



Sun Valley Renaissance

Concept Plan
Sun Valley, California

Sun Valley Renaissance

Concept Plan

For the 2600-acre area of Sun Valley, California

Revision 4

Prepared by Urban Design Assistance Team (UDAT)

Sponsored by the American Institute of Architects

San Fernando Valley Chapter

Sponsored by

The Economic Alliance of the San Fernando Valley

And

CivicCenter Group

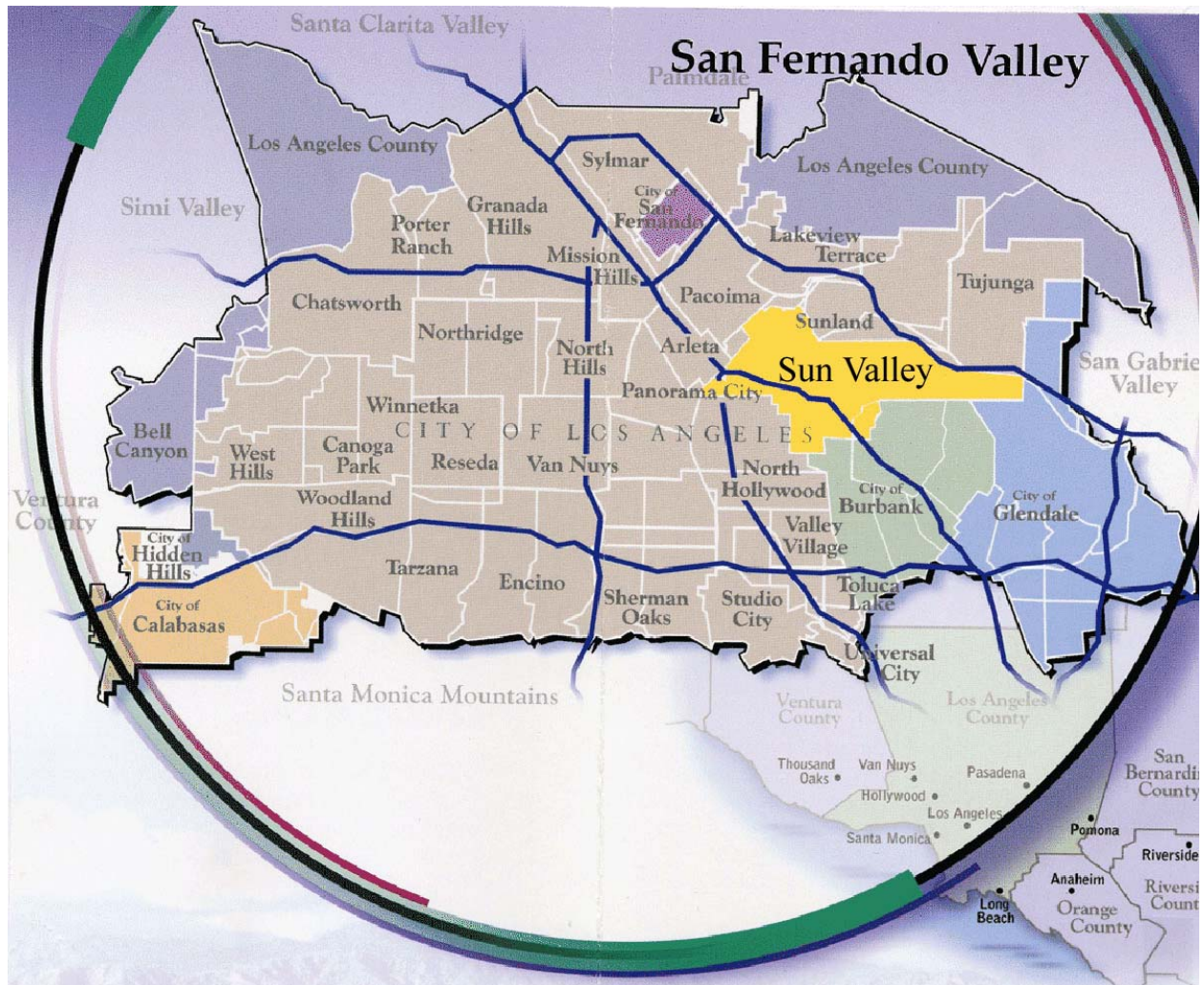
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Table of Contents

Introduction	
Chapter I	The Study Area – Proposed Program
Chapter II	A Brief History
Chapter III	Existing Conditions and Opportunities
Chapter IV	Urban Planning Goals and Objectives
Chapter V	The Urban Design Concept
Chapter VI	Area Concept Details
Chapter VII	Architectural and Urban Planning Student Participation California State University Northridge Pierce College Woodbury University
Chapter VIII	Watershed Analysis Gravel Pit and Landfill Utilization Projects Parks and Recreation Areas
Chapter IX	Transportation Links
Chapter X	Implementation Strategies – Phase I



Introduction

The community of Sun Valley is known for its industries, manufacturing zones, and more than its fair share of environmentally unfriendly businesses. The selected study area contains approximately 2600 acres. It is bounded on the north by the Hansen Dam golf course, on the east by Stonehurst Ave., Sunland Blvd. and Tuxford St., on the south by Interstate-5, and on the west/northwest by Branford St. and Glenoaks Blvd.

Sun Valley is a community in the eastern San Fernando Valley region of the City of Los Angeles. Its neighboring communities include the City of Burbank on the east, the Los Angeles communities of Shadow Hills on the north, Panorama City on the west, Pacoima to the northwest, and North Hollywood on the south. The district is served by the Golden State (I-5) and Hollywood (CA-170) freeways. Major thoroughfares include San Fernando Road, Laurel Canyon and Roscoe Boulevards, and Vineland and Tujunga Avenues.

Sun Valley has given of itself for decades, its quarries providing most of the gravel, sand and other aggregates used in the construction of Los Angeles. And in return the community has received a major percentage of the region's solid waste, as one by one the quarries played out and were converted to landfills. Although the last of its landfills closed in April 2007, Sun Valley remains predominantly heavy industry with 1,200 of its 2,600 acres zoned industrial. This is a striking contrast to the community's significant historical and classic mid-century residential districts. As is the case with most of eastern San Fernando Valley, the area's population is largely working class and, in Sun Valley, Hispanic.¹

Our Objective

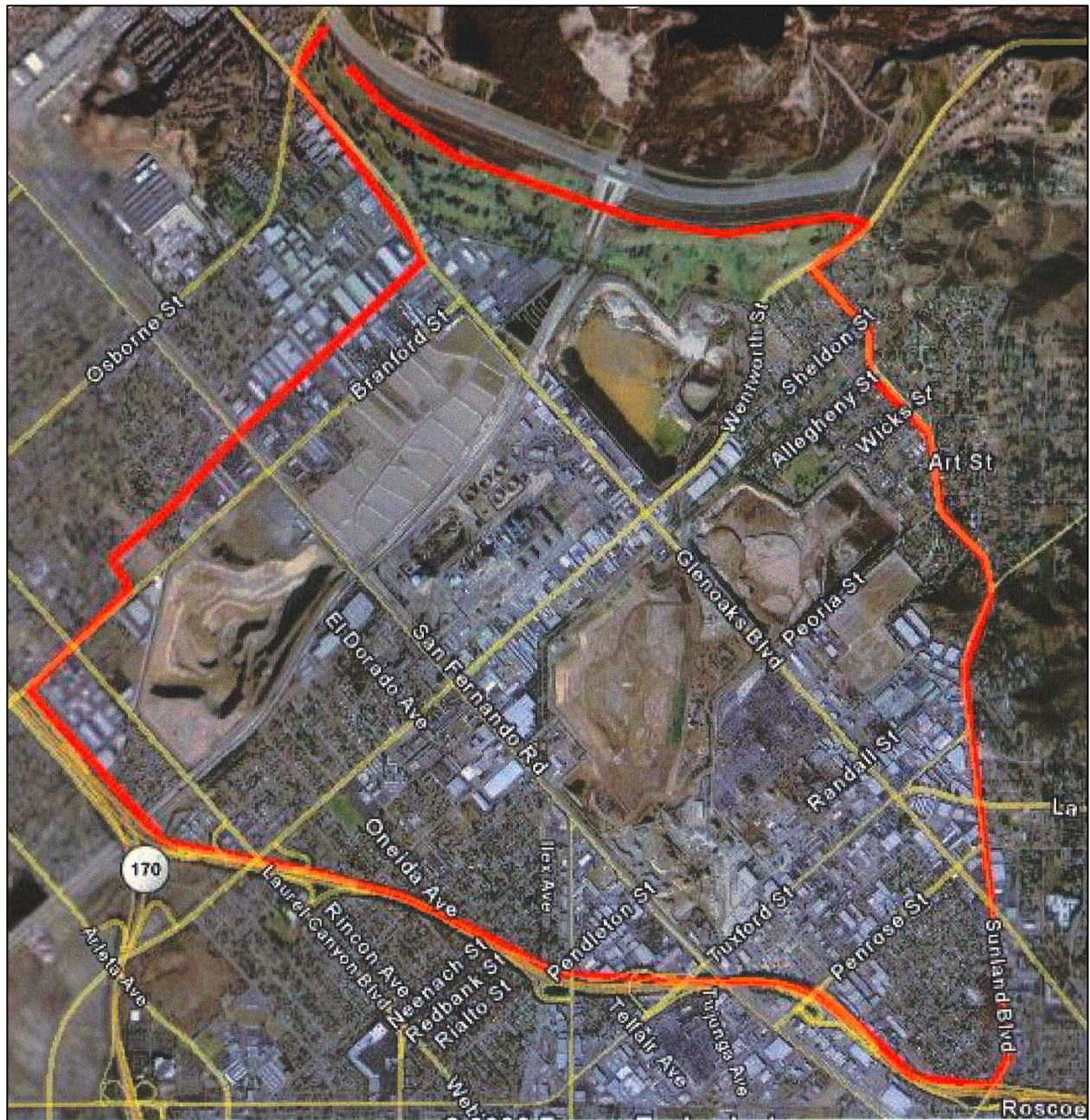
The intent of this *Sun Valley Renaissance* study is to lay out a strategy to re-industrialize Los Angeles with truly modern, clean, integrated industries. Recognizing that jobs and productivity are the keys to building community prosperity, the aim of this report is not only to tap the potential of the Sun Valley area, but also to provide a prototype—a template—for the whole of Los Angeles.

A “Living” Document

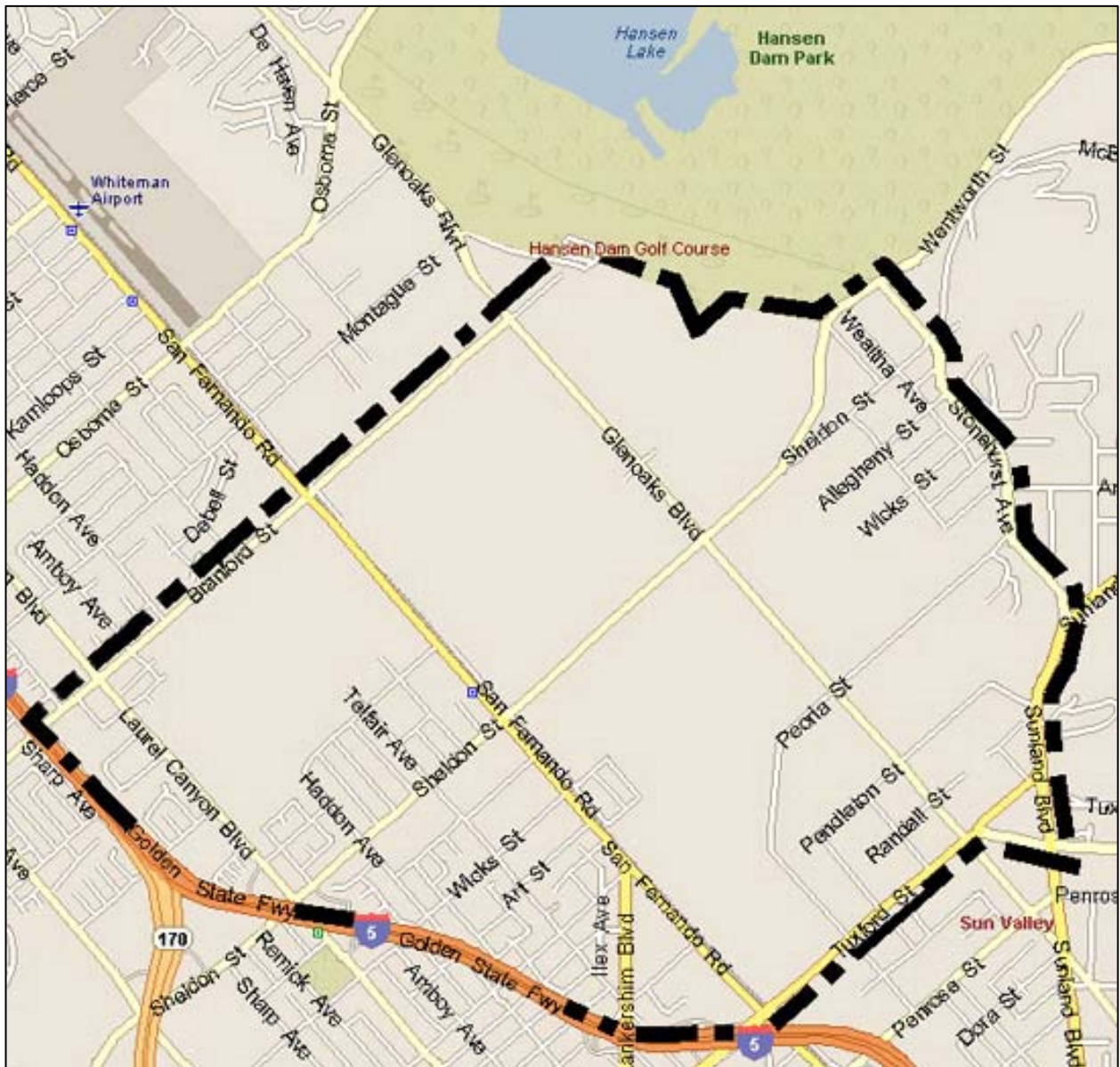
While this report anticipates inevitable future growth, it is primarily intended to provide a framework for enhancing the quality of life in the area. It is a living document, intended to be revised from time to time to address changing circumstances and meet the ever-changing needs of the community.

¹ Source: Wikipedia, 2006.

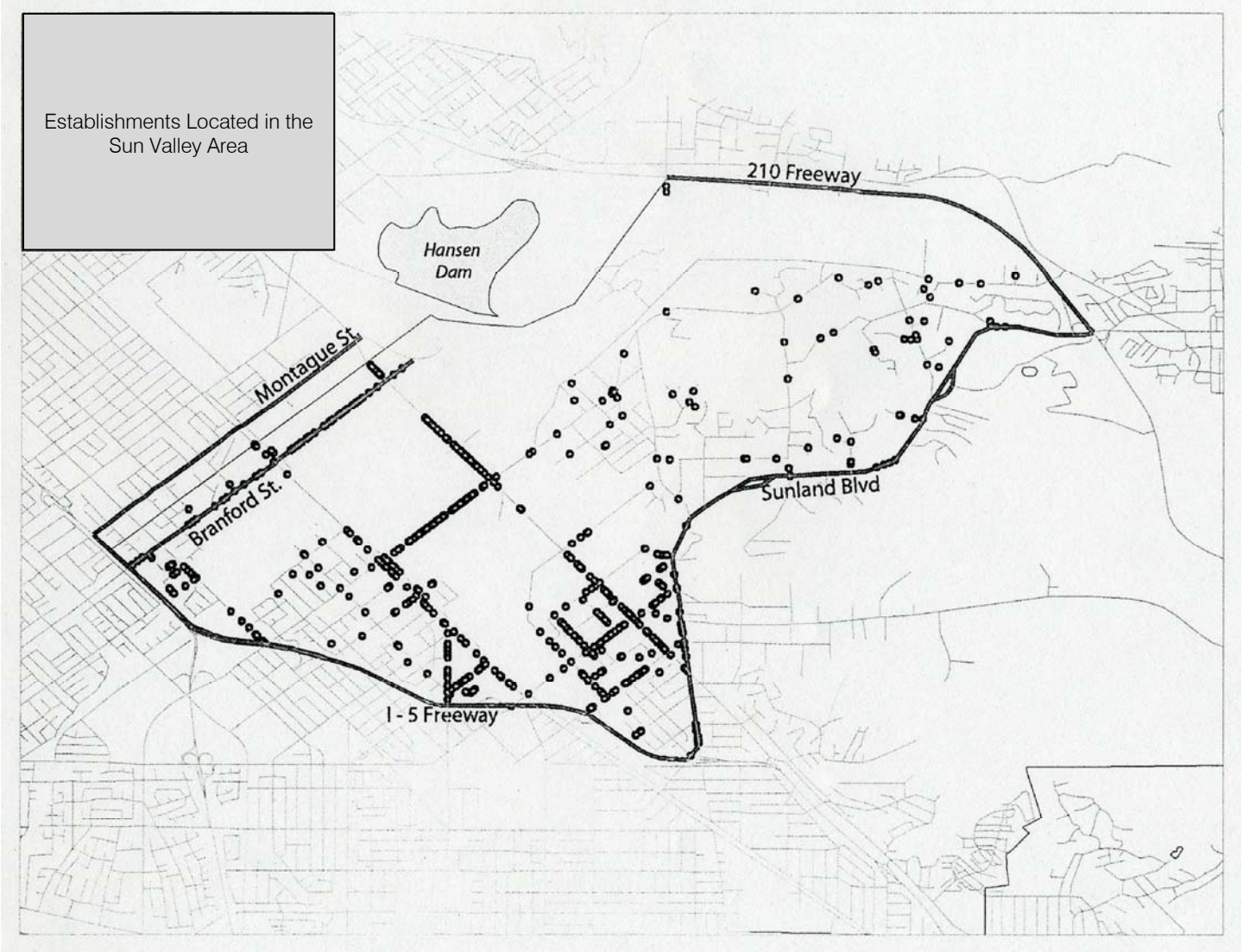
Sun Valley Study Area



Sun Valley Study Area



Establishments Located in the
Sun Valley Area



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OUR opinions

Recycling Sun Valley

FOR all the tax money that's been poured into sprucing up downtown, the billions spent on a subway to nowhere and billions more wanted for a subway to the beach, Los Angeles leaders have been cheap when it comes to improving other parts of the city.

When it comes to the northeast San Fernando Valley, they've been downright neglectful.

And nowhere has the neglect been more evident than in Sun Valley.

Dumps. Cement companies. Gravel pits. Paint shops. Junk yards. Auto dismantlers. Recycling plants.

For the last half century, City Hall has actively promoted a policy of putting all the worst blight, environmental hazards and public-health risks into this single, much-abused community.

City Hall doesn't even provide Sun Valley with basic services. There's a shortage of streetlights, trees and basic infrastructure. Asthma rates in Sun Valley are, not surprisingly, double what they are nationwide.

But for all it lacks, there's one thing Sun Valley has in abundance, and that's hope. And

Community building effort offers hope to a neglected region

that's because a coalition of architects, urban planners and college students is committed to doing what city government has manifestly failed to do — turn the community around.

The Economic Alliance of the San Fernando Valley, working in conjunction with the American Institute of Architects and students at several local colleges, has launched a massive study about how to clean up Sun Valley and make it a community worthy of its loyal residents.

The coalition is looking into ways to replace the area's polluting industries with cleaner businesses that offer quality job opportunities. It hopes to bring in a movie and TV sound studio, a retail village, a high-tech high school, a Metrolink station and a beautiful park complete with lakes to replace the old gravel pits.

These activists' goals might be sky-high, but then, so is their commitment. And their real concern for Sun Valley's future — as opposed to City Hall's utter disdain — offers the real promise of a healthier, brighter, prosperous future for the community.

Chapter I

The Study Area Proposed Program

The Study Area

The Urban Design Committee, chaired by Jerry Pollak, AIA, AICP, ARCH, has been formed by the American Institute of Architects/San Fernando Valley (AIA/SFV) and the Economic Alliance of the San Fernando Valley to define opportunities for modern, highly integrated industrial, commercial, residential, and educational development in Sun Valley.

The overall study area has been calculated at approximately 2,600 acres. Within this area, 200 acres are Open Space, 625 acres Agricultural/Suburban, 325 acres Residential, 40 acres Commercial, 1,200 acres Industrial (mostly heavy industrial), and 210 acres Public Facilities. Clearly industrial—at 46 percent—is the predominant land use.

The Urban Design Assistance Team is comprised of various disciplines: architecture, landscape architecture, geology and soils engineering, law, real estate, urban planning, construction, and public policy, along with instructors and student participants from Cal State University Northridge, Los Angeles/Pierce College, and Woodbury University. The collective goal is to present a concept, to assist the local community, the City of Los Angeles and other agencies in establishing a vision and *concept plan* for the future of Sun Valley. This includes needs assessment, coordinating existing studies, and identifying potential opportunities for residential and economic development.

A similar team recently completed the *Panorama City Commercial Area Concept Plan* as an implementation step of the Economic Alliance's *Vision2020: San Fernando Valley* project.² The Panorama City plan has successfully generated interest in the community's revitalization in the form of public and private investment in its lagging commercial center. *Vision2020's* various components have been coordinated through the Alliance's Livable Communities Council, embracing implementation strategies to identify and revitalize town centers within the San Fernando Valley. The *Panorama City Concept Plan* enjoyed further success in being adopted by the Los Angeles City Planning Commission and Area Planning commission as an overlay guideline for the central Panorama City area; it has also received state and national awards from the American Institute of Architects.

This *Sun Valley Renaissance* report summarizes the design plans, conceptual drawings, industrial commercial and residential policies that will lead to a comprehensive and desirable revitalization plan for the study area. *Elegant growth* is the goal, and this is only possible with focus on preserving the rural character and unique history of Sun Valley.

Sun Valley's abundance of obsolete and unattractive uses, its proximity to two Los Angeles watersheds, its growing residential community, and its prominence as an industrial center, have made it a target for economic and environmental renewal by numerous civic groups. Initial research has revealed that Sun Valley's industrial land use should be preserved and upgraded to attract and retain newer community-friendly industry or to convert existing industry to 21st Century standards. Demand for such development is validated by the area's current industrial property vacancy rate, which is hovering at two percent.

² *Vision2020: San Fernando Valley*: www.ValleyoftheStars.net

The Proposed Program

The following are key elements of the “Proposed Program”:

1. Industrial campuses, demonstrating their *green* components and how they conform to LEED standards³ or above—remembering on-site office space as well.
2. Entertainment industry support and sound stages, considering their requirements and how their visual presence can be minimized or integrated into the visual horizon
3. *Village* commercial – themed commercial streets and pedestrian-oriented districts
4. Mixed-use commercial, i.e. commercial on ground floor, residential on upper floors
5. Architectural or landscape screening of the Los Angeles Dept. of Water & Power steam power plant, while preserving the vistas of adjacent uses
6. Major outdoor event venue, fairgrounds and open space
7. Recreational building(s) designed to harmonize if the greenbelt is developed as an arboretum
8. Architectural treatment and landscape screening of railroad line to block noise and vibrations, but avoiding the creation of a visual canyon
9. Industrial Arts & Technology Academy—a four-campus technical-arts high school)—four adjacent campuses: trade tech, arts, college prep, and traditional; four complementary architectural designs that distinctively reflect the focus of each campus
10. Medium density housing distributed to complement themed commercial *villages* in appropriate locations, including mixed-use spaces near transit
11. Existing spreading grounds—used for water supply enhancement—with any landscape efforts supporting the primary function of infiltration
12. Enhanced access to the Sun Valley Metrolink station including the use of DASH shuttles servicing medium density housing clusters and centers—the station could be enhanced as a full-function train station serving both freight and passengers⁴
13. Flood channel enhancements, trails, parkways and de-channelization tying into such initiatives as the Tujunga Wash Watershed Management Plan and the Sun Valley Watershed Management Plan
14. Upgraded and modernized industrial infrastructure
15. Increased support for goods movement and logistics, including exclusive/priority and grade-separated heavy trucking roadways to provide access to pit areas and recycling facilities

³ The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. Source: U.S. Green Building Council.

⁴ Variable façades may allow for use as an outdoor set/movie location.

Chapter II

A Brief History

Sun Valley

Sun Valley is a community located in the northeast portion of the City of Los Angeles. It lies between the Bob Hope Airport on the southwest and stretches to where the Interstate-5 and CA-170 freeways meet—it is bisected by the Union Pacific Railway right-of-way along San Fernando Road.

Watershed management and partnership plans are transforming former landfills into water infiltration sites and parks such as the new Cesar Chavez Park and Strathern Pit. The Hansen Dam Flood Control Basin was completed in 1940 to control the flow of the Big Tujunga Wash and Little Tujunga Wash. Today, in addition to flood control, it serves as a recreational facility including a 9-acre lake for boating and fishing, a 1.5-acre swimming lake, equestrian center, trails, soccer fields, a golf course and a basin ecosystem that includes a number of endangered species. A new regional Children's Museum of Los Angeles is currently under construction as well.

Sun Valley is home to approximately 46,000 residents and a significant business and industrial community. Approximately 70 percent of Sun Valley residents are Hispanic and 17 percent live in poverty. While the purpose of the Sun Valley Community Plan is to contribute to a "healthful and pleasant environment," the area contains one of the top 100 excess cancer risk grids for stationary sources of air pollution in the South Coast Air Basin. The area is also riddled with environmentally impaired industrial sites and locally undesirable land uses. Thirty-three facilities in Sun Valley have permits as waste-transfer stations, landfills, and solid waste vehicle yards.

In January 2003, the Los Angeles City Attorney's Office formed a Sun Valley Environmental Taskforce to address environmental problems related to auto-dismantling businesses. Sun Valley residents have alleged that the concentration of industrial and solid waste facilities combined with poor air quality and the presence of other environmental hazards have negatively affected their health. Clearly, there is a need to apply coordinated planning and solid environmental principles and practices in order to assure a healthy and sustainable future. Sun Valley needs an economic development strategy, one that will enhance existing land uses, attract clean, community-friendly industry and provide quality jobs to help reduce poverty levels. Expanded recreational uses linked to the Hansen Dam area will improve the quality of life in the community and provide benefits to the entire San Fernando Valley.

To that end, the Urban Design Assistance Team of the San Fernando Valley Chapter of the American Institute of Architects and the Economic Alliance of the San Fernando Valley are pleased to present this report: *Sun Valley Renaissance: Concept Plan for the 2600-Acre Area of Sun Valley, California*.

The San Fernando Valley: General Background

In the book *Eden by Design* by Greg Hise and William Deverell, there is an extensive discussion of the March 1930 publication of the document *Parks, Playgrounds and Beaches for the Los Angeles Region* by the renowned landscape architect and city planning firms Olmstead Brothers and Harland Bartholomew & Associates. Olmstead and Bartholomew were well ahead of their time in setting out a linked system of neighborhood playgrounds and local parks connecting with regional reservations from the Pacific coastline to the mountains and desert and the foothills of the San Fernando Valley.

For political reasons at that time, the report was shelved by its sponsors and garnered almost no public attention. By not adopting the recommendations for a coordinated park and parkway system, and not anticipating the changes posed by rapid increases in population, Los Angeles embarked on a course of unbridled growth that now serves as a global model for poor planning and suburban sprawl. In his book *the San Fernando Valley*, Kevin Roderick refers to this northern region of the City as “America’s Suburb,” “the nation’s favorite symbol of suburbia run rampant.”

The Valley has a long history of secession efforts since the annexation of most of its communities by the City of Los Angeles in 1913. The San Fernando Valley is home to over 1.8 million residents. Had the Los Angeles portion won its 2002 bid for independence been successful, the new city would have been the sixth largest in the United States.

The Valley is comprised of twenty-seven “named” communities, as well as six incorporated cities: Burbank, Calabasas, Glendale, Hidden Hills, San Fernando and a portion of Los Angeles. Most of its development took place during Southern California’s famous post-World War II housing boom, creating one of the largest suburban areas in the nation. Geographically, it is bounded by the Santa Susana Mountains to the north and west, and the San Gabriel Mountains to the east. The Santa Monica Mountains to the south split the Valley and basin portions of Los Angeles, setting apart nearly 50 percent of the City’s 469-square mile land mass and more than a third of its population. The Valley runs twenty miles east to west, from Chatsworth to Tujunga, and fourteen miles north to south, from Sylmar to Sherman Oaks. The mostly-channelized Los Angeles River originates from headwaters in the surrounding mountains and gathers momentum through washes and other tributaries to the north and west. It exits the Valley in the southeast.

Although developable land is finite, according to the Los Angeles County Metropolitan Transit Authority (Metro), the Valley’s population is continuing to grow substantially and is projected to increase from 2000 to 2020 by an additional 29 percent in the east Valley and 22 percent in the west Valley. This growth is attributed to relatively high birth rates among Hispanics—the fastest growing single segment in the Valley—and to migration.

The substantial unmet need for affordable housing in the Valley is largely a result of zoning and density restrictions, which still favor traditional single-family homeownership. In the year 2000, the City of Los Angeles issued building permits for 2,900 new market rate and affordable housing units, which is far below the 11,000 to 12,000 units needed each year

to accommodate the city's population growth. With soaring housing prices, the average income householder can no longer afford to purchase a median-priced home. The least affordable housing in the San Fernando Valley is generally in the west Valley and Ventura Boulevard corridors. Following the pattern typical of Southern California, affluent communities have developed along the foothills, while the *flatlands* tend to provide more affordable workforce housing.

Estimates indicate that 62 percent of Valley residents commute to jobs outside the Valley and 29 percent work in Valley jobs. Five major freeways under the jurisdiction of the California Department of Transportation (Caltrans) serve the Valley. During the morning and evening peak periods, many of the freeways and arterials are operating at or near capacity in the peak direction of travel. Limited rights-of-way make it difficult to increase capacity, yet the percentage of daily vehicle trips generated in the Valley between 1998 and 2020 is expected to increase by 16 percent with vehicle miles traveled projected to increase by 37 percent.

Despite recent widening projects, the Ventura Freeway (US 101), which runs parallel to Ventura Boulevard, is currently operating beyond its design capacity in both directions at peak hours. The intersection of the US-101 and I-405 Freeways is situated in Sherman Oaks and is one of the most congested in the nation. The entire 101 Freeway corridor is projected to remain one of Southern California's most congested well into the future, operating at 50 to 60 percent over capacity by 2020. The long-term objective of Metro—in cooperation with Caltrans—is to relieve congestion by providing a full range of multi-modal improvements connecting the Valley directly to other subareas of Los Angeles County.

As part of a preferred alternative, the *Orange Line* passenger bus and bikeway has been constructed adjacent to Burbank and Chandler Boulevards, utilizing a long-abandoned Southern Pacific right of way. The line extends from Warner Center in the West Valley east for 17.4 miles to the terminus of the Metro *Red Line* situated in the NoHo Arts District of North Hollywood.

The Metro hub for the region is located at Union Station in downtown Los Angeles, an area that has seen a great deal of transit-oriented redevelopment. Metro owns or controls considerable land near its stations, allowing it to team with the Community Redevelopment Agency (CRA) and private developers to encourage investment in transit-oriented projects.

One of the Valley's leading employment sectors is the entertainment industry. It is home to such giants as NBC-Universal Pictures, Walt Disney Studios, the Burbank Studios, CBS Studios, NBC Television, and Disney-owned ABC Television. With vacancy rates below two percent in many areas, there is a dearth of industrially-zoned land in the Valley. Studies indicate there is a growing need for more sound stages and other supportive entertainment industry uses.

Chapter III

Existing Conditions and Opportunities

Existing Conditions

Project Area

- 2,600 acres total
- 200 acres Open Space
- 625 acres Agricultural/Suburban
- 325 acres Residential
- 40 acres commercial
- 1,200 acres Industrial
- 210 acres Public Facilities

Current Land Use Application

- Industrial land uses include closed landfills, aggregates, recycling, auto salvage, manufacturing and assembly, warehouses and distribution facilities
- Five aggregate processing plants separately measure between 200–400 acres
- Major Material Recycling Facilities (MRF) are increasing as landfills close

Recreational Facilities

- Stonehurst Recreational Center
- Rim of the Valley Trail
- Cesar Chavez Park
- Sun Valley Park
- Fernangeles Park
- Hansen Dam Golf Course

Hansen Dam

- Nine-acre recreational lake
- One and one half-acre swim lake
- Beach and picnic areas
- Parking lots
- Roadways

Topography

- Elevations in the San Fernando Valley range between 250 and 1200 feet

Terrain

- The San Fernando Valley is surrounded by mountains and has ready access to the ocean

Seismicity

- San Fernando–Sierra Madre fault
- Verdugo fault

Tujunga Wash

- Runs to the northwest of the study area. Usually dry, significant flows during and after storms, between November and April. The wash connects with the LA River in Studio City

Sun Valley Watershed – Tujunga Watershed

- Sun Valley Watershed is an urbanized sub-watershed tributary to the Los Angeles River. It is bordered by Tujunga Wash on the west, the Bob Hope Airport on the east, Hansen Dam on the north and Burbank Boulevard on the south. It is approximately 2,800 acres (4.4 square miles) in size, lies about 14 miles northwest of downtown Los Angeles, and encompasses the communities of Sun Valley and portions of North Hollywood.
- Tujunga, in the northwest section of study area, drains into the Los Angeles River

Groundwater

- Encountered at a depth of approximately 250 to 280 ft. on east side of the Verdugo fault

Weather

- Mediterranean climate, temperatures between 55–78 degrees Fahrenheit year round—historical high 119 degrees Fahrenheit, Woodland Hills, 2006—historical low 18 degrees Fahrenheit, Canoga Park, 1989

Circulation

- The Golden State Freeway (I-5)
- The Hollywood Freeway (CA-170)
- Daytime: high volume of truck traffic
- Night: light traffic

Major Streets and Roads

- Bradley St.
- Glenoaks Blvd.
- Lankershim Blvd.
- Laurel Canyon Blvd.

- Penrose St.
- San Fernando Rd.
- Sheldon St.
- Sunland Blvd.
- Tuxford St.

Major Infrastructure Issue

- Roads built concrete and/or tar inadequate for demands made upon them
- Extremely poor condition from heavy industry truck traffic and deferred maintenance—broken concrete and potholed asphalt throughout the area
- Rough surfaces cause wear and tear on trucks and other vehicles
- In addition to creating debris and dust, vibration and shocks to vehicles cause damage and loss of parts and loads
- The absence of storm drains in the sub-watershed area has caused ongoing flooding problems. (The Sun Valley Watershed Management Plan, in addition to other local efforts, is seeking to address flooding through alternatives to storm drains that will also bring a variety of other benefits to the community.)

Metro Bus and Rail System

- Red line 92 (Glenoaks Blvd.)
- Blue line 166 (Glenoaks Blvd.)
- Red line 96 (San Fernando Rd.)
- Blue line 169 (San Fernando Rd.)
- Metrolink Antelope Valley Line (San Fernando Rd.)

Noise

- Aggregate Processing
- Bob Hope Airport
- Children at school
- Heavy automobile and truck traffic
- Heavy industrial uses
- Street traffic audible in homes
- Trains and rail activities

Gravel Pits and Landfills

- Landfills—last operating facility ceased operation in April 2007
- Anticipate future transfer station and Materials Recycling Facility (MRF)
- Gravel Pits—mostly played out, expected depletion within two years
- Anticipate continued materials operations using rail import

Study Area Employment Statistics

Industry	2004 Employment	2004 Payroll	2004 Est.	2004 Salary
Farm & Mining	28	\$547,796	5	\$19,506
Construction	2301	\$108,590,556	117	\$47,193
Manufacturing	3800	\$132,700,855	223	\$34,926
Wholesale Trade	1629	\$63,965,088	137	\$39,275
Retail Trade	684	\$21,732,063	91	\$31,753
Transportation	552	\$20,612,759	34	\$37,353
Information	175	\$7,975,683	13	\$45,706
Finance	443	\$17,517,213	41	\$39,527
Professional Ser.	1386	\$76,853,691	83	\$55,457
Health & Ed.	946	\$45,334,531	10	\$47,922
Leisure	23	\$3,951,032	31	\$16,945
Other	380	\$13,916,672	74	\$36,607
Total Area	12,556	\$513,697,939	859	\$40,911

Daily News

dailynews.com

TUESDAY, NOVEMBER 7, 2006

Snapshot of the Valley

Census Bureau helping dispel our identity crisis

BY LISA FRIEDMAN
Washington Bureau

In overwhelming numbers, San Fernando Valley dwellers are educated and employed. Most of us moved to the area within the past six years. By and large, we live in tract homes built in the 1950s. And it takes us an average 29.5 minutes

to get to work.

So emerges the first federal demographic snapshot of the region after a hard-fought battle by Valley leaders for the U.S. Census Bureau to recognize the area as geographically distinct.

While the newly released statistics detail the 27th and 28th congres-

sional districts — technically not the entire San Fernando Valley — they cover a significant swath as the Census Bureau works to complete its first-ever Valley report.

"The Valley is an area seeking identity and information and also trying to attract business," said Rep. Brad Sherman, D-Sherman Oaks,

the 27th District congressman who released the early data. "(This) can spotlight things for us from a public-policy standpoint and from a business standpoint."

The Valley gained its status as a separate region late last year — a distinction that could give it the

PLEASE SEE VALLEY / PAGE 12

Los Angeles Times

Friday, December 8, 2006 : VALLEY EDITION

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Census offers portrait of the Valley's diversity

Demographic study of the region's 1.74 million residents is expected to help secure funds for anti-poverty, housing and transit efforts.

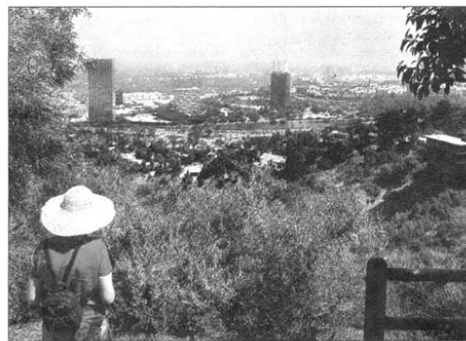
By AMANDA COVARRUBIAS
Times Staff Writer

The San Fernando Valley lost its bid for secession in 2002.

But the U.S. Census Bureau gave the region something of a consolation prize Thursday with the release of the first-ever demographic snapshot of the region.

It showed that Valley residents make more money, spend more on housing and endure longer commutes to work than the average American.

The findings, while far from unexpected, were met with pride from Valley leaders who see it as an important step in being viewed as distinct from the



BRIAN VANDER BRUG Los Angeles Times

VISTA: Leaders in the San Fernando Valley fought to have the region recognized as geographically distinct from the city, county.

Greater Los Angeles area.

L.A.'s Valley neighborhoods, combined with the cities of Glendale, Burbank, Calabasas and San Fernando, had a population

of 1.74 million in 2005, making it larger than every American city but New York, Los Angeles, Chicago and Houston.

The census report resulted

Immigration

The San Fernando Valley has become a port of entry for the foreign-born.

Place of birth

Born in U.S.
59%

Foreign-born

41%

Language spoken at home

Non-English language

59%

English only

41%

Source: Census Bureau

Los Angeles Times

from a hard-fought battle by Valley leaders to have the area recognized as geographically distinct from the rest of the city and county. It will allow elected leaders to pursue federal and state funds based on its unique demographics, said U.S. Rep. Brad Sherman (D-Sherman Oaks), [See Valley, Page B8]

Valley gets census recognition

[Valley, from Page B1]

who represents a large portion of the Valley and helped pave the way for the region to gain separate status last year with the Census Bureau.

The designation came after the Valley failed in its effort to break away from the city of Los Angeles. During the campaign, some Valley residents questioned whether accurate demographic statistics about the region existed.

"It may have even started before the secession debate, but it reflected the same kind of cynicism and suspicion on the part of Valley residents that they were a donor region, not a recipient region, when it came to dollars spent," said L.A. County Supervisor Zev Yaroslavsky, who represents part of the Valley. "So when taxes were raised, they were the first to pay dearly, but when it came to getting services, they were not the first to receive. Most of us were not in a position to be able to argue the interests of the Valley in the best possible way or in context to the rest of the region."

The report should dispel the idea that the Valley is filled only with financially well-off white people. It found that more than 72,000 households have incomes under \$15,000.

"There is significant poverty in the Valley, justifying our requests for housing funds and for inclusion in tax-incentive empowerment zones," Sherman said.

According to the report — which surveyed households only and had a margin of error of about 3% — 1,032,000 Valley residents were born in the United

Valley snapshot

The Census Bureau released its first-ever demographic survey of the San Fernando Valley on Thursday.

Race/ethnicity	Valley	L.A. County	California
Total population	1,742,760	9,758,886	35,278,768
Whites	43%	29%	43%
Latinos	42%	47%	36%
Asians	10%	13%	12%
Blacks	4%	9%	6%
Others	2%	2%	3%
Income			
Median household	\$51,717	\$48,248	\$53,629
Housing			
Median rent	\$978	\$918	\$973
Median home value	\$524,800	\$480,300	\$477,700

Note: Percentages may not add up to 100 because of rounding

Source: Census Bureau, 2005 American Community Survey

Los Angeles Times

States, and 711,000 were foreign born. In terms of languages spoken in the home, 668,000 households spoke English only, and 956,000 spoke a language other than English.

"The Valley has become a port of entry for foreign-born people right along with the rest of L.A.," said Dan Blake, director of the San Fernando Valley Economic Research Center at Cal State Northridge.

Of the Valley's foreign-born residents, 264,000 were from Asian countries and 374,000 from Latin American countries.

"It tells you something about the foreign-born in the Valley," Blake said. "It's illuminating for people who are thinking of opening ethnically oriented markets and shops and providing services and so on. There's a stereotype that a lot of people are carrying around, but now we have the up-to-date information of who is really in the Valley."

At the same time, the median home price in the region — meaning the price at which half

are higher and half lower — was found to be \$524,800, higher than that in the city, county and state.

Yet the median household income in the Valley was estimated at \$51,700, compared with \$53,600 statewide and \$46,200 nationwide.

"I see folks in the Valley with their median income, earning four, five, six thousand dollars or more per year (than the national median) and spending it all on housing," Sherman said. "We really don't have more disposable income."

Sherman said the data would aid efforts to make more low-cost mortgages available to Valley residents and to preserve the income tax deduction on mortgage interest.

"These issues are particularly important to the typical Valley homeowner," he said. "The buyer of a \$500,000 or a \$600,000 home in the Valley is a local teacher or police officer — not a millionaire."

The findings also estimated that Valley residents spent an av-

'The Valley has become a port of entry for foreign-born people right along with the rest of L.A.'

Dan Blake, director of the San Fernando Valley Economic Research Center

erage of 29 minutes commuting to work, compared with a statewide average of 27 minutes and a national average of 25 minutes.

Sherman said that information would be useful in seeking federal transportation dollars and state funding under Proposition 1B, a \$19.9-billion state transportation bond approved last month by voters.

Besides using it to extract dollars from the government, the census report might help economic leaders lure new businesses and jobs to the Valley, officials said.

The data show that more than 107,000 residents have graduate or professional degrees and an additional 227,000 have bachelor's degrees.

"Businesses are looking for an educated workforce," Sherman said.

Unlike the larger census surveys conducted by the federal government every decade, the Valley study looked only at households.

Census officials have promised to conduct more complete annual surveys, like those that cities receive — beginning in 2010, Blake said.

Yaroslavsky said Valley residents should see the census report as a victory.

"It gives the city and county an opportunity to evaluate the Valley on its own terms," he said.

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Daily News

dailynews.com

FRIDAY, DECEMBER 8, 2006

First official Valley census study shows us

WHO WE ARE

The average San Fernando Valley resident:

- White woman, 35, high school graduate, married with one child
- Owns a two-bedroom home, purchased in 2000 or later
- Born in California and employed in management, professional or a related occupation
- Makes \$50,000 to \$74,999 a year
- Two-vehicle household, but solo commuter with an average 29-minute commute
- Monthly mortgage of \$2,000 or more, accounting for 35 percent or more of household income
- Home value \$500,000 to \$999,000

POPULATION

The Valley: 1.74 million
Los Angeles: 3.73 million

ENGLISH-ONLY HOUSEHOLDS

The Valley: 41.2 percent
Los Angeles: 39.2 percent

MEDIAN HOUSEHOLD INCOME

The Valley: \$51,717
Los Angeles: \$42,667

TRAVEL TIME TO WORK

The Valley: 29.0 minutes
Los Angeles: 29.6 minutes

FOREIGN-BORN RESIDENTS

The Valley: 41.6 percent
Los Angeles: 41.2 percent

HOMEOWNERS

The Valley: 52 percent
Los Angeles: 40 percent



No longer is the San Fernando Valley a jobless bedroom community. Census figures show it's remarkably similar to the rest of Los Angeles.

Tina Burch/Staff Photographer

CENSUS: Valley no longer community with no employment

CONTINUED FROM PAGE 1

It also mirrors data released last month for the 27th and 28th congressional districts — technically not the entire San Fernando Valley, but a significant swath.

With strong support from Rep. Brad Sherman, D-Sherman Oaks, the Valley won status as a separate region with the Census Bureau late last year — a distinction that could give it the detailed information needed to achieve the economic and political clout it has sought for decades.

The designation capped a five-year effort that began after the Valley's secession campaign failed in 2002 amid bitter challenges over the accuracy of information about what would have then been the nation's sixth-largest city.

Scott, who led the campaign for the Valley census, said the data will help business leaders and policymakers prove that while the region is distinct from Los Angeles, its population has the same needs as the rest of the city and county.

"For those people who somehow think of the Valley as a bedroom community of well-to-do whites, that's a myth of 40 years ago," said Eugene Turner, geography professor at California State University, Northridge.

The new report, he said,



How we stack up

Highlights of the first official census specific to the San Fernando Valley:

Ethnic breakdown* <ul style="list-style-type: none"> • SFV <ul style="list-style-type: none"> White — 61.4 % Asian — 10.9 % Latino — 41.6 % African-American — 4.3 % • LA <ul style="list-style-type: none"> White — 51.0 % Asian — 11.8 % Latino — 48.9 % African-American — 10.5 % 	<ul style="list-style-type: none"> ■ Average household size <ul style="list-style-type: none"> SFV — 2.99 LA — 2.91 ■ High school graduate or higher <ul style="list-style-type: none"> SFV — 20.9 % LA — 20.6 % ■ Below poverty level <ul style="list-style-type: none"> SFV — 12.9 % LA — 20.1 % ■ Spanish spoken at home <ul style="list-style-type: none"> SFV — 62.5 % LA — 72.9 % ■ Median age <ul style="list-style-type: none"> SFV — 35.3 LA — 33.3 ■ Median home value <ul style="list-style-type: none"> SFV — \$524,800 LA — \$513,800 ■ Employed <ul style="list-style-type: none"> SFV — 66.23 % LA — 66.16 % ■ Median monthly mortgage <ul style="list-style-type: none"> SFV — \$2,101 LA — \$2,016 ■ Unemployed <ul style="list-style-type: none"> SFV — 7.4 % LA — 8.3 % ■ Commuting to work alone <ul style="list-style-type: none"> SFV — 74 % LA — 68 %
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*Groups were allowed to register under more than one category

SOURCE: U.S. Census Bureau

Gregg Miller/Staff Artist

"shows that the Valley is not that different from the Los Angeles (area) as a whole."

The average Valley family is older, better educated and earns nearly \$12,000 more annually than a family in another part of Los Angeles, the report shows. But in other ways, Valley residents are strikingly like their city counterparts.

The typical mortgage in the Valley hovers in the \$2,000-a-month range, about even with the rest of the city. That mortgage is likely to account for about 35 percent of a household's income in both

the Valley and the remainder of Los Angeles.

Meanwhile, 13 percent of Valley residents earned wages below the federal poverty level last year, compared with 20 percent citywide.

And when it comes to immigration, nearly 42 percent of Valley residents are foreign-born, compared with 41.2 percent of city residents.

Similarly, a language other than English is spoken in 59 percent of Valley homes. That's the case in about 61 percent of all Los Angeles city homes.

USC demographer Dowell

Myers said Los Angeles overall is "remarkably homogenous" and noted that the city and county poverty levels are not strikingly different.

The image of the city as "an island of poverty" is as obsolete as the image of the San Fernando Valley as the predominantly white burbs.

"Reputations are usually 20 years out of date. People also think Orange County is a largely white Republican bastion, too. It's not. The image from the past is always what people hold onto."

Daniel Blake, director of the San Fernando Valley Economic Research Center at CSUN, noted that there are more jobs in the Valley than there are employed residents in the labor force.

"That's an urban thing," Blake said. "The Valley has become a job center as opposed to a bedroom community."

Blake, who has been crunching census data for the Valley since 2001, also has said future Census Bureau reviews will provide a greater perspective on the changing Valley.

The greatest information boom will come after the 2010 Census.

Sherman said the Valley census will have important political implications when it comes to fighting for everything from transportation dollars to social services.

"We need what any important section of a huge metropolitan area needs," he said. "We need transportation and we need housing."

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Daily News

dailynews.com

MONDAY, DECEMBER 11, 2006

Makes census

THE results from the first separate U.S. Census data compilation for the San Fernando Valley released last week were perhaps a little bit of a surprise. But upon deeper reflection, they make perfect sense.

In many ways, the Valley is just like the rest of the city of Los Angeles. Only better.

Once upon a time, "America's Suburb" was a white enclave of single-family homes in quiet neighborhoods. That vision of the Valley is no more. About 42 percent of the residents are foreign-born, with Spanish spoken

Valley is a lot like the rest of L.A. — only better

in more than 62 percent of the homes.

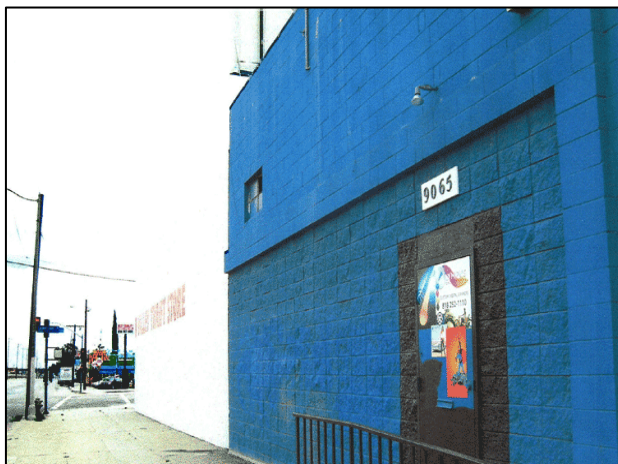
The quiet streets have gotten denser, traffic as congested as the West-side.

But in important ways, the Valley is still a better place. The poverty rate is lower than the city at large; there are 12 percent more homeowners; households have about \$10,000 more in median income; and work commutes are slightly shorter.

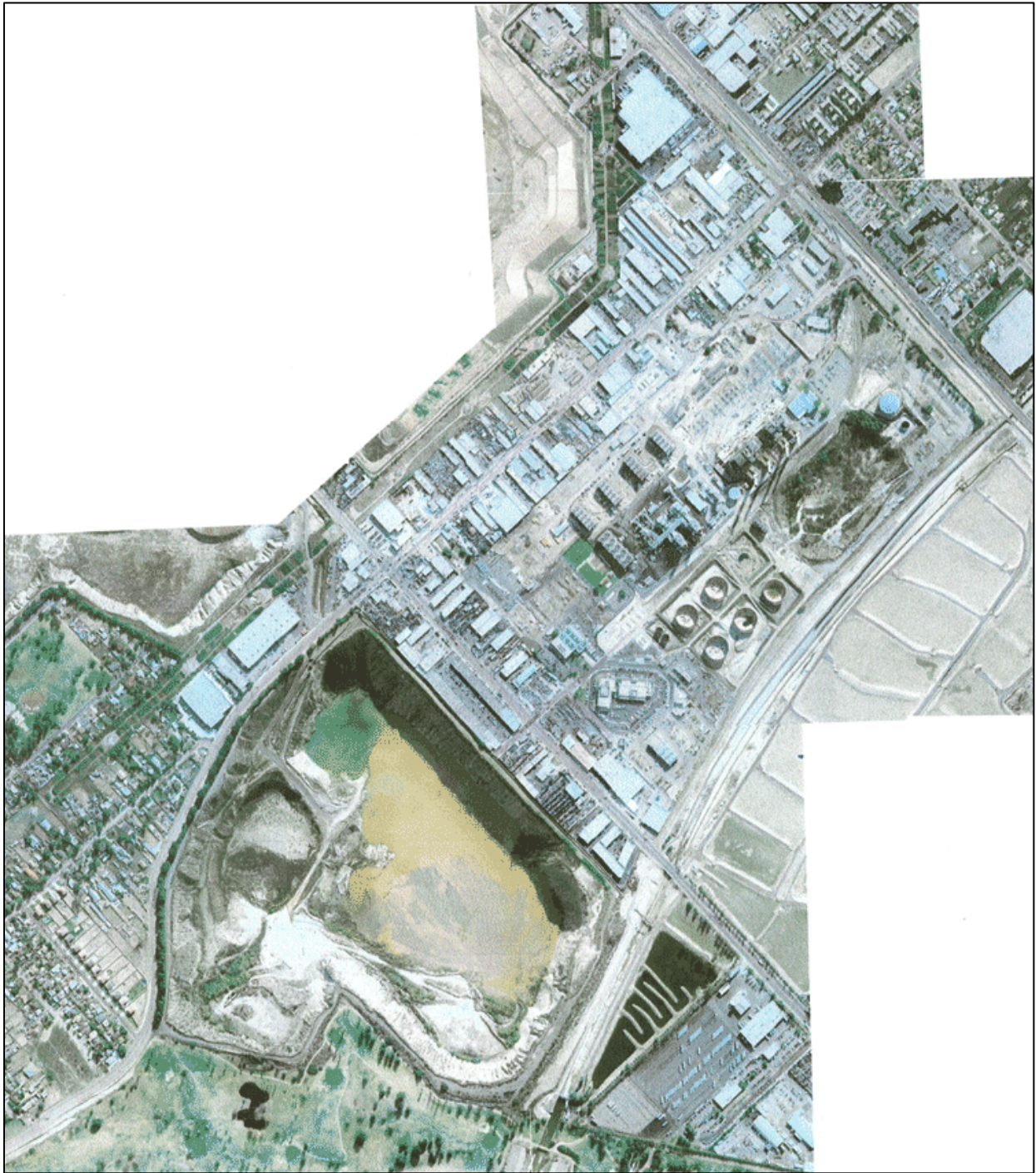
The Valley may reflect back the city as well as any other section, but the census told us what we already know: It's still a better place to live and work.



Examples of sign clutter, outdoor storage/parking, deferred maintenance and harsh vistas



Examples of sign clutter, outdoor storage/parking, deferred maintenance and harsh vistas



Chapter IV

Urban Planning: Goals and Objectives

Urban Planning: Goals and Objectives

Smart Growth, *livable cities*, and other initiatives aimed at managing growth through sustainable development practices, balance equity with economic prosperity and environmental enhancement. The study team is presenting ideas for reshaping the Sun Valley Area to include more community-friendly industrial uses. In addition to enhancing the quality of life in the community, these will serve as an economic engine and employment generator for the entire San Fernando Valley. Future growth will also require that we recognize the need for affordable and moderately priced workforce housing. The area is woefully short of community-serving retail and quality commercial as well. Landscaping and open spaces are essential to these goals. Existing recreational uses at Hansen Dam will be linked to the adjacent parks and recreation areas created in some portions the areas formerly used as gravel pits.

This report is a living document. The community must remain open to new ideas and conceptual design proposals for redevelopment projects that will increase sustainability, especially housing, employment, and recreational opportunities in Sun Valley and the greater San Fernando Valley in general. The study focuses on the following presentations:

1. *A Concept Plan* to provide a vision for the planning area
2. *A Recreational Master Plan* that creates and strengthens linkages between Hansen Dam, the quarry/landfill reclamation areas and the Los Angeles River
3. A focused, *Mixed-Use Town Center Plan*, located within a generalized scheme for the area
4. *An Industrial Village/Studio Facility*, located within a generalized scheme for the area

The Urban Design Assistance Team (UDAT) has formulated the following goals and objectives:

- Create and present new ways to accommodate growth and help the community visualize them
- Provide new and replicable concepts of urbanization to act as a template for areas with similar growth issues
- Stimulate discussion of possible growth patterns, including the conversion to clean industrial uses and/or remediation of brownfields and environmentally-challenged properties
- Provide conservation measures for water, power, and other resources
- Provide new ideas for improving the area's quality of life for consideration by government officials, policymakers, developers, and property owners
- Suggest any necessary amendments to the City's General Plan, the Sun Valley–La Tuna Canyon Community Plan, applicable community design overlays, specific plans or other applicable regulations affecting the implementation of this plan

CONSERVATION PRINCIPLES

- Water Reclamation and Conservation
- Groundwater Recharge
- Watershed Management
- Reservoir Systems for Water Holding and Management
- Parks and Recreational Areas

DESIGN OBJECTIVES

The following set of conceptual design objectives provides a basis for the study:

Land Use and Urban Design

- Contain and/or contributes to a rational and comprehensive mix of facilities essential to daily life, including commercial, civic, cultural, and recreational uses
- Include public spaces designed for 24-hour use
- Provide access and/or linkages to regional institutions and government facilities
- Encourage development of local character, and a sense of place and community through design, materials, and methods of construction
- Contribute to improving the aesthetics of Sun Valley and generally raising the aesthetic quality of L.A.'s built environment
- Preserve and protect the integrity of existing neighborhoods and communities by addressing the negative, social aspects of gentrification
- Minimize the need for onsite parking, especially vast areas of surface parking, through appropriate design, shared uses, or construction of municipal lots
- Cultivate neighborhood support by preserving, protecting, or improving adjacent single-family neighborhoods and cultural landmarks such as the Stonehurst residential area

Travel Choice

- Reduce reliance on single-trips and single-use of automobiles
- Reduce vehicular traffic at major intersections and freeway access points
- Encourage use of mass transit
- Enable access to a larger transit network
- Promote the use of pedestrian and bike paths through design techniques

Jobs-Housing Balance

- Locate housing, amenities, services and activities within easy walking distance
- Increase proximity and access to job centers and large employers

Housing Choices

- Accommodate different economic and age groups in an integrated housing mix
- Increase the provision of affordable housing, particularly for very-low- and low-income renters
- Increase the provision of housing accessible to disabled and aged persons

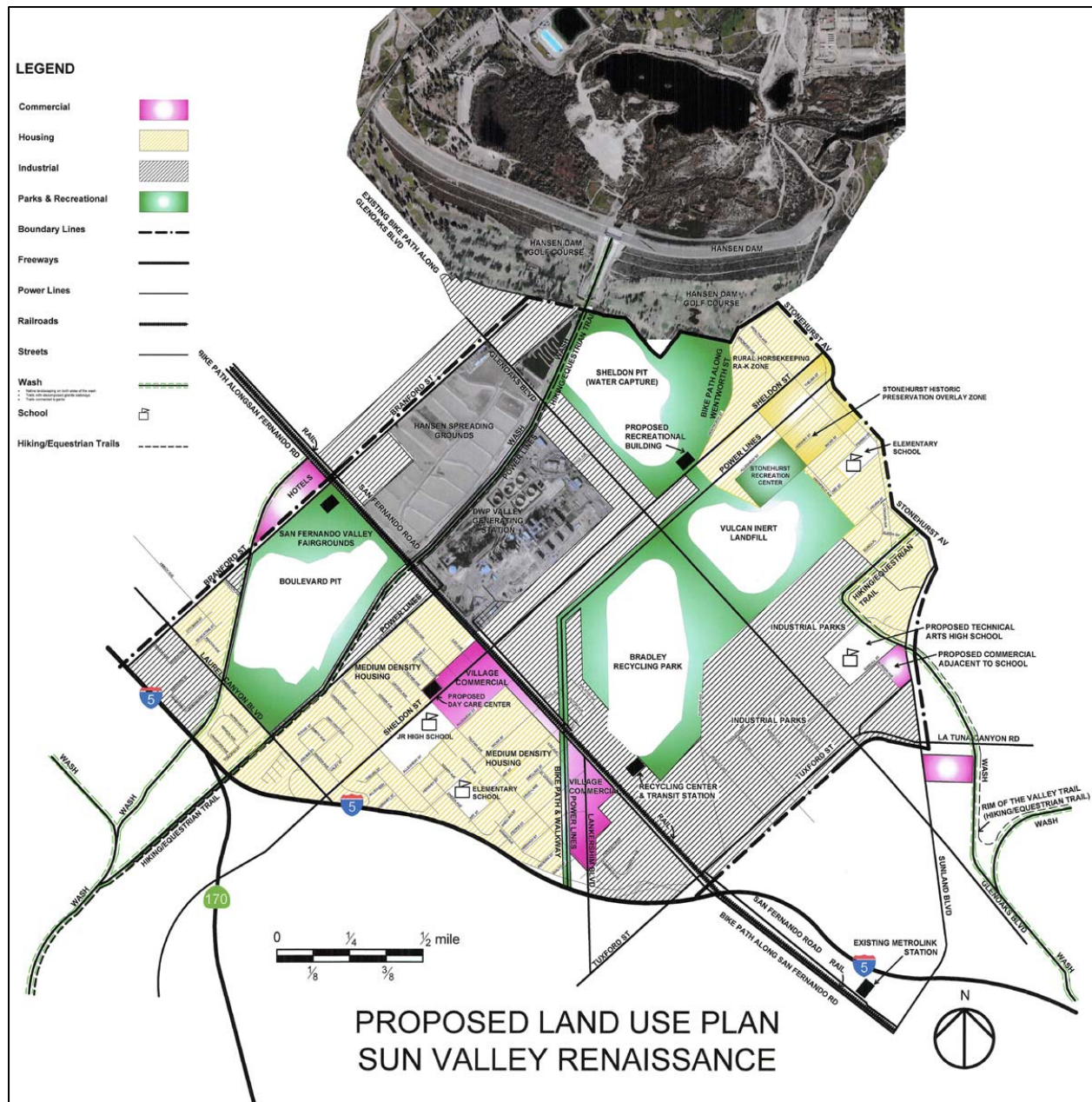
Environment

- Encourage water conservation and recycling
- Increase open space and green space utilizing low-maintenance and native landscaping materials
- Allow for specialized open space where frequent use is encouraged by placement and design
- Use design techniques that conserve resources, minimize waste and preserve ecosystems
- Contribute to the community's energy efficiency through shading, street orientation, and placement of buildings



Chapter V

The Urban Design Concept



The Concept

The Urban Design Concept envisions a project unique in scope and approach, having compactness, completeness, and vitality. The plan illustrates a variety of land uses, but at the same time achieving a coordinated pattern of inter-relationships, which are harmonious and conducive to an active urban environment.

The attached *Project Components* lists the various land uses and outlines the criteria for implementation. The proposals are illustrated by adjoining sketches to suggest their design within the context of the attached project components.

The Sun Valley area presents unique challenges unlike those found in other suburban communities.

- First – The four excavations that comprise the quarry/landfill reclamation areas. Each type of land use will require a different strategy. Decommissioned landfills are subject to complex environmental remediation protocols. On the other hand a quarry or a solid matter landfill such as the CalMat pit, which receives only inert fill, requires a much different approach
- Second – The Tujunga Wash which flows into the Los Angeles River, a natural watercourse that was channelized in the late 1930s by the U.S. Army Corps of Engineers to reduce chronic flooding in the region
- Third – The Sun Valley Steam Plant, owned by the Los Angeles Department of Water & Power
- Fourth – The dismantling, reclamation and outdoor storage facilities which have very low employment-per-acre ratios
- Fifth – The crumbling roadway infrastructure that has had to endure punishing loads and has not been properly upgraded or maintained
- Sixth – The overall concentration of heavy industry and the freight traffic it generates
- Seventh - The lack of community amenities such as parks, cohesive and complete shopping areas and lifestyle centers
- Eighth – In spite of the rundown condition in portions of the community, there is still an appalling lack of decent moderately-priced workforce housing
- Ninth – The preservation of the historic and rural Stonehurst community as a Historical Preservation Overlay District⁵
- Tenth – Buffering residential urban areas from heavily industrialized areas

⁵ A designation by the City of Los Angeles requiring recognition and consideration by various agencies including the Department of City Planning

Conceptual Design

Site Plans

There are four gravel pits that are the centerpieces of the Sun Valley Recreation Master Plan. These are the Bradley Pit - (a closed Landfill), the CalMat Gravel Pit - (inert landfill), the Sheldon Street Pit (considered to be an exhausted gravel pit) and the Boulevard Pit (an active gravel pit, nearing exhaustion)

Existing Gravel Pits

Vulcan Materials Company

The majority of the gravel pits in the subject area have been developed and maintained by Vulcan Materials Company. Vulcan Materials Company is a national organization headquartered in Birmingham, Alabama, employing approximately 9000, company-wide. The company operations produce crushed stone, sand and gravel, and other construction aggregates. The aggregates produced can be used to build and maintain highways, bridges, roads, airports, water, and sewer systems, including building construction.

Two of these pits have current uses that include the Sun Valley Recycling Park (and the gas producing Bradley landfill) and the Cal Mat inert landfill. One of the other two pits is an active gravel pit and one pit remains as an exhausted open pit.

The revitalization plan can envisage significant landscaping, parks and recreation areas within these large land areas; however, the economic activity of private industry within these areas is important to the community and probably will not cease for many years.

The Bradley pit and the associated Sun Valley Recycling Park could benefit from the plan's suggested landscape improvements and visual distractions as well as vehicle access and infrastructure reconstruction. It is understood that landscape improvements are proposed and will be subject to the environmental closure requirements for the pit. It is hoped that the property owners will benefit from the design assistance of the revitalization plan professionals with concepts in the closed landfill areas that could include such items as "green" parks with native, drought-tolerant plants, trees, and a riparian ponds. Such concepts would cater to those residents having an interest in a natural park surrounding. Hiking trails could crisscross the park as the elevation and grade changes caused by the landfill create a more natural terrain for hikers.

The CalMat pit is still in progress of being filled with inert material and at this time the authors of the revitalization plan are not aware of the expected closure timeframe, whether the site is intended to identified as a certified engineered fill for construction purposes or whether it will be a non-engineered fill for landscaping purposes. As discussed above, it is hoped that the property owners will benefit from the design assistance of the revitalization plan professionals.

The Sheldon Street Pit is considered to be an exhausted gravel pit and multiple proposals for the future of the pit have been presented though various media. Due to the close proximity of the wash, use of the exposed gravel layers within the pit as additional

‘spreading grounds’ is a highly beneficial concept. Permeable fill within the pit could allow for a combination of water infiltration and recreation facilities on the surface of the fill. A non-structural fill within the pit would restrict the potential for recreational and commercial buildings, however, properly lined lakes and other hardscape for recreational purposes would be practical.

The Boulevard pit is an actively mined gravel pit located on the southern corner of San Fernando Road and Branford Street. The expected life of the sand and gravel mining in the Boulevard Pit is not known at this time, and the authors of the revitalization plan are not aware of the expected closure timeframe. As discussed above, it is hoped that the property owners will benefit from the design assistance of the revitalization plan professionals.

Trail System

An extensive trail system has been devised as a way to connect each of the proposed parks to each other, to Hansen Dam, and to the surrounding parks, schools, and neighborhoods. It is primarily modeled after the paseo system in Santa Clarita and Valencia.

Rim of the Valley Trail Corridor in the Santa Monica Mountains Conservancy Zone

Residents are committed to the preservation of their rural horsekeeping community. This includes applying for grants from the National Park Service for tourist/recreational development of Rim of the Valley Trail.

Rim of the Valley Backbone Trail is indicated on the within Proposed Land Use Plan map along Stonehurst Street, along McBroom Street, the Hansen Heights Flood Control Channel and at several locations in La Tuna Canyon. The trail is a major recreation and transportation asset for pedestrians, equestrians and wildlife.

The Rim of the Valley Trail Corridor Master Plan was the result of legislation authored by Assemblyman Richard Katz in 1989. The Master Plan is intended as a future guide for both the Mountains Conservancy and the Legislature.

The Santa Monica Mountains Conservancy Zone includes Rim of the Valley Corridor and was created to form an interlinking system of parks, trails, open space, wildlife habitat, and recreational opportunities within and between the Santa Monica, Santa Susana, San Gabriel and Verdugo Mountains.

The Rim of the Valley Trail Corridor lays out the blueprint for a system of natural lands that shelters wildlife and extends recreational opportunities throughout a large urban area. The backbone of that system—and the thread which will tie it together is the Rim of the Valley Trail.

In the Sun Valley-La Tuna Community Plan, the Santa Monica Mountains Conservancy Zone extends from Hansen Dam and Glenoaks Boulevard to Sunland Boulevard across the Verdugo Mountains into the City of Burbank. The non-motorized transportation section of the Sun Valley – La Tuna Community Plan maps the trail alignments as a part of the Citywide Hiking and Equestrian Master Plan. The Rim of the Valley Trail also serves as a wildlife corridor and links the rural/agricultural communities of Stonehurst and La Tuna Canyon, which, in turn, link the Verdugo Mountains, Tujunga Wash and the San Gabriel mountains. Rim of the Valley trail is recognized by the State of California as a public asset and is funded by the Recreational Trails grant program.

Equestrian Volunteers, including Deputy Sheriffs, serve in local search and rescue missions along with providing crowd control for major events.

A Rural Horsekeeping Economy

State of the Horse—an organization committed to rural horsekeeping lifestyles—developed an economic picture that demonstrates the important financial impacts that the equestrian industry has on the local economy. Large lots provide rental income in the form of private boarding stables where horse owners from all over the region keep their animals.

The local feed store is the major employer in the area, and many employees walk to work from their homes. Local residents work as trainers, breeders, stable managers, veterinarians and farriers—as well as those providing goods and services: clothing, saddler, outbuildings, fencing, towing vehicles and horse trailers. The feed store also serves as a major community social hub and contributes generously to youth activities – such as 4-H and equestrian programs for the handicapped.

An estimated 50% of the residents of the community derive a portion (from 15% to 100%) of their household income from the horse industry. The California horse industry contributes an estimated \$17 Billion to the State's economy. An estimated 9% (1.5Billion) of that is in Los Angeles County.

The Tujunga Wash

The Tujunga Wash and the projects for its enhancement will form the backbone of the concept plan.

Initial Objectives (Sun Valley Watershed Ecosystem Restoration Public Workshop/ Scoping Meeting April 19, 2007:

1. Reduce further degradation of area ecosystems
2. Develop opportunities for ecosystem restoration
3. Improve riparian and wetlands habitat
4. Prevent further degradation and improve water quality
5. Reduce urban flood damages and property loss
6. Increase opportunities for water conservation
7. Evaluate potential recreation opportunities

The project team also recommends looking into several other possible functions:

1. Replenish and recharge the water table
2. Park land development
3. Gardens and pastoral outdoor settings similar to the L.A. Arboretum
4. Recreational paseos, bikeways and paths
5. Community-friendly industries and jobs

The proposed focal industries would be those that are already well-developed clusters in the region, where Sun Valley can offer re-purposed space for their expansion and continued attraction. Entertainment, biomedical, aerospace and technology are all strong sectors. They include motion picture and television production and support services, computer programming, optics, and communications. These industries are attracted to campus-style industrial parks—especially areas with a full complement of amenities: services, shopping, dining and leisure activities. Such campuses are generally quite attractive, with modern designs incorporating conservation, water reclamation, solar energy and innovations in heat reduction.



Photo: Folsom, CA, Photo by Mary Benson

Town centers

The present concept is to have a number of themed commercial villages scattered amongst the industrial campuses. It remains to be seen exactly how large and what each village might look like. A pattern of distribution of these villages should be proposed, given the total size of the area covered by this concept.

Workforce Housing

There is a requirement for housing, mainly of two types. First would be replacement housing for existing residents if needed. This level of housing should also serve accommodate the workforce needed for the new industries. The area should also offer high-end housing to encourage professionals, experts and executives to become a part of the community as well. The competition for talented and specialized workers is great, and an area's quality of life can be a major factor in attraction and economic development efforts. Much of the new housing to meet the demand could be integrated into mixed-use developments at the town centers. There may also be an opportunity to mix housing with commercial or even high-end industrial.

Historic Stonehurst – A Rural Agricultural Community

Sun Valley residents treasure their rural areas and special places like the little-known, but historic, community of Stonehurst—a corner of Sun Valley developed in the 1920s with homes built of river boulders from the nearby Tujunga Wash. There are approximately sixty-six surviving stone structures in the area. The preservation and



Photo: Oviatt Library Digital Collection, Cal State Univ. Northridge

acknowledgement of these existing residences is very important to the community. In the City of Los Angeles a Historic Preservation Overlay Zone (HPOZ) can be created to protect such structures. A 2003 City Council motion—reinstated in April 2007—would provide for the establishment of an HPOZ for the Stonehurst Community generally bounded by Sunland Boulevard, Wentworth Avenue and Chivers Avenue. The project team strongly supports the protection of these unique and historic structures. Stonehurst and La Tuna Canyon are planned to be preserved as rural open space communities that will act as a buffer between urban areas and the wildlands.

Stonehurst is perfectly positioned at the edge of a unique Southern California Ecosystem that could provide considerable additional revenue through *eco-tourism*, *eco-agriculture* and bed-and-breakfast resort-style living for visitors traversing the 150-mile Rim of the Valley Trail in guided excursions, potentially lasting up to two-weeks.

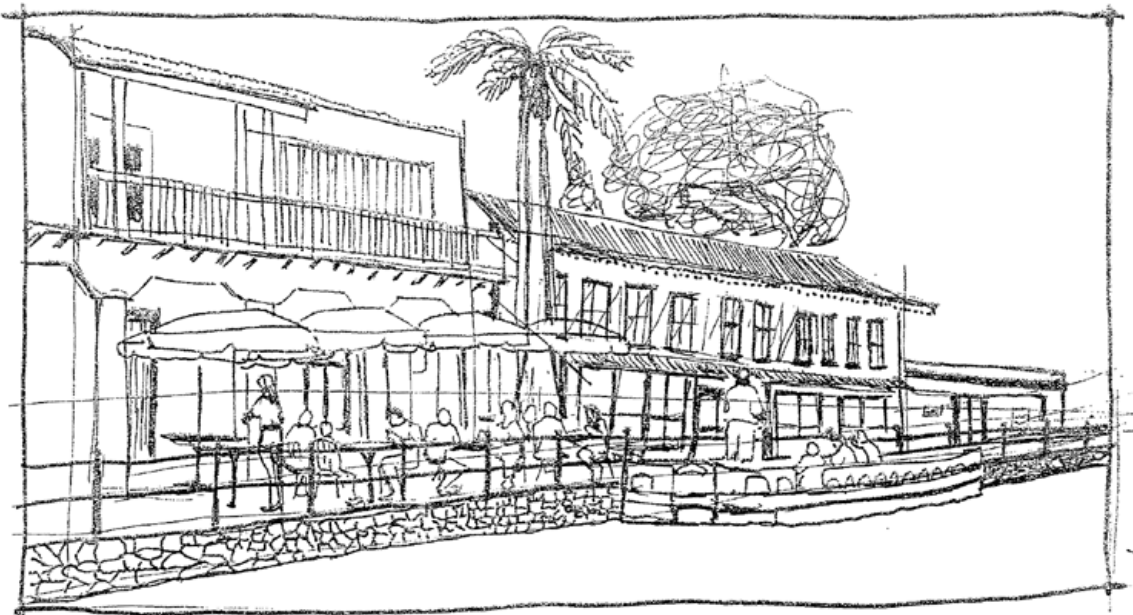
Chapter VI

Area Concept Details

Village Commercial and Mixed-Use Commercial

The UDAT concept plan recommends village commercial along Lankershim Blvd., between San Fernando Road and Tuxford St. This would replace outmoded commercial along both sides of the street. This could be accomplished through replacement, or in some cases, renovation of existing structures.

The village commercial cluster could center on retail, including department stores as anchors, tenant commercial on two levels, commercial services, office, hotel/motel, and other related shopping facilities. Rehabilitation of existing structures is encouraged where possible. The center would provide a pedestrian environment within the commercial center, which could become the focus for a variety of community activities. The commercial areas would link to the adjacent park and trail system as well as providing amenities and enhancing the viability of nearby industrial campuses.



The commercial area concept envisions the establishment of an off-street public parking system within the various sectors of the commercial area, which could be subterranean or in an above-grade structure.

The arcades and mall areas can be open air or enclosed by roofs and skylights. Although with California's Mediterranean climate, the trend recently has been toward themed outdoor villages. Enclosed common areas should be climate-controlled and offer the convenience of readily-accessible parking.



In order to implement the village commercial and mixed-use commercial, developers and investors need to be able to assemble properties. Although community redevelopment agencies often have the power of eminent domain—to force out existing owners and tenants upon compensating them—it is normally the tool of last resort, and not a popular alternative. The better course involves accommodating the needs of existing tenants. Misguided redevelopment strategies can stigmatize an area for decades, causing uncertainty for existing owners and putting private property under the often-unpredictable control of government agencies.

This plan fundamentally contemplates private investment in private property and public investment in the infrastructure—possibly through the establishment of Business Improvement Districts (BIDs)—with outdated buildings being razed or rehabilitated. Developers with plans and programs for improvements would assemble the lots and clear the land. The greatest concern of such developers is the uncertainty of the planning and permitting process. The most important contribution the City can make is to expedite those entitlements needed to encourage private investment.

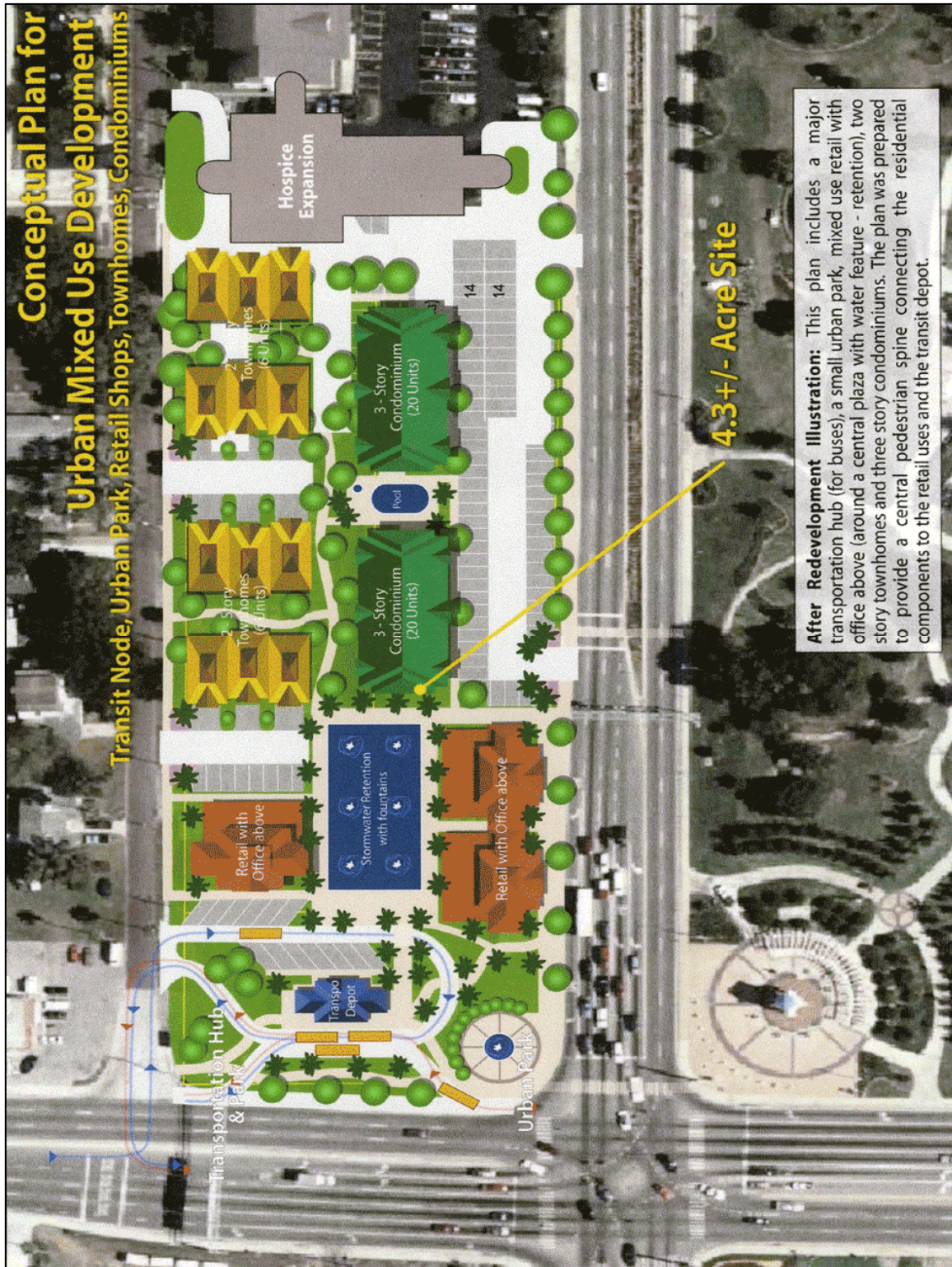
New developments should create an environment that is not only economically realistic, but also safe, efficient, and aesthetically pleasing. Commercial and business developments should be designed to minimize impervious areas, capture stormwater runoff, incorporate drought-tolerant and native landscaping and utilize reclaimed water for irrigation. Every development should use Low Impact Development (LID) strategies with a goal of capturing and treating additional runoff onsite.

Parking lots can also be designed to reduce air quality impact and increase groundwater recharge. Planters between the curbs of parking stalls can collect stormwater runoff. The planters can include grassy swales to remove trash, oil, and grease, and then be followed by dry wells for increased stormwater infiltration. Additionally, trees should be planted in those planters to keep the parked cars cooler in order to avoid air emissions and heat island effects. The stormwater retention component of the Urban Mixed Use Development should be sized to have enough onsite storage for a two-year storm as well as incorporate treatment aspects for the stored stormwater.



Example of an aesthetically pleasing public parking structure such as that proposed for the Lankershim Blvd. commercial district.

This also would screen the view of the nearby power plant smokestacks



Medium-Density Housing

The key to upgrading existing and proposed medium-density housing in the project area is environment—an environment oriented to existing and potential residents and their differing needs. The concept plan recommends a residential environment in close proximity to the planned park system, bicycle and hiking trails, water resources, shopping centers, and potential employment areas (commercial and industrial). The various existing and planned facilities and amenities create the physical environment. Central pedestrian walks and paseos act as connectors to the commercial and public recreational areas.



A medium-density housing cluster contains approximately 50 to 60 families living in a variety of apartment/condominium types. Some existing local streets can be eliminated to provide these housing developments with local parks, open spaces and centralized parking, all connected by pedestrian paths.

Add pocket parks, green space and common use areas whenever possible. The apartment complexes should be designed to provide access to natural park-like green space with trees, hedges and flowers. The walks should be so designed and so located as to maximize views from the apartments without the sacrifice of privacy.

The proposed medium-density housing area fronts on Lankershim Boulevard and San Fernando Road, which provide essential links to the Interstate-5 Freeway, and would be served by DASH shuttle buses to the existing Metrolink rail station. Local buses can also link the residential neighborhoods with commercial, industrial and the proposed park-recreational system.

Existing school sites are convenient for the enhanced residential neighborhoods. The proposed Industrial Arts & Technology Academy (a four-campus technical-arts high school) is suggested near the intersection of Sunland Boulevard and Tuxford Street. The high school would be surrounded by medium-density housing in this area.

In the northeast Valley, including Sun Valley, the LA Times reported that for July of 2006 the median home prices averaged \$535,000. To insure economic and financial soundness of the redevelopment of the medium-density housing program, the redevelopment agency and potential developers should institute three major types of studies:

1. Comparative cost studies of various designs, materials and layouts to maximize amenities while attaining the greatest efficiency in architectural design
2. Feasibility analysis based upon construction costs and necessary rental ranges as these factors relate to the market demand for new housing in the San Fernando Valley
3. Economic, fiscal and social impact analysis to determine how the City of Los Angeles, present and future residents, and area businesses will benefit from any new development

In conclusion, the Concept Plan for medium-density housing offers new opportunities to provide housing into a well-coordinated residential, commercial and industrial area. The existing substandard conditions can be transformed into an attractive community with improved quality of life.

Industrial Parks and Lands

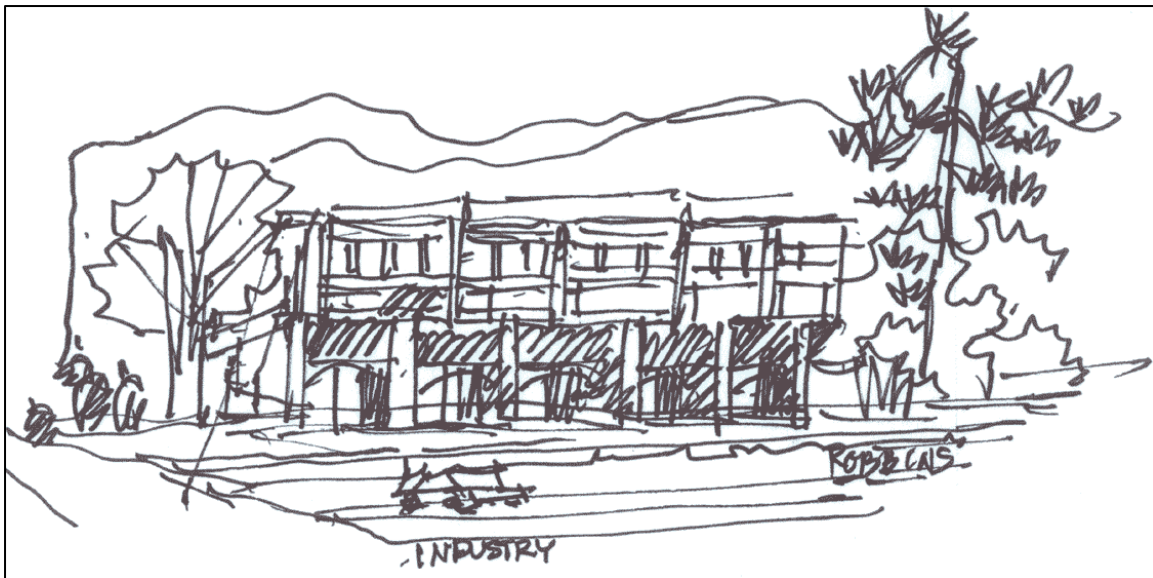
A. Background

The background information below is taken from the Sun Valley Chamber of Commerce, *Economic Development Initiative*.

The shortage of modern manufacturing facilities in Los Angeles County has cost the region opportunities to create high-wage jobs estimated to be worth in excess of \$700 million annually in direct wages. The vacancy rate for manufacturing space in the San Fernando Valley has fallen steadily from 13.1% in 1993 to less than 5% in 2005.

Over the last twenty years the City of Los Angeles has lost a large number of industrial jobs and businesses. The Sun Valley region has witnessed this trend first hand with several companies and property owners deciding to abandon the area rather than fight city hall or the agencies that monitor the region.

The Sun Valley Chamber of Commerce and its membership represent an opportunity to establish a pilot project to address regulatory and environmental issues confronting older industrial sites throughout the City of Los Angeles.



As of December 2005, there were 336 industrial buildings representing over 10 million square feet of industrial space in the Sun Valley/Sunland sub-market area. Several of the property owners have a vested interest in working with the city to address policy issues as outlined in the 2004/2005 report on key industrial land use findings and issues.

Key findings of the City of Los Angeles' Industrial Development Policy Initiative point out that the city along with key stakeholders, need to:

- Retain and cultivate quality industrial jobs, particularly for local residents
- Encourage retention, expansion and development of industrial businesses
- Identify, protect and optimize the industrial use of prime industrial areas
- Increase the City's revenue from industrial activity

According to the Los Angeles County Economic Development Corporation, national and regional demand for modern, efficient industrial space is strong, particularly in key logistical hubs like LA County, which is once again the number one manufacturing center in the United States, featuring a skilled and productive workforce.

In an effort to address this demand, the Sun Valley Chamber of Commerce would like to partner with the Mayor's Office of Economic Development and City Council offices to develop solutions that help retain the region's manufacturing base while improving the overall quality of life of the surrounding community.

A preeminent aspect of the project area can be manufacturing and industrialism. News articles reflect the destruction of industrial buildings to be replaced by condominiums or commercial development. There is ample opportunity to replace the extensive auto parts facilities with manufacturing and industrial production. Industrial development is centered elsewhere in such cities as New York, Philadelphia, Pittsburgh and Detroit.

In the 1930s and 1940s Los Angeles had extensive refineries, packing houses and industrial plants. At that time, Los Angeles was a place of agricultural abundance and a dynamic city. Yet these industries were not associated with smokestacks, such as the steel mills of Chicago.

There is the recognition that industry does not have to be *smokestack* production facilities. Assembly plants, business parks, tool and supply, microchip, clothing, furniture and instrumentation are all examples of *clean* industries that can be part of industrial redevelopment within the project area.

The project area in Sun Valley is one of the most polluted areas of the San Fernando Valley, due to lax environmental enforcement, illegal operations, and a community with little political activism. In addition to the various landfill pits and recycling facilities, there are in the current industrial zone, auto dismantlers and parts yards, granite and rock suppliers, industrial painting and chrome-plating shops.

The subject area did not participate in the growth and development of business and industrial parks. In the 1960s, developers in Los Angeles introduced research and development (R & D) parks that specialized in laboratory work, light manufacturing, assembly and other technological activities. Even in the 1970s, Sun Valley missed out on the industrial parks that combined office, industrial, and supporting commercial and recreational uses. Throughout this evolution there had been a trend toward greater mixture of uses previously considered incompatible. Further, as a result of the decentralizing of

manufacturing and distribution of industries, our interstate highways are clogged with traffic of employees traveling between home and work.

However, throughout this evolution, there has been a growing trend toward greater mixture of uses previously considered incompatible: office buildings located next to manufacturing, and apartments next to office buildings.

With the removal of the incompatible auto dismantlers and parts yards, granite and rock suppliers, industrial painting and chrome painting shops to other areas such as the Antelope Valley, an industrial park could evolve as a clean, integrated facility with major employment opportunities within close living and shopping areas.

B. Categories of Industrial Development

There are a number of categories or types of industrial development that would be compatible with the planned industrial area. These are:

1. *Manufacturing* - Clean, light manufacturing can provide demand for new industrial space. They focus on technology-based activities; therefore, there are fewer undesirable side effects than other traditional heavy industries.
2. *R & D and High Technology* - High technology activities range from the creation and development of new technologies and products to the development, testing, and manufacture of products from existing technology. Within the planned industrial area, related businesses can sell, install, or service high-tech products. This could also include advanced research and production in alternative fuels such as bio-fuels—trash to energy technology. Because of its existing clusters, Sun Valley could be an ideal location for such uses.
3. *Offices and Facilities for Public Contact* - These uses in the planned industrial park include office/warehouses where a portion of the building is occupied by office space. These can also be adjacent to office subareas located next to the planned commercial areas.

C. Types of Industrial Buildings

1. *Traditional Industrial Buildings* - These buildings would be 10,000 square feet or greater with large floor-to-ceiling heights (20' to 24' on average), clear spans, loading docks and large freight doors. These types of facilities usually have low parking ratio requirements, normally 1.5 parking spaces per 1000 square feet of building area.
2. *R & D Buildings* – In dedicated R & D buildings, research is the primary or only activity. The second type of R & D building is intended to serve multiple purposes: office and administrative functions in the front of the building with the shop area for R & D, high-tech uses, and even technology manufacturing.
3. *Multi-tenant Buildings* – These buildings/units of 800 to 5,000 square feet cater to smaller tenants. They usually require parking ratios of two to three spaces per 1,000 square feet of building space.

4. *Alternative Energy/Recycling Heavy Manufacturing* – Convert existing industries into fully enclosed *State of the Art* facilities—include reverse air pressure, and create fully-contained recycling operations, preventing odors and particulates from ever coming in contact with the air.

D. Advantages of a Rehabilitated Industrial Area

To attract high-quality industrial development providing the uses stated above, the following physical conditions must be considered:

1. Ready access to industry clusters, raw materials and vendors
2. Proximity to air and sea ports and to rail transit
3. Availability of a well-educated and trained labor force with diverse capabilities
4. Proximity to educational and technical training facilities
5. Traffic congestion in and around the site
6. Proximity to freeways and infrastructure
7. Employee commute times for travel in and around the Los Angeles area
8. Proximity to mass transit, including rail line
9. Engineering feasibility including utilities, capacity of sewage-treatment facilities and sewer mains
10. Proximity to newly-restored residential and commercial development, including availability of amenities: shopping, restaurants, hotels, health clubs, etc.
11. Proximity to interesting settings, parks, terrain, and water features
12. Air quality controls and other restrictions and regulation

E. State and Social Incentives to Attract Industrial Development

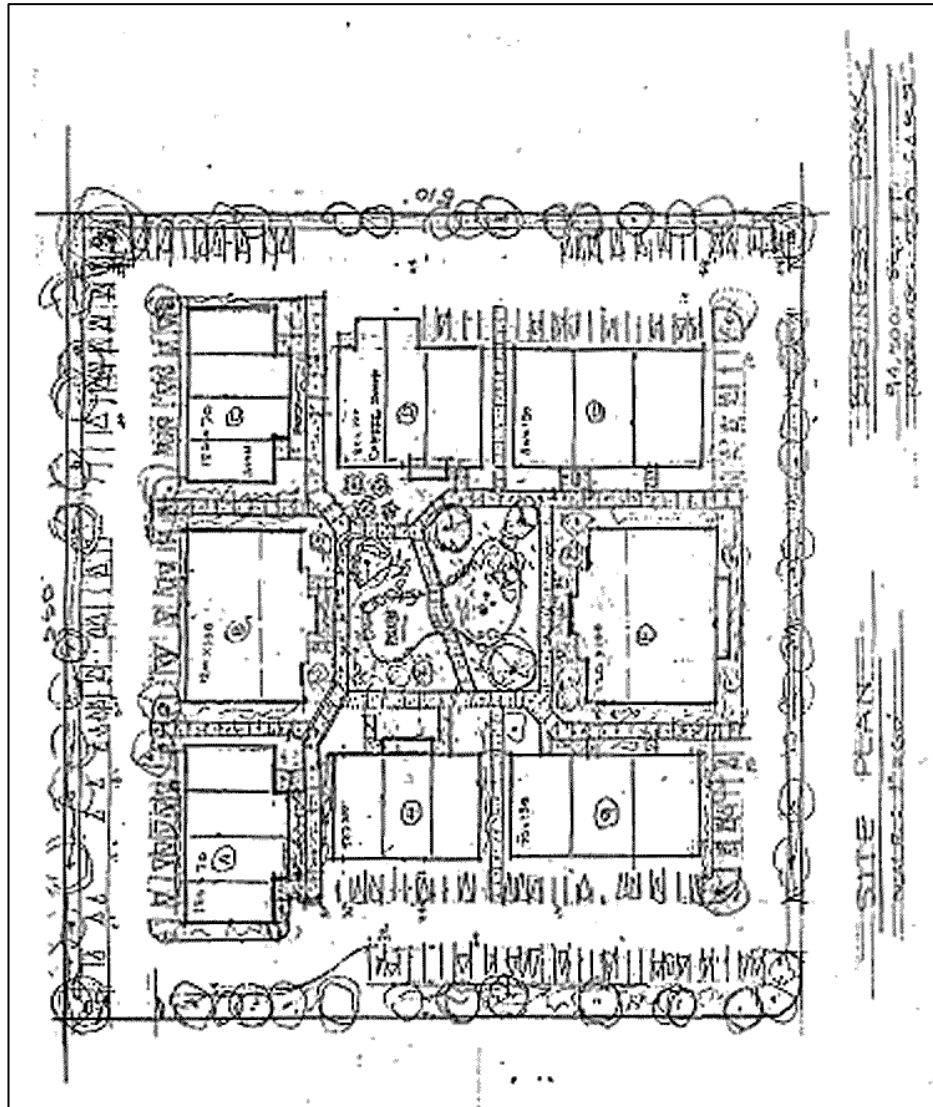
There should be incentive mechanisms to transform the current blighted industrial environment into new industrial park areas. These are as follows:

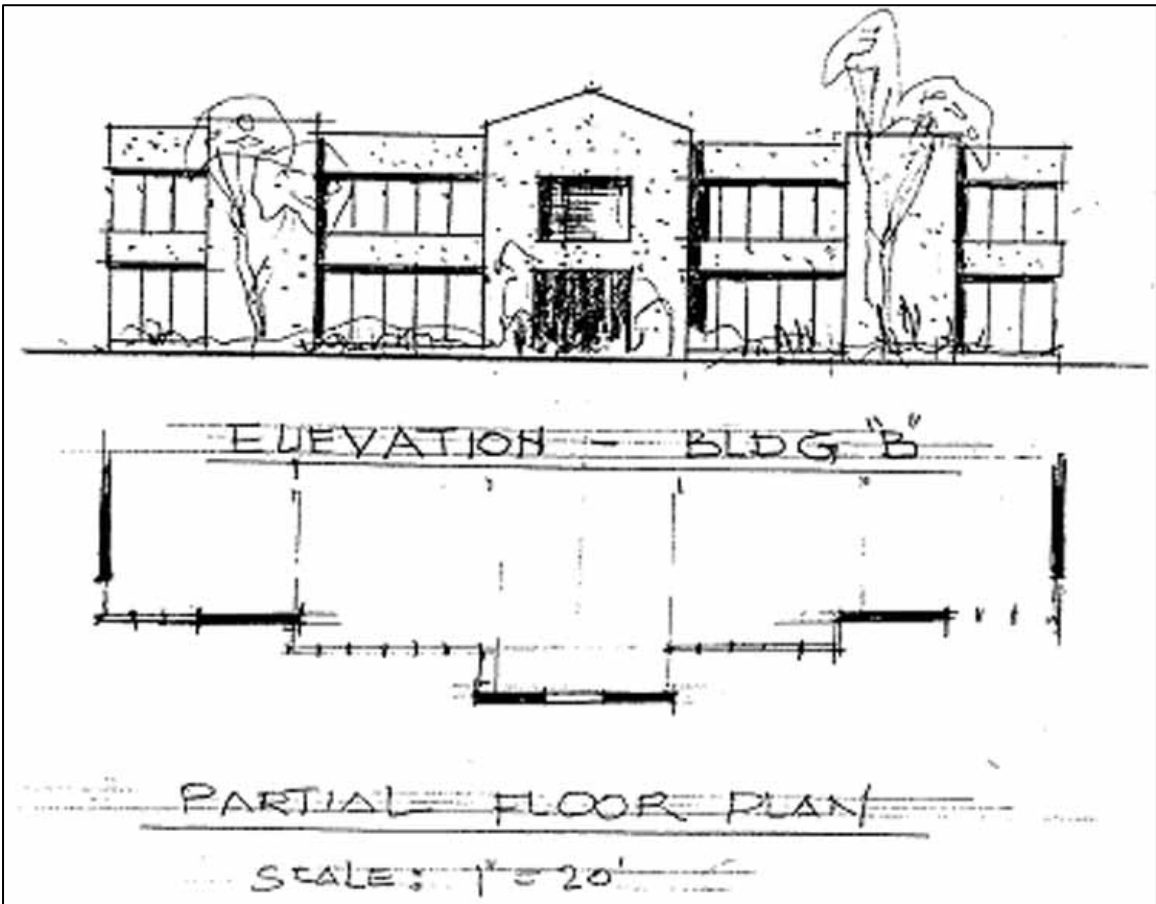
1. The use of public/private negotiations to shape the industrial and business parks
2. Possible redevelopment agency assistance with land assembly and financing
3. Participating in loan commitments, mortgages and property tax abatements
4. Insuring against loss of investment from unanticipated environmental remediation through Community Redevelopment Agency tax increment financing

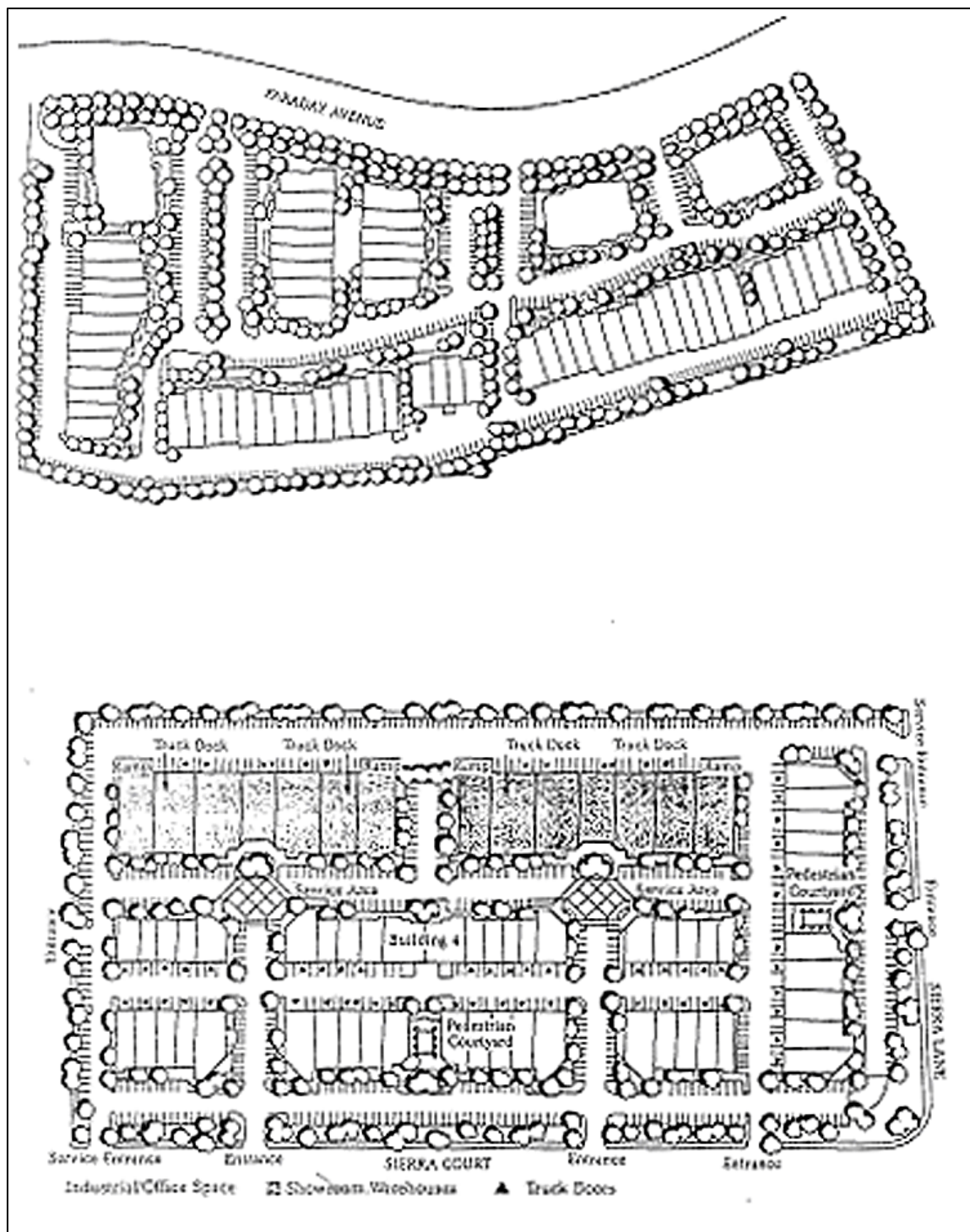
F. Site Design

The location of the primary proposed industrial park in the Sun Valley Renaissance area is favorable for future development. The sites are served by Glenoaks Boulevard and Tuxford Street, and the Interstate-5 freeway is in close proximity—Bob Hope Airport is also very near. The existing street layout provides a number of access points for the proposed developments.

Design of the industrial park must consider road thickness, pavement type, commercial entrances, private driveways, intersections, medians, signalization, gutters, sidewalks, and safety features. The industrial parks should also be designed to minimize impervious areas, capture rooftop runoff, incorporate drought-tolerant and native landscaping and utilize reclaimed water for irrigation. It should also be taken into consideration that this water might need more water quality treatment than runoff from commercial and business developments.









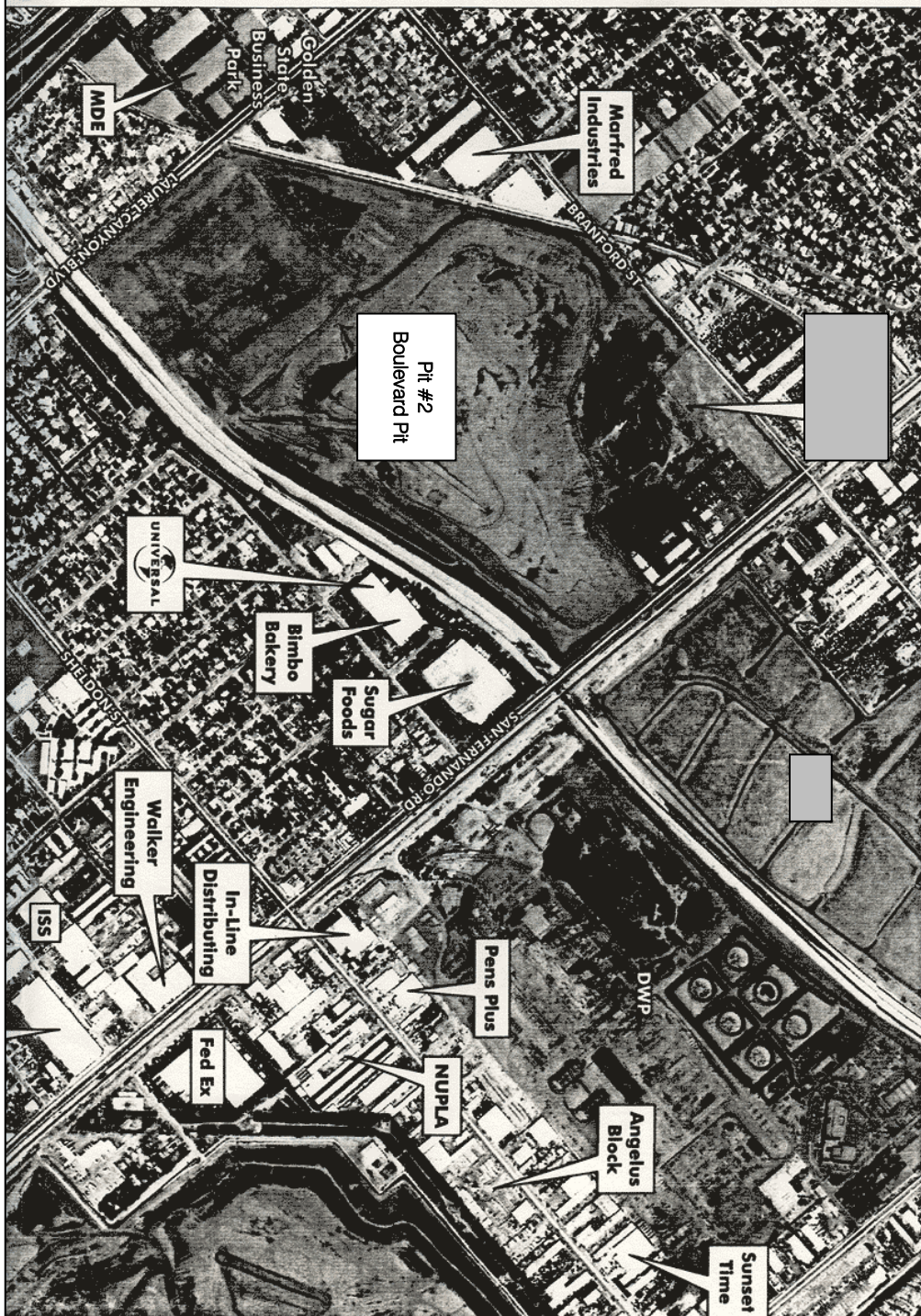
Example of a modern, attractive “industrial campus” structure

Community-Friendly Industries

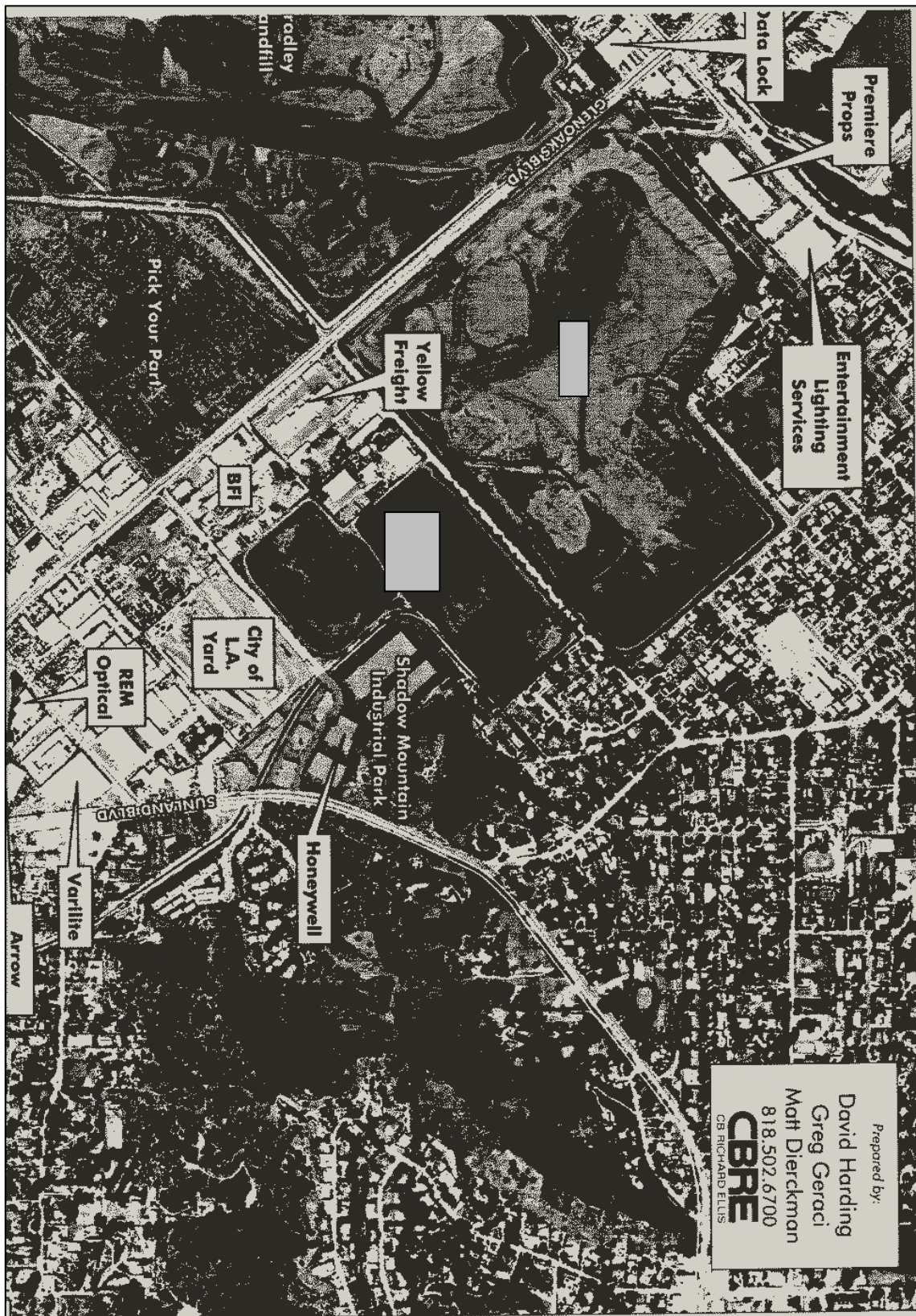
The development of community-friendly industrial is high on the list for community members, the San Valley Chamber of Commerce and for the Sun Valley Neighborhood Council. There is a keen interest in new innovations to spur investment such as “industrial condominiums.” The use of industrially-zoned property for other than industrial—such as swap meets—has contributed to the shortage of industrial sites, which in the area is less than a two percent vacancy rate. Almost any other use has more value to the developer than industrial, and the alternatives of commercial and residential have far less value to the prosperity of the community than community-friendly industrial.



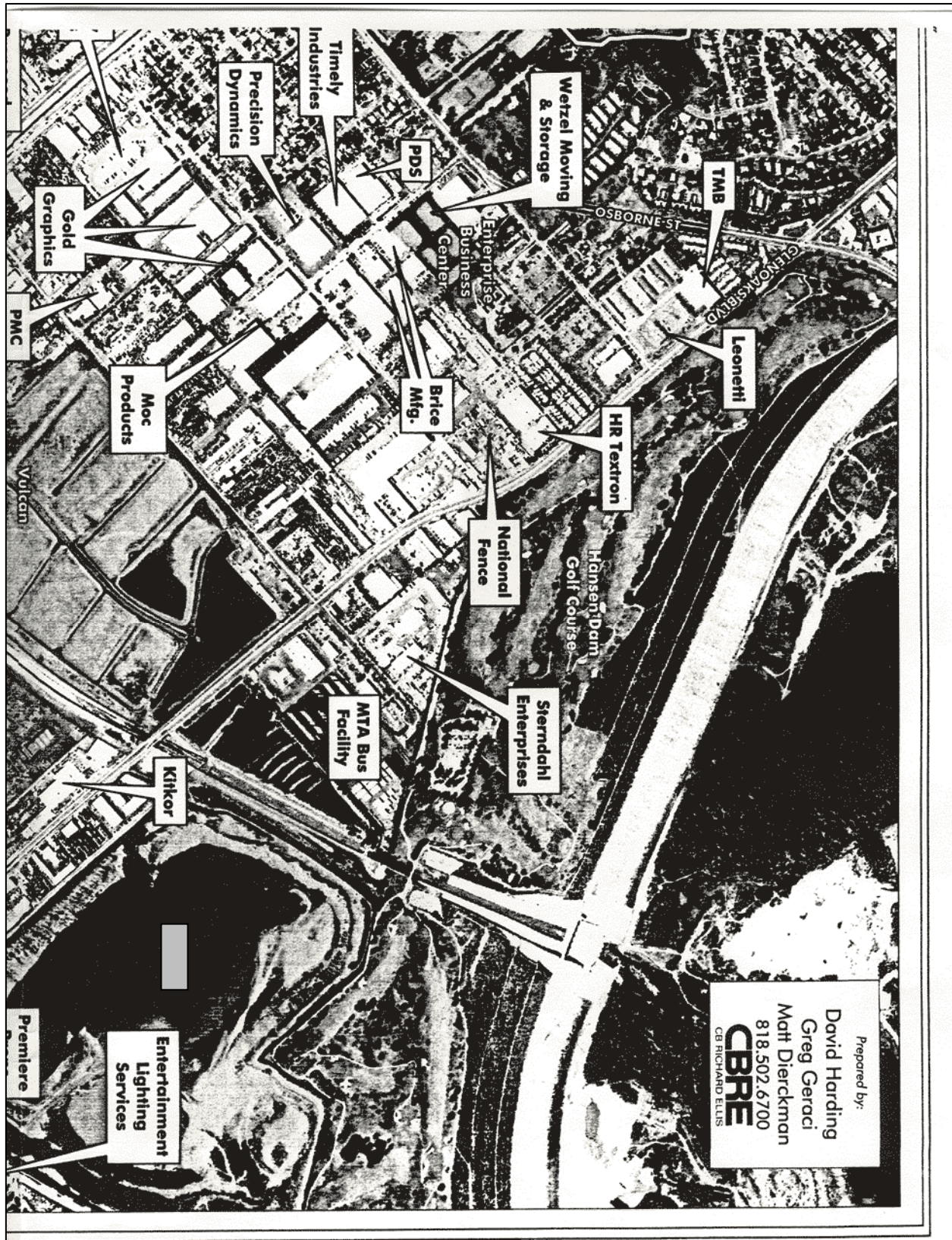
Sun Valley Aerial

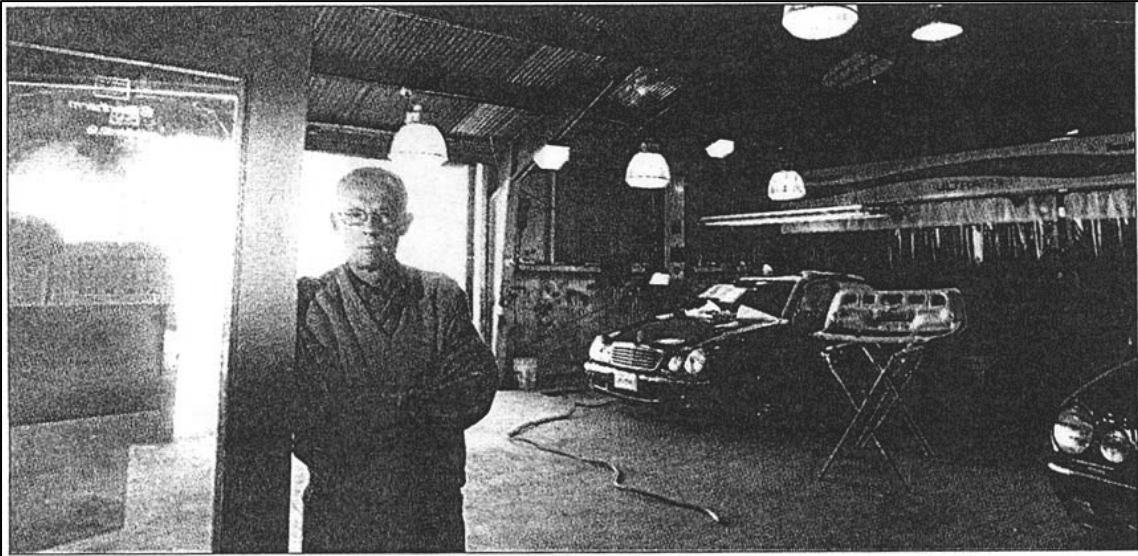












DAMON WINTER *Los Angeles Times*

FEW OPTIONS: *Peter Sardi of Beverly Coachcraft says he must meet stringent environmental requirements and opposes people who "just decide they want to change the zoning."*

Seeing Factories as Essential Parts

The shape of modern American cities may be changing as urban planners weigh the conflicting merits of housing versus industry.

By MARIA L. LA GANGA
AND ROGER VINCENT
Times Staff Writers

OAKLAND — One after another, they stepped to the lectern, pleading. Don't take the land, they told City Council members. Don't put houses on it. If we lose it, it's gone forever.

This wasn't a scene from some Central Valley agricultural town, with fecund acres being gobbled up at a rapid pace. This was a bustling urban enclave in late January, and the appeals came from anxious residents and business owners demanding that city officials protect factories, not farms.

"Many businesses, even small businesses like mine on a half an acre, give you 40 good jobs," Bob Tuck, owner of Atlas Heating and Air Conditioning Co., insisted at the packed hearing on Oakland's land-use policies. "If you pave over our business land, it's never going to give you another economic crop. Let's make

sure that it doesn't become a residential zone."

Large tracts of land are increasingly hard to find in California's crowded cities. Freeways are more congested than ever. Elected officials and environmentalists are clamoring for developers to build new houses within existing urban boundaries instead of fostering more traffic and sprawl.

At the same time, California lost nearly 340,000 manufacturing jobs in the last five years, making some industrial zones look like remnants of a more vibrant age.

So what's a canny developer
[See *Industry*, Page A12]

Factories and Homes Vie for Urban Sites

[Industry, from Page A1]

to do? Put new homes in old manufacturing zones, of course.

But as a flood of houses and condominiums has been proposed over the last several years where smokestacks once belched, Oakland, San Francisco, Los Angeles and other cities in California and throughout the country have been pressed to protect the ugly ducklings of urban land use — industrial neighborhoods.

Existing business owners want to guard livelihoods, urban residents want good jobs close by and many cities hope for an infusion of cleaner enterprises, such as biotechnology firms or solar panel makers.

This spring, as plans to protect industry take form throughout the state, civic leaders are debating the very shape of the American city in a new century. They must ponder whether allowing family houses near warehouses will drive out industries a well-paying jobs. And if new, clean manufacturers will come if land is saved for them. Or if preserved land will end up as a lose-lose proposition: No new industry and no new homes.

"We are dealing with the vestiges of a 20th century city where industrial manufacturing has been this nasty, gritty, ugly thing, which is harmful," said Stephanie Pincetl, visiting professor at UCLA's Institute of the Environment. "But what does the 21st century city look like? Do we exclude people from being nearby? Or do we change the way industry is done?"

Early 21st century Oakland is a striking patchwork. The tree-studded hills are filled with high-end houses sporting million-dollar views. The flats are a jumble of low-end homes in varying states of repair, industrial neighborhoods in varying states of occupancy, a vibrant port and a downtown that largely empties at sunset.

At the high end, there is Rockridge, with Craftsman bungalows, Bugaboo strollers, late-model SUVs and tony restaurants offering balsamic vinegar tastings and nettle poppadelle.

Industrial neighborhoods are in West Oakland, including 1,550 units approved for the 30-acre site of a shuttered Amtrak station, a lonely spot fenced in chain link and barbed wire, nestled against Interstate 880.

In his deep blue coveralls with "Bob T" stitched over the left breast, business owner Tuck is giving a neighborhood tour. He drives by the Amtrak station with its broken windows and a Carnation ice cream plant "that's been sitting there for 10 years with no use."

Tuck points out the former Nabisco plant with its multi-story silo and ornate front and gives entrepreneur Sterling Savely a verbal pat on the back. Savely bought the empty factory in 1994 and turned it into California Cereal Products, which mills rice flour and makes organic breakfast cereal. Like Tuck, he told the City Council at its recent hearing that Oakland needs jobs such as the ones he offers, not low-paying retail work.

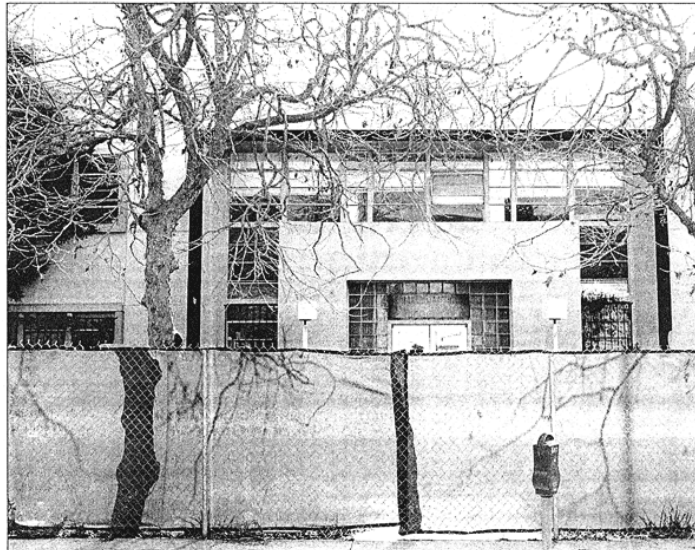
"Starbucks is what you do when you're looking for work," Savely told the council.

As a founding member of the West Oakland Commerce Assn., Tuck is at the forefront of the fight to save the city's manufacturing neighborhoods. He is a third-generation business owner whose family has operated Atlas Heating for nearly 100 years, the last 80 or so at 32nd and Louise streets.

He believes deeply that the area's proximity to freeways and the port are critical to manufacturing and service businesses like his. He argues that his city and his hard-luck neighborhood need skilled jobs like the ones at Atlas, with pay that starts at \$11 an hour and goes up to \$30.

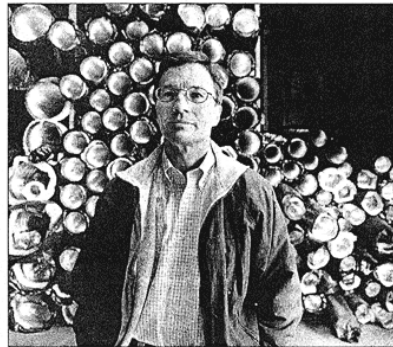
The city has mapped out nearly a score of potential industrial protection zones along a portion of I-880, which has been reinforced to support heavy truck traffic. It is debating which could allow for some residential development. A decision is expected before the mayoral primary in June.

As Tuck pulls up in front of his small complex and gives a



DAMON

JOBS OR HOMES: A developer wants to replace a factory on Tennessee Avenue in West L.A. with condos. Local business owners oppose. "We can't have the entire city go residential," said Adriana Martinez, director of Mayor Antonio Villaraigosa's



ROBERT DURELL/LOS ANGELES TIMES

CRITICAL: "If you pave over our business land," says Bob Tuck of Oakland, "it's never going to give you another economic crop."

Urban planner and Ventura City Councilman William Fulton questions how realistic it is for cities to fence off land while waiting for the holy grail of clean manufacturing. The only industrial slam-dunks, he said, belong

Hall could become a target for condo conversion.

The survey follows a report prepared in early 2004 for then-Mayor James K. Hahn on how market forces and a permissive zoning process were whittling

her reach. "We couldn't stay, and we couldn't afford to move," said French, who laid off 100 workers and closed up shop.

French Rags' two-story concrete building was built in 1946 in an industrial neighborhood near the intersection of the Santa Monica and San Diego freeways. Its closure sparked a fight from nearby business operators who oppose the rezoning. Miami-based developer Lennar Corp. and its local partner want to convert the building into 84 "live-work" condos.

Body shop owner Peter Sardi has been fixing damaged cars at nearby Beverly Coachcraft Inc. for almost 30 years. He said he faces strict controls over the use of paint, chemicals and hazardous waste disposal that sharply limit where he can do business.

"I am subjected to zillions of laws and regulations, and these guys just decide they want to change the zoning?" Sardi said. "It just mystifies me how they can do that."

In reality, the conversion of industrial land to houses is not that mysterious. As planner Fulton points out, "housing developers can outbid just about anybody for any land." And in

land, which embodies the current clash between jobs and houses. New lofts gleam amid bustling salvage companies and swaths of empty or underused industrial buildings whose owners, critics say, would rather sell to developers than fill vacancies.

It is the place that Planning Commissioner Michael Lighty might have had in mind when he told the City Council at January's hearing that the city is "at a crossroads."

"Are we going to be a bedroom community with some industrial," he asked, "or are we going to be a full-blown city?"

Those who fear the former have some cause for concern. Nearly 7,000 new housing units are under consideration in neighborhoods zoned for industry. All but about 1,000 of the city's 4,770 industrial acres are controlled by the airport and port. Of the 1,000, 725 acres have been designated as so-called housing and business mix, but a report to the Planning Commission last June said that most of the new development in that area is housing.

As many as 2,700 of the homes considered for the city's indus-

trious panhandler, he points out the latest loft developments, including a yellow one in which units sold for \$550,000 to \$650,000 each.

"I could . . . develop this property for residential and make more money out of that project and net more taxable income than I have in 15 years running this business," he muses about his almost acre. "I wouldn't create jobs, except a year of construction jobs. But I understand fully the pull, the siren song."

It is the aspiration of many a city these days: Clean manufacturing, which would pay blue-collar workers good salaries without polluting neighborhoods.

"We won't land an auto plant in San Francisco," said Jesse Blout, director of San Francisco's Office of Economic and Workforce Development. "Could we be the home of a solar panel manufacturer, or wind turbines? It's possible."

Speaking for Los Angeles, Councilman Greig Smith said: "What we are really interested in are non-smokestack businesses like computer manufacturing or biotech."

an increase in warehousing and product distribution.

And everyone else? "You can't hold [land] and pray that someday someone cool will come by and want it."

Nevertheless, cities throughout the state and across the country are hedging their bets and tussling over industrial protection zones.

Concern surfaced among Los Angeles officials about three years ago, as they noticed a boom in applications to convert industrial land to other uses, especially housing.

In response, city planners have nearly finished a survey of 19,000 acres of industrially zoned land, about 8% of the city. Within months, they are expected to recommend which sites need to be preserved and which could better be used in other ways.

Among the areas surveyed are districts in Hollywood and downtown that are under especially intense pressure for apartment and condo development.

"We can't have the entire city go residential," said Adriana Martinez, director of L.A. Mayor Antonio Villaraigosa's business team, who joked that even City

an accelerating rate. About 1,800 acres of industrial land may be in disuse, the report said, and the city should reserve some of it for industry and encourage businesses to move in.

In the meantime, housing development is being scrutinized far more carefully in these areas.

Said Smith, whose Council district covers the northwest San Fernando Valley: "Our policy basically is forget housing. We're not interested."

Among those to whom Smith said he gave a thumbs down were developers who hoped to buy the 26-acre Los Angeles Times plant in Chatsworth. They had wanted his support for a zoning change so they could convert it to residential use.

The city's industrial protection efforts came too late to help Barbara French, chief executive of French Rags. The Westside company made high-end women's clothes for 27 years, until the building it had rented for a decade was shuttered last summer so its landlord could sell to residential developers.

The price of moving and setting up the company's 26 knitting machines again was beyond

crowded regions like the Los Angeles Basin and the San Francisco Bay Area, housing is as much in demand as jobs.

In Oakland's case, the industrial land provides only 10 jobs per acre, while more vibrant manufacturing cities can employ 25 to 35 workers per acre, according to a recent study for the Home Builders Assn. of Northern California.

The organization's president, Joseph Perkins, believes that Oakland is at the center of the national debate over industrial land. The key to revitalizing the city is bringing in a vibrant middle class, he says, and a middle class needs houses.

"Residents and city officials want to see housing that's affordable to working people," Perkins said in an interview. "They will never get there if they say you cannot open up industrial land to residential building."

Some city officials question Perkins' statistics, and they argue that developers are building market-rate housing without allocating enough to low-income residents. An affordable housing requirement is being considered.

For Michael Ghelmetti, president of homebuilder Signature Properties, factories versus homes is not an either-or proposition. Three years ago, the company finished a 211-unit development called Durant Square at the site of an old General Motors factory in East Oakland. It rapidly sold out.

"I don't think anyone in the home building industry is arguing that all the land should be converted to residential," Ghelmetti said. "But if there had been a moratorium on conversion, that project would never have happened, and you would have had a weed-strewn parking lot."

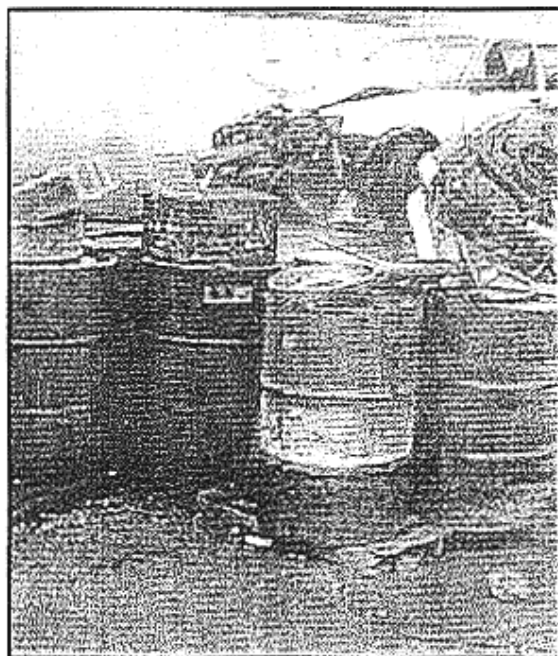
City Attorney Goes After Environmental Polluters in Sun Valley

By Francisco Castro

Vowing that residents won't be "held hostage by environmental criminals," Los Angeles City Attorney Rocky Delgadillo announced a series of inspections at auto dismantling shops, concrete, marble and gravel companies in Sun Valley to investigate environmental violations.

Standing across the street from several of these companies on Branford St. Tuesday morning, Delgadillo said a 24-men task force made up of city, county and state agencies would begin making surprise inspections at over 100 companies in Sun Valley during the next weeks. "We're here to solve the environmental problem that has plagued Sun Valley for decades," he said.

The press conference comes a month after inspectors made surprise visits to 13 auto dismantling facilities and other businesses in the area to check for environmental violations. Several violations were found at that time, said Delgadillo. At one body dismantling shop, inspectors found battery acid leaking into the water and soil. They also discovered illegal disposal of hazardous substances, and on-site storage of tanks containing hazardous material, crimes Delgadillo said "has gone on for far too long." "With a careless disregard for the health of Sun Valley residents, auto body shops have been spewing



Inspectors from several city, county and state agencies began surprise inspections of auto dismantling yards, concrete, gravel and other companies in Sun Valley this week. Several environmental violations were reported during 13 inspections earlier this year, like on-site storage of tanks containing hazardous materials like these at an auto dismantling shop.

toxic chemicals into the air and the water," he said.

Inspectors have found high levels of chromium and lead in the area around these shops, along Branford St. and Tuxford St. from Glendale Blvd. to San Fernando Rd. Chromium is a sus-

pected carcinogen believed to cause cancer. High amounts of lead can cause learning disabili-

ties, behavioral problems, and at very high levels, seizures, coma and even death, according to the Centers for Disease Control and Prevention.

Following the press conference, inspectors headed for one of the shops in the area, the beginning of many more to come. "We're going to go block by block... We're going to check to see who's still breaking the law... and we're going to prosecute those who continue to break the law," said Delgadillo. The residents of this area have asked for environmental justice, and they're getting that.

Those shops found to continue violating environmental codes could face penalties of six months to one year in jail, heavy fines and ultimately could be shut down as a nuisance.

Richard Gallegos, member of the Pacoima Neighborhood Council, welcomed the city's inspections in Sun Valley. "This has been a blight area for our community. A lot of chemicals have been dumped into our soil and have contaminated the water," he said.

Gallegos also said it's up to the community to report complaints about possible environmental violations. "If the community wants changes, they need to get involved," he said.

To report any complaint about possible environmental violations, call the anonymous tip line at (800) 974-9794.

Daily News

MONDAY, MAY 17, 2004

LIGHT FOR SUN VALLEY

Community receives much needed notice

By Kerry Cavanaugh
Staff Writer

For years, Sun Valley — also known as Sun Valley or Smell Valley — has been one of the most polluted corners of the San Fernando Valley because of lax environmental enforcement, illegal operations and a community with little political clout or activism.

But residents have new, cautious hope for their community, which is home to the Bradley Landfill and more than 30 other trash and recycling facilities, plus dozens of auto dismantlers and parts yards, granite and rock suppliers, and industrial painting and chrome-plating shops.

In the last two years, environmental regulators and politicians have turned their focus to this Northeast Valley neighborhood.

They are working to crack down on the types of problems community activist Jerry Piro has documented in stacks of 8-by-11 photos: overflowing trash bins, slime oozing down a concrete wall, mud and garbage clogging a storm drain.

"My belief is even if it's a heavy industry or a junkyard, it doesn't have to look like a dump," Piro said. "If they're making money in the community they owe it to us."

The cleanup campaign started with

Please see SUN VALLEY / Page 12

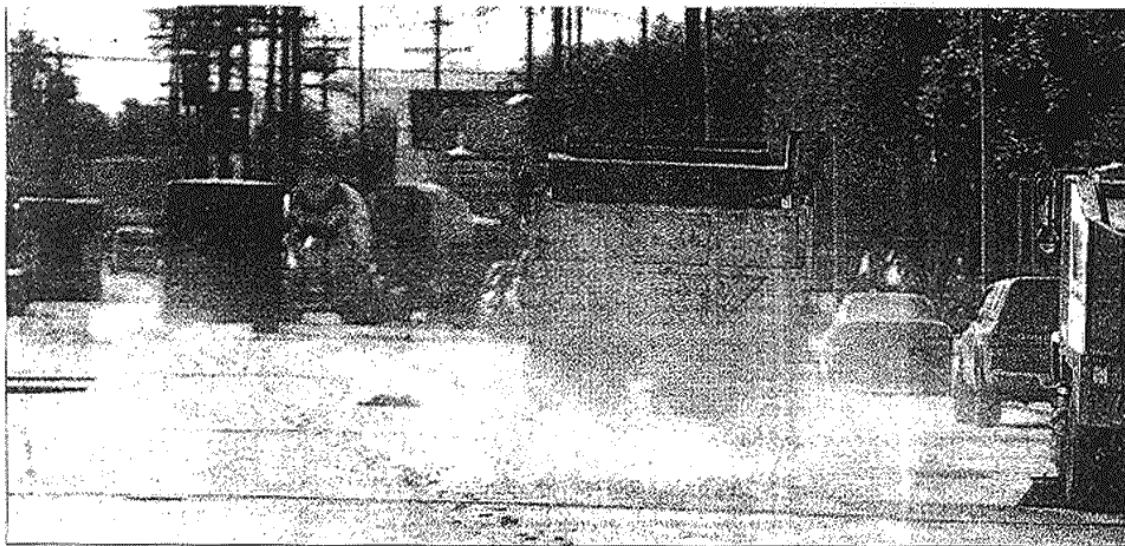


A crew, above, landscapes outside Vulcan Materials in Sun Valley in a beautification effort. Javier Perez, left, sits with sons Eric, 3, and Jonathan, 5. He says the Bradley Landfill's smell bothers him at his home on Laurel Canyon Boulevard.



"Because these communities have not had the ability to have a strong voice, especially with their elected leaders, companies have been lulled into a false sense of security that they don't necessarily have to deal with the community."

— Rocky Delgadillo
City attorney



David Sprague/Staff Photographer

Trucks are common in the Sun Valley area, kicking up dust and spewing fumes like these ones on Bradley Avenue.

Will Sun Valley rise from its bad rep?

SUN VALLEY / From Page 1

an effort by TreePeople, a nonprofit environmental group that wanted to solve the annual flooding problems with a massive new storm water collection plan.

City Attorney Rocky Delgadillo then launched the Sun Valley Initiative, a crackdown on businesses that violated air and water pollution regulations. City Councilman Tony Cardenas came aboard with a plan to designate the community as an Environmental Justice Improvement Area to scrutinize new industrial projects.

And the Chamber of Commerce recently formed Sun Valley Beautiful to organize volunteer efforts to clean up the area.

Every month there have been press conferences, town-hall meetings and sessions for residents to finally voice the frustrations and complaints built up from living in a community that nobody seems to care about.

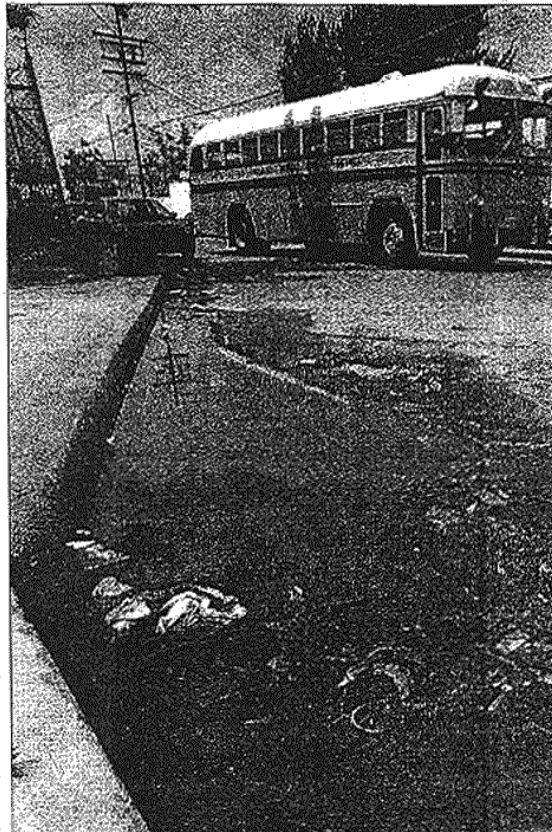
"We're happy to have a light shone on Sun Valley," said Ellen Mackey, an outspoken member of the East Valley Coalition. "It's been so encouraging for a community that's been dumped on for so long."

Attention hasn't necessarily translated into improvement yet, residents said.

There may be fewer junked cars and trash bins lining the main thoroughfares, but the smell from the 156-acre Bradley Landfill and the recycling facilities can still occasionally overwhelm the senses. A thick haze of dust still hangs in the air and mud coats the roads.

From the earliest days of the San Fernando Valley, Sun Valley was a mining town with deep craters created to collect sand and gravel. As the city developed, people began throwing their trash in the holes, and now a dozen closed landfills lie beneath the area.

During World War II, the booming



runoff in the area is thick with heavy metals, oils and toxic contaminants that frequently exceed acceptable pollution levels. Sun Valley sits on one of the city's largest drinking water aquifers, and what doesn't seep down eventually forms a toxic plume in the Santa Monica Bay.

In late 2002, the City Attorney's Office began team inspections with a task force of air, water and toxics inspectors targeting Bradley Landfill, as well as auto dismantlers, chrome platers and gravel mining operations.

So far, they've conducted 200 inspections and filed misdemeanor charges against 15 companies for violations of environmental laws on storm water reporting and hazardous waste transportation.

"Each case by itself may not seem as serious a matter as, say, the Exxon Valdez. But if you add it up over time and based on the number of potential bad factors, it's a real degradation of the community," Delgadillo said.

Though some businesses privately grumble about the increased scrutiny and government oversight, others said the attention is warranted to catch businesses breaking the rules.

"Most of the businesses feel very confident, especially those in compliance, with the city attorney coming in and doing inspections. It creates a level playing field," said Robert McAllister, who chairs the Chamber of Commerce's government affairs committee.

Meanwhile, Councilman Cardenas is still pushing his Sun Valley Environmental Justice Improvement Area plan, which would add another layer of environmental oversight when new industrial projects are proposed.

In recent months, the chamber has launched Sun Valley Beautiful, a business group to both highlight industry's good deeds and to work with residents on ways to make the neighborhood better.

"We're working with the community and telling our story that we do take our

Quarry/Landfill Reclamation Areas - Overview

- Bradley/Sun Valley Recycling Park - (Closed Landfill)
- CalMat Gravel Pit - (Solid Matter Landfill – Receiving inert fill)
- Sheldon Street Pit (Considered exhausted gravel pit)
- Boulevard Pit (Active Gravel Pit – Nearing exhaustion)
- Branford Landfill

Re-design and Renovate Access and Roadways

Sun Valley roads are in extremely poor condition. The area is replete with broken concrete and potholes. Curbs are destroyed, sidewalks are dangerous and many roads remain unpaved—this, in spite of local taxpayers and businesses paying into the property, sales and business tax system for many years. Vehicles—commercial, in particular—pay license fees for the right to serviceable roads, yet many of Sun Valley’s critical arteries are not designed for heavy industrial uses and have gone for decades without maintenance.

The damage builds upon itself with the constant pounding and vibrations of the vehicles—those that service local heavy industry. It worsens as they traverse the washboard roads, belching dust, dropping debris and damaging machinery.

Sun Valley provides critical logistic support to the entire region and in return should have roads that are straight, smooth and strong enough for their intended burdens. These enhanced thoroughfares would reduce pollution and noise and help to clean up local communities. It is proposed that the city make the necessary investments to re-design and renovate Sun Valley’s roads. The city needs to support the area that it has saddled with its heavy industry, waste, recycling, power generation, freight and a host of other locally undesirable land uses.

Bradley/Sun Valley Recycling Park (Closed Landfill)

The original Bradley landfill consisted of three contiguous landfill areas within a large gravel pit from which sand and gravel were quarried. The three areas were commonly referred to as Bradley East, Bradley West, and Bradley West Extension.

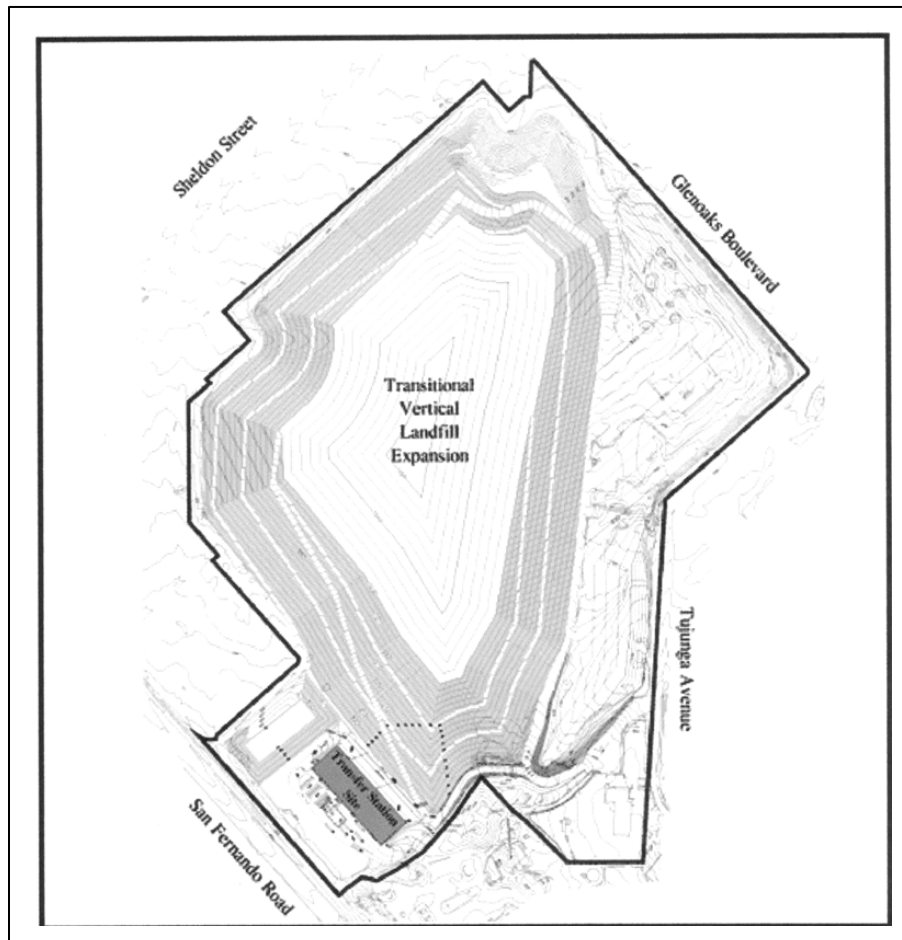
Landfill operations were discontinued in April 2007, and future use of the site as “Sun Valley Recycling Park” will include a solid waste transfer station and a Materials Recycling Facility (MRF). The landfill had been approved to be built to a maximum height of 1,010 feet above mean sea level.

Gas generated from the closed landfill is controlled by a landfill gas treatment plant, a gas condensate collection system, a landfill gas flaring system, and a landfill gas collection system, designed to control off-site migration of gas and to generate revenues from the sale of methane. This system has been in operation since 1981. Additional flares were installed in 1995, 1997 and 2001. Currently the system has 223 vertical wells and 5 horizontal collectors.

The landfill operation is being converted into a transfer station where solid waste loads are received, consolidated and transported to other local or regional landfill facilities. The

transfer station will be located on the west side of the landfill in a reclaimed sand and gravel mine area.

This procedure is identified in the Bradley Landfill and Recycling Center Transition Master Plan. A portion of the proposed project will involve the conversion of the landfill operation discussed above, including installation of the final cover. The transfer station can also be used to implement something that falls in line with watershed management goals. For example, there could be capture devices for rooftop runoff, best management practices (BMPs), etc.



It is understood that landscape improvements are proposed and will be subject to the environmental closure requirements.

CalMat Gravel Pit - (Solid Matter Landfill – Receiving Inert Fill)

The CalMat Pit is an exhausted gravel pit (original depth of 80-100 feet) that is currently permitted as of September 01, 2004 as the Sun Valley Landfill 1 Calmat Class III DS (1 9-AR-1160) and the property owner is Vulcan Materials Company. The landfill is classified as an Inert Debris (such as concrete and bricks) Engineered Fill Operation. The pit has a total area of about 125 acres and has a maximum permitted throughput of 1,823 tons/day. Records indicate that the remaining capacity of the pit is about 15,000,000 tons/year as a

Solid Waste Operation. Based on this amount the estimated closure date would be at the beginning of 2026.



CalMat Gravel Pit

An Environmental Impact Report (EIR) presented the results of an analysis of the environmental effects of the Sun Valley Watershed Management Plan proposed by the County of Los Angeles Department of Public Works (LACDPW) as CEQA Lead Agency.

At the time this EIR was prepared, it was suggested that the exhausted gravel pit could be converted into stormwater retention basins, operate the basins as an inert landfill for several years (Interim Phase), and then ultimately convert the area into a park with a lake with stormwater storage and infiltration capabilities below the lake bottom (Phase 2). With Stonehurst Park next to the pit, there is also the possibility of expanding the recreational space of the existing park when the landfill reaches capacity. After landfill operations cease the pit would be filled to approximately 20 feet below street level. A permanent lake is proposed as part of a 30-acre recreation area that would also serve flood control purposes.

At the time of this study, information regarding the future concept has not been identified or confirmed. Future plans for the Cal Mat Pit are still being discussed.

Sheldon Street Pit (Considered exhausted gravel pit)

The Sheldon Pit and Tujunga Wash Diversion, is an exhausted gravel pit, currently used as a source and disposal location for gravel washwater.

The Sun Valley Watershed Management Plan proposed by the County of Los Angeles Department of Public Works (LACDPW) as CEQA Lead Agency, proposes that once local gravel resources are exhausted and the Vulcan Gravel Processing Plant ceases its operation, it is intended to convert the exhausted gravel pit into a series of stormwater storage and infiltration basins, including a wetland for stormwater treatment.



Sheldon Gravel Pit

A portion of the facility may be designed to serve as a public park when not in use for stormwater retention. A portion of the Tujunga Wash channel would be modified to transfer some of the floodwater from Tujunga Wash into Sheldon Pit for infiltration.

At the time of this study, the County of Los Angeles and Army Corps of Engineers are developing a revised concept and implementation plan.

Boulevard Pit (Active Gravel Pit Nearing exhaustion) and Branford Landfill

The Boulevard Pit is an actively mined gravel pit located in the Tujunga watershed between San Fernando Road and Laurel Canyon Boulevard adjacent to the Tujunga Wash Flood Control Channel. The pit is owned and operated by Vulcan Materials Company. The gravel extracted from Boulevard Pit is transported by a conveyor belt to the Vulcan Gravel Processing Plant.

Current research during preparation of this study has not identified the expected life of the sand and gravel mining in the Boulevard Pit or the potential remediation program that will occur once local gravel resources are exhausted. It is believed to have capacity for another two to three years of quarry operations.

Several studies have been presented, including the Sun Valley Watershed Management Plan that included consideration that the Boulevard Pit could be an alternative to Sheldon Pit for capturing and infiltrating some of the storm flows from Tujunga Wash. However, conversion of the actively mined Boulevard Pit into a stormwater retention basin would interrupt the ongoing gravel extraction activities. This would be considered an adverse impact on the local availability of mineral resources.



Boulevard Gravel Pit

Although it is located outside of the Sun Valley Watershed, the Boulevard Pit can still provide local flood control benefits for the areas downstream. It can be an opportunity for water quality improvement and increased water conservation projects.

It is not a true statement that the Boulevard Pit is environmentally inferior to the Sheldon Pit. In fact, the Boulevard Pit has a lot of opportunities as a project site for the San Fernando Basin, to provide increased flood control, improved water quality, and groundwater recharge. Public Works is currently working with the City of Los Angeles

Department of Water and Power to review options and develop revised detailed concepts for the Boulevard Pit property.

The closed Branford Landfill at the corner of Branford and San Fernando Road – is a 38 acre site proposed for the San Fernando Valley Fairgrounds and Railroad Museum. The corner is the ideal location for a permanent outdoor event venue. Accessible by four major bus routes, Metrolink rail, the I-5 Freeway and Historic Highway 99, (San Fernando Road). It is directly adjacent to the Antelope Valley Metrolink. Reclaimed water might be used to transform the entrance into a water feature or fountain. It is within a CRA redevelopment Zone and Enterprise Zone.

Green Building–Sustainable Building Technology

The planning, construction, and reconstruction of residential, commercial, and industrial buildings in the 2600-acre *Sun Valley Renaissance* area should encompass the essential components of the related concepts of sustainable design and construction. Green building is the practice of increasing the efficiency with which buildings and their sites use and harvest energy, water, and materials. It also reduces building impacts on human health and the environment, through better siting, design, construction, operation, and maintenance.

Green building practice can lead to benefits including reduced operating costs (by using less energy and water), improved public and occupant health (due to improved indoor air quality), and reduced environmental impacts. The common goal of green building is achieving aesthetic harmony between a structure and its surrounding environment.

In the United States, there are numerous programs and organizations that support and guide green building technology. For example, the U.S. Green Building Council has developed programs of what constitute sustainable design of green buildings through *Leadership in Energy and Environmental Design* or LEED, a green building rating system.

The process of green building technology should consider:

1. Land use, including building orientation
2. Water
3. Energy
4. Materials
5. Indoor Environment

A successful green technology program for this project must foster teamwork, creativity, and collaboration. In addition to being LEED certified, constructed buildings should have more water conservation and water quality aspects incorporated into their design. The design of these buildings should accomplish increased flood protection, increased water conservation, and improved water quality. The following article *An Efficient Solution*, Scientific American, September 2006, sums up those energy efficient project examples that can provide a model for green Building in the Sun Valley Renaissance area.

ENERGY EFFICIENCY



An Efficient

OVERVIEW

* Two thirds of all energy is lost during its conversion into forms used in human activities; most of this energy comes from carbon-emitting fossil fuels.

* The quickest, easiest way to reduce carbon emissions is to avoid as many of these losses as possible.

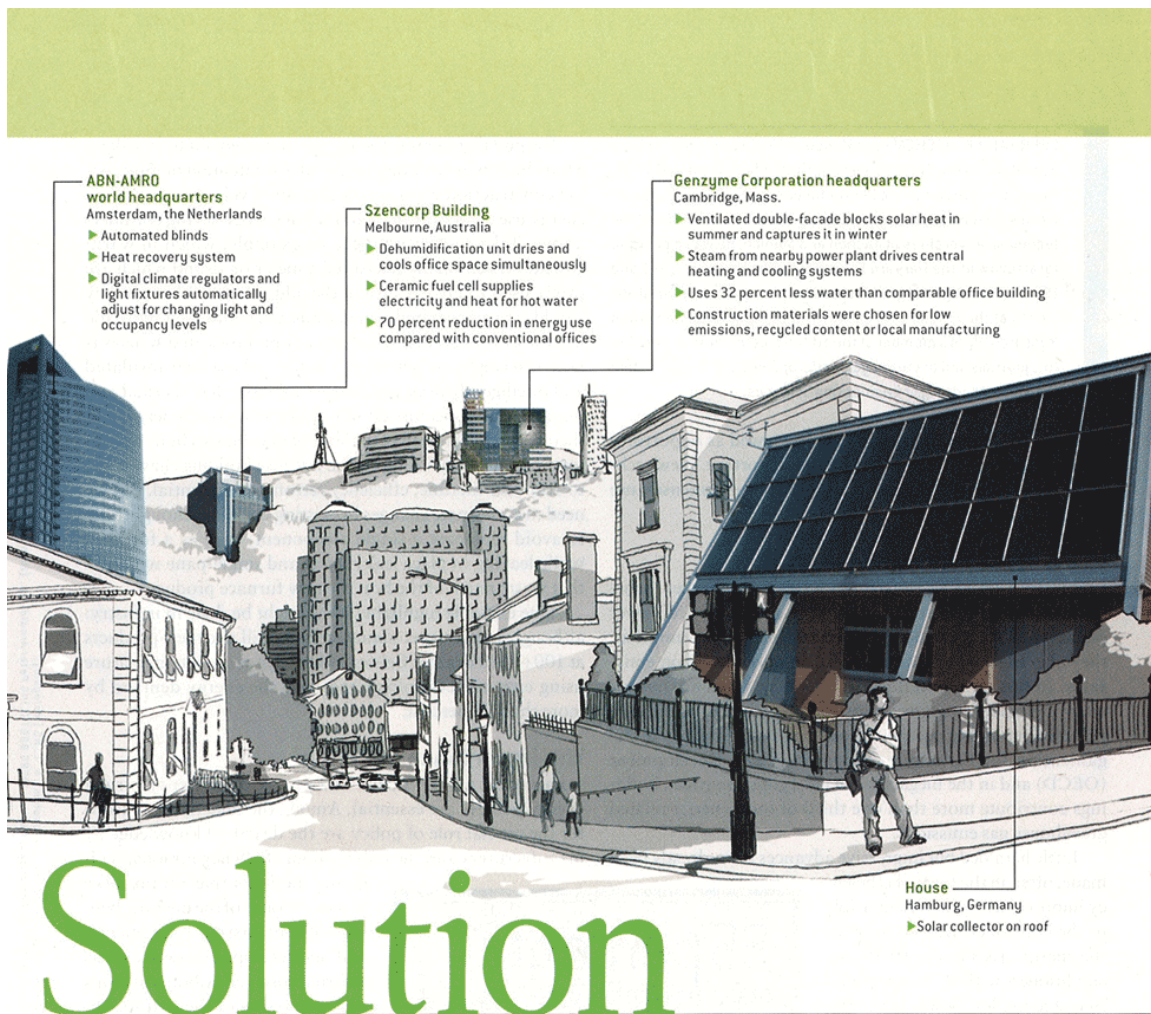
* Improving the energy efficiency of buildings, appliances and industrial processes offers impressive savings.

Wasting less energy is the quickest, least expensive way to stem carbon emissions **BY EBERHARD K. JOCHEM**

The huge potential of energy efficiency measures for mitigating the release of greenhouse gases into the atmosphere attracts little attention when placed alongside the more glamorous alternatives of nuclear, hydrogen or renewable energies. But developing a comprehensive efficiency strategy is the fastest and cheapest thing we can do to reduce carbon emissions. It can also be profitable and astonishingly effective, as two recent examples demonstrate.

From 2001 through 2005, Procter & Gamble's

factory in Germany increased production by 45 percent, but the energy needed to run machines and to heat, cool and ventilate buildings rose by only 12 percent, and carbon emissions remained at the 2001 level. The major pillars supporting this success include highly efficient illumination, compressed-air systems, new designs for heating and air conditioning, funneling heat losses from compressors into heating buildings, and detailed energy measurement and billing.



In some 4,000 houses and buildings in Germany, Switzerland, Austria and Scandinavia, extensive insulation, highly efficient windows and energy-conscious design have led to enormous efficiency increases, enabling energy budgets for heating that are a sixth of the requirement for typical buildings in these countries.

Improved efficiencies can be realized all along the energy chain, from the conversion of primary energy (oil, for example) to energy carriers (such as electricity) and finally to useful energy (the heat in your toaster). The annual global primary energy demand is 447,000 petajoules (a petajoule is roughly 300 gigawatt-hours), 80 percent of which comes from carbon-emitting fossil fuels such as coal, oil and gas. After conversion these primary energy sources deliver roughly 300,000 petajoules of so-called final energy to customers in the form

of electricity, gasoline, heating oil, jet fuel, and so on.

The next step, the conversion of electricity, gasoline, and the like to useful energy in engines, boilers and lightbulbs, causes further energy losses of 154,000 petajoules. Thus, at present almost 300,000 petajoules, or two thirds of the primary energy, are lost during the two stages of energy conversion. Furthermore, all useful energy is eventually dissipated as heat at various temperatures. Insulating buildings more effectively, changing industrial processes and driving lighter, more aerodynamic cars [see "Fueling Our Transportation Future," by John B. Heywood, on page 60] would reduce the demand for useful energy, thus substantially reducing energy wastage.

Given the challenges presented by climate change and the high increases expected in energy prices, the losses that occur

EBERHARD K. JOCHEM is professor of economics and energy economics at the Swiss Federal Institute of Technology (ETH) in Zurich and director of the Center for Energy Policy and Economics there. Educated as a chemical engineer and economist at the technical universities of Aachen and Munich, he was a postdoctoral fellow at the Harvard School of Public Health in 1971 and 1972 before beginning his research in energy and material efficiency at the Fraunhofer Institute for Systems and Innovation Research. He is a member of the editorial board of several scientific journals and of the *Encyclopedia of Energy* and a member of the Swiss Academy of Engineering Sciences.

all along the energy chain can also be viewed as opportunities—and efficiency is one of the most important. New technologies and know-how must replace the present intensive use of energy and materials.

Room for Improvement

BECAUSE CONSERVATION MEASURES, whether incorporated into next year's car design or a new type of power plant, can have a dramatic impact on energy consumption, they also have an enormous effect on overall carbon emissions. In this mix, buildings and houses, which are notoriously inefficient in many countries today, offer the greatest potential for saving energy. In countries belonging to the Organization for Economic Cooperation and Development (OECD) and in the megacities of emerging countries, buildings contribute more than one third of total energy-related greenhouse gas emissions.

Little heralded but impressive advances have already been made, often in the form of efficiency improvements that are invisible to the consumer. Beginning with the energy crisis in the 1970s, air conditioners in the U.S. were redesigned to use less power with little loss in cooling capacity and new U.S. building codes required more insulation and double-paned windows. New refrigerators use only one quarter of the power of earlier models. (With approximately 150 million refrigerators and freezers in the U.S., the difference in consumption between 1974 efficiency levels and 2001 levels is equivalent to avoiding the generation of 40 gigawatts at power plants.) Changing to compact fluorescent light-bulbs yields an instant reduction in power demand; these bulbs provide as much light as regular incandescent bulbs, last 10 times longer and use just one fourth to one fifth the energy.

65 percent
of primary energy—that in the natural resources we harness for power—is lost during conversion to the useful energy that makes our lives more comfortable

80 percent of primary energy comes from carbon-emitting fossil fuels

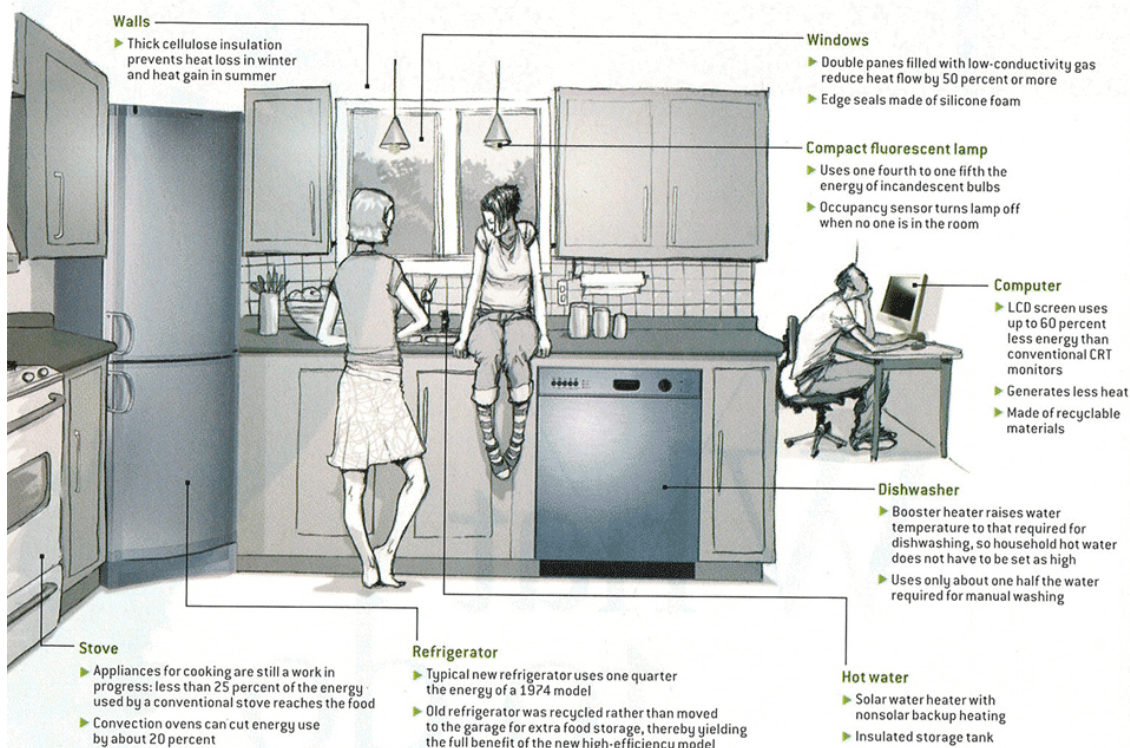
Almost 35 percent of greenhouse gas emissions come from buildings

Despite these gains, the biggest steps remain to be taken. Many buildings were designed with the intention of minimizing construction costs rather than life-cycle cost, including energy use, or simply in ignorance of energy-saving considerations. Take roof overhangs, for example, which in warm climates traditionally measured a meter or so and which are rarely used today because of the added cost, although they would control heat buildup on walls and windows. One of the largest European manufacturers of prefabricated houses is now offering zero-net-energy houses: these well-insulated and intelligently designed structures with solar-thermal and photovoltaic collectors do not need commercial energy, and their total cost is similar to those of new houses built to conform to current building codes. Because buildings have a 50- to 100-year lifetime, efficiency retrofits are essential. But we need to coordinate changes in existing buildings thoughtfully to avoid replacing a single component, such as a furnace, while leaving in place leaky ducts and single-pane windows that waste much of the heat the new furnace produces.

One example highlights what might be done in industry: although some carpet manufacturers still dye their products at 100 to 140 degrees Celsius, others dye at room temperature using enzyme technology, reducing the energy demand by more than 90 percent.

The Importance of Policy

TO REALIZE THE FULL BENEFITS of efficiency, strong energy policies are essential. Among the underlying reasons for the crucial role of policy are the dearth of knowledge by manufacturers and the public about efficiency options, budgeting methods that do not take proper account of the ongoing benefits of long-lasting investments, and market imperfections such as external costs for carbon emissions and other costs of energy use. Energy policy set by governments has traditionally underestimated the benefits of efficiency. Of course, factors other than policy can drive changes in efficiency—higher energy prices, new technologies or cost competition, for instance. But policies—which include energy taxes, financial incentives, professional training, labeling, environmental legislation, greenhouse gas emissions trading and international coordination of regulations for traded products—can make an enormous difference. Furthermore, rapid growth in demand for energy services in emerging countries provides an opportunity to implement energy-efficient policies from the



outset as infrastructure grows: programs to realize efficient solutions in buildings, transport systems and industry would give people the energy services they need without having to build as many power plants, refineries or gas pipelines.

Japan and the countries of the European Union have been more eager to reduce oil imports than the U.S. has and have encouraged productivity gains through energy taxes and other measures. But all OECD countries except Japan have so far failed to update appliance standards. Nor do gas and electric bills in OECD countries indicate how much energy is used for heating, say, as opposed to boiling water or which uses are the most energy-intensive—that is, where a reduction in usage would produce the greatest energy savings. In industry, compressed air, heat, cooling and electricity are often not billed by production line but expressed as an overhead cost.

Nevertheless, energy efficiency has a higher profile in Europe and Japan. A retrofitting project in Ludwigshafen, Germany, serves as just one example. Five years ago 500 dwellings were equipped to adhere to low-energy standards (about 30 kilowatt-hours per square meter per year), reducing the annual energy demand for heating those buildings by a factor of six. Before the retrofit, the dwellings were difficult to rent; now demand is three times greater than capacity.

Other similar projects abound. The Board of the Swiss Federal Institutes of Technology, for instance, has suggested a technological program aimed at what we call the 2,000-

Watt Society—an annual primary energy use of 2,000 watts (or 65 gigajoules) per capita. Realizing this vision in industrial countries would reduce the per capita energy use and related carbon emissions by two thirds, despite a two-thirds increase in GDP, within the next 60 to 80 years. Swiss scientists, including myself, have been evaluating this plan since 2002, and we have concluded that the goal of the 2,000-watt per capita society is technically feasible for industrial countries in the second half of this century.

To some people, the term “energy efficiency” implies reduced comfort. But the concept of efficiency means that you get the same service—a comfortable room or convenient travel from home to work—using less energy. The EU, its member states and Japan have begun to tap the substantial—and profitable—potential of efficiency measures. To avoid the rising costs of energy supplies and the even costlier adaptations to climate change, efficiency must become a global activity. ■

MORE TO EXPLORE

Energy End-Use Efficiency. Eberhard Jochem in *World Energy Assessment 2000*, Chapter 6. UNDP/WEC/UNDESA, 2000.

Steps towards a Sustainable Development: A White Book for R&D of Energy-Efficient Technologies. Edited by Eberhard Jochem. CEPE and Novatlantis, March 2004. www.cepe.ethz.ch

Experience with Energy Efficiency Policies and Programmes in IEA Countries. Howard Geller and Sophie Attali. International Energy Agency, 2005.

MATT VINCENT ILLUSTRATION: THE GREEN CULTURE/SOLARGOODS.COM (refrigerator and dishwasher); NEC CORPORATION OF AMERICA (computer); LUCY READING-IKKANDA (lightbulbs)

www.sciam.com

SCIENTIFIC AMERICAN 67

The Proposed Industrial Arts & Technology Academy

A Four-Campus High School

The Industrial Arts & Technology Academy (a four-campus technical-arts high school) would capitalize on two very important and well-recognized concepts:

First, students learn more and dropouts decline in *small learning communities*, where large student bodies are decentralized into manageable units of 500 or less students. The Principals know their students and their families. The students remain together from grade to grade creating a close, continuous familial relationship. This enhances a student's social network, keeps them from being lost in the crowd, and helps to assure that none are left behind.

Second, there is a great unmet demand for graduates ready and able to enter the workforce in productive well-paying careers in manufacturing, technology and healthcare. A common refrain among businesses is their inability to find qualified candidates for jobs. In addition, there are many students who chose not to attend college but still should have the opportunity to reach beyond entry-level employment.

The four high school campuses would include: 1) industrial, 2) technical, 3) arts, and 4) traditional. The suggested location would be the intersection of Sunland Boulevard and Tuxford Street.

The proposed commercial and industrial facilities should offer high school students opportunities to be exposed to the workplace with after-school employment opportunities. The technical campus would be similar to the Santee Academy of Construction and Industrial Technology located south of downtown Los Angeles.⁶

The Santee Academy has been developed within an existing four-story adult vocational school, the Abram Friedman Occupation Center. The most striking feature of this \$9.6 million school within a school is likely to be its rooftop athletic facility, which is still just a blueprint. For this year, the school accepted only 11th and 12th graders, who have already completed their physical education requirement.

The idea is to offer students a full college-prep curriculum while also making vocational training available in such crafts as plumbing, carpentry, tiling and air conditioning. The new school also accomplishes other goals: relieving crowding at Santee and other trade centers while creating a small learning community high school environment.

The Los Angeles Unified School District needs major reform. This new high school cluster could help set the pace, being designed from the ground up, as deliberately-small campuses. Curriculum for the new high school could also include watershed education aspects. The Dept. of Public Works has developed watershed education as part of the SVWMP. The proposed campus can include green space, strategic tree planting, vegetative swales in the parking lots, etc.

⁶ See portion of article from the Los Angeles Times, "LA Unified Shows Off New Campuses", Wednesday September 6, 2006.

Existing and Proposed Recreational Facilities

Existing

Hansen Dam Golf Course & Fairways Restaurant

This is an 18-hole golf course run by the Department of Recreation and Parks. The fees for golfing are moderate and there are discounts for seniors and youths. Golfers consider the course as being “good,” if somewhat crowded on the weekends. The 19th-Hole Restaurant and Bar are open for dinner and Sunday brunch.

Stonehurst Recreation Center

The center is run by the Department of Recreation and Parks. It includes a new modern multi-purpose gymnasium as well as a historically designated building, an equestrian arena, horseshoe pit and a hiking/equestrian trail that encircles the park. Low cost horseback riding lessons are available for beginners.

Upgraded Sports Field

Richard E. Byrd Middle School is scheduled to be converted by LAUSD to a *small learning center* High School with an upgraded sports field. The Program EIR is complete. Middle school students will be transferred to the new multi-campus facility across from John H. Francis Polytechnic High School at Whitsett and Roscoe Boulevards.

Tuxford Green

Tuxford Green is a mini pocket park located at Tuxford Street and San Fernando Road. The Phase I project collects water that flows into the intersection and treats it, as well as including an underground cistern that stores the treated stormwater for use in irrigation.

Sun Valley Recreation Center

The Sun Valley Recreation Center is located at Sunland and Vineland Boulevards. It is operated by the Department of Recreation and Parks. It features a pool, baseball and softball diamonds, along with a new soccer field and basketball courts. There is a special area for tots and a variety of special programs.

Fernangeles Recreation Center

The Fernangeles Recreation Center is located on Laurel Canyon Boulevard, two blocks south of Sheldon Street. It has a shallow pool, Indoor basketball court, baseball diamonds, soccer field and special cultural heritage programs.

Cesar Chavez Park – Landfill #4, City of Los Angeles

The Sheldon Arleta Landfill was re-dedicated in March 2007 as Cesar Chavez Park. It is located at the intersection of the I-5 and CA-170 freeways on Sheldon Street at Arleta Avenue. This 40-acre project is a joint development between the City of Los Angeles Department of Water and Power and Department of Recreation and Parks. It is designed to include soccer fields, baseball diamonds, running track and skateboard park. The project is fully funded with Phase I under construction and Phase II approved.

Recreation Facilities – Landfill #5, Los Angeles By-Products Co.

The Penrose Landfill Recreation Area features 40 acres and is located southwest of Penrose and Tujunga Avenues. The John Wells Golf Driving Range and snack bar already exists along with a remote control racing track. Plans call for an 8-acre motorcycle park (approved April 2007) a restaurant, paddle boat lake and bumper car attraction.

Passive Park – Landfill #6, Los Angeles By-Products Co.

The Strathern Pit comprises 38 acres at Strathern and Tujunga and is used for reclamation of street runoff by the County of Los Angeles, Department of Public Works. It features a passive park with trails benches, fish ponds, and treatment wetlands.

Cultural and Community Events

The Sun Valley Cultural Arts Center is located on Sunland Boulevard three blocks west of Glenoaks Boulevard. Opened in 2007 at a historic stone building site the center features coloring, drawing, music, and drama programs for ages six to teens. They have a regular schedule of student performances and exhibits.

Proposed Outdoor Event Venue and Fairplex

A Fairgrounds would provide an ideal venue for outdoor performances, exhibitions, shows, carnivals, swap meets, farmer's markets and concerts of all kinds. Especially important is opportunity of providing a home for California's 51st Agricultural District offices and Valley Fair. The fair could have a permanent home along side Historic Highway 99 which first linked the San Fernando Mission to the Pueblo Los Angeles. As a Fair Grounds, many activities, not feasible at a Park or school, would be possible.

As the location and inspiration for *The Great Train Robbery* in 1898, Sun Valley has a rich railroad history going back to 1896, when northern and southern California were united. Tourism and event revenues could be greatly enhanced with the incorporation of a themed development similar to *Olde Towne Sacramento*. A small train museum and horse drawn transportation would greatly enhance the sense of history and of place along San



Source: Folsom, CA, Photo by Mary Benson

Fernando Road, making the facility unique in Los Angeles. A Hotel just north of the location would provide jobs and further bolster the facility as being exhibitor friendly.

By providing a convenient, easy to find venue for local and national talent, the Sun Valley Renaissance project area could present itself as a well-rounded, full-service tourism destination for residents and visitors to the San Fernando Valley.

Whiteman Airport is a private general aviation facility less than half a mile from the project area, and Bob Hope Airport is less than a fifteen minute drive along San Fernando Road.

Proposed Park System and River Walk

From its connection to the Hansen Dam Golf course on the North, the park system would incorporate trails along the Tujunga Wash tributary to the Los Angeles River. Portions of the adjacent Quarry/Landfill Reclamation Areas could be utilized as part of the park system if these become available.

The park and recreational facilities will provide extensive hiking/equestrian trails and bicycle trails including shaded benches, drinking fountains and quiet spots to observe parks and water-filled reservoirs (in the former gravel pits). The hiking trails would terminate at the proposed revitalized residential areas on the south and be linked to rail and bus transportation facilities.

The trails are not only for hiking, but also for exploration. Along the trails and park system would be assorted flora and fauna as part of the wildlife, including planned duck ponds, with restroom facilities placed at convenient intervals.

The trails are for visitors and nearby residents. Like the Sepulveda Basin, the vision includes activities ranging from archery, model airplane flying, baseball, football, soccer and cricket to a proposed amphitheatre for concerts.

Parking facilities should be an integral part of the plan with facilities at the north and south ends as well as one in the center.

The proposed park and recreational element of the Sun Valley Renaissance would transform this area into a regional community park serving the entire San Fernando Valley.

The Department of Public Works is also looking to enhance the areas near Hansen Dam. Some projects that will include added recreational features are Hansen Spreading Grounds, Valley Steam Plant, Strathern Pit, and greenways and environmental restoration projects along Tujunga Wash that are currently under construction.

1.8-mile bike path section is launched

BY BRAD A. GREENBERG, Staff Writer Los Angeles Daily News

Reprint from 11/02/2006

SYLMAR - To the sounds of Queen's "Bicycle Race," city officials on Thursday dedicated the latest leg in L.A.'s journey to create a connected network of bike paths around the San Fernando Valley.

The 1.8-mile stretch of the San Fernando Road Bike Path, from Roxford to Hubbard streets, was three years in the making and cost \$4.2 million.



"Pretty soon, folks like myself will be able to bike all the way to City Hall," said Councilman Alex Padilla, who represents the Northeast Valley.

Perhaps.

Already, a path exists from Griffith Park to Echo Park, part of the Los Angeles River bikeway proposed to stretch from Canoga Park to Long Beach. There is also the 14-mile ride along the Orange Line from Warner Center to North Hollywood, and a handful of short spurs scattered about the Valley.

But a lot must be done before Padilla can pedal from Sylmar to downtown along a designated bike path.

There is no scheduled day of completion for the San Fernando Road section, which parallels Metrolink tracks for eight miles, including a one-mile stretch along the city of San Fernando's existing bike path.

The second phase, from Wolfskill to Branford

streets, is scheduled to break ground in 2007. The city Department of Transportation is seeking bids for the third phase, which would run from Branford to Cohasset streets.

Heavy usage is not anticipated until those phases are completed, said G. Michelle Mowery, coordinator of the city's bicycle program.

Costs for the first phase included paving, lighting and landscaping the path and synchronizing traffic lights for trains, bicyclists and motorists. Seventy percent was funded by the city and 30 percent by the Metropolitan Transportation Authority.

Five years ago, officials estimated the three phases would cost \$15 million. It is unclear how much the project will ultimately cost.

"The Metro is very pleased to spend your tax dollars and give it back to you," county Supervisor Zev Yaroslavsky said to applause during Thursday's ceremony.

Padilla said the bike path will provide a transportation alternative to traffic-clogged streets and freeways, and will help revitalize adjacent neighborhoods by encouraging personal interaction and reducing crime through community unity.

And, he added, it will create a more health-conscious environment.

So far, the most successful Valley bike path has been the Orange Line, with its greenery, well-defined lanes and safe lighting. On any weekend day, it is teeming with walkers and riders alike.

"It's sort of the Valley's best-kept secret," said Kastle Lund, executive director of the Los Angeles County Bicycle Coalition. "The goal is to create a path that circumnavigates the Valley."

Coby Siegenthaler, 81, of Northridge, who drove to the San Fernando Metrolink station and unloaded her bicycle to ride along the path, shared Padilla's excitement. "I love all the bike paths. We should have everywhere bike paths," the native of the Netherlands said. "We don't need all these dumb cars."

Visual Barriers

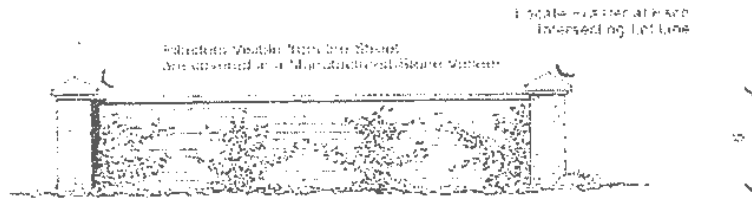
1. Basic Theory

- a. Sight lines
- b. Solid barriers
- c. Perception layers
- d. Focus of attention
- e. Analysis of object to be obscured–mass, height, density, color, luminescence, design, locations
- f. Spacing of barrier elements
- g. Maintainability–simplicity or elegance
- h. Integrally available elements for barrier composition
 - i. There must be at least a fence
 - ii. Are there office buildings, storage, and maintenance structures proposed?
 - iii. Where is the entrance, access ways, parking area?

2. Basic Elements

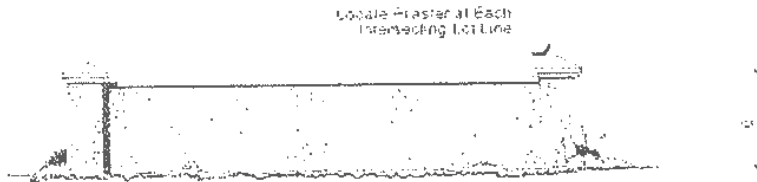
- a. Landscaping–primarily trees and dense, tall bushes
- b. Walls—including articulation and pillars/posts and texture, caps, and lamps
- c. Buildings–integrated with walls
- d. Art work–murals, trompe l’oeil, statuary, water features
- e. Signage–logos, directionals
- f. Gateways–gates, arches, driveway treatments

FENCES FOR PARKS AND TRAIL SYSTEM



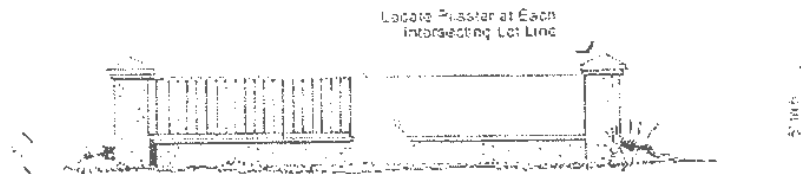
Community Wall (Solid Wall)

Split faced concrete block, both sides. Street side can be used as a vegetation anchor. Split faced block masonry with beveled concrete cap.



Solid / Sound Wall

Split faced concrete block, both sides. Split faced concrete block masonry with beveled concrete cap.



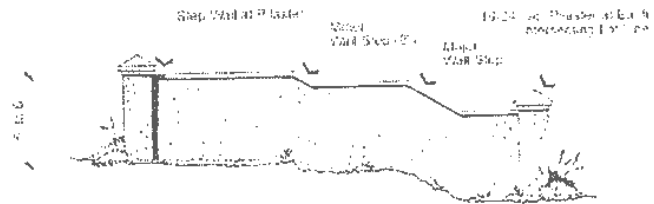
Open Theme View Wall

Wrought iron fence, or clear non glass "Lexan" type panel with split faced block masonry and split faced concrete cap wall, both sides.



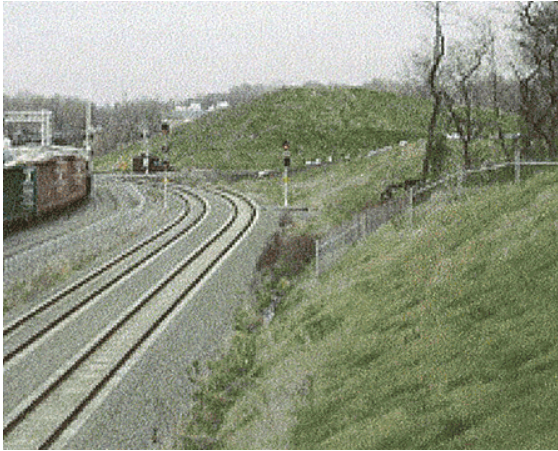
Rural "Equestrian Style" Theme Fence

Wood or approved alternative material.

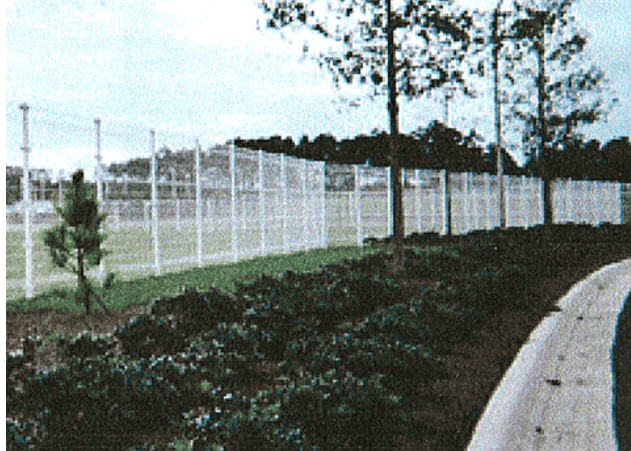


Solid Slope Wall

Split faced concrete block, both sides with beveled concrete cap.



Example of a berm adjacent to a rail line



Fence and landscaping along the rail.



Source: Folsom, CA, Photos by Mary Benson

Examples of screening and landscape along rail lines

Model Studio Specifications and/or Minimum Criteria

General

1. Television studio requirements are different than movie studio requirements
2. Size of sound stages varies—sizes currently unavailable/in short supply
 - 64,000 to 18,000 sf
 - 18,000 to 14,000 sf
 - 10,800 to 7,100 sf
 - 7,000 to 4,600 sf
 - 4,500 to 2,100 sf
 - 2,100 to 400 sf
3. Control during production is very important
4. Provide for a small park area
5. Provide for a green area
6. Very difficult to eliminate aircraft jet noise
7. Studio with a basement preferably should be 18 to 20 ft. clear height
8. All areas require fire sprinklers
9. First floor area requires high truck loading, i.e. H20-S15, therefore large soundproof folding doors to allow entry are required
10. If a significant number of facilities space must be provided for, then:
 - a. Multi-purpose rooms to accommodate meetings with teleconference facilities
 - b. Manufactured homes (bungalows) for certain staff, i.e. producers, directors, writers, etc.
 - c. Allocate space for support staff
 - d. Office space for all production principals and staff
11. Flower and tree prop area is required
12. Sufficient parking for all staff, guests, etc.
13. Full-service cafeteria, etc.

Studio Specifics

14. Movies do not require a stage; usually made on location
15. Minimum 80 ft wide and 100 to 120 ft. long in rectangle shape
16. Minimum height to grid 20 ft., preferably 25 ft.
17. Install catwalks at each side and at least one down the center
18. Strong acoustic requirements for walls and roof system
19. Preferably no interior columns
20. Ceiling grid structural design must support 100 pounds per square foot minimum

21. Concrete external walls with numerous threaded insert locations
22. Wood roof system
23. Studios with audience participation require larger areas for movable seating; to be relocated if necessary
24. First floor should be reasonably flat for movie track rails, if slab on grade
25. First floor slab on grade sufficiently thick to prevent heaving with strong sub-base specifications
26. Depending on use of studio, a permanent raised platform/stage, equipment storage, i.e. various heights of ladders, portable lights, etc.
27. Electrical equipment, microphones, etc.
28. Surplus electrical outlets and power sources
29. Multiple telephone source locations
30. An area with mirrored walls
31. Cyclorama capabilities
32. Pre-rigged Fisher lights
33. Sound recording room
34. Broadcast video facility
35. Plain video facility
36. Audio equipment and audio sound booth
37. Post-production facilities
38. Motion control capacity for robotic cameras
39. Special effect equipment capacity
40. Digital recording capacity
41. Video control room and facility, etc.

Studio Support Requirements

42. Storage areas for movable sets
43. Storage areas for equipment
44. Washrooms for staff personal
45. Wardrobe storage area
46. Make-up station area
47. Actor/actress dressing rooms consisting of relaxation area, work desk, coffee, table, sofa, lounge chair, other chairs, shower, sink, vanity, toilet, etc.
48. Facilities for construction material storage, i.e. lumber
49. Electrical services, i.e. electrical cord, switches, wall sockets, etc., paint, drywall, etc.
50. High electric power capacity
51. If available, a rehearsal studio

52. Strong air conditioning capacity
53. Studio floor will require wood floor sleepers, sound board, probably particle board surface to allow for nails, screws, etc. for sets, carpet installation, etc.
54. Catering capacity
55. Preferably a separate screening room/projection viewing room
56. Preferably a dark room
57. Preferably an editing facility
58. Chromakey screens, special effect green/blue walls
59. Set construction services
60. Rigging equipment services
61. Paint/sign services
62. Special effects services
63. Art department
64. Transportation services
65. Gasoline dispensing facility
66. Sound system capacity
67. Environmental department
68. Janitorial services
69. Mailroom/copying services
70. Production support facilities
71. Security services
72. Gymnasium and support staff facility
73. Car wash services
74. ATM service
75. Emergency medical services, i.e. nurse on staff
76. Wireless phone system
77. Telephone service capacity
78. Internet information access/wireless hub
79. Insurance services
80. Notary availability service

Notes

- a. Currently excess stage area is available in the Los Angeles area because situation comedies are not in favor with the viewing public
- ii. Reality shows do not require stages
- iii. Pilot television programs are being done in many instances outside of the Los Angeles area

4024 Radford Avenue
Studio City, California 91604
(818) 655-5000

III. STAGES

<u>STAGE</u>	<u>SIZE</u>	<u>HEIGHT</u>	<u>AREA/ SQ.FT.</u>	<u>AIR COND. TONNAGE</u>	<u>A/C PWR/ AMPS @120V</u>	<u>D/C PWR*/ AMPS @120V</u>
2	110' x 200'	33'	22,000	150	9,000	9,000
3	120' x 200'	41'	24,000	200	10,000	12,800
4	100' x 120'	26'	12,000	100	5,000	11,200
5	100' x 120'	26'	12,000	100	5,000	9,600
9	110' x 200'	31'	22,000	150	5,000	8,000
10	110' x 200'	31'	22,000	150	8,000	11,200
11	65' x 110'	27'	7,000	60	4,200	4,800
12	110' x 130'	29'	14,000	120	6,000	4,800
14	100' x 140'	35'	14,000	150	5,000	4,800
15	100' x 140'	35'	14,000	150	6,000	4,800
16	100' x 140'	35'	14,000	150	5,000	6,400
17	100' x 140'	35'	14,000	150	5,000	4,800
18	100' x 140'	24'	14,000	150	6,000	3,200
19	100' x 140'	24'	14,000	150	6,000	3,200
20	100' x 140'	24'	14,000	150	6,000	3,200
21	130' x 190'	45'	25,000	200	7,200	-
22	120' x 150'	35'	18,000	150	6,000	-
23	120' x 150'	35'	18,000	150	6,000	-
W21	130' x 190'	19'	25,000	60****	6,000***	-
W22	120' x 150'	19'	18,000	40****	6,000***	-
W23	120' x 150'	19'	18,000	- ****	6,000***	-

Plot/Stage Plans are available from Studio Operations x5661 or x5664.

All Stages can be equipped to accommodate audiences including air conditioning and control booths. Audience seating is available for all stages.

* D/C Power is subject to the amount of production on any given day. Consult the Lighting Department for available capacity.

** 6,000 amps shared between W21, W22 and W23.

*** Can be supplemented with additional portable air conditioning units.

Chapter VII

Architectural and Urban Planning Student Participation

California State University Northridge

Professor Julianna Delgado

Pierce College

Professor Larry Robbins, AIA

Woodbury University

Professors Hadley and Peter Arnold

Selected Student Participants

Student Projects Online

Student projects provided the initial research, imagination and starting point for the work of the Sun Valley Renaissance Urban Design Assistance Team. These wonderful and creative offerings demonstrated how well these emerging scholars were able to address urban/suburban challenges. You may visit them online at:

<http://valleyofthestars.net/SVStudentProjects.htm>

California State University at Northridge

Fourth-Year Urban Planning Class

Adjei Addo
Mike Ascione
Jan Bryant
Freddy Carrillo
Victor Castillo
Karen Flemming
Arnaldo Gomez
Laurel Kopanski
Masao Ota
Krystin Rice
Donna Rosser
Jessica Szczepan
Emily Yllescas

Pierce College

First-Year Architecture Class

Erich Miller
Joanna Gomez
Fernando Miranda
Oscar Corletto
Michael Becher
Yasuko Kishimoto

Woodbury University

Second-, Third-, and Fourth-Year Architecture Classes

Amir Bashar
David Gral
Marion Thompson
Ani Vartabetian
Rena Kambara
Avetis (Avo) Ekimyan
Sothon (Dale) Thawornjaroen

Chapter VIII

Watershed Analysis, Gravel Pit and Landfill Utilization Projects Parks and Recreation Areas

Tujunga Watershed Management Plan

Projects included in the Tujunga Watershed Management Plan within the Boundaries of the Sun Valley Renaissance Project

#2 Transmission Line Easement Project

Project proposes to capture and infiltrate stormwater beneath existing LADWP and Edison power line easements for groundwater recharge, TMDL compliance and flood protection. Significant opportunity for pocket parks, recreation areas and trails linking large portions of the watershed. In addition, the project will provide water quality benefits, and habitat restoration opportunities that are lacking in the region.

#8 Tujunga Wash Bridge Retrofit

Proposal to Retrofit the existing Tujunga Wash bridges to allow for pedestrian paths/Class I bikeway along the Tujunga Wash easement per the County's Los Angeles River Master Plan, and to allow for greater channel width for hydrologic/habitat improvements in future. Project will create a significant alternative transit linkage, create recreational opportunities from the Los Angeles River to Pacoima Wash, Hansen Dam to the rest of the Tujunga Watershed.

#12 Decrease Impermeability in Tujunga Watershed

Remove impervious surfaces throughout watershed where feasible. Regional benefits of flood attenuation, water quality improvements and possible habitat

#23 Tujunga Wash Greenway - Bike & Pedestrian Paths

Continuous, separate, bike and pedestrian paths along the Tujunga Wash will connect the communities along the Tujunga Wash and provide access to the Hansen Dam Recreation Area and eventually Griffith Park, Downtown LA, the West San Fernando Valley and Long Beach. The project should include appropriate native landscaping, wayfinding and educational/interpretive signage.

#34 Tujunga and Sun Valley Watershed - Tujunga Wash Diversion Project

Project will divert stormwater flows from the Tujunga Wash, downstream of Hansen Dam, to Sheldon Pit, for groundwater recharge, wetlands water quality enhancements, and multiuse recreational opportunities.

#35 Tujunga and Sun Valley Watershed - Valley Steam Plant

Capture stormwater runoff from the LADWP Steam Plant property in Sun Valley, filter flows, and pump the water to recharge the Hansen Spreading Grounds within the Tujunga Watershed.

#48 Hansen Spreading Grounds Intake and Telemetry Improvements

Replace existing steel radial gate in Tujunga Wash with a rubber dam; install telemetry for monitoring and remote operation. Project would enhance efficiency of operations and lessen the long-term maintenance of the intake works.

#49/85 Hansen Spreading Grounds Optimization

Project proposes to optimize the recharge capacity of the spreading grounds by modernizing and automating the existing intake structures and reconfiguring the spreading basins to increase retention capacity. There may be opportunities for compatible use of the spreading grounds that are lacking in the region (e.g. habitat restoration, open space, passive recreation)

#59 Recycled Water Groundwater Recharge Feasibility Study

Project will determine technical feasibility and public acceptance of using advanced treated recycled water for groundwater recharge in the east San Fernando Valley, providing significant potential water resource benefits.

#62 Sheldon Pit

Evaluate the feasibility of acquiring and developing Sheldon Gravel Pit into a multi-use retention and infiltration facility to enhance stormwater conservation, habitat restoration, and recreation. Project will seek to balance water conservation, water quality, open space, and habitat restoration in an integrated fashion; project complements other efforts in the area to better utilize our local water resources

#63 Tujunga Spreading Grounds Intake and Basin Improvements

Regrade the spreading basins; abandon existing Tujunga Wash intake and rubber dam and relocate to Basin 1; add an intake and rubber dam near Basin 12 to capture flows from Pacoima Diversion Channel; install telemetry system. The project would take advantage of the lifting of spreading restrictions made possible by the completion of the City of LA's proposed methane extraction project.

#74 Boulevard Pit

Acquire and develop the 140-acre Boulevard Pit into a multi-use retention and recharge facility to enhance stormwater conservation.

#82 Boulevard Pit Park

Develop Regional Park, detention area and swale and trail network. Create a greenway connection to Tujunga Wash.

#89 MTA Parking Lot

Proposed median plantings to provide shade and collect stormwater runoff from parking lot and clean water before it flows into the Tujunga Wash.

#117 Sun Valley Greenbelt

Proposed Recreation trail network to connect Hansen Golf Course, Hansen Spreading Grounds, Tujunga Wash, Branford Landfill, Boulevard Pit, Tujunga Spreading Grounds, Arleta Spreading Grounds, former Sheldon-Arleta Landfill (new DRP Cesar Chavez Park) and local schools. Hiking and Equestrian Trails to be of decomposed granite, and paved bike trails both to be landscaped with native planting and pocket parks with future access to spreading grounds and pits upon permissible access. Trails to link to proposed trail networks in Arleta, Pacoima and Foothills NC.



#121 Water Quality Improvement Project @ Metal Plating Yards

Develop Study to determine impacts of Industrial Facilities adjacent to Tujunga Wash/Hansen Spreading Grounds and Sheldon Gravel Pit on the Water Supply and recommend appropriate actions, BMPs and education program for businesses.

#122 San Fernando Road (North) Swale, Rail/Trail, and Rail ROW

Class 1 bike path along San Fernando Road. Plant trees and California Natives at edge of Hansen Spreading grounds. Possible street vacation of North San Fernando Road. Vacation would also remove current major dumping problem at entrance to Hansen Spreading Grounds and address trash TMDLs. Site to be regraded to capture and clean stormwater entering Hansen Spreading Grounds.

#123 Tujunga Spreading Ground Expansion

There exist Surplus property located between Sheldon Street and the Tujunga Wash below Laurel Canyon Blvd. that could be incorporated into the Tujunga Spreading Grounds. Project would also develop long-term floodplain buy-back scenario to protect existing open space to provide additional flood protection and passive recreation.

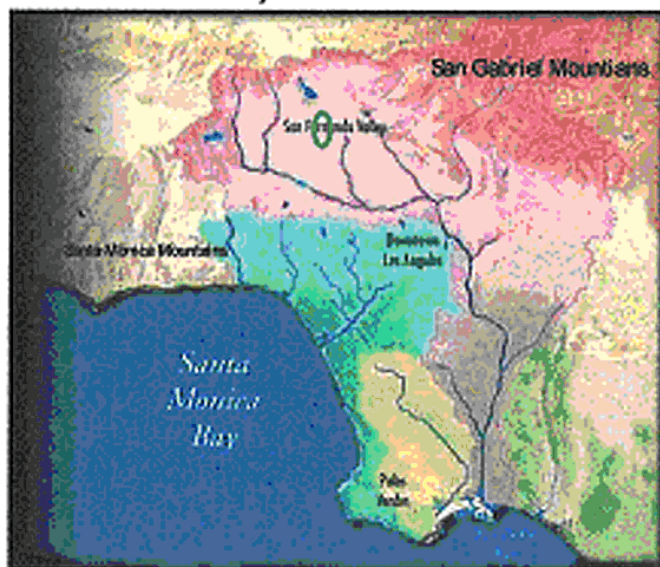
EXECUTIVE SUMMARY

The primary objective of the Sun Valley Watershed Management Plan (WMP) is to solve the chronic local flooding problem with a multipurpose solution, acknowledging that rainfall is a significant component of our water supply in this semi-arid region. The Sun Valley Watershed Stakeholders Group (Stakeholders) has been meeting since late 1998 to address the flooding problem in Sun Valley under the leadership of the Watershed Management Division, County of Los Angeles Department of Public Works (LACDPW). The Watershed Management Division was formed in recognition that integrated solutions can address flood protection, water supply and stormwater quality needs of the County. The Stakeholders defined a mission for the Sun Valley watershed that is consistent with this philosophy. The mission of the Stakeholders is:

□□ to solve the local flooding problem while retaining all stormwater runoff from the watershed, increasing water conservation, recreational opportunities, wildlife habitat, and reducing stormwater pollution.□□

The Sun Valley Watershed is located in the San Fernando Valley, about 14 miles northwest of Downtown Los Angeles. It is a subbasin of the Los Angeles River Watershed. The green oval in Figure ES-1 shows the location of the Sun Valley Watershed in the Los Angeles River Watershed. The Sun Valley area is not served by a major flood control system and is highly developed. Consequently, stormwater runoff causes flooding of city streets during even minor rainfall events, and has caused property damage during heavy rainfall events.

Figure ES-1
Sun Valley Watershed Location



Executive Summary

The purpose of the Sun Valley Watershed Management Plan project is to meet the multiple objectives of the Stakeholders. The watershed management planning process is based on an organized methodology for development and evaluation of alternatives. The process includes the following steps:

- Define project objectives
- Define Best Management Practice (BMP) elements
- Evaluate opportunities and constraints
- Assemble into alternatives
- Evaluate and refine alternatives
- Select and evaluate four final sample alternatives.

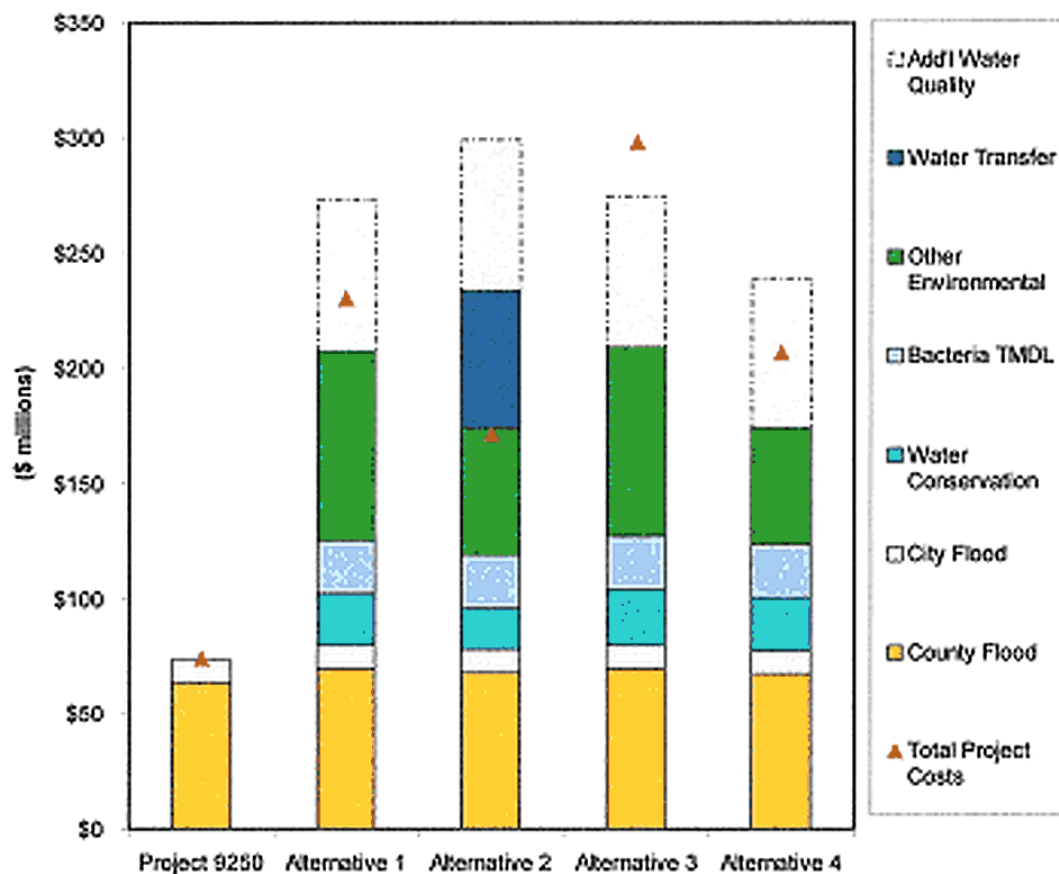
Technical Memoranda completed as part of the project explain the details of each step of the process. This Watershed Management Plan gives an overview of the process and explains the results. The results include four final sample alternatives. The four final sample alternatives are each a system of components that, when combined, meet the project objectives. Examples of project components are infiltration basins, constructed wetlands, tree planting, and storm drains. Many of the components include benefits in addition to flood control. The four final sample alternatives all provide significant water conservation, recreation, water quality, habitat, and other benefits. The components are spread across the watershed to meet the County flood control criteria at all locations.

Detailed analysis of the four final sample alternatives is complete. The analysis includes water balances, conceptual designs, hydraulic models, and benefit/cost analysis. The benefit/cost ratio for each sample alternative and Project 9250 (the County designed storm drain) is shown in Table ES-1. A graphical summary of the benefits and costs for each alternative is presented in Figure ES-2. The benefit/cost ratios compare the present value of the costs and the benefits of each alternative. The cost includes the present value of the total project cost and O&M over a 50-year evaluation period. The benefits use the present value of the summed benefits over the same evaluation period.

Table ES-1
Benefit/Cost Ratio for Each Alternative

	Alternative				
	9250	1	2	3	4
Present Value of All Benefits (in \$ million)	\$73.44	\$270.47	\$295.39	\$274.93	\$239.95
Present Value of Capital and O&M Costs (in \$ million)	\$74.46	\$230.40	\$171.58	\$297.90	\$208.61
Benefit/Cost Ratio	0.98	1.17	1.72	0.92	1.16

Figure ES-2
Benefits of the Sun Valley Alternatives

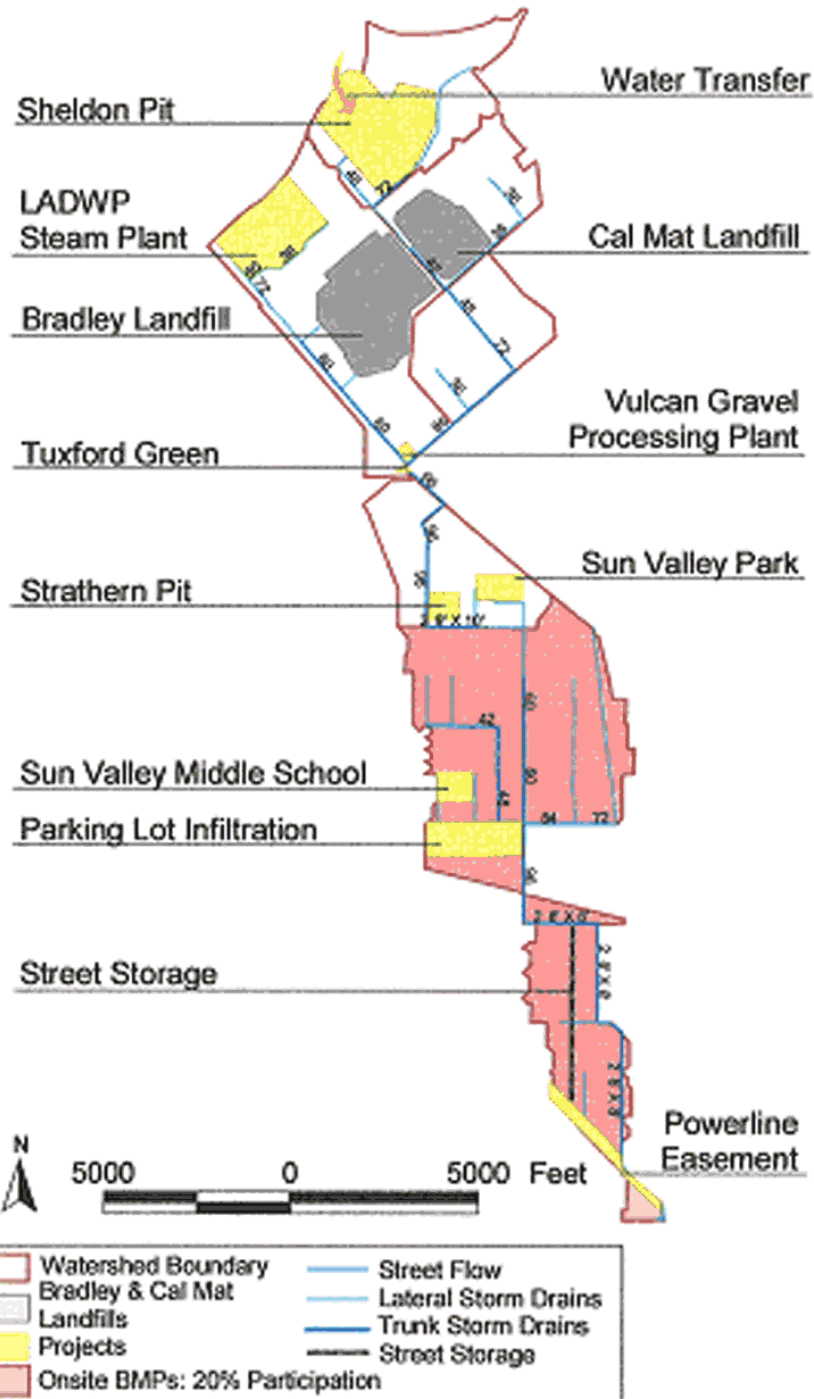


Alternative 2, Water Conservation, has the highest benefit-to-cost ratio of 1.72. This is due to the combination of higher overall benefits and lower total project costs. The higher benefits are associated with the water transfer component from Tujunga Wash to Sheldon Pit, which provides almost four times the groundwater recharge provided by any other alternative. If the water transfer component were included in the other alternatives, their benefit-to-cost ratios would also increase. The lower cost results from implementing fewer retention projects, and releasing water from the watershed outlet during large storm events.

Figure ES-3 is a graphical representation of sample Alternative 2. It depicts how the different project components are distributed geographically across the watershed.

Executive Summary

Figure ES-3
Alternative 2 Diagram



Executive Summary

Table ES-2 lists the components included in Alternative 2 and the amount of water that will be conserved by the components in an average year. Table ES-2 also lists the estimated capital cost for each component. The total estimated cost of Alternative 2 is \$151 million. Due to the multiple benefits of Alternative 2, there are a number of agencies and funding sources likely to participate in project funding.

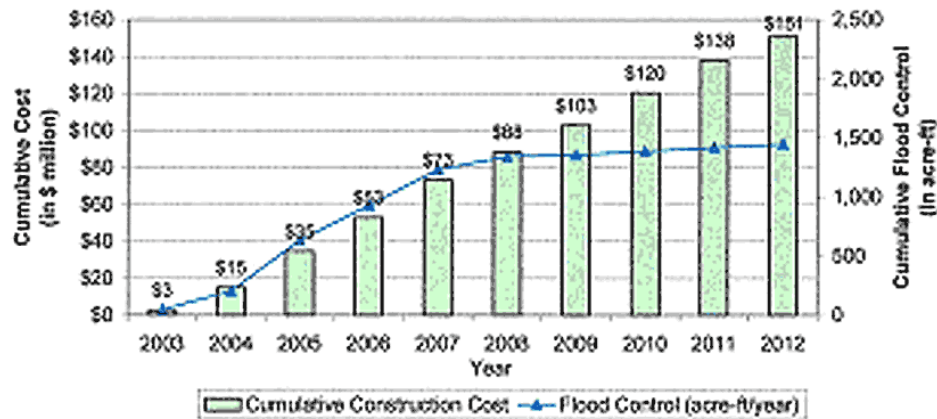
Table ES-2
Sample Alternative 2 Design, Water Conservation, and Cost Summary

Project Component	Average Annual Water Conservation (acre-ft)	Capital Cost
LADWP Steam Plant	184	\$4,539,000
Vulcan Gravel Processing Plant	45	952,000
Tuxford Green	Mostly Conveyance & Negligible Conservation	4,350,000
Sun Valley Park	38	2,800,000
Sun Valley Middle School	25	3,033,000
Tree Planting and Mulching	Negligible	2,200,000
Tujunga Wash Diversion	8,000	850,000
Sheldon Pit	303	16,850,000
Strathern Pit	649	15,500,000
Parking Lot Infiltration	57	15,300,000
Street Storage	113	17,543,000
Onsite BMPs	113	16,407,000
Powerline Easement	596	7,500,000
Trunk Storm Drains	Conveyance Only	35,816,000
Lateral Storm Drains	Conveyance Only	6,382,000
Total	8,123	\$150,802,000

The implementation plan for the sample project covers ten years with annual costs ranging between \$9 and \$19 million. Figure ES-4 depicts the cumulative costs and flood protection of Alternative 2. The flood control curve shows that projects with a large flood protection benefit are scheduled for construction in the first five years of implementation. When all proposed flood control structures are completed, the Sun Valley Watershed will be in compliance with the County Flood Control requirements.

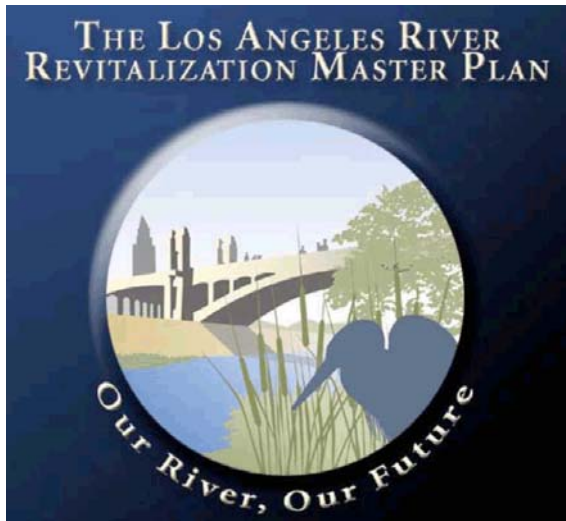
Executive Summary

Figure ES-4
Cumulative Construction Cost and Flood Protection of Sample Alternative 2



Note: Flood protection data is based on structures that retain water and ignores flood protection provided by storm drains. The measure of flood protection from storm drains cannot be measured in acre-feet.

Past, Present, and Future - The Los Angeles River



All over the world, cities, founded on great rivers, are rediscovering and revitalizing their riverfronts. River revitalization brings many and varied opportunities - including: parks, trails, recreation, nature, neighborhood identity, jobs, community development, tourism, and civic pride. Many Angelinos are unfamiliar with the LA River, even though it flows through our communities. Here is some history and background on what's happening on the LA River.

Early History

The Los Angeles River flowed here long before Europeans first arrived. The River was the only source of water for Los Angeles for much of the time as we grew from a small pueblo to the world class city we are today. Water was diverted from the river to the pueblo through a complex system of zanjias (ditches), which allowed agriculture to flourish in the region.

Flood Danger

Though it carried very little water in the dry season, the LA River frequently flooded during winter rains. Two major floods in the 1930's killed over 50 people and damaged a great deal of property. In the 50's and 60's the federal government straightened, deepened, and reinforced the river with concrete. The concrete structure has saved lives and prevented property damage, but has resulted in a river that is considered an eyesore, and not particularly welcoming to humans and nature.

River Revitalization

In recent years, various community and governmental groups have been working together to revitalize the LA River. In 2002, under the leadership of Councilmember Ed Reyes, the Los Angeles City Council established the new Ad Hoc Committee on the Los Angeles River. The committee serves as a clearinghouse for river projects, encouraging community involvement in the ongoing river improvements, and helping coordinate river projects within the City.

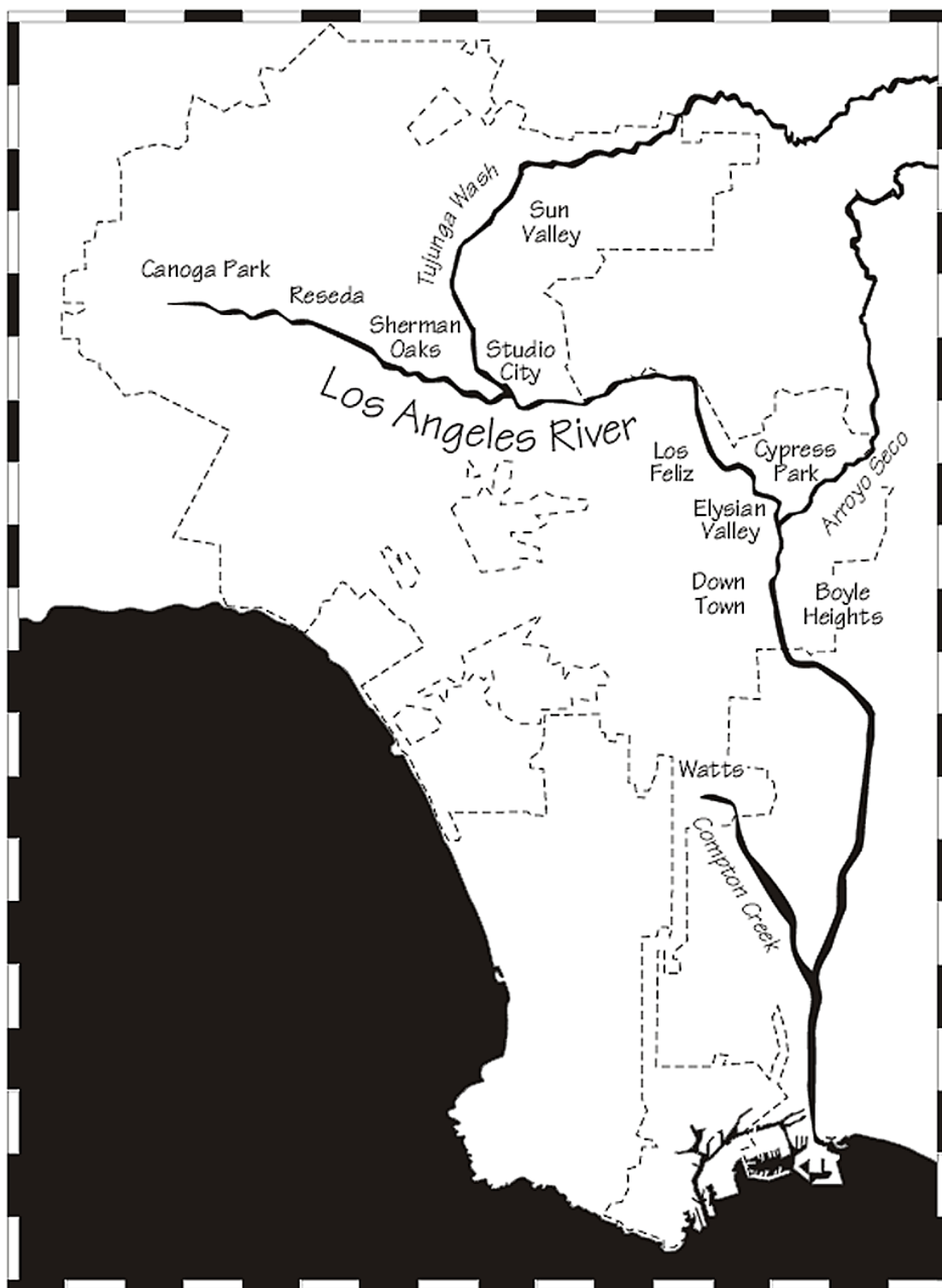


The Parks and recreation area Plan envisions utilization of the Los Angeles River as part of the extensive park development scheme. The concepts reflect the ideas published in an article entitled "A River Runs Through It", Daily News, May 15, 2005 by Joel Kotkin and UDAT team member Bob Scott.

See also *The Los Angeles River: Past, Present and Future* by the Los Angeles City Council Ad Hoc Committee on the Los Angeles River



Artist's conception of a portion of the revitalized river

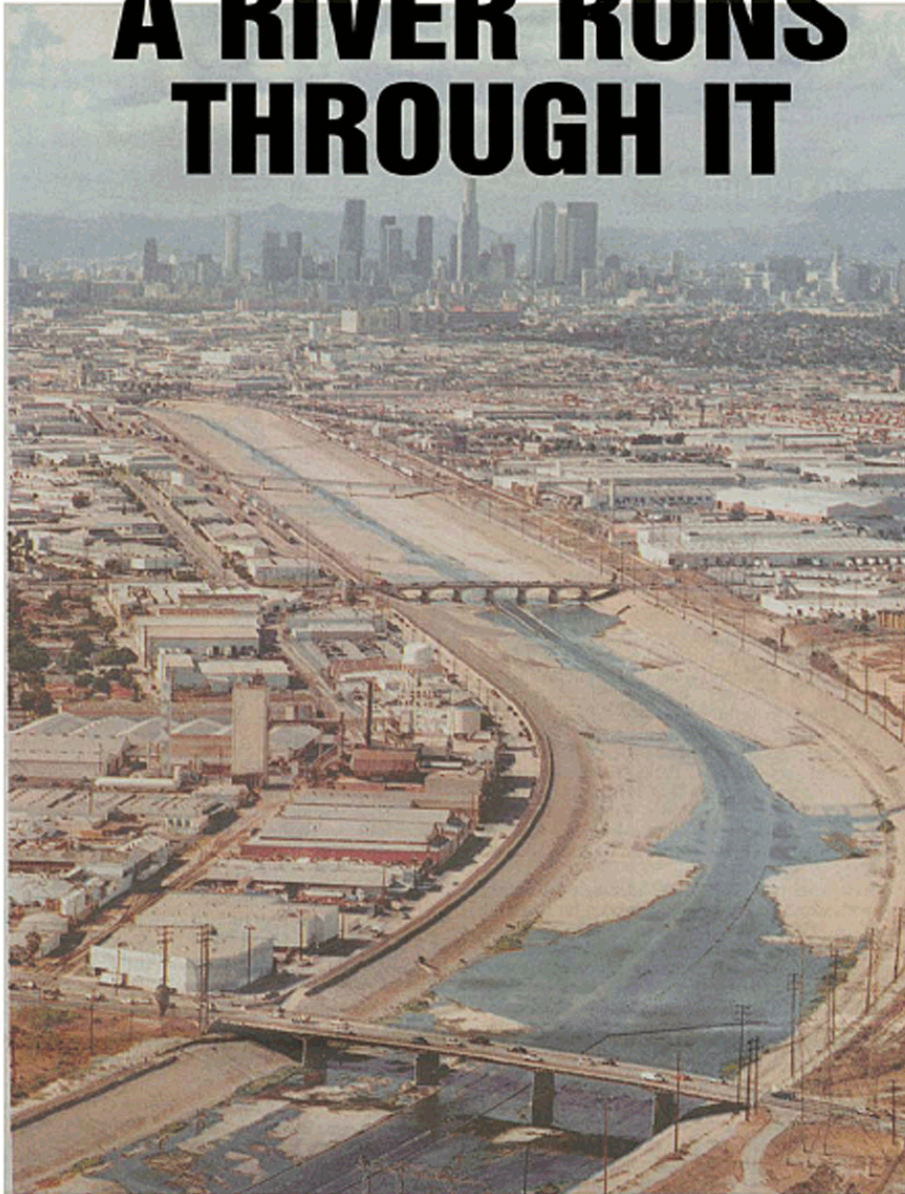


Daily News

SUNDAY VIEWPOINT

Sunday, May 15, 2005 Columns ♦ Editorials ♦ Letters

A RIVER RUNS THROUGH IT



The Los Angeles River, as it winds through Maywood, south of downtown, could be turned from a concrete channel into a riverside parkland.

Dave McVay
Getty Images

Revived waterways would bring new life to Los Angeles

By Joel Kotkin and Bob Scott

Los Angeles originally took shape along its river, but over the last 70 years, it has turned its back on the waterway that gave it birth. Now, by returning to the river, it could find a new lease on life.

Reviving the Los Angeles - turning a concrete conduit into a green waterway - would change the very nature of the city, and nowhere more than here in the San Fernando Valley. It would give a place that has lost much of its natural environment a new lease on life and provide an economic spur to varied communities along its course.

The current sad state of the river is a relatively recent phenomenon. Back in the 1930s, a series of floods pummeled the Los Angeles basin. This being the era of the Depression and the WPA, the Army Corps of Engineers went to work in a big way to make sure these types of floods would never again devastate the lives and properties of Angelenos. In a fit of engineering overreach, the entire 52 miles of the L.A. River was tamed, and turned from a wild and unpredictable river into a "flood-control channel."

In the mind-set of the times, any such modernization and development was seen as a positive move. There was little awareness of how such a massive alteration would affect local ecosystems, or wilderness treasures that might be lost forever.

For Valley residents, the river has been viewed mostly as a broad scar across our landscape. What once united Los Angeles, and served it for centuries, now separated communities from each other, and disconnected Angelenos from their natural birthright. Today we have a chance to begin to repair the damage to the river, and to our city. Like many such bold efforts, it began as the dream of a few. But now, an ever-growing group of visionaries is making serious efforts at restoring some of the river's former glory.

This will require some reverse engineering. Right now, instead of using storm-water runoff to recharge the Valley's massive aquifers - the natural underground reservoirs that underlie the Valley - millions of gallons of fresh water are shunted off to the ocean.

The result of this sad state of affairs can be seen in stark, barren shorelines, with signs posted to keep bikers and hikers away. What could be a place teeming with wildlife, trails and foliage - an aquatic oasis in a desert city - instead only contributes to a sense of bleakness.

More than anything, this squanders much of the capital that brought people to Los Angeles. People poured into L.A., and later the Valley, for a vision of what Dana Bartlett, a Methodist minister at the turn of the century, called "a better city." Los Angeles was supposed to be a city where we would blend urbanity with nature, smell the flowers and enjoy the fruit trees that flourish in this place.

By restoring the river we can recover some of that promise. Today Los Angeles is woefully lacking in parkways, open spaces and, most of all, water features such as rivers, streams and lakes. We need to take a cue from other regions - such as San Antonio - that have glorified their rivers, making them the center of their commercial and recreational lives.

The Los Angeles River can serve as such a catalyst here. Unfortunately, there is a hitch. In today's tight budgetary times, public money is scarce; putting money on lifestyle improvements tends to get short shrift when vital services like schools, hospitals and public safety are threatened.

Our proposal is to find a way to make a large portion of river improvement self-financing. With only a small public investment, we propose using the enhanced economic value of an improved riverway as a means of gaining private investment.

The essential element here is real estate, the one component of our local economy that is generating the most new wealth. We propose that the government use its power - the control of the

property adjacent to the river, the power of the General Plan, and the ability to create and implement specific plans - to lure private capital.

This can be done by providing tax incentives and by assisting in the assembly of land. It is possible to create "envelope" entitlements that would allow and even encourage investors and developers to go into projects with their eyes wide open. Ask developers; knowing exactly what they can create in advance, and eliminating the risks of typical projects, would provide a huge incentive to invest.

There is something that the business, investment and development community can do to help realize this vision for a river renaissance: Create an economic development plan and a practical vision that will complement current private and public efforts and initiatives. Of course, any development or commercialization would have to be river-friendly, but it is entirely possible to incentivize the kind of investment that will enhance the river proper, encourage community-friendly uses, and provide a return on investment all at the same time.

The Community Redevelopment Agency might be of some value in this area as well. With its planning expertise, as well as its ability to assemble properties and to construct tax incentive packages, the CRA is well positioned to provide the nexus between public intervention and private investment.

An L.A. River-specific plan could include meandering paseos for hiking, biking and skating. This would be complemented with shady grassy areas with benches and other facilities for picnicking. Imagine a park that is 52 miles long!

On the commercial side, there could be myriad opportunities for coffee and refreshment stops, snacks and rentals, as well as specialty stands and stores. Where the shorelines are wide enough, opportunities are presented for mixed uses alongside linear housing developments of various configurations.

This great parkway could do much for the varied communities through which it runs. Many of these are now trying to develop a sense of identity, which the river could help provide. There is no need for uniformity along the way. Sections of river could be decorated in manners that reflect the enormous diversity of our populace and of each of our communities.

Reviving the Los Angeles River would be a great ecological triumph, but it can be much more than that. It could become the catalyst for a rebirth of Los Angeles as the great, natural expansive city that brought so many of us here in the first place.

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Chapter IX

Transportation Links

Transit

Metrolink rail and Metro bus services provide the project area with a connection to the rest of the greater Los Angeles area.

Metrolink has a station in Sun Valley, just outside of the project area. The Metrolink service is undoubtedly a great benefit to the area but a lot more could be done in terms of landscaping along the tracks. Planting trees and shrubbery on the edge of the right-of-way would help mitigate the negative visual impact and could also reduce noise.

Mixed Use Development could occur adjacent to the existing station. The area adjacent to the station in the study area can also mix residential with commercial and retail uses. Persons living within the Sun Valley Renaissance area should be able to live and go places and go shopping without the burden of long trips with their cars.

Bus Stops

In order to enhance these existing services, it is proposed that the current bus stops be replaced with bus shelters. Shelters provide cover from the elements and if they include seating, lighting, and signage they can make a big improvement in the experience of using the bus services.

Bikeways

When considering making changes to any transportation plan it is important to ensure that it will be multi-modal. Bicycles are often used for recreation but deserve to be given serious consideration as alternatives for transportation. They are environmentally friendly and also improve the health and fitness of their riders.

The expansion of the current bikeway system is proposed in order to make the entire area accessible to cyclists. In addition to upgrading the system on the streets, bikeways can be extended in the proposed lake areas. If the system is pleasant to ride it may be able to sustain bike rental businesses such as have arisen in Santa Barbara due to their paths along the beach.

Chapter X

Implementation Strategies Phase I

Implementation Strategies – Phase I

The single most important factor in implementing the proposed Sun Valley area improvements is the need for cooperation and coordination among government agencies and authorities, those with planning and implementation powers over the subject area. Growth must be properly managed and accommodated to protect public and private investments, to promote and enhance economic development, to strengthen industry, to expand access to affordable housing and to protect and expand environmental lands and open space.

A focused redevelopment effort is needed, aimed at the Sun Valley study area and its prime locations for redevelopment. This is critical to the future success of the proposed program and area plan. One of the essential elements in the city-county implementation strategies will be to forge mutually beneficial partnerships among city-county departments, local residents and stakeholders. The city-county departments need to draw upon the resources and creativity of the community, the Sun Valley Chamber of Commerce and other interested civic organizations such as the authors of this report.

It is recognized that several planning efforts are underway that support healthy economic and environmental development in the project area. Implementation of the Sun Valley Renaissance Concept Plan will occur in coordination with these existing planning efforts. The plan supports the goals and objectives of the following plans, and will support their concurrent implementation.

1. Implement the city/county programs including:
 - a. City of Los Angeles' Integrated Resources Plan
 - b. County/City of Los Angeles' Integrated Regional Water Management Plan
 - c. County of Los Angeles Final Program EIR, Sun Valley Watershed Management Plan
 - d. County of Los Angeles' Los Angeles River Master Plan
 - e. Designation of the Stonehurst Historic Preservation Overlay Zone Los Angeles City Council File 03-2311, reinstated April 27, 2007 CCF 07-1261.
 - f. LAUSD CHPS standards (design and construction of high performance schools)
 - g. Mayor's Office Million Trees Los Angeles (MTLA) Initiative
 - h. Mayor's Office Green LA-an Action Plan to Lead the Nation in Fighting Global Warming Rim of the Valley Trail, California State Recreational Trails Plan
 - i. Sun Valley Neighborhood Council, Vision/2020
 - j. Sun Valley Watershed Feasibility Study
 - k. Sun Valley Powerline Easement Study
 - l. Sun Valley Steam Plant Project

- m. Sun Valley-La Tuna Canyon Community Plan (Los Angeles Department of City Planning)
 - n. Sun Valley Streetscape Plan (Los Angeles Department of City Planning)
 - o. Sun Valley Watershed Strathern Project
 - p. Tujunga Wash Watershed Management Plan
 - q. Tujunga Wash Restoration Project, Phase II
- 2. Enforce a revised Zoning Code and other property based regulations
 - 3. Coordinate redevelopment of city- and county-owned properties
 - 4. Managing the transportation planning, coordination and implementation activities in the project area and adjacent areas.

The Role of Urban Design Assistance Team (UDAT) in the Implementation Process

Upon completion of the Sun Valley Renaissance study, the Urban Design Assistance Team (UDAT) will pursue the following steps toward implementation, while keeping all affected elected officials informed of progress:

- Brief Los Angeles City Council members and staff in related districts
- Present the study to the Neighborhood Council(s) and the Sun Valley Chamber of Commerce for their endorsement
- Present the concept to the North Valley area Planning Commission for their approval and endorsement
- Present the concept to the Los Angeles City Planning Commission (CPC) for their approval and endorsement, and request that the CPC forward the study to the Los Angeles City with the following requests:
 - Adopt the study *in concept* and consider its vision and findings in the process of updating the General Plan Framework for the City of Los Angeles and the Sun Valley-La Tuna Canyon Community Plan
 - Request that the Community Redevelopment Agency (CRA) coordinate potential City investments in the Sun Valley area with state, county, Army Corps of Engineers and other special districts' plans and investments in that area to assist in implementation of the concept
 - Request the CRA to assist in organizing Business Improvement District(s) (BIDs) within the study area to assist local business and industry in collaborative efforts and in extending their efforts into public spaces
 - Request the Department of Transportation to review the feasibility of surface street revitalization and dedicated/specialized roadways for trucking
- Invite the Los Angeles Unified School District to study the possibility of creating a combined Technical, Arts, College Preparatory, and Bridge High School, possibly on four adjacent small campuses, to integrate the community with the evolving industrial center
- Request that the mayor appoint a committee or commission to oversee the progressive implementation of the Sun Valley Renaissance Concept Plan, with adequate funding and resources. This group should be composed of members representing government agencies, the residential community, Neighborhood Council(s); the economic community including the Sun Valley Chamber of Commerce, Valley Industry & Commerce Association, Valley Economic Development Center, Economic Alliance of the San Fernando Valley, and the American Institute of Architects/San Fernando Valley, as well as interested representatives of the general Sun Valley industrial community

Other Active Projects in the Northeast San Fernando Valley

- Sun Valley Watershed Feasibility Study
- Sun Valley Powerline Easement Project
- Sun Valley Steam Plant Project
- Sun Valley Watershed Strathern Pit Project
- Tujunga Wash Restoration Project
- City of Los Angeles - Sun Valley - La Tuna Canyon Community Plan
- The River Project
- The Pacoima Wash Project
- Sun Valley Park Multiuse project

Sun Valley Watershed Feasibility Study

The Sun Valley Watershed Feasibility study is an investigation of environmental restoration, water quality improvement, flood mitigation, and other related issues within the Sun Valley watershed. This study of the 2,800-acre urban watershed tributary to the Los Angeles River is being prepared by the Army Corps of Engineers on the Sun Valley Watershed.

The lead local sponsor for the feasibility study is the Los Angeles County Flood Control District, represented by the County of Los Angeles Department of Public Works, along with other stakeholders who will provide the required local funding. The total project cost is approximately \$3 million over several years.

Sun Valley Powerline Easement Project

The County of Los Angeles Department of Public Works is the main sponsor for this project together with the Los Angeles Bureau of Sanitation, City of Los Angeles Department of Recreation and Parks, City of Los Angeles, Los Angeles Department of Water and Power. The Powerline Easement study portion of the project is funded by LACFCD and LADWP. The study is underway, and conceptual design is expected to be completed by the end of 2007. The purpose of this project is to capture approximately 700 acre-feet of the Sun Valley watershed's stormwater runoff each year before it is lost to a storm drain and potentially pollutes the Los Angeles River.

The project utilizes the area between power line towers to treat and infiltrate the captured stormwater. In addition, this multiuse project will provide much needed habitat and recreational enhancements in this dense urban environment. This is implemented with swales, sedimentation basins, and infiltration basins.

Sun Valley Steam Plant Project

Similar to the Powerline Easement Project, this County of Los Angeles Department of Public Works project will reduce downstream pollution and flooding by collecting, treating,

and infiltrating the stormwater runoff generated by this 155-acre site. Stormwater runoff will be captured and conveyed through a treatment system to improve water quality. Public Works and the City of Los Angeles Department of Water and Power are evaluating the feasibility of pumping the water from the Sun Valley Steam Plant Project to Hansen Spreading Grounds for groundwater recharge.

Sun Valley Watershed Strathern Pit Project

This 30-acre site—the Sun Valley Watershed Strathern Pit Project—is a joint project between the County of Los Angeles Department of Public Works and the City of Los Angeles. It will enhance water quality, provide flood protection, create habitat, recharge groundwater, and provide recreational and water reuse opportunities. These benefits would be realized by acquiring the land and capturing upstream runoff, conveying the water through a treatment and wetland system, and then pumping the treated water to the nearby Tujunga Spreading Grounds for infiltration, or to a nearby facility for water reuse. Funds will be used toward project construction. Completion of this project is targeted for 2009.

Tujunga Wash Restoration Project

Tujunga Wash Restoration Project Phase II is currently in the construction phase with the County as a lead local sponsor. This is a Detailed Project Report (DPR) being prepared by the Army Corps of Engineers for the Tujunga Wash Restoration Project, Phase II along approximately 3/4 miles of the Tujunga Wash within the City of Los Angeles. The project will create a naturalized streamcourse along the west bank of the channel. In addition, trees, shrubs, and perennials within and alongside the project reach will be planted. Passive recreational pathways will be constructed to complement the project. This project will connect to another streamcourse along the west bank of the Tujunga Wash at the southern end of the project. Together, over 10,000 feet of riparian habitat will be created in a highly urbanized setting, providing increased groundwater replenishment, improved water quality and aesthetics, and enhanced habitat value in an area greatly in need of these improvements.

City of Los Angeles - Sun Valley - La Tuna Canyon Community Plan

These City of Los Angeles community plans incorporate community issues and opportunities for the areas for:

- Residential development
- Commercial development
- Industrial development
- Transportation improvements for circulation and public transportation
- Increase in bikeways
- Open space and public facilities including recreation and parks
- Service systems
- Schools
- Major development opportunity sites
- Neighborhood character development

The River Project

The River Project is a non-profit organization whose mission is to encourage responsible management of our watershed lands and revitalization of our rivers for the social, economic and environmental benefit of our communities. Through outreach, advocacy, scientific research and hands-on educational programs, we provide communities with the tools to reclaim their riverfront lands.

In developing this Watershed Management Plan, our staff is working with a team of biologists, engineers, modelers, cartographers, and education specialists. Cooperating partners include the National Forest Service, the National Park Service, UC Cooperative Extension, the Los Angeles & San Gabriel Rivers Watershed Council, and UC Davis.

Stakeholders including government agencies, local municipalities, community groups and residents will assist the team in developing the Plan.

The Pacoima Wash Project

The Pacoima Wash project is similar to the Tujunga Wash Restoration Project in that the project will create a naturalized streamcourse along the banks of the channel. The proposal includes the following:

- To inventory the environmental, historical and cultural resources of the Pacoima Wash and the surrounding neighborhoods.
- To develop a vision for the creation of a bike path and open space system by holding a series of town hall meetings to gain input from residents on the creation of the path/park.
- To explore and develop plans and guidelines on how the path can be an integral part of a much larger regional system
- To collect, analyze and interpret data for site restoration.
- To create designs and guidelines for recreational use along the Pacoima Wash.
- To explore and develop plans and guidelines for habitat restoration throughout the path's right-of-way.
- To explore and develop guidelines for natural habitat connectivity throughout the region to the site
- To work with City and County agencies, environmental groups, and other stakeholder organizations to develop guidelines and plans for the path/park.



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