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ITEM 6

Tarzana Property Owners Association, Inc.

June 30, 2014

Planning and Land Use Management Committee

Councilman Jose Huizar

Councilman Gil Cedillo

Councilman Mitch Englander

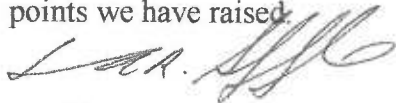
**Subject: Los Angeles River Improvement Overlay (LA-RIO)
Council File Number 12-0096-S1**

The Tarzana Property Owners Association has long been a strong supporter of efforts to improve the Los Angeles River. We submitted a letter with specific comments on the proposed establishment of River Improvement Overlay Districts and the Los Angeles River Improvement Overlay District on January 13, 2014. In that letter we expressed concern with a number of the provisions of the proposed ordinance. We are pleased to see that our concern with excessive restrictions on permissible plants and the extension of the outer boundary to include significant portions of the Tarzana business district along Ventura Boulevard have been positively addressed. We are still somewhat concerned, however, with two proposed provisions:

Size of the LA-RIO. The size of the specific LA RIO is much too large. It encompasses the entire length of the river. Specific implementations of general ordinances are meant to consider specific areas, not the entire City! The specifics of river adjacent development, river access, and potential for public use of the river vary considerably in different areas. We suggest establishing specific RIOs for uniquely different river areas.

Width of the LA-RIO. The width of the LA-RIO boundary is still too large. In Tarzana and the immediately adjacent areas it extends about three quarters of a mile from the LA River in some cases. A property located that far away does not affect the river and is not affected by it. How would a resident in an apartment on Sherman Way, a major thoroughfare in the Valley, relate to the river? As an example, we suggest that for the portion of the LA-RIO in and adjacent to Tarzana, from Winnetka Avenue to White Oak Avenue, the northern boundary be set at Vanowen Street, rather than Sherman Way, and the southern boundary along Topham Street/Oxnard Street be extended to White Oak Avenue rather than to suddenly jump to the 101 Freeway between Lindley Avenue and White Oak. These are Tarzana specific recommendations; other areas of the City may have similar suggestions.

In summary, we are strongly supportive of the efforts of the Planning Department and the City Attorney's Office to develop a viable LA-RIO and suggest that consideration be given to the points we have raised.

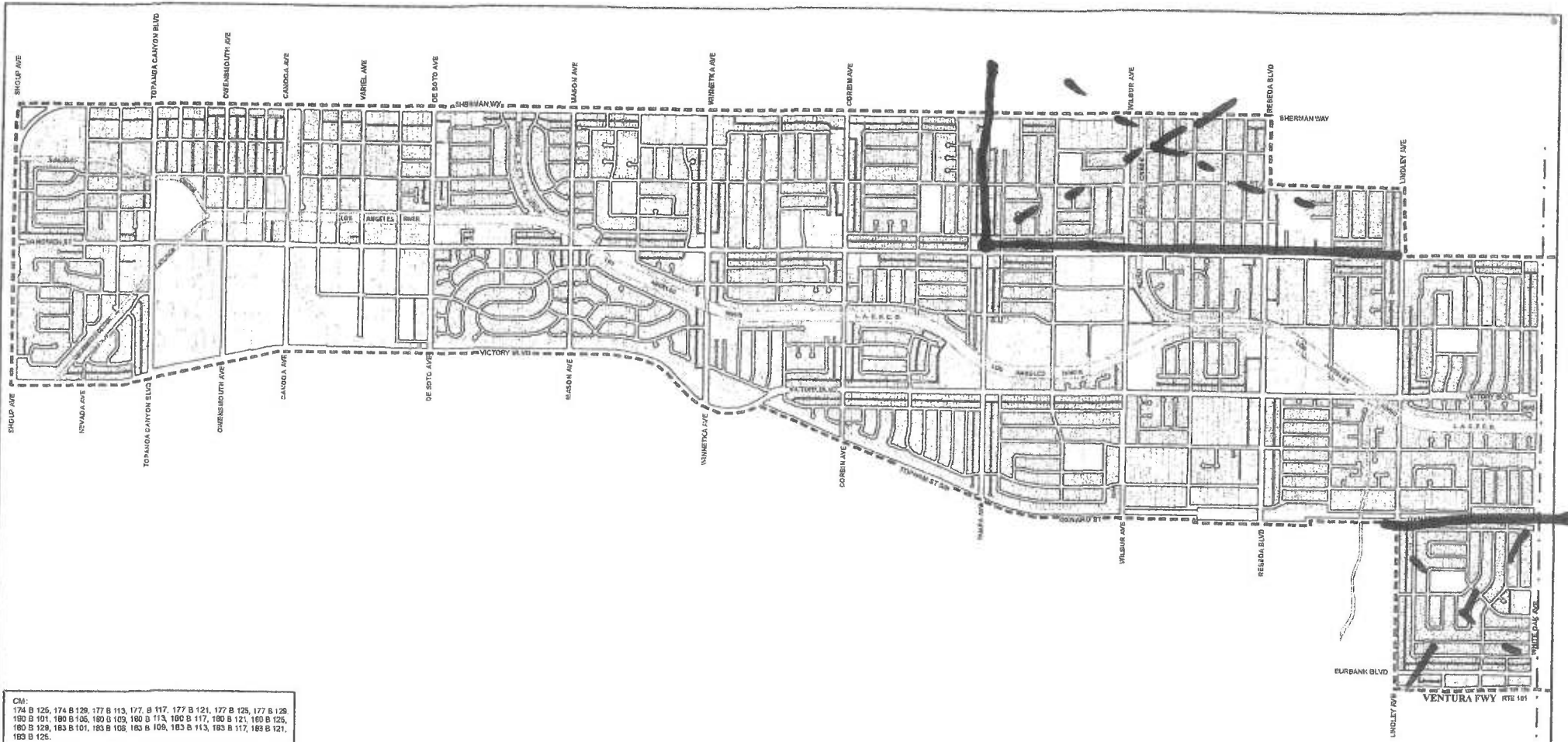


David R. Garfinkle

President, Tarzana Property Owners Association

www.tarzanapropertyowners.org

Post Office Box 571448, Tarzana, California, 91357-1448



CM:
 174 B 125, 174 B 126, 177 B 113, 177 B 117, 177 B 121, 177 B 125, 177 B 129,
 180 B 101, 180 B 105, 180 B 109, 180 B 113, 180 B 117, 180 B 121, 180 B 125,
 180 B 129, 183 B 101, 183 B 105, 183 B 109, 183 B 113, 183 B 117, 183 B 121,
 183 B 125.

ALL ZONING AND HEIGHT DISTRICTS IN THE AFFECTED AREA REMAIN THE SAME. SUFFIX -RIO WAS ADDED BECAUSE THE AREA IS NOW INCLUDED IN THE LOS ANGELES RIVER IMPROVEMENT OVERLAY (LA-RIO), CPC 2007-3036-RIO. ALL BOUNDARIES FOLLOW EXISTING ZONES, EXCEPT WHERE NOTED OR DIMENSIONED. FREEWAY RIGHT OF WAY ARE NOT A PART OF THIS RIO OVERLAY.

 -RIO
 LOS ANGELES RIVER IMPROVEMENT OVERLAY DISTRICT BOUNDARY



LOS ANGELES RIVER IMPROVEMENT OVERLAY (LA-RIO)

CPC-2007-3036-RIO

LHW, *BL*

041114

SHEET 1 OF 3



SEE SHEET 2



July 1, 2014

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Planning & Land Use Management Committee
Los Angeles City Council
200 N. Spring St
Los Angeles, CA 90012

Re: Support - LA River Improvement Overlay (RIO) District and first RIO District


Dear Committee Chair Huizar,

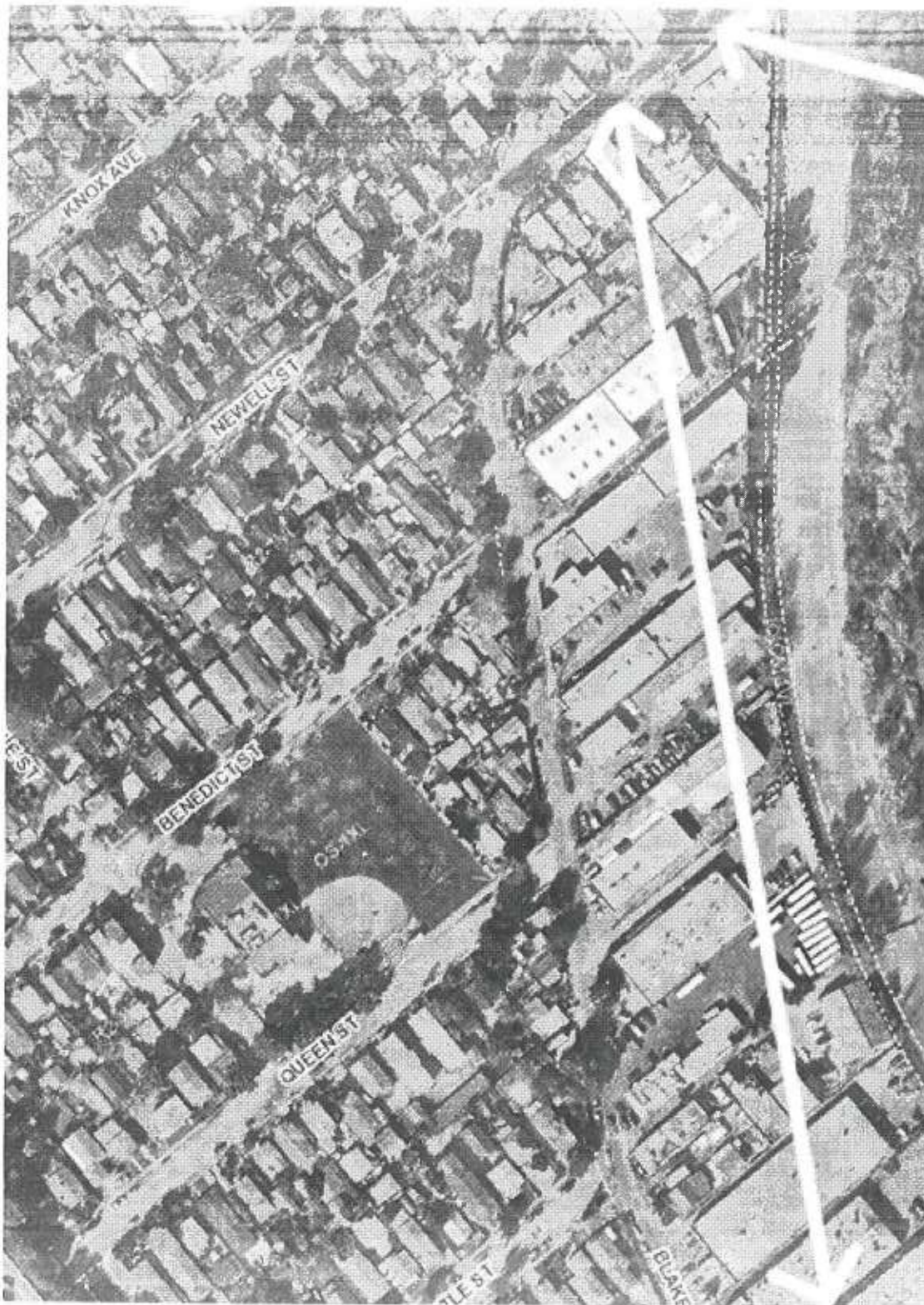
On behalf of the Los Angeles River Revitalization Corporation, I write to express our support for the establishment of a new Supplemental Use District called the Los Angeles River Improvement Overlay (RIO) District and the first RIO District for the Los Angeles River, as proposed in the LA River Revitalization Master Plan (LARRMP). The enabling ordinance and first district (LA-RIO) are excellent mechanisms to ensure the health of the LA River watershed. In addition, we see the Supplemental Use District and resulting RIO District as tools that will help: (1) make connections from river-adjacent property to river parks and greenways, (2) support native habitat, and (3) promote pedestrian and bicycle access to the river.

As you know, the Los Angeles River Revitalization Corporation (LA River Corp) is a non-profit venture charged with catalyzing sustainable development along the Los Angeles River. We apply an entrepreneurial approach to the implementation of the Los Angeles River Revitalization Master Plan (LARRMP), our blueprint to restore the river's ecological functions and transform it into a valuable, celebrated resource for the City.

The LA River Corp believes the first RIO District (LA-RIO) will help implement the LARRMP by focusing on the establishment of a distinct, sustainable environment in the river's surrounding neighborhoods, including guidelines for both private property and public rights-of-way. One of the major benefits of the LA-RIO is that the majority of the guidelines proposed are low-cost, low-tech solutions that will result in long-term region-wide quality of life improvements for communities along the LA River corridor.

It is vital that you support the RIO ordinances to enable the city to better coordinate land use development all along the city's 32-mile corridor of the LA River. Now is the time given the US Army Corps of Engineer's recommendation of Alternative 20 and the large influx of both private and public investment that the LA River Corridor will see in the next ten to twenty years.

Sincerely,

Omar Brownson
Executive Director



This is the only public street for 6 blocks. It does not provide for emergency vehicle access.

**ISSUE: LOW FENCES
CREATE SECURITY ISSUES FOR
CERTAIN PROPERTIES:**

Example: In Elysian Valley only one public street connects to the river path for more than 6 blocks.

The closest access point for an emergency vehicle to enter the path in order to serve this set of riverfront properties is more than 1 mile away.

Until emergency vehicle access issues are solved, it is not appropriate to require river adjacent properties utilize fences as low as 3'6".