every thirty-five (35) feet of street frontage.
- b. Tree well covers may be provided with consent and approval by the Street Tree Division, Bureau of Street Services, Department of Public Works.

2. Street Furniture:

- a. Trash receptacles shall be situated at the corners of Aetna Street (north-east) and Bessemer Street (south-west) bordering Van Nuys Boulevard. Each receptacle shall mimic the existing streetscape.

3. **Signs:**

- a. Create a landscaped gateway at the intersection of Aetna Street and Van Nuys Boulevard to highlight the Transit Corridor as a landmark for this community.
- b. A Gateway Monument shall be designed to clearly identify the “Van Nuys Central Business District”.
- c. Placement and design of the Monument sign shall be defined through community input.

Section 6.

STREETSCAPE ELEMENT REQUIREMENTS

A. Street Tree Requirements

Street	Street Tree Species	Common Name	Size
Van Nuys Blvd. & Victory Blvd.	Washington Robusta	Mexican Fan Palm	20' BT
Van Nuys Blvd. & Victory Blvd.	Ginkgo Biloba	Maidenhair	24" Box
Van Nuys Blvd. & Victory Blvd.	Koelreuteria Bipinnata	Chinese Flame Tree	24" Box
Van Nuys Blvd. @ the State Bldg.	Varies	Evergreen Trees	24" Box
Civic Center	Varies	Shade Trees	24" Box
Collector Streets	Varies	Various Shade Trees	24" Box

Street	Tree Well	Tree Well Size	Color
Van Nuys Blvd. & Victory Blvd. (Palms only)	Stabilized Disintegrated Granite 6" depth from finish surface with binder	4' wide x 6' long	"Empire Gold" from KRC Rock
Van Nuys Blvd. & Victory Blvd. (Maidenhair and Chinese Flame Trees)	Stabilized Disintegrated Granite 6" depth from finish surface with binder or Tree Well Covers		have not been selected
Collector Streets	Stabilized Disintegrated Granite 6" depth from finish surface with binder or Tree Well Covers		have not been selected

KRC ROCK (315 E. Carmel St., San Marcos, CA 92078 Phone: 760-744-1036)

B. Street Tree Clearance

The precise location of street trees shall be approved by the Department of Public Works. At a minimum, projects that include the planting of street trees in the Van Nuys Central Business District should observe the following clearances in project plans:

Streetscape Element	Minimum Clearance
Water Meters, Gas Meters, Underground Vaults	6-feet
Driveway Aprons	6-feet
Fire Hydrants	10-feet
Street Lights	20-feet
Electrical Utility Power Poles	20-feet
Alley Entrances	20-feet
Street Intersections	45-feet

C. Crosswalk Requirements

The stamped crosswalk is an offset brick pattern.

Item	Color	Size
Van Nuys & Victory Blvd. intersection	Terra-cotta red (or match).	20-foot wide crosswalks
Van Nuys Blvd. and cross streets	Terra-cotta red (or match).	15-foot and 16-foot wide crosswalks

D. Sidewalk Furniture

Item	Model	Color	Size
Benches	Scarborough Bench, SC3005-BS-72 with horizontal Straps by Landscape Forms	Pantone Green #575 C (or match) with Anti-Graffiti Solution by Genesis Coating, Inc. applied	72" long
Trash Receptacle	#S-42 with #S-2 top and liner by Victor Stanley, Inc.	Pantone Green #575 C (or match) with Anti-Graffiti Solution by Genesis Coating, Inc. applied	36 Gal.
Newspaper Vending Machines	Have not been selected	Spring Street Green (or match) with Anti-Graffiti Solution by Genesis Coating, Inc. applied	

Landscape Forms (4139 Ventura Place, Studio City, CA 91604 Phone: 818-761-0655)
 Victor Stanley, Inc. (Brick House Rd., Dunkirk, Maryland 20754 Phone: 800-368-2573)
 Genesis Coating, Inc. (5931 Sea Lion Place Suite 101, Carlsbad, CA 92008 Phone: 800-533-4273)

E. Medallions

Specification	Details
Disc	Medallions shall be aluminum discs with water jet cut negative image. The perimeter of each medallion shall consist of an aluminum band. Medallions shall be consistent with weight and surface area requirements.
Paint	Medallions shall be painted one color with acrylic polyurethane gloss paint to match Pantone Green #575 C
Mounting	Medallions shall be mounted on light standards with clamps. Medallions are to be mounted approximately 15-feet from the surface of the sidewalk (measured from the bottom of the medallion).
Weight	Medallions, including the bracket, shall weigh no more than 15 pounds.

F. Pedestrian Street Lights

Item	Specification/Model Number
Luminaire	Have not been selected
Lamp	Have not been selected
Color	Spring Street Green (or match) with Anti-Graffiti Solution applied

G. Pedestrian Scale Light Standards

Item	Specification/Model Number
Luminaire	Have not been selected
Lamp	Have not been selected
Color	Spring Street Green (or match) with Anti-Graffiti Solution applied

DEPARTMENT OF CITY PLANNING

Con Howe, Director of Planning
Franklin Eberhard, Deputy Director
Gordon B. Hamilton, Deputy Director
Robert Sutton, Deputy Director

COMMUNITY PLANNING BUREAU - VALLEY

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Elvia Hernandez, Graphic Designer II

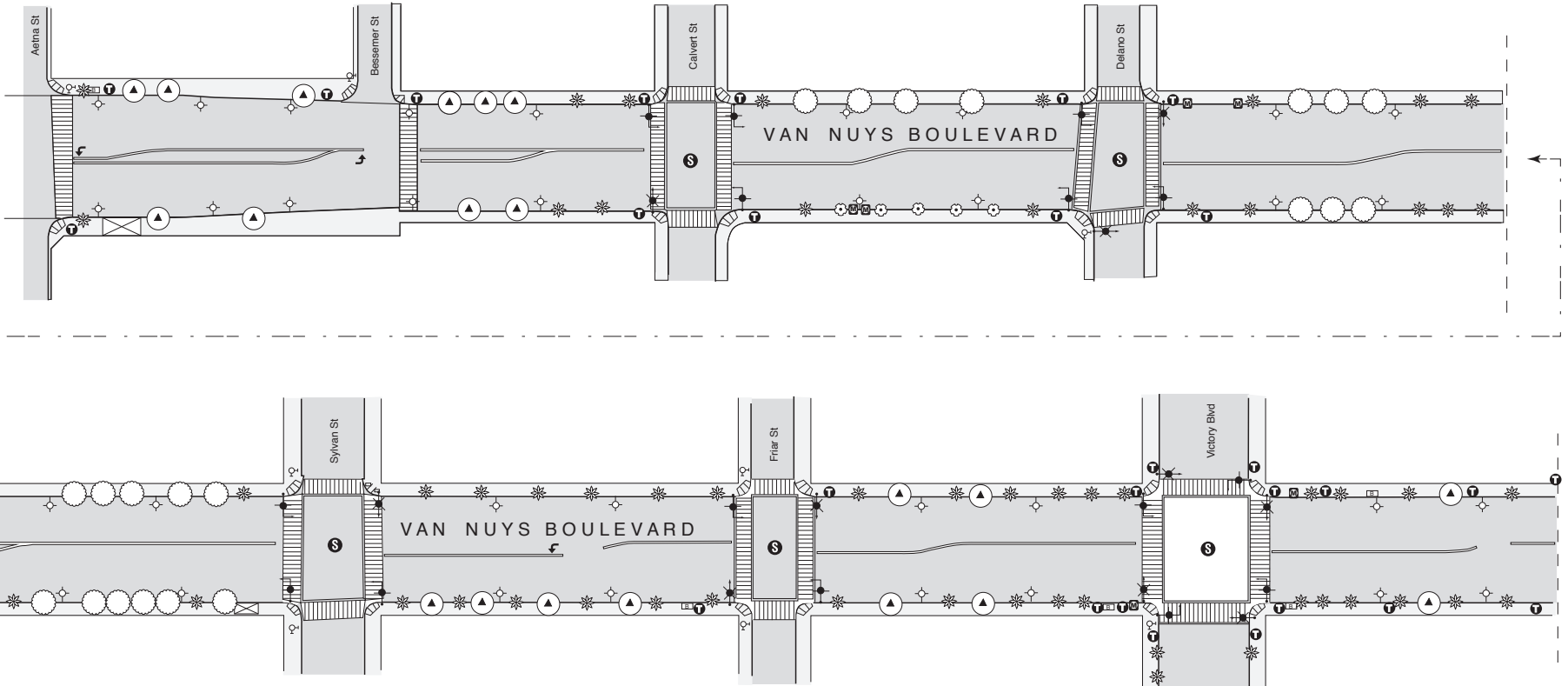
PUBLICATION

Rita Schack, City Planner
Sarah Rigamat, Planning Assistant

VAN NUYS CENTRAL BUSINESS DISTRICT - CONCEPTUAL STREETSCAPE PLAN

Appendix A

June 2001



Street Trees & Landscaping

- Ginkgo
Biloba/Maidenhair
- Koelreuteria
Bipinata/Chinese Flame
Tree (Flowering)
- Washingtonia
Robusta/Mexican Fan
Palm
- Existing Street Tree to
Remain Protect in Place

Street Lighting

- Existing Light Painted
Standard
- Existing Traffic Signal.
Paint Standard
- Signalized Intersection

Street Furniture

- Bus Stop
- Bench
- Trash Receptacle

Utilities

- Fire Hydrant



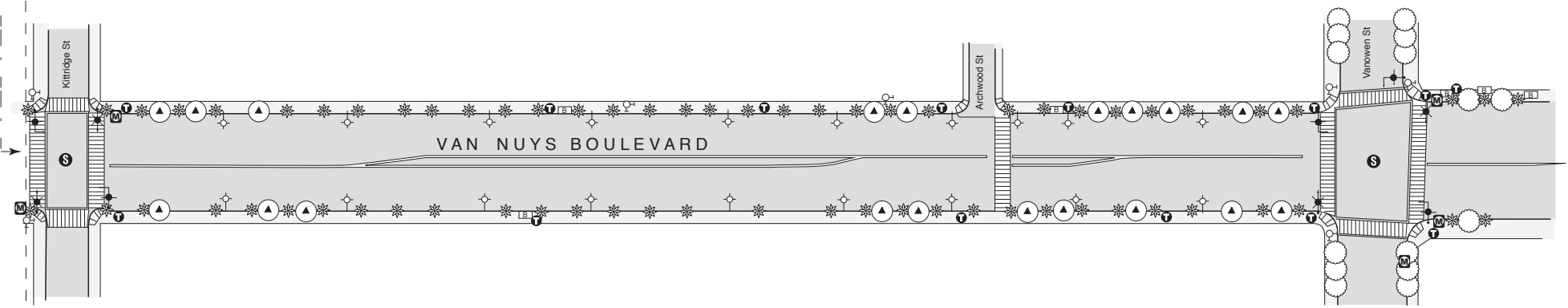
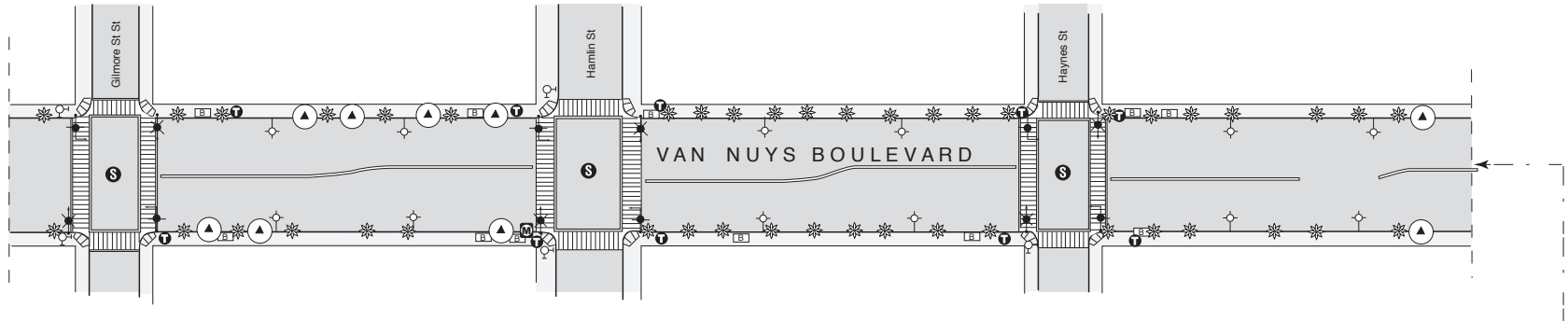
Planning Department

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The placement of streetscape elements depicted in this map is conceptual. Actual placement of streetscape elements shall be determined by the Department of Public Works at the time such streetscape improvements are implemented. Streetscape elements include street trees, street furniture, signs and light fixtures.

VAN NUYS CENTRAL BUSINESS DISTRICT - CONCEPTUAL STREETSCAPE PLAN

June 2001



Street Trees & Landscaping

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Planning Department

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