

## **Appendix A1**

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# **Warner Center Regional Core Comprehensive Specific Plan**

# WARNER CENTER REGIONAL CORE COMPREHENSIVE SPECIFIC PLAN



# Warner Center Regional Core Comprehensive Specific Plan

Case No. CPC-2008-3470-SP

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## **I. EXECUTIVE SUMMARY**

The proposed project entitled the Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP) replaces the name of its predecessor Ordinance, the Warner Center Specific Plan. The new name is more representative of the Plan's policies and goals in that it will be a development guide for the Warner Center regional center, a Transit Oriented District (TOD). Throughout the remainder of the document, the proposed project will be referred to as the WCRCCSP.

The WCRCCSP is a development guide for the Warner Center regional center, a Transit Oriented District (TOD), generally bounded by Los Angeles River to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and westside of Topanga Canyon Boulevard on the west and comprised of approximately 1,000 acres or 1.5 square miles.

The WCRCCSP provides a blueprint to give all Warner Center stakeholders the certainty of what is permitted under the Specific Plan and the certainty that future developments will provide the necessary public benefits and mitigations prescribed by the Specific Plan ordinance.

The WCRCCSP is essentially both the General Plan and the proposed permanent zoning controls for the area. As such, any development consistent with the rules for new development under the Plan will be in compliance with both the General Plan and zoning. The WCRCCSP, with its implementing tools, will guide development in Warner Center to the year 2035.

Warner Center is known as the "Downtown of the Valley." The predecessor ordinance for the area, the 1993 Warner Center Specific Plan, provided an overly restrictive regulatory framework which was unsuccessful in achieving many of its core goals which included: 1) Encouraging higher intensity development, opportunities to stimulate human interaction and pedestrian activity by the provision of amenities, open space, pedestrian-oriented commercial and retail development, linkages in the pedestrian circulation system, and convenient access to the internal, local and regional transportation system; and 2) Encouraging mixed-use development in accordance with the City's goal to improve the jobs/housing relationship for the purpose creating a vibrant environment providing both daytime and nighttime activities.

Alternatively, the WCRCCSP will look to development as fundamental to supporting the regional transportation investment with the Orange Line and as a result creating a vibrant TOD area based upon sustainability, community connectedness, accessible public transit, and promotion of innovative businesses, job diversity, and a safe and friendly pedestrian environment.

In simple terms, WCRCCSP will provide a comprehensive and clear process that will permit development to occur in order to facilitate the creation of a regional center where people can live, work, and play. At its core, the Specific Plan will create the necessary framework for balanced and quality development.

The highlights of the WCRCCSP include:

1. **District Zoning:** WCRCCSP is comprised of eight (8) Districts each with its own distinctive character and corresponding development standards. These Districts include the Business Park, Canoga Park River Improvement Overlay (CPRIO), Downtown, Eastside, Northeast Village, Southwest Residential, Topanga West, and Uptown. Districts are further divided into SubDistricts with more refined development standards.
2. **Floor Area Ratios (FAR) Increases:** FAR's permitted up to 4.5 to 1 for most lots within Warner Center Regional Center, except the Topanga West which permits up to 3.0 to 1.
3. **Height Increases:** Unlimited height permitted for most lots within Warner Center, excluding the Topanga West and CPRO.
4. **Density:** Increase in density up to 145 units per acre.
5. **Parking:** Flexible parking rates where sharing of parking is encouraged and excess parking is discouraged but not penalized.
6. **Accelerated Project Processing:** Expanded Exempted Projects, Administrative Approvals (over-the-counter), and streamlined Project Permit Compliance approvals including Environmental and Transportation Review.
7. **Accelerated Entitlements:** Conditional Use Permits for Alcohol and Live Entertainment, normally issued by the Office of Zoning Administration, will be issued by the Director of Planning in the WCRCCSP.
8. **Hybrid Industrial.** Warner Center is a regional center. As a regional center, Warner Center is designed to allow a wide range of uses which co-exist to form a self-sustainable and livable community. The Hybrid Industrial provisions of this section are designed to maintain the industrial base in Warner Center and its jobs while also recognizing that the industrial landscape in Warner Center has transformed into a light industrial/research and development demand market. The majority of the industrial uses that currently exist in Warner Center are the high-end, research and development uses. The proposed project includes a section designed to not only preserve those industrial uses but encourage their expansion.
9. **Plan Implementation Board/Entity:** The WCRCCSP will create an entity that will be responsible for implementing the Vision for Warner Center by the following: Implement the Neighborhood Protection Program; Establish an areawide assessment district to fund construction and maintenance of streetscape, open space improvements, utility undergrounding, and other improvements; Manage and distribute fees collected to guarantee that funds are kept and spent in Warner Center and the surrounding areas; Seek matching Federal, State and Local funds; Act as a public/private partner in future traffic and transit improvements/maintenance; Develop street lighting and wayfinding signage master plans; Implement infrastructure, physical, and transit improvements; Manage public/private projects directly; Oversee maintenance of streetscape and open space improvements; Manage parking allocation/shared parking; Monitor balance of residential/commercial development; Contract out work; Work to create a Business Improvement District including security, event management, promotion and marketing; and Monitor enforcement of and compliance with Specific Plan and other regulations.



10. **Urban Design Guidelines:** The Guidelines include standards and recommendations to provide developments with a wide variety of techniques to develop consistent with the Plan. The Guidelines provide standards for development of blocks, streets, street wall and ground floor, parking and access, on-site open space, architecture, landscaping, streetscape, and cultural amenities.
11. **Activity Nodes and Activity Frontage Streets.** Activity Nodes and Activity Frontage Streets. A key design characteristics of the Specific Plan is to provide that ground floor retail, flexible community space, and other pedestrian-oriented uses to face the street, with a focus on cultivating activity along that street. Within the Specific Plan, Activity Nodes at key intersections and Activity Frontage Streets at key street frontages are intended to insure that development at these locations provides for pedestrian scale and activity.
12. **New Streets and Pedestrian Adapted Pathways (i.e. Pedestrian Paseos or Green Streets).** New publicly accessible small streets and pedestrian accessways will subdivide the large automobile oriented blocks of Warner Center providing public pedestrian access and linkages between Publicly Accessible Open Spaces.
13. **Signage:** The WCRCCSP is designated as a Supplemental Sign District which will allow greater latitude for the Specific Plan to provide for flexibility of sign standards and provisions. The Plan's signage will: Support land uses and urban design objectives of the Warner Center Specific Plan; Reinforce the pedestrian-oriented character of all Warner Center's streets by allowing and encouraging pedestrian-oriented signs throughout Warner Center; Contribute to a lively, colorful, 24/7 pedestrian atmosphere in the Uptown, Downtown, and Eastside Districts; and Contribute to a lively, but more restrained pedestrian atmosphere in the remaining Districts.

The following detailed pages include the WCRCCSP provisions and guidelines which will provide certainty and opportunity for any proposed Project to develop consistent with the Plan. The reader is also encouraged to examine the history and background of Warner Center and the development of the Specific Plan and understand the intent behind its provisions.

The WCRCCSP is the result of over six years of work by a dedicated community who have expressed a hope that the new Specific Plan will transform Warner Center into a a regional, hot-spot destination. The vision is to create that "Downtown of the Valley" transforming Warner Center into a vibrant place.

## II. INTRODUCTION

### A. Geographic Overview of the Warner Center Area

Warner Center is located in southwestern corner of the San Fernando Valley within the City of Los Angeles and specifically within the communities of Woodland Hills and Canoga Park. Additionally, Warner Center is designated as a Regional Center within the City's Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan. Historically, the Warner Center is generally bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard on the west. The area is comprised of approximately 924 acres or 1.5 square miles.

The area was originally planned to relieve traffic to and from downtown Los Angeles, as well as generate jobs in the San Fernando Valley. It was first envisioned in the 1970s.

In its present form, the area contains many low rise office buildings, as well as several high rise skyscrapers. There is also a wide variety of retail including large and small shopping centers. There is also residential and industrial. In October 2009, the Orange Line was established creating an east-west link across the San Fernando Valley linking Warner Center with North Hollywood and the Metro Red Line. In 2013, the Orange Line will be expanded to include a north-south line connecting Warner Center with Chatsworth and the MetroLink system.

In generalized terms, the Warner Center area, in its existing condition, is developed with retail, residential, commercial, hospital, open space, office, manufacturing, and hotel uses. The area surrounding Warner Center contains single and multi-family residential, commercial, retail, institutional, and open space uses. Typical to most urban areas, retail uses are located along the major thoroughfares in the area, including Topanga Canyon Boulevard.

Warner Center is home to several large businesses and employers including Fortune 500 companies and nationally recognized retail chains.

The history of planning efforts in this geographic area are summarized in the following table and detailed below:

A BRIEF HISTORY OF PLANNING IN WARNER CENTER	
Year	Planning Effort
1971	Warner Center Specific Plan is the first Specific Plan adopted under the Charter of the City of Los Angeles, approximating the current boundaries of the



	Specific Plan area.
1974	Concept Los Angeles (the Centers Concept) identifies Warner Center as a transit-served, multi-use Regional Center with mid- and high-rise development intensities.
1984	Warner Center Specific Plan is updated. It shows a future regional transit stop at Owensmouth and Oxnard, with high density (high rise) development along Owensmouth and medium density (mid-rise) along Canoga, with a goal at least a 3:1 FAR.
1993	Warner Center Specific Plan is updated. FARs are reduced due to traffic concerns as no regional transit is anticipated in the near future. All zones, including C/I , allow residential development.
1994	General Plan Framework refines the Center's Concept. Warner Center is elevated to the largest of 8 Regional Centers in the San Fernando Valley. Regional Centers are defined as major transit hubs with 6- to 12-story (or higher) buildings.
1994	The City Council adopted an amendment (Ordinance No. 170,004) to the Warner Center Specific Plan related to TDM requirements to provide more efficient permit processing and to assist businesses affected by the January 1994 Northridge earthquake.
1997	Under Ordinance No. 171529, the City Council adopted another amendment to the Warner Center Specific Plan for the long-term revisions of the TDM section to clarify and streamline the overall TDM provisions of the Specific Plan. These revisions also included a minor clarification of the definition of "Project"; a minor clarification that intercept parking provisions apply only to office uses; and a minor revision to the shared parking provisions.
2000	The City Council adopted amendments to the Warner Center Specific Plan under Ordinance Nos. 173,071 and 173,072 consistent with the revised environmental analysis conducted by the City resulting from a July 1993 lawsuit in the case of Los Angeles Unified School District (LAUSD) vs. City of Los Angeles (58 Cal.App. 4th 1019). The LAUSD challenged the sufficiency of the Specific Plan EIR analysis of the potential cumulative impact of increased traffic noise and air quality impacts potentially resulting from development within the Specific Plan area upon the two surrounding LAUSD schools - Canoga Park High School and Francis Parkman Middle School (now known as the Warner Center Academy). The City revised its 1992 EIR air quality and noise analysis in a subsequent SEIR dated May 1999. The amended Specific Plan ordinances, incorporating the mitigations measures for the air quality and noise impacts identified in the Draft and Final SEIR.
2000	A settlement agreement between the City of Los Angeles, LAUSD, and Warner Center property owners was executed on April 11, 2000, accepting as amended, the Specific Plan's inclusion of the adopted air and noise mitigation measures under Ordinance Nos. Nos. 173,071 and 173,072. The settlement agreement included the need for the City to make the Specific Plan consistent

	with its 1992-1993 environmental documentation's 20-year projections.
2001	The City Council amended the entire Specific Plan under Ordinance No. 174,061. The amendments were two-fold: 1) To update the Specific Plan, based upon the 1999 SEIR analyses for noise and air quality, to change it from a 20-year, four phase plan (establishing a maximum development level of 35.7 million square feet of non-residential development) to a Phase I only Specific Plan (establishing a maximum of 21.5 million square feet of non-residential development or to the end of the year 2010, whichever comes first); and 2) To refine the Specific Plan's development standards, as they relate to the Plan's Phase I only development requirements.
2005	The Orange Line, a dedicated bus rapid transit line, opened connecting Warner Center and North Hollywood began operation and soon had a higher ridership than the light rail Gold Line. Warner Center has 3 stops: 2 on the Orange Line ROW - DeSoto and Canoga - and one off line at the Warner Center Transit Hub at Owensmouth Avenue/Oxnard Street.
2005	The Los Angeles City Council initiates the restudy of the Warner Center Specific Plan including the creation of a Citizen's Advisory Committee, comprised of members from both the development community and the Neighborhood Council, to work with the City on the development of the new Specific Plan.
2008-2009	An update of land use and urban design elements of the Specific Plan begins in July. At all 5 community workshops, each was attended by several hundred community members, the concept of a sustainable, transit-oriented, mixed use regional center was supported by attendees.
2009	Orange Line extension north along Canoga to Chatsworth is approved in January with construction scheduled to start in June, making the Canoga station even more important to Warner Center.

## **B. Historic Context of the Warner Center Area (1940-1993)**

Warner Center is named for Harry Warner, the eldest of the Warner Brothers, who had owned the land since the 1940s as a small part of his 1100 acre (4.5 km<sup>2</sup>) horse ranch. The Harry Warner family donated 20 acres (81,000 m<sup>2</sup>) of land in 1967 that became the Warner Center Park (also known as the Warner Ranch Park), located east of Topanga Canyon Boulevard between Califa Street and Marylee Street.

Historically, the beginning of the growth and development guidelines for the Warner Center area were first addressed in the 1971 Warner Ranch Specific Plan. This 1971 Plan called for high-density commercial and residential development in a much smaller area of Warner Center. In the late-1970's, Robert Voit, Robert Allison and others led the commercial development of the land consistent with the Specific Plan.

Due to a considerable amount of development of the Warner Center area during the 1970s, in the mid-1980s, a community-based effort was initiated to create a Master Development Plan to balance commercial and residential growth, thus reducing traffic impacts in the region and to provide design and aesthetic standards for the Warner Center area. As a result, in 1984, the Specific Plan was reviewed under recommendation from the Los Angeles City Council. In 1985 the Los Angeles City Council authorized preparation of a Transportation Demand Management Plan for Warner Center. The Department of City Planning began the restudy in 1985 in conjunction with a Citizen's Advisory Committee (CAC).

The restudy was completed in 1987 and work on a Transportation Management and Improvement Plan (TIMP) began. The TIMP recommended a number of improvements including a Transportation Impact (TIA) Fee of \$14,990 per pm peak hour trip. In August of 1991, a Draft EIR on the Specific Plan and TIMP was published. In response to public concern regarding density as well as information becoming available regarding long-term transit planning in the region a revised Specific Plan was prepared allowing development to occur in four (4) phases: Phase I would allow up to 21.5 million square feet (msf) of non-residential development, Phase II would allow 27.5 msf, Phase III would allow 31.5 msf and Phase IV would allow 35.7 msf.

### **C. Background of the Existing Specific Plan (1993-PRESENT)**

All the community and governmental efforts over a decade culminated in the adoption the Warner Center Specific Plan (Ordinance Nos. 168873 and 168984) by the Los Angeles City Council in June 1993. The 1993 Specific Plan became effective in August 1993.

The 1993 Specific Plan was adopted with the intended purpose of implementing the goals and policies of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. The 1993 Specific Plan coordinates future land use development in Warner Center with public transit and transportation system improvements to ensure that mobility within the area is maintained and traffic congestion is minimized. The 1993 Specific Plan also addresses methods to mitigate the transportation impacts of future land use development and insure that transportation improvements accommodate future development through the implementation of a Transportation Management and Improvement Plan (TIMP) and Transportation Demand Management (TDM) programs. The regulations of the Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC).

Also, the Specific Plan was designed to encourage residential uses in all of Warner Center. No limit was placed on residential development but the EIR analyzing the Specific Plan assumed 3,000 units. Approval of each phase was based on demonstrating that performance standards

had been met. Timing of phases was linked to transportation improvements and further environmental review to be completed by January 1, 2011.

Since being adopted in June 1993, the Warner Center Specific Plan has undergone several revisions. Amendments to the Specific Plan occurred in 1994, 1997, 2000, 2001, and 2002. The 1997 amendment revised Transportation Demand Management (TDM) provisions of the Specific Plan.

The 2000 amendments to the Specific Plan refined development standards and strategies and implementation mechanisms for transportation system improvements, specifically for Phase 1 development. These included the average vehicle ridership (AVR) ratio, intercept parking requirements, limitations on office parking, street improvements, and fees, in addition to non-transportation related amendments that clarified procedural and regulatory elements of the Warner Center Specific Plan.

The 2000 amendments were consistent with revised environmental analysis conducted as a response to a lawsuit filed by the Los Angeles Unified School District (LAUSD) against the City of Los Angeles in 1993. The lawsuit challenged the environmental analysis of potentially cumulative traffic and significant air quality impacts resulting from development upon two nearby LAUSD schools.

Amendments to the Warner Center Specific Plan have also addressed ways to clarify and/or improve procedural elements. These non-transportation amendments have included procedural changes to the Specific Plan's sign provisions, land use categories, application processes, childcare provisions and urban design standards.

#### **D. Specific Plan Restudy (2005-PRESENT)**

When the old Specific Plan was adopted in 1993, commercial development in Warner Center was greater than residential development. In order to encourage residential growth and create more jobs-housing balance, transportation fees and other restrictions were not required. The 1993 WCSP limited Phase I commercial development to 21.5 million square feet with no Specific Plan limit on the residential development with the exception that the Plan's environmental clearance (i.e., the Final EIR) only analyzed 3,000 units with any residential development proposed in excess of the 3,000 units would be required to conduct additional environmental analysis.

As residential development outpaced that anticipated for 2010 (3,000 units were reached in 2005, while commercial development remained at about 17.5 million square feet), the community became concerned with this unanticipated development and associated impacts. In addition, the community and the Woodland Hills Warner Center Neighborhood Council were

concerned that design and aesthetic standards in the 1993 Specific Plan were minimal. To address these concerns, Interim Regulations were adopted in 2005 to deter any new residential growth until the Specific Plan could be updated.

At the same time, Los Angeles City Council initiated a motion to restudy the current Specific Plan. As part of this motion a Citizen's Advisory Committee was formed to advise the City of Los Angeles Planning Department staff on planning, development and quality of life issues in Warner Center and to provide input to the proposed update to the Warner Center Specific Plan (proposed WCSP).

Since the spring 2005, the Citizen Advisory Committee has been working with the City and their consultants on the development of the new Specific Plan. Their hard work in this effort is unprecedented. After several years and hundreds of meetings, this hard work has translated into the Specific Plan version presented in the succeeding pages, including a Community Vision Statement which details their contributions.

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### III. COMMUNITY VISION STATEMENT

As the West San Fernando Valley's downtown, Warner Center has maintained its neighborly character as it has grown into a cosmopolitan center. It is a safe, friendly, green community in which growth has occurred in a manner that is sensitive and responsive to the needs and varied capacities of its residents and businesses. Key components of Warner Center's character include: sustainability, community connectedness, accessible public transit, and promotion of innovative businesses, job diversity, and a safe and friendly pedestrian environment. It is an urban center where people can live, work and play. These components in turn are the primary goals in the revision to the Warner Center Regional Core Comprehensive Specific Plan.

#### A. Goals of the Specific Plan

The Warner Center Regional Core Comprehensive Specific Plan will create a Regional Center providing for a vital mixed use, transit-oriented community. Participants at the first Warner Center Specific Plan Update community workshops in July 2008 wrote vision statements describing Warner Center in 2035. The vast majority expressed a relatively cohesive vision of Warner Center as a sustainable, mixed-use, transit-oriented, walkable center serving the West Valley. The following summarizes the predominant community vision's key elements for Warner Center to the year 2035.

#### B. Key Elements of the Specific Plan

The key elements of the Plan include:

- Creating a place where people can live, work and play and where day-to-day needs can be met locally by walking, bicycling or other "small slow vehicles", and local transit;
- Allowing for regional transit connections to other centers and cultural facilities make driving an option rather than a necessity;
- Providing for green building standards including the use less energy, collection and infiltration of stormwater, and reduction in the use of unhealthy chemicals; and
- Establishing an urban forest which will flourish in large parkways, medians, and publicly accessible open space in order to provide for aesthetics, shading and the absorption of green house gas (aka GHGs).

The key elements of the Specific Plan are highlighted:

##### 1. A Balance of Jobs and Housing for a Sustainable Center

A balanced mix and concentration of jobs and housing is needed to support a complete sustainable center. The Specific Plan's goal is to:



- Increase jobs in Warner Center from the existing approximately 40,000 to at least 80,000 by 2035, including Research/Development, Professional/Technical and other “creative class” jobs.
- To create an environment to attract those jobs, provide quality residential neighborhoods with amenities, including open space, a community shopping center, neighborhood-serving retail, entertainment and walkable streets, add 20,000 new residential units of various types and sizes by the year 2035.

## 2. Characteristics Needed to Attract Development

Based on experience in other places, Warner Center is NOT expected to attract the development identified above UNLESS it has a synergistic combination of characteristics that set it apart from other places in Southern California, including:

- A balanced mix of uses - a variety of jobs; a range of housing types; a mix neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities;
- Uses that are within walking distance and connected by frequent transit service. The modern streetcar has proven to be an effective “development magnet” in places like Portland and Seattle;
- High quality development that is unique and distinctive;
- Attractive, shaded, walkable streets with activity along the sidewalks;
- A network of open space around which development is oriented. The Pearl District in Portland is an example of how these characteristics, combined with financial incentives, work together to attract a critical mass of development and make a place where people want to live, work and play.

## 3. Regional and Local Alternatives to the Single-Occupancy Vehicles (SOV)

Warner Center is currently served by the Metro Orange Line, which at this time consists of rubber-wheeled buses in an exclusive dedicated right-of-way. The Orange Line runs east to the North Hollywood Red Line subway station, which in turn, connects to Downtown through Hollywood, and north to the Chatsworth MetroLink station. Since the Orange Line’s ridership already surpasses some light rail lines in the area, it is anticipated that the Orange Line become heavy or light rail at some point in the future.

Warner Center is also served by a Rapid Bus, commuter buses and local buses. So much of Warner Center has the potential to support Transit Oriented Development (TOD). The goal of the Specific Plan is to provide transit access throughout Warner Center, so that all of Warner Center can support the TOD. As an immediate first step, a fourth Orange Line station is

proposed in the vicinity of Oxnard Street and Variel Avenue. The next step will be to add a modern streetcar or other internal circulation transit system that will 1) provide local access within Warner Center, 2) reduce the amount of parking required so that development can occur at a higher intensity, and 3) serve as a “development magnet.”

To enable and encourage successful TOD around existing transit stations, the Warner Center Specific Plan will:

- Concentrate mid- and high-rise development around the Orange Line Stations, Owensmouth Transit Hub, and an internal transit system, so people can easily commute both regionally and locally by transit.
- Concentrate a mix of uses within walking distance of one another.
- Create “complete streets” that accommodate alternatives to the automobile, in particular, local transit in the form of a modern streetcar and rubberwheel jitneys and “small slow vehicle” lanes for bicycles, segways, electric bicycles, other small electric vehicles, and any other vehicle that does not move faster than a bicycle (about 25 mph). Figure 4 shows the small slow vehicle lanes.
- Make the streets comfortable and interesting so people will want to walk. Shade trees and active ground-floor frontages, including activity frontage streets and nodes with retail or flexible community space.
- Augment the existing Warner Center Transit Hub, located on Owensmouth Street, between Erwin Street to the north and Oxnard Street to the south, by converting this site from its current status as a Hub to a more comprehensive transit facility with modernized improvements including, but not limited to, pull-in lanes for longer bus lay-overs and support facilities like bathrooms and retail services.

#### 4. Reinforce Distinct Neighborhoods by the Creation of Districts with a Diverse Mix of Uses

The new Specific Plan will reinforce the identity and character of existing neighborhoods through the creation of eight (8) Districts in Warner Center. The Districts are Business Park, Canoga RIO, Downtown, Eastside, Northeast Village, Southwest Residential, Topanga West, and Uptown.

- The Downtown District will remain the primary employment center of Warner Center, served by the Warner Center Transit Hub at Owensmouth Avenue. As infill development occurs, Owensmouth will be lined with commercial development and will become Downtown’s “Main Street.”
- The Business Park District will continue to be Warner Center’s second job center, initially served by a new Orange Line station at Oxnard Street and Variel Avenue with an established

pedestrian paseo extension of Variel Avenue which later could accommodate transit. Like Downtown, while its primary function is as a job center, it may also include housing and retail/restaurant and other services for employers and employees alike.

- The Uptown District will develop as a high quality mixed-use district adjacent to the Canoga Orange Line Station. Uptown will include the existing high-end Topanga Plaza Shopping Center, new research and development and other creative sector industrial and commercial development mid-and high-rise housing, and neighborhood and community serving retail uses, all oriented around a central park.
- The Eastside District, served by both the De Soto and new Oxnard/Variel Orange Line station, will retain its industrial flavor, with a focus on live-work projects and smaller-scale development projects than in the Uptown, Business Park or Downtown districts. Adaptive Reuse of existing building is encouraged in this District.
- The Southwest Residential District is largely built-out with two- and three-story townhomes and flats, both for-sale and rental oriented along tree-lined streets and is home to the only park in Warner Center, the Warner Ranch Park.
- The Northeast Village District, served by the Canoga and DeSoto Orange Line Stations, will create a transit village that will combine existing residential with other development types supporting the TOD.
- The Topanga West District will provide a transition between the urbanized core of Warner Center and the predominant single-family development pattern to the west. The district is envisioned as predominately commercial uses, with ground floor commercial along Topanga Canyon Boulevard, with residences permitted.
- The Canoga River Improvement Overlay (RIO) District consists of properties adjacent to the Los Angeles River. The district will facilitate linkages between the Los Angeles River and the rest of the Specific Plan area through the establishment of pedestrian and bicycle paths, and new streets.

## 5. Walkable Blocks and Streets

To make Warner Center more walkable and allow for better phasing of future development, the Specific Plan will add new small private streets and paseos which intersect existing public streets. These streets will be shared by automobiles and small slow vehicles, all travelling at less than 25 mph. Existing streets will continue to carry both local and through traffic will be redesigned to include transit, small slow vehicles, and pedestrians. All streets will be designed to be walkable with wide parkways that support large shade trees and comfortable walkways. Buildings will define the street and ground floor uses will be oriented to the street.

## 6. A Network of Open Space Around Which Districts are Organized

A key District characteristic that is found in successful urban neighborhoods (both residential and commercial) is an open space network that is integrated with development. The goal of the Specific Plan is to provide a network of usable publicly accessible open space networks in Warner Center that provide a spotlight for community activity

## 7. Parking

The Specific Plan's goal is to reduce the need for driving and, therefore, parking. The Specific Plan encourages new projects to share already existing parking facilities, many of which contain more spaces than are required. Centralized parking is also encouraged and facilitated. Employee parking may be located anywhere within Warner Center that is accessible via transit.

## 8. TOD Incentives

Based on a review of incentives employed in other successful transit-oriented districts, financial incentives appear to be the most successful means of attracting development to transit oriented districts. The incentives will be provided for development projects that qualify as a Transit-Oriented Development, achieve an FAR of at least 4.5:1 (in most Districts), and conform to all provisions of the Specific Plan. These incentives that will benefit all development projects in Warner Center and will include a streamlined development approval process with an expedited environmental clearance, provided those developments conforms to all Specific Plan provisions.

## 9. Implementing the Vision

A Plan Implementation Entity (such as a Joint Powers Authority or Development Corporation) will take the lead in implementing the Vision for Warner Center to:

- Implement Neighborhood Protection Program.
- Establish an area wide assessment district to fund construction and maintenance of streetscape and open space improvements, utility undergrounding, and other improvements.
- Manage and distribute fees collected in Warner Center to guarantee that funds are kept and spent in Warner Center and the surrounding area.
- Seek matching Federal, State and Local funds.
- Act as a public/private partner in future transit improvements and maintenance, including the study and implement of a local transit system, which may be a streetcar. Additionally, it is a vital part of the Specific Plan that the Regional Transportation

investment in public transportation system is augmented by supporting region-wide goals like transitioning the Metro Orange Line from a Bus Rapid Transit line into a Light Rail line and allowing for Warner Center, as a Regional Center, to have multiple transit stops to provide better connections to local and regional bus routes.

- Develop street lighting and wayfinding signage master plans.
- Implement infrastructure, physical, and transit improvements.
- Manage parking allocation/shared parking.
- Monitor balance of residential/commercial development.
- Contract out work and streamline the City's process.
- Function as a Business Improvement District, including security, event management, promotion and marketing.
- Monitoring enforcement of/compliance with Specific Plan and other regulations.
- Establishing funding Ordinances specific to Warner Center including Arts and Recreation.

## **SECTION 1. ESTABLISHMENT OF THE PLAN**

**An ordinance establishing a Specific Plan**, known as the Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP), for a portion of the Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan area.

WHEREAS, the new Specific Plan for the area will have a new name, the Warner Center Regional Core Comprehensive Specific Plan, replacing the predecessor ordinance's name, the Warner Center Specific Plan.

WHEREAS, the WCRCCSP has been crafted as a unique urban planning blueprint intended to spur job growth and economic development.

WHEREAS, the WCRCCSP is a development formula for the Warner Center regional center, a Transit Oriented District (TOD) with a Plan providing a blueprint to give the developer the certainty of what is permitted under the Specific Plan and the community the certainty that a development will provide the necessary public benefits and mitigations prescribed by the Specific Plan ordinance.

WHEREAS, the predecessor ordinance for the area, 1993 Warner Center Specific Plan, provided a heavy-handed, overly restrictive regulatory framework which in many ways failed to create any downtown vision and was unsuccessful in achieving many of its core goals.

WHEREAS, the WCRCCSP, with the new name and a renewed attitude towards TOD development, will look to development as fundamental to supporting the regional transportation investment with the Metro Orange Line and as a result creating a vibrant TOD area based upon sustainability, community connectedness, accessible public transit, and promotion of innovative businesses, job diversity, and a safe and friendly pedestrian environment.

WHEREAS, it is a vital part of the Specific Plan that the regional transportation investment in public transportation system is augmented by supporting region-wide goals like transitioning the Metro Orange Line from a Bus Rapid Transit line into a Light Rail line; allowing for Warner Center, as a Regional Center, to have multiple transit stops to provide better connections to local and regional bus routes; and updating and expanding the Warner Center Transit Hub located on Owensmouth Avenue.

WHEREAS, like the previous Specific Plan, the WCRCCSP is essentially both the General Plan and the proposed permanent zoning controls for the area. As such, any development consistent with the rules for new development under the Plan will be in compliance with both the General Plan and zoning code.



WHEREAS, the WCRCCSP, with its implementing tools, will guide development to the year 2035 permitting approximately up to 20,000 new dwelling units in 23,500,000 square feet of floor area and up to 14,000,000 square feet of non-residential floor area.

WHEREAS, WCRCCSP will provide a comprehensive and clear process that will permit development to occur in order to facilitate the creation of an urban center where people can live, work, and play.

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

**Establishment of the Specific Plan.** The City Council hereby establishes the **Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP)** applicable to the area bounded generally by the Los Angeles River to the north, the 101 Freeway on the south; Topanga Canyon Boulevard on the west, and De Soto Avenue on the east, as shown upon the following Map 1 within the heavy dashed lines:

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## SECTION 2. PURPOSES

Warner Center is a vital mixed use, transit-oriented community. Strategic planning has energized Warner Center's city streets with the activity of many uses proximate to each other. Its infrastructure now offers residents easy access to a broad range of transit and "small, slow vehicle" options. Green, dynamic, and eco-friendly streets are inviting and walkable with retail at ground level and work/live space above. Though Warner Center has been developed as a collection of neighborhoods, none is left disconnected or ignored. Low-emission public transit is available for shuttling within its districts and to adjacent communities. Transit reliably connects all parts of Warner Center and is easily accessible to young, old, and those who are physically challenged. The expanded Metro Orange Line connect Warner Center to the region, making many daily work commutes and other trips car-free. Buildings are designed around open spaces and all sidewalks in Warner Center are shaded, comfortable and walkable.

The key purposes of the WCRCCSP include:

### 1. A Balance of Jobs and Housing for a Sustainable Center

A balanced mix and concentration of jobs and housing is needed to support a complete sustainable center. The Specific Plan's goal is to:

- Increase jobs in Warner Center from the existing approximately 40,000 to at least 80,000 by 2035, including Research/Development, Professional/Technical and other "creative class" jobs.
- To create an environment to attract those jobs, provide quality residential neighborhoods with amenities, including open space, a community shopping center, neighborhood-serving retail, entertainment and walkable streets, add 20,000 new residential units by 2035.

### 2. Characteristics Needed to Attract Development

Warner Center, through the mechanism provided in the the WCRCCSP, is expected to attract development because of its synergistic combination of characteristics that set it apart from other places in Southern California, including:

- A balanced mix of uses - a variety of jobs; a range of housing types; a mix neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities.
- Uses that are within walking distance and connected by frequent transit service. The modern streetcar has proven to be an effective "development magnet" in places like Portland and Seattle.

- High quality development.
- Attractive, shaded, walkable streets with activity along the sidewalks.
- A network of open space around which development is oriented. The Pearl District in Portland is an example of how these characteristics, combined with financial incentives, work together to attract a critical mass of development and make a place where people want to live, work and play.

### 3. Regional and Local Alternatives to the Single-Occupancy Vehicle

To enable and encourage successful TOD around existing transit stations, the WCRCCSP, through its Mobility Section (Section 7), will:

- Concentrate development, so people can easily commute both regionally and locally by transit.
- Concentrate a mix of uses within walking distance of one another so people can easily walk rather than drive.
- Create “complete streets” that accommodate alternatives the car, in particular, local transit in the form of a modern streetcar and rubberwheel jitneys and “small slow vehicle” lanes for bicycles, segways, electric bicycles, other small electric vehicles, and any other vehicle that does not move faster than a bicycle (about 25 mph).
- Make the streets comfortable and interesting so people will want to walk, including shade trees and active ground-floor frontages.
- Distinct Districts with a diverse mix of uses.

### 4. Walkable Blocks and Streets

To make Warner Center more walkable and allow for better phasing of future development, Section 6, Chapter 1 of the WCRCCSP will add new small streets and pedestrian paseos which intersect public streets:

- These streets will be shared by cars and small slow vehicles, all travelling at less than 25 mph.
- Existing streets will continue to carry both local and through traffic will be redesigned to include transit, small slow vehicles, and pedestrians.
- All streets will be designed to be walkable with wide parkways that support large shade trees and comfortable walkways.

- Buildings will define the street and ground floor uses will be oriented to the street.
  - Per its Section 6, Chapter 1.B, the WCRCCSP will establish Activity Nodes and Activity Frontage Streets that will provide for many corners to have ground floor retail or other pedestrian serving spaces.
5. A Network of Publicly Accessible Open Space (PAOS) Around Which Neighborhoods are Organized

A key neighborhood characteristic that is found in successful urban neighborhoods and districts (both residential and commercial) is an open space network that is integrated with development. In its Section 6, Chapter 2.E, the WCRCCSP will require development projects to provide PAOS that will cultivate community activity.

- Each project will Improve and maintain open space.
- Open space will be located at street level, open to the public during daylight hours.
- A pedestrian paseos may be counted as PAOS if connected to a larger PAOS area.

## 6. Parking

The WCRCCSP (in Section 6, Chapter 2.D) will reduce the need for driving and, therefore, parking.

- The WCRCCSP encourages new projects to share already existing parking facilities, many of which contain more spaces than are required.
- Centralized parking is also encouraged and facilitated.
- Most parking is “unbundled”, that is, it is sold or leased separately from housing units or commercial floor area.
- Bicycle and other small slow vehicle parking is provided in all projects.
- Electric or alternative fuel vehicle parking will be provided and in some case mandated.

## 7. TOD Incentives and Public Improvement Funding

Per the Mobility Section of the WCRCCSP (Section 7), financial incentives (i.e., reduction of fees) are included as a means of attracting development to TODs.

Per Section 5 of the WCRCCSP, other incentives are provided that will benefit all development projects including a streamlined approval process with Accelerated Project Processing: Expanded Exempted Projects, Administrative Approvals (over-the-counter), and streamlined Project Permit Compliance approvals including Environmental and Transportation Review.

#### 8. Implementing the Vision

Per Section 10 of the WCRCCSP, a Plan Implementation Entity will take the lead in implementing the Vision for Warner Center

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### SECTION 3. AUTHORITY OF THE PLAN

The intent of this Section is to establish the hierarchy of the Specific Plan in relation to the citywide Los Angeles Municipal Code (LAMC). Where otherwise noted, the Specific Plan's provisions are absolute for land use requirements in relation to development within the legally established boundaries of Warner Center.

#### A. Relationship to Provisions of the Los Angeles Municipal Code (LAMC)

The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC) Chapter 1, as amended, and any other relevant ordinance, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter, except as specifically provided for herein.

Wherever this Specific Plan contains provisions which require lesser or greater restrictions or limitations on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the LAMC, the Specific Plan shall prevail and supersede the applicable provisions of that LAMC.

- 1) Site Plan Review Ordinance. Compliance with the provisions of this Specific Plan shall be considered compliance with the requirements of LAMC Section 16.05.
- 2) Los Angeles River Improvement Overlay (LA-RIO). Compliance with the provisions of this Specific Plan shall be considered compliance with the requirements of LAMC Sections \_\_\_\_.
- 3) Landscape Ordinance. Compliance with the provisions of this Specific Plan shall be considered compliance with the requirements of LAMC Sections 12.40, 12.41, 12.42, and 12.43.
- 4) Commercial Corner/Mini-Shopping Center. Compliance with the provision of this Specific Plan shall be considered compliance with the requirements of LAMC Section 12.24-W,27 .
- 5) Major Development Projects. Compliance with the provision of this Specific Plan shall be considered compliance with the requirements of LAMC Section 12.24-U,14.
- 6) Conditional Uses established under LAMC Section 12.24-X, 2 (Alcoholic Beverages) and LAMC Sections 12.24-W,18a (Dance Halls) ; W,2 (Automobile Fueling and Service); W,3 and W,4 (Automobile Repair); W,30 (Nightclubs and



Other Establishments); W,32 (Outdoor Eating Areas For Ground Floor Restaurants); and W,34 (Penny Arcades).

- 7) Residential Projects. Compliance with the provision of this Specific Plan shall be considered compliance with the requirements for Common Open Space established in LAMC Section 12.21-G,2.

The procedures for the granting of adjustments, exceptions, and/or amendments to the requirements of this Specific Plan are set forth in LAMC Sections 11.5.7. E, F, and G.

B. Application of the Specific Plan

The provisions of this Specific Plan shall apply to all Projects located on any lot located in whole or in part within this Specific Plan area.

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## SECTION 4. DEFINITIONS

The intent of those developing this Specific Plan is that the following terms, whenever used in this Specific Plan, shall be construed as defined in this Section. Words and phrases not defined here shall be construed as defined in LAMC Sections 12.03, 91.0403 and 91.6200, *et seq.*

**ACTIVITY NODE.** An activity focal point located at the intersection of streets where pedestrian serving uses are concentrated.

**ACTIVITY FRONTAGE STREETS.** Designated streets where buildings are designed to incorporate features and elements that are human scaled and can be used and enjoyed by pedestrians. The urban development pattern along these designated streets will include buildings and landscaping that are proportioned and located so that walking is safe, comfortable and inviting, and where adjacent uses generate and encourage foot traffic. A public pedestrian entrance at grade from the street is also provided for all buildings located along Activity Frontage Streets.

**ACTIVE GROUND FLOOR.** The intent of Active Ground Floor uses is to promote new developments to face the the street. Active Ground Floor uses may include commercial or residential projects, but in both instances the first floor of a building shall be oriented to the public or private streets and shall be accessed individually or directly from the abutting street. This includes individual front stoops or porches for residential projects or for commercial projects shall include a minimum percentage of transparent windows for storefronts and a public entrance directly from the abutting street.

**ADULT ENTERTAINMENT.** Uses associated with “specified sexual activity” and/or “specified anatomical areas” as defined by Section 12.70 of the Los Angeles Municipal Code.

**APPLICANT.** Any Person, as defined in LAMC Section 11.01, submitting an application for a Project Permit Compliance Review for a Project.

**AUTOMOBILE FUELING AND SERVICE STATIONS.** Uses for fueling stations, auto repair services, and car washes.

**BASE DEVELOPMENT ASSUMPTION.** The existing development in the Specific Plan area analyzed in 2008 establishing the basis for non-residential floor area, residential floor area, and residential dwelling units established in Specific Plan’s Environmental Impact Report.

**BUILD-OUT ASSUMPTION.** The proposed development under the WCRCCSP analyzed to the year 2035 establishing the build-out for non-residential floor, residential floor area, and residential dwelling units per the Specific Plan’s Environmental Impact Report.

**BUILDING ENVELOPE.** The building envelope is the physical separator between the interior and the exterior environments of a building The physical components of the envelope include the foundation, roof, walls, doors and windows.

**BUILDING FAÇADE.** The exterior wall of a building or structure which is within a horizontal angle of 45 degrees from any lot line adjoining a public street.

**BUILDING HEIGHT.** The height of a building shall be measured vertically from grade to the highest point of roof and shall include the exceptions provided in LAMC Section 12.21.1.

**CONVENIENCE MARKET.** A retail store that has a Floor area of less than 5,000 square feet and that sells an assortment of packaged food and small, non-food, carry-out items.

**COVENANT.** A written document executed by all owners of the lot(s) on which the proposed Project will be located promising to abide by the limitations and other conditions of approval for development of one or more lots. The Covenant (equitable servitude) shall run with the land and be binding on heirs, assigns and other successors in interest. Prior to recordation, the Covenant and agreement shall be approved by the Department of City Planning and/or the Department of Transportation. The Covenant shall be recorded in the Los Angeles County Recorder's Office, and a copy bearing the Recorder's stamp shall be provided to the City.

**CURB CUT.** An inclined cut in the edge of a sidewalk to permit vehicular access to a driveway, garage, parking lot or loading dock.

**DIRECTOR OF PLANNING.** Refers to the Director of Planning for the Los Angeles Department of City Planning, or their designee within the Department.

**DISTRICT.** The Specific Plan is comprised of eight (8) zoning Districts each with its own distinctive character and corresponding development standards. These Districts include the Business Park, Canoga Park River Improvement Overlay (CPRIO), Downtown, Eastside, Northeast Village, Southwest Residential, Topanga West, and Uptown. District are further divided into SubDistricts (see definition).

**ENTERTAINMENT USES.** Uses which foster amusement, leisure and recreation which include, but are not limited to: auditoriums or other similar facilities; museums; live theaters; movie theaters; live entertainment; cabarets; comedy clubs; dance clubs; bowling alleys; family entertainment centers; ice and in-line skating rinks; and similar uses or enterprises which are oriented, marketed and intended for tourists, visitors and/or recreational consumers and encouraged in Subareas A through F in the Downtown District.

**EXTENSIVE REMODEL.** Any alteration to, including addition to, an existing building in which the aggregated value of the work in any project in any one year exceeds 75% of the replacement value of the existing building, as determined by the Department of Building and Safety.

**FLOOR AREA.** See LAMC Section 12.03.

**FLOOR AREA RATIO (FAR).** The principal bulk regulation controlling the size of buildings. FAR is the ratio of total building floor area to the area of its lot. Each district has an FAR control which, when multiplied by the lot area of the zoning lot, produces the maximum amount of floor area allowable in a building on the zoning lot. For example, on a 10,000 square-foot zoning lot in a district with a maximum FAR of 1.0, the floor area of a building cannot exceed 10,000 square feet.

**GOVERNMENTAL OR PUBLIC FACILITIES.** Capital improvements and/or buildings or structures primarily related to the operation of City, County, State or Federal governments, including, but not limited to, police and fire stations, governmental operated parking lots, government offices, government equipment yards, sanitation facilities, public schools, public parks and similar facilities in or through which general government operations are conducted. Private commercial or industrial activities pursuant to lease agreements on public lands shall not be considered Governmental or Public Facilities.

**GREEN STREETS.** (SEE *PEDESTRIAN ADAPTED PATHWAYS*)

**GROUND FLOOR.** The lowest level within a building which is accessible to the street, has a floor level within three feet above or below curb level, has frontage on and is primarily facing a public or private street, and is at least 25 feet in depth or the total depth of the building, whichever is less, but in no event less than ten feet.

**HEALTHCARE-RELATED USES.** Uses that include, but are not limited to, health and medical related facilities such as hospitals, medical offices and services, specialty clinics, pharmaceutical services, research facilities, therapeutic centers, rehabilitation centers, birthing centers, nursing homes, convalescent homes, assisted living facilities, and specialty personal care homes (i.e. Ronald McDonald House).

**HOTELS.** Housing built to accommodate the general and traveling public for a typical fee, generally limited to stays of less than 31 days.

**HYBRID INDUSTRIAL USES.** Those uses, commonly known as light industry, that are usually less capital intensive than heavy industry, and is more consumer-oriented than business-oriented (i.e., most light industry products are produced for end users rather than as intermediates for use by other industries). Light industry facilities typically have less environmental impact than those associated with heavy industry, and zoning laws are more likely to permit light industry near residential areas.

**INSTITUTIONAL USES.** Those uses established in the Specific Plan that are either governmental or non-profit in nature.

**LAND AREA.** The extent of a two-dimensional surface enclosed within a boundary.

**LEED®.** 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. See the official website [www.usgbc.org](http://www.usgbc.org) for more information.

**LOCAL-SERVING RETAIL.** Retail sale of goods needed by residents on a regular basis, including but not limited to: Apparel; Art gallery; Art supplies; Athletic/sporting goods; Bakery; Bars, Books or cards; Bicycle sales and repairs; Cafes; Clock or watch sales and/or repair; Clothing stores, Computer sales and repair; Drug store; Dry cleaner; Fabrics or dry goods; Financial services; Florist; Food/grocery store, including supermarket, produce, cheese and meat market and delicatessen; Hardware; Household goods and small appliances; Laundry or self-service Laundromat; Newsstand; Optician; Photographer, Photographic equipment and repair; Restaurants; Shoe repair; Stationery; Tailor; Toys; Other similar retail items as determined by the Director of Planning or their designee. Businesses that qualify as “local-serving retail” shall not exceed 7,500 square feet of floor area unless required by another provision of this Specific Plan.

**LOS ANGELES RIVER REVITALIZATION MASTER PLAN (LARRMP).** Plan approved in May 2007 by the Los Angeles City Council, which describes a vision for the revitalization of the 32 miles of the Los Angeles River that are within the City of Los Angeles. The Plan applies to primarily the Canoga RIO District of this Specific Plan and secondarily to the Uptown and Northeast Village Districts.

**LOT DEPTH.** The horizontal distance the front lot line and the rear lot line of a specified lot.

**MASTER PLANNED PROJECTS.** All Projects which provide two or more buildings which have functional linkages such as pedestrian or vehicular connections, with common architectural and landscape features constituting distinctive design elements and appears to be a consolidated whole when viewed from adjoining streets.

**MIXED-USE.** Any Project which classically combines a non-residential use with a residential use either in the same building or in separate buildings on the same lot. Non-classical Mixed Uses qualify as wells for instance a retail or service use within a commercial office building. The key to any Mixed Use Project is that it supports the goals of the TOD.

**MOBILITY FEE.** The monies an Applicant for a Project pay to the Warner Center Transportation Fund, based on P.M. Peak Hour Trip calculations, pursuant to the terms of this Specific Plan.

**MULTIPLE-PHASED PROJECT.** All qualifying Projects may be permitted to develop in stages or phases over specified time periods. All Projects in the Specific Plan qualify for Multiple Phasing. All Projects requesting Multiple Phasing shall include an supplemental application to the Project Permit Compliance Review application. If approved, a Multiple-Phased Project can exceed the time limitations prescribed under LAMC Section 11.5.7-C which would apply to a single-phased Project.

**NEW STREETS.** Pursuant to Map X, the Specific Plan identifies new circulation network of private streets (i.e., not part of the public streets system) through existing private properties available to all forms of transportation. This network of private streets shall be publically accessible and may intersect the public street system. The intent of this network is use private development to break up the large Warner Center blocks through the development of this network and therefore provide greater access within Warner Center for both pedestrian and other non-motorized forms of transportation.

**PEAK HOUR.** The single hour during which the highest volume of traffic passes the Project on adjacent streets, as determined by the Department of Transportation.

**PEDESTRIAN ACCESS.** An improved surface which connects the public right-of-way with private property or a building entrance.

**PEDESTRIAN ADAPTED PATHWAYS (PAP).** Those accessways (i.e. pedestrian paseo or green street) from the public right-of-way into a private development (i.e., alleys) which can be modified to become pedestrian-oriented by creating open spaces and having businesses open to that accessway. Motorized vehicle ingress and egress are prohibited. However, non-motorized vehicle access would be allowed, depending on design. Pursuant to Section 6 of the Specific Plan, these accessways will have standards and regulations established.

**PEDESTRIAN PASEO.** (SEE *PEDESTRIAN ADAPTED PATHWAYS*)

**PUBLICLY ACCESSIBLE OPEN SPACE.** Active or passive open space that is accessible to the public for a minimum of 10 hours per day or during all daylight hours whichever is more.

**PROJECT.** The construction of any new building or structure, an extensive remodeling of an existing building or structure, or a building addition that exceeds the existing building footprint by 25% on a lot located in whole or in part within the Specific Plan area which requires the issuance of a building permit after the effective date of this Specific Plan.

**PROJECT PERMIT COMPLIANCE REVIEW.** A determination by the Director of Planning of a Project's compliance with this Specific Plan pursuant to LAMC Section 11.5.7-C and Section 5 of this Specific Plan.

**PUBLIC BENEFIT RESOURCE.** Provision of certain amenities or facilities, such as housing, a transit station, a community facility (including, but not limited to meeting rooms, libraries, and governmental facilities), a cultural facility (including, but not limited to museums, concert halls, and performing arts theaters or amphitheaters), or, land dedicated for public Open Space (including, but not limited to park land/lawn areas, children's play areas, picnic facilities, athletic fields, ecological preserves or sanctuaries, and habitat protection sites) on a portion of a lot on which a Project is proposed or adjacent to a lot on which a Project is proposed to be developed. To be a Public Benefit Resource, the owner(s) must have agreed to construct or



guarantee provision of the Public Resource Benefit prior to the grant of any bonus, pursuant to this Specific Plan.

**RESTAURANTS AND BARS.** Uses involved in food, beverage and entertainment-oriented retail sales to the general public. Adult entertainment is not included in this category.

**RETAIL.** Uses involved with the sale or lease of new or used products to the general public.

**SETBACK.** The horizontal distance between a lot line and a line parallel to the lot line, extending the full length of the lot line, the depth of which is shown on Map X. For purposes of this Specific Plan, any lot line adjoining a public street shall be considered a front lot line for determining required Setbacks and permissible projections.

**SOFT PATH.** Path that is completely comprised of firmly packed crushed stone, unwashed gravel or equivalent material which complies with the Americans with Disabilities Act (ADA) as an approved soft travel surface.

**STREET FRONTAGE.** The length of a lot line separating a lot from one street.

**STREET WALL.** The vertical face of one or more buildings adjacent to the setback area and parallel to the public right-of-way or street edge.

**SUB-DISTRICT.** A subarea of a larger District where development standards for that District are further refined, specifically related to monitoring and limited residential development. The following Districts have two or more areas including Downtown, Southwest Residential, Topanga West, and Uptown.

**SUPERMARKET.** - A retail store with a floor area equal to or greater than 7,500 square feet, which sells a wide assortment of foods, and which typically has on-site specialty departments, such as a bakery or butcher shop. The store may also include smaller percentage of nonfood goods.

**TRAFFIC ASSESSMENT.** A written determination by the Department of Transportation as to the likely traffic impacts resulting from a Project considering an estimate of Project-generated Trips, ambient traffic growth, related developments and current levels of service.

**TRAFFIC IMPACT MITIGATION.** The implementation of street improvements, transit improvements and/or TDM measures which would reduce Significant Transportation Impacts to the extent physically feasible, as determined by the Department of Transportation.

**TRAFFIC MITIGATION PLAN (TMP).** A document submitted by the Applicant indicating proposed street and transit improvements, TDM measures and appropriate monitoring mechanisms, and/or other transportation improvements that will be implemented by the

Applicant to mitigate Significant Transportation Impacts of the Project or are otherwise required by the Department of Transportation pursuant to Section 7 of this Specific Plan.

**TRANSIT ORIENTED DEVELOPMENT.** Higher density development that includes a mix of residential, commercial, hybrid industrial, employment, government/civic uses that are located within an easy walk of transit (bus, train, streetcar, subway, etc.).

**TRANSPORTATION COORDINATOR.** A full or part time paid employee of, or a contracted service for, an individual Project, or an employer organization whose function is to promote TDM programs including carpools and vanpools.

**TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN.** A program promoting reduce Project-related Trips either by ridesharing, transit use or other alternative forms of transportation (i.e., biking, zip car, job-housing/walking) to be provided by an Applicant or owner, lessee or assignee of an Applicant.

**TRIP.** An arrival at or departure from a Project by a motor vehicle.

**TRIP COST FACTOR.** The pro rata cost of public transportation improvements funded by the Applicant for a single P.M. Peak Hour Trip.

**URBAN AGRICULTURE.** Uses that engage in the growing of fresh produce and foods. Large-scale agriculture and animal husbandry are not allowed and are not included in this category.

**WARNER CENTER CULTURAL AMENITIES FEE.** The establishment of a Cultural Amenities Fee designed to off-set the impact of Projects which do not have to contribute to the Citywide Arts Fund pursuant to Ordinance 166,725. These include new construction of or additions to commercial and industrial Projects with less than 50,000 square feet of Floor Area. The perimeters of the collection of the Fee are established in Section 8 of the Specific Plan.

**WARNER CENTER CULTURAL AMENITIES TRUST FUND.** The “bank account” established for the collection of the Warner Center Cultural Amenities Fee. Section 8 of the Specific Plan establishes the perimeters for the collection and disbursement of the funds collected. Essentially, the Trust Fund is established to divert Citywide Arts Fees collected at the time of building permit directly to the Trust Fund. The actual trust fund is established by a separate and distinct Ordinance.

**WARNER CENTER TRANSIT HUB.** The Orange Line Transit Hub located on Owensmouth Avenue between Erwin Street and Oxnard Street in Warner Center. The Transit Hub is designed to improve bus services and operations.

**WARNER CENTER TRANSPORTATION TRUST FUND.** A fund or “bank account” established by separate ordinance for those Transportation Impact Assessment Fees collected from Project Applicants to be used for funding the Transportation Improvement Mitigation Program.

**WALKWAY.** A public pedestrian accessway at grade connecting buildings or structures, parcels, and blocks.

**WORK-LIVE UNIT.** A combined living and work unit that includes a kitchen and a bathroom. The residential portion of the unit, including the sleeping area, kitchen, bathroom, and closet areas, occupies no more than 40 percent of the total floor area, and the living space is not separated from the work space. Living and work spaces that are independently accessible from one another shall not be considered joint living and work quarters, but rather a separate dwelling unit and a separate commercial work space.

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## SECTION 5. GENERAL PROVISIONS

### A. Prohibitions.

No change of use permit, demolition, grading permit, foundation permit, building permit, or use of land permit shall be issued for any Project on any lot located in whole or in part within the Specific Plan Area, unless the Project complies with the requirements of this Specific Plan, as determined by the Director.

- 1) The prohibition above shall not apply to any construction for which a permit is required in order to comply with an order issued by the Department of Building and Safety to repair an unsafe or substandard condition.
- 2) Maximum Permitted Non-Residential Floor Area. The maximum total permitted Floor Area within the Specific Plan Area above the Base Development Assumption shall not exceed 14,000,000 square feet. Floor Area permitted as a result of a Floor Area bonus received pursuant to Sections 12.22 A.29 or 12.24 U.27 of the LAMC shall not be included in the above limitation.
- 3) Maximum Permitted Residential Floor Area. The maximum total permitted Floor Area within the Specific Plan Area above the Base Development Assumption shall not exceed 23,500,000 square feet. Floor Area permitted as a result of a Floor Area bonus received pursuant to Sections 12.22 A.29 or 12.24 U.27 of the LAMC shall not be included in the above limitation.
- 4) Maximum Permitted Residential Dwelling Units. The maximum total permitted additional dwelling units within the Specific Plan area above the Base Development Assumption shall not exceed 19,848.
- 5) Land area subject to easements granted pursuant to this Specific Plan shall be counted as buildable area for the purposes of determining maximum floor area ratio.
- 6) Legally permitted existing Buildings, Structures, and Uses permitted within the Specific Plan area prior to the adoption of this Specific Plan shall continue to be permitted and exempt from the requirements of this section as legal nonconforming.
- 7) Any parcel of land eight (8) acres or greater is considered a Master Planned Development by this Ordinance and shall be prohibited from applying for a subdivision pursuant the the requirements of Section 17 of the LAMC prior to the submittal of a Project Permit Compliance application pursuant to the requirements of LAMC Section 11.5.7-C. Any qualifying parcel of land may apply for a subdivision concurrently with a Project Permit Compliance application and shall submit the appropriate application materials required.

### B. General Provisions – All Properties in the Specific Plan Area

- 1) The owner of any lot in the Specific Plan area that contains landscaping shall maintain that landscaping in good condition, as determined by the Director of Planning or their designee.
- 2) The owner of any lot in the Specific Plan area that contains landscape features, including but not limited to signs, walkways, benches and fountains, shall maintain these features in a condition as near as possible to their original state when installed, both in structural integrity and cosmetic appearance. If more than normal maintenance work is required to comply with this requirement, as determined by the Director of Planning or their designee, then the features shall be made to comply within one year of the effective date of this Plan.

C. Development Review Process

Notwithstanding LAMC Section 11.5.7, a Development Review Process is established for Projects that must comply with the requirements of a Specific Plan. It is the intent of the Specific Plan to establish levels of staff review that include:

- ☐ Exemption: Projects that are considered not subject to the requirements of the Specific Plan and staff review shall not be necessary. These Projects shall be deemed Not Applicable to the requirements of the Specific Plan. No review fee shall be required for these Projects.
- ☐ Administrative Clearance: Projects that are subject to the requirements of the Specific Plan and staff review shall be necessary. These Projects may or may not be ministerial and approval from the Director of Planning shall be necessary including a more detailed staff review of Project plans. The review and approval by the Director should be over-the-counter with same day approval. These Projects shall be reviewed and approved by the Director and if warranted deemed Conditionally Approved under the requirements of the Specific Plan. An Administrative Approval Review Application with associated application fee shall be required for these Projects. The Director shall issue a written approval form which is not appealable.
- ☐ Project Permit Compliance: Projects that are subject to the requirements of both the Specific Plan and LAMC Section 11.5.7-C. Director of Planning review and approval shall be required. The Director may Approve, Conditionally Approve or Disapprove a Project when reviewing its compliance with the requirements of the Specific Plan. A Project Permit Compliance Application with associated fee shall be required for these Projects. The Director shall issue a written approval letter which is appealable under LAMC Section 11.5.7-C. All Projects must comply with the Mitigation Monitoring and Reporting Program (MMRP) established as part of the certification of the Final EIR for the Specific Plan (see attached MMRP).

All levels of staff review shall be detailed as follow:

1) Exemptions

Any proposed Project which conforms to any action described below shall be considered EXEMPTED and not subject to the requirements of the Specific Plan. Staff review shall not be necessary. These Projects shall be deemed Not Applicable to the requirements of the Specific Plan. No review fee shall be required for these Projects.

- a) Any Project that has obtained a still-valid discretionary land use approval from the City prior to the operative date of this Specific Plan.
- b) Demolitions of any building/structure or portions of building/structure not considered a Historic Resource.
- c) Grading, less than 1,000 cubic yards.
- d) Temporary Use of Land Permits.
- e) Any Project where plans were accepted by the Department of Building and Safety for plan check prior to the operative date of this Specific Plan.
- f) Any Project complying with an emergency order issued by the Department of Building and Safety for the repair of an unsafe or substandard condition.
- g) The restoration, repair, or remodeling of an existing building/structure provided that the cost of the modification, in any one 24-month period, does not exceed 50 percent of the replacement value of the building/structure before the alterations or addition as determined by the Department of Building and Safety and does not increase the height, floor area, or occupant load of the original building. For Project that exceed 50 percent of the replacement value,
- h) Tenant improvements or interior remodeling of any existing building, except for interior alterations to the ground floor that will result in the alteration of windows, display windows, entrances, storefronts or otherwise minimize ground floor transparency.

2) Administrative Clearance.

Projects are subject to the requirements of the Specific Plan. These Projects require the review and approval from the Director of Planning with a more detailed review of Project plans. These Projects shall be reviewed and approved by the Director and found in conformance with the requirements of the Specific Plan. An Administrative Approval Review Application with associated application fee shall be required for these Projects. The Director shall issue a written approval form which is not appealable.

When the Director determines that a Project complies with the requirements of this Specific Plan, a permit may be issued with an Administrative Clearance from the Director for the following types of Projects:

- a) Exterior remodeling that does not result in an increase in floor area.
- b) Change of use within an Existing Building or Structure.

Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the LAMC, or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan. In addition, change-of-use projects will not be required to comply with the Urban Design Guidelines nor will they be required to provide additional street dedication or improvements.

- c) Signs, when in conformance with the requirements of the Sign Ordinance.
- d) Permanent Use of Land permits.
- e) Projects with less than 50 dwelling units or guest rooms which conform to the Urban Design Guidelines.
- f) Projects with less than 50,000 gross square feet of nonresidential floor area, that conform to the provisions contained in Section 9 of this Specific which conform to the Urban Design Guidelines.
- g) Condominium Conversions. All condominium conversion projects shall comply with the Urban Design Guidelines and are required to provide street dedication and improvements.

- h) Building Additions within the Building Envelope. A building addition shall be considered administratively cleared if a Project results in new Floor Area but does not change the existing Building Envelope, the Project will not be required to comply with the Urban Design Guidelines, the Activity Node and Activity Frontage Street requirements and will not require additional street dedication or improvements. All other provisions of the Specific Plan shall apply.
- i) Building Additions outside Building Envelope. Existing buildings/structures shall be permitted one (1) of the following two (2) addition options:
- (1) Vertical Addition. A proposed building shall be permitted a vertical addition, not to exceed 50% cumulatively of the existing floor area without being required to comply with all of the Urban Design Guidelines or required to provide additional street dedication or improvements. All other provisions of the Specific Plan shall apply.
- OR
- (2) Horizontal Addition. A proposed building shall be permitted a horizontal addition, not to exceed 25% cumulatively of the existing floor area without being required to comply with all of the Urban Design Guidelines or required to provide additional street dedication or improvements. All other provisions of the Specific Plan shall apply.

Projects that are not eligible for Administrative Clearance must file for a Project Permit Compliances.

3) Project Permit Compliance.

Projects which are not Excepted pursuant C1 above; or not Exempted pursuant to C2 above; or not Receiving an Administrative Clearance pursuant to C3 above shall be subject to the requirements of the Specific Plan and processed pursuant to LAMC Section 11.5.7-C.

- a) Director's Authority with Project Permit Compliance Review



Director of Planning review and approval shall be required. The Director may Approve, Conditionally Approve or Disapprove a Project when reviewing its compliance with the requirements of the Specific Plan. A Project Permit Compliance Application with associated fee shall be required for these Projects. No permit shall be issued for any Project other than those identified above In Subsection C1, C2, and C3 unless the Director has issued a Project Permit Compliance approval pursuant to the procedures set forth in LAMC Section 11.5.7-C.

- (1) Prior to the grant of any Project Permit Compliance Review, the Director of Planning or the Director's designee(s) (Director) shall review Projects for consistency with the provisions of this Specific Plan pursuant to the procedures for "Project Permit Compliance Review" established in LAMC Section 11.5.7 C.
- (2) The Director is authorized to designate one or more members of his or her staff to perform any of the Director's duties under this section.
- (3) The Director shall not approve a Project Permit Compliance Review for a Project unless the Project Applicant has demonstrated to the satisfaction of the Director that the proposed Project is in compliance with all applicable regulations, standards and provisions of this Specific Plan.
- (4) The Director shall not approve a Project Permit Compliance Review for a Project unless the Project has demonstrated compliance with all mitigations established as part of the Mitigation Monitoring and Reporting Program (MMRP) pursuant to the certification of the Final EIR for the Specific Plan (see attached MMRP).

b) Requirements For Multiple-Phase Projects.

- (1) Notwithstanding LAMC Section 11.5.7-C, the Director may grant a Project Permit Compliance Review for any Project with more than one stage of development (multiple-phase Project), as long as the Director approves a Phasing Program for the Project.
- (2) Project Phasing. An Applicant requesting a multiple-phase Project shall comply with the requirements of this Specific Plan.

- (3) Supplemental Application. For a Multiple-Phase Project, the Applicant shall submit a supplement to a Project Permit Compliance Review application that describes a Phasing Program containing the following: proposed density and land uses for the entire Project; the intersections or local residential streets on which the Project may have a Significant Transportation Impact; proposed regional or sub-regional transportation improvements to be provided as part of the Project; and TDM programs and goals. The above requirements may be in the form of estimates for future studies. At the time the Applicant seeks an approval for subsequent increments of development, more precise land use and traffic data will be required.
- (4) Phasing Program. The Phasing Program shall include the following:
- (a) Land use(s) and total floor area of the Project in each phase
  - (b) Anticipated Project development phases by date completed
  - (c) Parking allocation between phases
  - (d) The number of Trips estimated to be generated in each phase of the Project
  - (e) Regional or sub-regional transportation improvements anticipated to be constructed in each Project phase
- (5) Review of Phasing Program. Prior to approval of the Phasing Program, the Department of Transportation (DOT) shall review the proposed Phasing Program, identify the Traffic Impact Mitigation to be undertaken by the Project Applicant for the initial Project phase, approve any In-Lieu Credits available to the Project, determine that TDM program goals are in conformance with the provisions of this Specific Plan and calculate the TIA Fee for the initial Project Phase. If an Applicant subsequently submits a modification to the Project which results in a change in density or land use and which results in an Increase in Trip generation from an approved Phasing Program, appropriate adjustments in fees,

Traffic Impact Mitigation or TDM requirements applicable to the increase shall be made as a condition of DOT approval.

- (6) For Multiple-Phase Projects. Multiple-phase Projects which have been granted Project Permit Compliance Review pursuant to this section shall not require subsequent Project Permit Compliance Review for future building permit applications, provided that each subsequent phase of development is reviewed by the Department of City Planning for consistency with the terms and conditions of the Project Permit Compliance Review for the Multiple-Phase Project and complies with its conditions of approval.
- (7) Revisions to the terms and conditions of an approved Project Permit Compliance Review for the Multiple-Phase Project shall be processed pursuant to the requirements established under LAMC Section 11.5.7-D (Modification to an Approved Project Permit Compliance).
- (8) Covenant. Prior to granting any Project Permit Compliance Review for the first phase of a multiple-phase Project, the owner(s) of the subject property shall execute and record a Covenant, satisfactory to the Departments of Transportation and City Planning, promising to comply with the provisions of this section.

c) Master Planned Developments

(1) Intent

All Projects which provide two or more buildings which have functional linkages such as pedestrian or vehicular connections, with common architectural and landscape features constituting distinctive design elements and appears to be a consolidated whole when viewed from adjoining streets. Additionally, in order to implement pedestrian activity and walkability goals, Master Planned Development provisions called for in the Specific Plan are designed to provide for a complete network of open space throughout the entire area.

(2) Requirements

Any Project over eight (8) acres or greater in lot area or common contiguous ownership (i.e., 348,480 square feet or more) shall be

Master Planned and must submit a Supplemental application for Master Planned Developments to the Department of City Planning. Any qualifying Project shall comply with all requirements established in Section 6-b of this Specific Plan.

D. Fees

TO BE ADDED LATER.

DRAFT

## SECTION 6. USE AND DEVELOPMENT STANDARDS

**Land Use Pattern.** The intended land use pattern in Warner Center promotes the concentration of the projected growth within walking distance of current and proposed Orange Line stations and the planned internal circulator. Warner Center will be a leading Transit Oriented Development (TOD) area upon completion of a fourth Orange Line station (near Oxnard Street and Variel Avenue) and with operation of a modern streetcar or other transit system connecting Warner Center from north to south. Most areas in Warner Center will include a mix of uses, with retail and office uses concentrated in close vicinity to stations. The street grid and open space network will be integrated into Warner Center's land use fabric.

**Types of Uses.** In addition to the presence of quality transit and dense development with managed automobile parking, the Specific Plan calls for a variety of uses within walking distance of one another. In general, the proportion of residential development within Warner Center should grow as development occurs, resulting in a more balanced regional center. The number of jobs is expected to increase from the existing approximately 40,000 jobs to at least 80,000 jobs by 2035, which includes research and development (R&D), professional, technical and other "creative class" jobs. In the future, most districts in Warner Center will have a mix of land uses. While existing uses such as offices, commercial, retail, public facilities, and most residential projects will remain, there will also be redevelopment of uses such as single-story industrial, strip retail centers and large surface parking lots. Providing a mix of uses (either through vertical or horizontal development) on these redeveloped sites will encourage people to walk, bike or take transit rather than driving to complete daily tasks.

**Activity Nodes and Activity Frontage Streets.** Activity Nodes and Activity Frontage Streets. A key design characteristic of the Specific Plan is to provide that ground floor retail, flexible community space, and other pedestrian-oriented uses face the street, with a focus on cultivating activity along that street. Within the Specific Plan, Activity Nodes at key intersections and Activity Frontage Streets at key street frontages are intended to insure that development at these locations provides for pedestrian scale and activity.

**New Streets and Pedestrian Adapted Accessways (i.e., Pedestrian Paseos or Green Streets).** New publicly accessible small streets and pedestrian paseos will subdivide the large automobile oriented blocks of Warner Center providing public pedestrian access and linkages between Publicly Accessible Open Spaces.

**District Wide Development Standards and District Subarea Development Standards.** This Section of the Specific Plan establishes eight (8) Districts. Each District includes a comprehensive set of development standards that shall be applied along with the Urban Design Guidelines included in Chapter 2-F. The development standards set forth by this Specific Plan are organized by District, and will ensure that new projects and the re-use of existing structures are of high-quality and are designed to support the goals of the Specific Plan.

Additionally, several of the Districts are further divided into Subareas (known as Sub-Districts) with specific standards provided.

A. District and Sub-District Standards

1) Establishment of District and Sub-Districts

The Specific Plan establishes eight (8) Districts. These Districts include the Business Park, Canoga Park River Improvement Overlay (CPRIO), Downtown, Eastside, Northeast Village, Southwest Residential, Topanga West, and Uptown.

Each District is displayed on MAP X.

**[INSERT MAP OF DISTRICTS]**

Additionally, Sub-Districts are established in Districts as display on MAPS X1-X8.

**[INSERT MAPS OF SUB-DISTRICTS]**

2) Requirements for Projects by District and Sub-District

Each District designed based upon its own distinctive character and corresponding development standards.

a) Business Park

The Business Park District is bounded by Califa Street and Oxnard Street to the north, De Soto Avenue to the east, the Ventura Freeway to the south, and Canoga Avenue to the west (see MAP X). This District will provide flexible employment uses such as limited light industrial, hospital, creative and cognitive production, and research and development uses. The Business Park is open and integrated into the surrounding area. The Business Park District will include Activity Nodes and Activity Frontage Streets. There are no Sub-Districts within this District.

Business Park District Wide Standards include:

- i. Uses: Permitted, conditioned, and prohibited uses are shown in Table 1. Additionally, Work-Live projects shall be permitted pursuant to the requirements established in Section X.
- ii. Intensity: A base maximum FAR of 4.5:1 shall be permitted for all lots within this District.

- iii. Base Non-Residential Development (by Floor Area): A minimum of 2.0:1 non-residential floor area shall be built on any lot or Master Planned Development prior to or concurrently with any proposed residential development. No Certificate of Occupancy shall be issued for any Residential Project prior to the issuance of a Certificate of Occupancy for any Non-Residential Project or Projects with a total FAR of 2.0:1 or more. Residential development on any lot or Master Planned Development shall be limited to maximum of 2:5 FAR.
- iv. Base Non-Residential Development (by Land Area): None.
- v. Ground Floor Commercial: Ground floor commercial shall be required for all new Projects.
- 1) Ground floor commercial shall be defined as having a minimum depth of 25 feet from the front façade and a minimum of 14 feet in floor-to-ceiling height.
  - 2) A minimum of 75 percent of the ground floor façade of an active ground floor shall be devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards the minimum percentage.
  - 3) Ground floor commercial may include retail, restaurant, office uses or Public Benefit Flex Space.
- vi. Building Height: All new Projects shall have an unlimited maximum building height.
- vii. Street Wall: All new developments with frontage along a public street or highway shall be required to have a minimum building height of 25 feet along that public street or highway. The street wall's design shall comply with the guidelines and standards established in the Urban Design Guidelines in Appendix X.
- viii. Yards and Setbacks: The requirements for yards and setbacks listed below shall apply to all Projects that consist of construction of a new building or an addition of square footage to an existing building that exceeds the thresholds set forth in the General Provisions Section C(c)(i) through C(c)(iii). The required minimum setback shall be measured from the back of the required sidewalk to the building street walls.
- ix. Street Standards: The standards for streets in the District shall be established pursuant to the following Diagrams X1 – X?.
- x. Activity Nodes: The requirements for Projects in an Activity Node are established in Section 6-B (Specific Plan Wide Standards). One (2) Activity Nodes shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:

- (1) The newly established intersection of Variel Avenue and Burbank Boulevard.
  - (2) The intersection of Variel Avenue and Oxnard Street.
- xi. Activity Frontage Streets: The requirements for Projects along Activity Frontage Streets are established in Section 6-B (Specific Plan Wide Standards). Three (3) Activity Frontage Streets shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:
- (1) East side of Canoga Avenue between Califa Street to the north and 200 feet north of the 101 Freeway to the south.
  - (2) East and west sides of Variel Avenue between Oxnard Street to the north and Burbank Boulevard to the south.
  - (3) North and south sides of Burbank Boulevard between Canoga Avenue to the east and Variel Avenue to the west.

b) Canoga River Improvement Overlay (RIO) District

The Canoga River Improvement Overlay (RIO) District consists of properties adjacent to the Los Angeles River. The District will facilitate linkages between the Los Angeles River and the rest of the Specific Plan area through the establishment of pedestrian and bicycle paths, and new streets. There are no Sub-Districts within this District.

Canoga RIO District Wide Standards include:

- i. Uses: Permitted, conditioned, and prohibited uses are shown in Table 1. Additionally, Work-Live projects shall be permitted pursuant to the requirements established in Section X.
- ii. Intensity: A base maximum FAR of 4.5:1 is permitted.
- iii. Base Non-Residential Development (by Floor Area): None.
- iv. Base Non-Residential Development (by Land Area): None.
- v. Building Height: All new Projects shall have an unlimited maximum building height.
- vi. Street Wall: All new developments with frontage along a public street or highway shall be required to have a minimum building height of 25 feet along that public street or highway. The street wall's design shall comply with the guidelines and standards established in the Urban Design Guidelines in Appendix X.
- vii. Open Space: In addition to the provisions in Section 6-B-5, all properties that have frontage along the river shall provide a minimum 50 foot landscaped buffer along the entire length of the



property's portion adjacent to the river. All landscaping shall comply with the County's Los Angeles River Master Plan Landscaping Guidelines and Plant Palettes.

- viii. Public Access: Multi-family residential, mixed-use, and commercial projects with river frontage in excess of 200 linear feet and more than 400 linear feet from a public access point shall provide a pedestrian walkway to the river when the bike path and any public open space along the river is built. An additional paseo will be required for each additional 400 linear feet of river frontage. Access to the river via the paseo shall be available consistent with the hours of public access to the river.
- ix. Yards and Setbacks: The requirements for yards and setbacks listed below shall apply to all Projects that consist of construction of a new building or an addition of square footage to an existing building that exceeds the thresholds set forth in the General Provisions Section C(c)(i) through C(c)(iii). The required minimum setback shall be measured from the back of the required sidewalk to the building street walls.
- x. Street Standards: The standards for streets in the District shall be established pursuant to the following Diagrams X1 – X?.
- xi. Activity Nodes: The requirements for Projects in an Activity Node are established in Section 6-B (Specific Plan Wide Standards). One (1) Activity Node shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows: The intersection of Canoga Avenue and Vanowen Street.
- xii. Activity Frontage Streets: The requirements for Projects along Activity Frontage Streets are established in Section 6-B (Specific Plan Wide Standards). One (1) Activity Frontage Street shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows: The North side of Vanowen Street between Topanga Canyon Boulevard to the west (excluding Canoga Park High School) and DeSoto Avenue to the east.

c) Downtown District

The Downtown District is bounded by Victory Boulevard to the north, new private/public street or paseo to the east, Califa Street to the south, and Topanga Boulevard to the west. Further divided into nine (9) SubDistricts – A through I, this District is Warner Center's urban center. Capitalizing on the District's close proximity to the Orange Line's Warner Center Transit hub at Owensmouth, mix of uses and Publicly Accessible Open Space, this District is also Warner Center's primary employment

and entertainment center providing a mix of restaurant and specialty retail uses that will attract office workers during the day and for area residents and families in the evening and on weekends.

Downtown District Wide Standards include:

- i. Uses: Permitted, conditioned, and prohibited uses are shown in Table 1. Entertainment uses are encouraged in the Downtown District, and pursuant to Section X of this Specific Plan, a Project may request entertainment uses, including but not limited to live entertainment, and on-site alcohol sales through the Project Permit Compliance review, subject to the Performance Standards included herein. Additionally, Work-Live projects shall be permitted pursuant to the requirements established in Section X.
- ii. Intensity: A base maximum FAR of 5.0:1 is permitted for all lots within these subareas.
- iii. Base Non-Residential Development (by Floor Area): These shall be no Base Non-Residential Development requirement by Floor Area for this District.
- iv. Base Non-Residential Development (by Land Area): A base minimum of seventy percent (70%) non-residential development shall be required per SubDistrict.
- v. Building Height: Maximum height of a building shall be unlimited. For Residential and Mixed-Use Building with a residential component, the minimum height of a building shall be 76 feet.
- vi. Street Wall: All new developments with frontage along a public street or highway shall be required to have a minimum building height of 45 feet along that public street or highway. The street wall's design shall comply with the guidelines and standards established in the Urban Design Guidelines in Appendix X.
- vii. Yards and Setbacks: The requirements for yards and setbacks listed below shall apply to all Projects that consist of construction of a new building or an addition of square footage to an existing building that exceeds the thresholds set forth in the General Provisions Section C(c)(i) through C(c)(iii). The required minimum setback shall be measured from the back of the required sidewalk to the building street walls.
- vii. Street Standards: The standards for streets in the District shall be established pursuant to the following Diagrams X1 – X?.
- viii. Activity Nodes: The requirements for Projects in an Activity Node are established in Section 6-B (Specific Plan Wide Standards). Two (2) Activity Nodes shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:

- (1) The intersection of Erwin Street and Owensmouth Avenue.
  - (2) The intersection of Oxnard Street and Owensmouth Avenue.
  - (3) The intersection of Victory Boulevard and Canoga Avenue.
- ix. Activity Frontage Streets: The requirements for Projects along Activity Frontage Streets are established in Section 6-B (Specific Plan Wide Standards). Four (4) Activity Frontage Streets shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:
- (1) Victory Boulevard between Owensmouth Avenue to the west and approximately 500 feet east of Canoga Avenue to the east.
  - (2) Erwin Street between Topanga Canyon Boulevard to the west and approximately 500 feet east of Canoga Avenue to the east.
  - (3) Owensmouth Avenue between Erwin Street to the north and Califa Street to the south.
  - (4) Canoga Avenue between Victory Boulevard to the north and Califa Street to the south.

d) Eastside District

The Eastside District is bounded by Victory Boulevard to the north, DeSoto Avenue to the east, Oxnard Street to the south, and the designated future private street or pedestrian paseo to the west (SEE MAP X). This District will provide flexible work-live opportunities for people who are involved with the making, servicing, or selling of goods, or providing of services. While there will be new residential opportunities in this District, it will also retain its history of industrial uses. Adaptive reuse of existing buildings is permitted for mixed-use developments, specifically Work-Live units, in which case the regulations in Section 12.24 X 1 of the LAMC would apply. New buildings will have high-quality design that is pedestrian friendly and provides transparency along the street front. This District will be served by both the DeSoto Orange Line station and a future transit station at the intersection of Oxnard Street and Variel Avenue. Adaptive Reuse and Work-Live projects are encouraged in all of this District, as long as they comply with the base minimum non-residential development required noted in Subsection a.iii below. There are no Sub-Districts within this District

Eastside District Wide Standards include:

- i. Uses: Permitted, conditioned, and prohibited uses are shown in Table 1. Additionally, Work-Live projects shall be permitted pursuant to the requirements established in Section X.
- ii. Intensity: A base maximum FAR of 4.5:1 shall be permitted for all lots within these SubDistricts.
- iii. Base Non-Residential Development (by Floor Area): There shall be no Base Non-Residential Development requirement by Floor Area for this District.
- iv. Base Non-Residential Development (by Land Area): A base minimum of forty percent (40%) non-residential development shall be required per Project.
- v. Building Height: All new Projects shall be permitted an unlimited maximum building height.
- vi. Street Wall: All new developments with frontage along a public street or highway shall be required to have a minimum building height of 35 feet along that public street or highway. The street wall's design shall comply with the guidelines and standards established in the Urban Design Guidelines in Appendix X.
- vii. Yards and Setbacks: The requirements for yards and setbacks listed below shall apply to all Projects that consist of construction of a new building or an addition of square footage to an existing building that exceeds the thresholds set forth in the General Provisions Section C(c)(i) through C(c)(iii). The required minimum setback shall be measured from the back of the required sidewalk to the building street walls.
- viii. Street Standards: The standards for streets in the District shall be established pursuant to the following Diagrams X1 – X?.
- ix. Activity Nodes: The requirements for Projects in an Activity Node are established in Section 6-B (Specific Plan Wide Standards). Two (2) Activity Nodes shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:
- (1) The intersection of Oxnard Street and Variel Avenue.
  - (2) The intersection of DeSoto Avenue and Victory Boulevard.
- xii. Activity Frontage Streets: The requirements for Projects along Activity Frontage Streets are established in Section 6-B (Specific Plan Wide Standards). Two (2) Activity Frontage Streets shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:
- (1) East and west side of Variel Avenue between Victory Boulevard to the north and Oxnard Street to the south.

- (2) North and south sides of Erwin Street between approximately 500 feet east of Canoga Avenue to the west and DeSoto Avenue to the east.

e) Northeast Village

The Northeast Village District is bounded by Vanowen Street to the north, De Soto Avenue to the east, Victory Boulevard to the south, and the Orange Line Busway to the south and west. This District is served by two Orange Line stations and will be predominantly residential. This District will include a high density mixed-use gateway between Independence Avenue and De Soto Avenue and will have active street frontages with ground floor retail along pedestrian-oriented intersections and street segments near the two (2) transit stations. This District has no SubDistricts.

Northeast Village District Wide Standards include:

- i. Uses: Permitted, conditioned, and prohibited uses are shown in Table 1. Additionally, Work-Live projects shall be permitted pursuant to the requirements established in Section X.
- ii. Intensity: A base maximum FAR of 4.5:1 shall be permitted for all lots within this subarea.
- iii. Base Non-Residential Development (by Floor Area): None.
- iv. Base Non-Residential Development (by Land Area): It shall be required that a minimum of five percent (5%) of a Project's land area must be devoted to Non-Residential Development.
- v. Building Height: All new Projects shall be permitted an unlimited maximum building height.
- vi. Street Wall: All new developments with frontage along a public street or highway shall be required to have a minimum building height of 35 feet along that public street or highway. The street wall's design shall comply with the guidelines and standards established in the Urban Design Guidelines in Appendix X.
- vii. Yards and Setbacks: The requirements for yards and setbacks listed below shall apply to all Projects that consist of construction of a new building or an addition of square footage to an existing building that exceeds the thresholds set forth in the General Provisions Section C(c)(i) through C(c)(iii). The required minimum setback shall be measured from the back of the required sidewalk to the building street walls.
- viii. Street Standards: The standards for streets in the District shall be established pursuant to the following Diagrams X1 – X?.

- ix. Activity Nodes: The requirements for Projects in an Activity Node are established in Section 6-B (Specific Plan Wide Standards). Three (3) Activity Nodes shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:
  - (1) The intersection of Canoga Avenue and Vanowen Street.
  - (2) The intersection of Variel Avenue and Kittridge Avenue.
  - (3) The intersection of DeSoto Avenue and Victory Boulevard.
- xii. Activity Frontage Streets: The requirements for Projects along Activity Frontage Streets are established in Section 6-B (Specific Plan Wide Standards). Three (3) Activity Frontage Streets shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:
  - (1) South side of Vanowen Street between Canoga Avenue to the west and DeSoto Avenue to the east.
  - (2) North and south sides of Kittridge Avenue between Variel Avenue to the west and DeSoto Avenue to the east.
  - (3) West side of DeSoto Avenue between Vanowen Street to the north and Victory Boulevard to the south.

f) Southwest Residential

The Southwest Residential District is bounded by Califa Street to the north, Canoga Avenue to the east, the Ventura Freeway to the south, and Topanga Canyon Boulevard to the west. Further divided into four (4) SubDistricts – A through Subarea D, this District will remain primarily as a residential neighborhood made up of mostly townhomes and apartments, with ground floor local-serving uses that will provide services and goods to meet the everyday needs of district residents. This District includes two designated Activity Nodes; one at the intersection of Owensmouth Avenue and Burbank Street, and the second node at Owensmouth Avenue and Marylee Street adjacent to Warner Park.

Southwest Residential District Wide Standards include:

- i. Uses: Permitted, conditioned, and prohibited uses are shown in Table 1.
- ii. Intensity: A base maximum FAR of 4.5:1 is permitted for all lots within these subareas.
- iii. Base Non-Residential Development (by Floor Area): The following requirements shall be as follows for each SubDistrict:
  - 1) *SubDistrict A*

A minimum of 1.5:1 Residential floor area shall be built on any lot or Master Planned Development prior to or concurrently with any proposed non-residential development.

2). *SubDistrict B*

No residential uses shall be permitted.

3) *SubDistrict C*

A minimum of 1.5:1 Residential floor area shall be built on any lot or Master Planned Development prior to or concurrently with any proposed non-residential development.

4) *SubDistrict D*

A minimum of 1.5:1 Residential floor area shall be built on any lot or Master Planned Development prior to or concurrently with any proposed non-residential development.

iv. Base Non-Residential Development (by Land Area): None.

v. Building Height: All new Projects shall have an unlimited maximum building height.

vi. Street Wall: All new developments are required to have a minimum building height of 35 feet.

vii. Yards and Setbacks. The requirements for yards and setbacks listed below shall apply to all Projects that consist of construction of a new building or an addition of square footage to an existing building that exceeds the thresholds set forth in the General Provisions Section C(c)(i) through C(c)(iii). The required minimum setback shall be measured from the back of the required sidewalk to the building street walls.

viii. Street Standards: The standards for streets in the District shall be established pursuant to the following Diagrams X1 – X?.

ix. Activity Nodes: The requirements for Projects in an Activity Node are established in Section 6-B (Specific Plan Wide Standards). Two (2) Activity Nodes shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:

(1) The intersection of Topanga Canyon Boulevard and Burbank Boulevard.

(2) The intersection of Owensmouth Avenue and Burbank Boulevard.

x. Activity Frontage Streets: The requirements for Projects along Activity Frontage Streets are established in Section 6-B (Specific Plan Wide Standards). Three (3) Activity Frontage Streets shall be

established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:

- (1) East and west side of Owensmouth Avenue between Califa Street to the north and Burbank Boulevard to the south.
- (2) West side of Canoga Avenue between Oxnard Street to the north and approximately 200 feet north of the 101 Freeway to the south.
- (3) North and south sides Burbank Boulevard between Owensmouth Avenue to the west and Canoga Avenue to the east.

g) Topanga West

The Topanga West District is generally bounded by Bassett Street to the north, Topanga Canyon Boulevard to the east, Burbank Boulevard to the south, and generally by Glade Street to the west. Further divided into five (5) SubDistricts – A through E, this District will provide a transition between the urbanized core of Warner Center and the predominant single-family development pattern to the west. Unlike the rest of the Districts in Warner Center, the Topanga West District has maximum height limits. The District is envisioned as predominately commercial uses, with residences permitted in Subareas A, B, and C.

Topanga West District Wide Standards include:

- i. Uses: Permitted, conditioned, and prohibited uses are shown in Table 1.
- ii. Intensity: A base maximum FAR of 3:1 is permitted for all lots within this District.
- iii. Base Non-Residential Development (by Floor Area): The following requirements shall be as follows for each SubDistrict:
  - 1) *SubDistrict A*  
A minimum of 1.5:1 Residential floor area shall be built on any lot or Master Planned Development prior to or concurrently with any proposed non-residential development.
  - 2) *SubDistrict B*  
None.
  - 3) *SubDistrict C*  
None.
  - 4) *SubDistrict D*  
No residential uses shall be permitted.



- 5) SubDistrict E  
No residential uses shall be permitted.
- iv. Base Non-Residential Development (by Land Area): The following requirements shall be as follows for each SubDistrict:
  - 1) SubDistrict A  
None.
  - 2) SubDistrict B  
A base minimum of seventy percent (70%) non-residential development shall be required per SubDistrict.
  - 3) SubDistrict C  
A base minimum of seventy percent (70%) non-residential development shall be required per SubDistrict.
  - 4) SubDistrict D  
None.
  - 5) SubDistrict E  
None.
- v. Building Height: New developments shall be subject to minimum building height requirements as follows consistent with the provisions established in LAMC Section 12.21.1.A,10:

Distance from RW1 Zone or More Restrictive	Height Limit
0 to 49 Feet	25 Feet
50 to 99 Feet	33 Feet
100 Feet or Higher	61 Feet

- vi. Yards and Setbacks: The requirements for yards and setbacks listed below shall apply to all Projects that consist of construction of a new building or an addition of square footage to an existing building that exceeds the thresholds set forth in the General Provisions Section C(c)(i) through C(c)(iii). The required minimum setback shall be measured from the back of the required sidewalk to the building street walls.
- vii. Street Standards: The standards for streets in the District shall be established pursuant to the following Diagrams X1 – X?.
- viii. Activity Nodes: The requirements for Projects in an Activity Node are established in Section 6-B (Specific Plan Wide Standards). One (1) Activity Node shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:
  - The intersection of Topanga Canyon Boulevard and Burbank Boulevard.

ix. Activity Frontage Streets: None.

h) Uptown District

The Uptown District is generally bounded by Vanowen Street to the north, the Orange Line Busway to the east, Victory Boulevard to the south and Topanga Boulevard to the west. Further divided into four (4) SubDistricts – A through D, this District will provide “Creative Sector” jobs with a balance of housing to create a complete neighborhood. “Creative Sector” jobs will include those in the research/development and professional/technical fields. The Uptown District will accommodate a substantial number of new jobs, along with new housing, all within close proximity of the Canoga Avenue Metro Orange Line station. Redevelopment of properties in the district will create new public and private streets to allow more manageable and walkable blocks. The regulations set forth for this District provide incentives for a community shopping center that includes a supermarket and drugstore in the Uptown District.

Uptown District Wide Standards include:

- i. Uses: Permitted, conditioned, and prohibited uses are shown in Table 1.
- ii. Intensity: A maximum FAR of 4.5:1.
- iii. Base Non-Residential Development (by Floor Area): None.
- iv. Base Non-Residential Development (by Land Area):
  - 1) *SubDistrict A*  
A base minimum of 50% non-residential development Project or Master Planned Project shall be required.
  - 2) *SubDistrict B*  
A base minimum of 50% non-residential development Project or Master Planned Project shall be required.
  - 3) *SubDistrict C*  
A base minimum of 50% non-residential development Project or Master Planned Project shall be required.
  - 4) *SubDistrict D*  
A base minimum of 60% non-residential development Project or Master Planned Project shall be required.
- v. Building Height: All new Projects shall be permitted an unlimited maximum building height.
- vi. Street Wall: All new building shall have a minimum Street Wall height of 35 feet.

- vii. Yards and Setbacks: The requirements for yards and setbacks listed below shall apply to all Projects that consist of construction of a new building or an addition of square footage to an existing building that exceeds the thresholds set forth in the General Provisions Section C(c)(i) through C(c)(iii). The required minimum setback shall be measured from the back of the required sidewalk to the building street walls.
- viii. Street Standards: The standards for streets in the District shall be established pursuant to the following Diagrams X1 – X?.
- ix. Activity Nodes: The requirements for Projects in an Activity Node are established in Section 6-B (Specific Plan Wide Standards). Two (2) Activity Nodes shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:
- (1) The intersection of Canoga Avenue and Vanowen Street.
  - (2) The intersection of Victory Boulevard and Canoga Avenue.
- x. Activity Frontage Street: The requirements for Projects along Activity Frontage Streets are established in Section 6-B (Specific Plan Wide Standards). Three (3) Activity Frontage Streets shall be established in this SubDistrict pursuant to the exact specifications of Map X and generally described as follows:
- (1) South side of Vanowen Street between Topanga Canyon Boulevard to the west and Canoga Avenue to the east.
  - (2) East and west side of Canoga Avenue between Vanowen Street to the north and Victory Boulevard to the south.
  - (3) North side of Victory Boulevard between Owensmouth Avenue to the west and Variel Avenue to the east.

## B. WARNER CENTER SPECIFIC PLAN WIDE STANDARDS

### 1) Incentive and Bonuses

The intent of this Section is to provide incentives and bonuses for developments to provide necessary public beneficial uses (i.e., incentivized development and/or uses) that are deemed necessary to support the transit orientation of Warner Center. More to the point, these uses provided as part of the entire fabric of the area are fundamental components of a successfully functioning Warner Center.

The following incentives and/or bonuses shall be provided for all qualifying Projects specified below:

a) Type of Development Incentives or Bonus

- (1) **Intensity Incentive.** Additional FAR in excess of the base FAR may be permitted by incorporating one of the Public Benefits noted below. Up to 6:1 FAR may be permitted in all District with the exception of the Topanga West District which shall be limited to the FAR requirements established for that District. Public benefits may be provided on the same site as the Project or on a site within the same District.
- (2) **Reduction in Mobility Fees.** Projects may qualify for up to 10% reduction in the overall Mobility Fee calculated by DOT by incorporating one of the public benefits noted below. Public benefits may be provided on the same site as the Project or on a site within the same District.

b) Incentivized Development and Uses

The following development and uses, when provided as part of a Project, shall qualify for incentives specified above:

- (1) Grocery Store. A grocery store of at least 15,000 square feet of floor area.
- (2) Fully Subterranean Parking. A Project shall provide all parking in a mechanically ventilated completely subterranean parking structure located at or below existing grade.
- (3) Local-Serving Retail. Local-serving retail shall be located on the first floor and shall be designed to comply with all of the regulations set forth in the design standards.
- (4) Child-care Facility. The size of the childcare facility shall be based on a minimum of one square foot of floor area for every 50 square feet of net, usable non-residential floor area of a Project (up to 500,000 square foot Project or a maximum of a 10,000 square foot childcare facility). In addition, the facility shall provide outdoor play area as required by the California Department of Social Services, Community Care Licensing Division, Title 22.

- (5) Library. Public, private, research, or special libraries qualify for both incentives under the condition that the facility is accessible to the general public for at least 40 hours per week and is at least 10,500 square feet.
- (6) Eldercare and Senior Center. A senior care facility can qualify for both incentives under the condition that the facility is at least 10,000 square feet.
- (7) Museum. Public or private museums qualify for both incentives under the condition that the facility is accessible to the general public for at least 40 hours per week and is at least 20,000 square feet.
- (8) Community Center or similar facility. Public or private community center or similar facility can qualify for both incentives under the condition that the facility is accessible to the general public for at least 40 hours per week and is at least 10,000 square feet.
- (9) Other Public Benefits Uses: As determined by the Director of Planning, other uses may qualify as Incentived Uses. The Director can determine this pursuant to his/her authority under LAMC Section 11.5.7-H.

c) Requirements for Incentived Uses

Any Project which provides one or more Incentives uses and qualifies for the Bonuses established in subsection a) shall be required to do the following:

- (1) All uses shall be open to the general public.
- (2) All uses shall establish open hours which provide at least 40 hours per week of operation.
- (3) All uses shall be operated and maintained in that Project for a minimum of 25 years or the life of the Project, whichever is longer.

2) Open Space Regulations

- a) Publicly Accessible Open Space. Publicly Accessible Open Space (PAOS) is required for all Projects with the following requirements and exemptions.

Additional development standards not specified in this Plan shall in accordance with the LAMC.

- (1) Contiguous. Publicly Accessible Open Space may assume a variety of different forms, but all open spaces should be well defined and uninterrupted.
- (2) Internally Integrated. Publicly Accessible Open Spaces shall be integrated into the overall design of new developments.
- (3) Externally Integrated. Publicly Accessible Open Spaces shall be integrated with neighboring buildings and existing Publicly Accessible Open Space, where applicable.
- (4) Standard. All Projects shall provide 15% of the gross site area (before dedications) as Publicly Accessible Open Space. The PAOS shall be located within the Warner Center Specific Plan area, shall be primarily located at street level, and shall be open to the public during daylight hours (at a minimum).
- (5) Standards and guidelines for the design of Publicly Accessible Open Space can be found in Section 7.

b) Exceptions

- (1) Projects that provide Publicly Accessible Open Space of more than 5 acres shall be permitted to have a 5% reduction in the Publicly Accessible Open Space requirement; therefore a minimum of 10% of the gross site area shall be required to be Publicly Accessible Open Space, if the following requirements are followed:
  - (i) Infrastructure for active recreational uses must be provided.
  - (ii) Visible by a public or private road.
  - (iii) Surrounded by buildings on at least 2 sides.
- (2) Required setbacks, New Streets, and Pedestrian Adapted Streets (i.e. Green Streets) may be counted toward no more than 50% of a Projects Publicly Accessible Open Space requirement if they are contiguous to the required Publicly Accessible Open Space.

(3) Up to forty (40) percent of the required open space may be located on top of a building structure provided that it is accessible via a (public or private) street at a slope that is walkable and cyclable, and that all on-site stormwater is treated and infiltrated.

(4) Surface Parking Requirement

All new projects which provide new parking areas open to the sky shall provide shade in either of the following two ways:

(a) Using Solar Forrester Technology, with electric vehicle charging stations, to shade a minimum of 50% of the parking area. These structures shall not be counted as floor area.

(b) By planting 1 tree for every 2 parking spaces within the parking area.

3) Parking

a) Intent

Since the adoption of the 1993 Warner Center Specific Plan, the assumptions have changed for this area. The public investment in public transportation has been tremendous. The Center is now served by a successful regional transportation system (i.e., the Orange Line). Warner Center is transitioning into a Transportation Oriented District (TOD), as well as successful local and sub-regional transportation systems. The public investment in transportation systems is continuing to grow with more systems coming on-line in the near future. The automobile is of less importance as a means to travel to and from Warner Center and its surroundings.

The premise of this Section is that a strong parking policy can play an important role in reducing transportation demand and the environmental problems caused by traffic related to automobile travel. In reducing the supply of parking and increasing the costs of parking reduce demand for parking, people consider transportation alternatives to the single-occupy vehicle which translates to less congestion, less air pollution, and reduced fuel consumption. Alternatives include the public transportation systems that are currently in place as well as those proposed. This Section is designed to be fair and flexible in the allocation of parking while

preventing any excesses which could upset the delicate balance between too much parking and too little.

The purpose of this Section is to provide regulatory standards pertaining to the off-street parking of motor vehicles and bicycles.

b) Parking Space Requirements – By Land Use

Notwithstanding the provisions of Section 12.21-A,4 of the Los Angeles Municipal Code or policies and procedures established by the Advisory Agency pursuant to LAMC Section 17.01, the parking standards established in this Section shall apply to all Projects within the Specific Plan Area.

(1) Residential Parking Requirements (including Joint Work Live Projects)

Any for-rent or for-sale residential Projects shall comply with the following parking requirements based upon the Project's proposed density (minimum lot area per unit):

(a) *Base Parking Rate* (minimum and maximum) for any residential Project with the Specific Plan:

- i. One (1) parking space per unit minimum; and
- ii. Two (2) parking spaces per unit maximum.

(b) *Guest Parking Requirement.* For any residential Project at a density equal to or less than 54 units per acre, there shall be a minimum guest parking requirement of .25 parking spaces per unit. The guest parking spaces shall be allocated as follows:

- Guest Parking Spaces shall be physically separated from the required unit parking spaces.
- No tandem parking shall be permitted.
- Leasing office, Accessory Commercial Uses, and delivery parking shall not be considered guest parking.



- Guest Parking Spaces shall be clearly marked for guest parking spaces only.
- Guest Parking Spaces shall be used for guest vehicle parking only. No other use of these spaces shall be permitted.

No guest parking spaces shall be permitted for developments with a density of more than 54 units per acres. These projects shall qualify for the Increased Parking Rate only.

(c) *Accessory Commercial Parking.* Any residential Project which incorporates accessory commercial uses shall be exempt from commercial parking requirements of the Plan if the commercial uses occupy ten (10) percent or less of the Project's total floor area. Any residential Project which incorporates more than ten (10) percent commercial uses shall be considered a Mixed-Use Project and that percentage exceeding the initial ten (10) percent shall be subject to the parking regulations established for Mixed-Use Projects. A Leasing Office for the Project's residential units shall not be considered part of accessory Commercial floor area.

(d) *Increased Parking Space Rate.* Any residential Project may qualify for an increase in the Project's total permitted parking at a rate of up to twelve and one-half (12.5) percent under the following conditions:

(e) Increased Parking Space Rate shall be physically separated from the required unit parking spaces.

(f) No tandem parking shall be permitted.

(g) Leasing office, Accessory Commercial Uses, and delivery parking shall be counted in the Increased Parking Space Rate total.

(h) Increased Parking Spaces can be available for use to meet off-street parking requirements of any Project within the Specific Plan area (i.e., unbundled).

- (i) Increased Parking Space Rate must be used for vehicle parking only. No other use of these spaces shall be permitted.
- (j) *Handicapped Parking* shall be provided for any residential Project pursuant to the requirements of the LAMC. Handicap Parking spaces shall not count toward a Project's Base Parking Rate or the Increased Parking Space Rate.
- (k) *Bicycle Parking*. All residential Projects are required to provide a minimum of one (1) bicycle space or locker for every two (2) dwelling units. No other use of these spaces or lockers shall be permitted except for bicycle parking and storage.

(2) Non-Residential Parking Requirements

Notwithstanding the provisions of Section 12.21-A,4 of the Los Angeles Municipal Code, the parking standards established in this Section shall apply to all non-residential Projects within the Specific Plan Area. Specifically, non-residential parking shall be provided as follows:

- (a) *Commercial (including all uses excluding Office, Medical Office or Research and Development)*: A minimum of two (2) parking spaces per 1,000 square feet of floor area and a maximum based upon the parking rate established in LAMC Section 12.21-A. Any amount of parking above the minimum amount may be permitted under the following conditions:
  - i. Tandem parking may be provided for all parking spaces provided that valet operations are provided during the hours of operation of the commercial use or uses.
  - ii. All parking spaces above the minimum requirement of two (2) spaces per 1,000 square feet of floor area can be available for use by to meet off-street parking requirements of any Project within the Specific Plan area.

(b) *Office and Research and Development Only:* A minimum of one (1) parking space per 1,000 square feet up to a maximum of three (3) parking spaces per 1,000 square feet of floor area. An additional one (1) space per 1,000 square feet of floor area maximum may be requested under the following conditions:

- i. Tandem parking may be provided for all parking spaces provided that valet operations are provided during the hours of operation of all commercial office uses.
- ii. All parking spaces above the maximum requirement of 3 spaces per 1,000 square feet of floor area can be available for use by to meet off-street parking requirements of any Project within the Specific Plan area.

With the optional increases, the maximum parking permitted for Commercial Office or Research and Development shall be four (4) parking spaces per 1,000 of floor area square feet.

A minimum of ten (10) percent of all parking spaces in an Office or Research and Development project shall be reserved for High Occupancy Vehicle (HOV) and Carpool parking spaces.

(c) *Medical Office Only:* A minimum of one (2) parking space per 1,000 square feet up to a maximum of three (3) parking spaces per 1,000 square feet of floor area.

An additional one (1) space per 1,000 square feet of floor area maximum may be requested under the following conditions:

- i. Tandem parking may be provided for all parking spaces provided that valet operations are provided during the hours of operation of all commercial office uses.
- ii. All parking spaces above the maximum requirement of 3 spaces per 1,000 square feet of floor area can be available for use by to meet off-

street parking requirements of any Project within the Specific Plan area.

With the optional increases, the maximum parking permitted for Medical Office shall be four (4) parking spaces per 1,000 of floor area square feet.

A minimum of ten (10) percent of all parking spaces in a Medical Office project shall be reserved for High Occupancy Vehicle (HOV) and Carpool parking spaces.

(d) *Light Industrial (excluding Research and Development):* A minimum of one (1) parking space per 1,000 square feet of floor area and maximum of two (2) parking spaces per 1,000 square feet of floor area. An additional one (1) space per 1,000 square feet of floor area maximum may be requested under the following conditions:

- i. Tandem parking may be provided for all parking spaces provided that valet operations are provided during the hours of operation of the commercial use or uses.
- ii. All parking spaces above the maximum requirement of two (2) spaces per 1,000 square feet of floor area can be available for use by to meet off-street parking requirements of any Project within the Specific Plan area.
- iii. All parking spaces provided above the maximum requirement of two (2) spaces per 1,000 square feet of floor area may be compact parking stalls. [Required parking must comply with the compact stall percentage restrictions of the LAMC.]

(e) *Institutions:* A minimum of one (1) parking space per 1,000 square feet of floor area. All parking spaces provided for a project above the minimum requirement of one (1) space per 1,000 square feet of floor area can be available for use by to meet off-street parking requirements of any Project within the Specific Plan area.

(f) *Theaters, Auditoriums, Convention Facilities, Religious Institutions or Other Similar Places of Assembly.*

Notwithstanding any provisions of the LAMC to the contrary, one (1) parking space for every five (5) seats shall be required. When there are no fixed seats, one (1) parking space for each 50 square feet of floor area shall be required. For the purposes of calculating parking, the stage and back-stage areas shall not be considered floor area.

(g) *Trade Schools.* The following parking requirements shall be provided for trade schools, business colleges, professional and scientific schools, music schools, chiropractic schools, or any similar commercial post-secondary school:

- i. For trade school uses where the floor area devoted to the use is less than 25 percent of Project's total floor area, one (1) parking space per 100 square feet of floor area contained within the classrooms and assembly area or one (1) parking space for each ten (10) fixed seats contained within classrooms and assembly areas, whichever provides the greater number of parking spaces.
- ii. For trade school uses where the floor area devoted to the use is 75 percent or more of Project's total floor area, one (1) parking space per 50 square feet of floor area contained within the classrooms and assembly area or one (1) parking space for each five (5) fixed seats contained within classrooms and assembly areas, whichever provides the greater number of parking spaces.

(h) *All Other Uses Not Specifically Listed.* For any non-residential use not listed above, the parking requirements of the LAMC shall prevail.

(i) *Handicap Parking* shall be provided for any non-residential Project pursuant to the requirements of the LAMC. Where applicable in a non-residential Project, Handicap Parking spaces shall not count toward a Project's minimum or maximum requirements.

(j) *Bicycle Parking.* All non-residential Projects are required to provide a minimum of one (1) bicycle space or locker for

every 2,500 square feet of floor area as defined by LAMC Section 12.21.1. Bicycle parking spaces or lockers shall not be reserved or otherwise restricted. No other use of these spaces or lockers shall be permitted except for bicycle parking and storage.

(3) Mixed-Use Parking Requirements

The following requirements apply to Mixed Use Projects:

- (a) For any Project with a mixture of non-residential and residential uses and where the non-residential portion of the Project is more than ten (10) percent of the Project's total floor area, the base requirement for a mixed-use development shall comply with the residential and non-residential parking standards established in this Section depending upon the percentage floor area devoted to each individual use.
- (b) For any Project with a mixture of non-residential and residential uses and where the non-residential portion of the Project is ten (10) percent or less than the Project's total floor area, only the residential parking requirements shall apply.

(4) Incentivized Use Parking Requirements

Those uses which are designated as Incentivized Uses in Section 6 of the Specific Plan shall provide the following minimum parking requirements:

- (a) Zero (0) parking spaces per 1,000 square feet of floor area when the Incentivized use or uses occupies less than ten (10) percent of the Project's total floor area provided.
- (b) One (1) parking space per 1,000 square feet of floor area when the Incentivized use or uses occupies ten (10) percent or more of the Project's total floor area provided.

No maximum limitation shall be established for these uses.

c. General Provisions Applying To All Projects

All Projects are subject to the following requirements:

- 1) Alternative Fuel Vehicles or Electric Vehicles. A Project shall provide one parking space reserved for an alternative fuel vehicles or electric vehicles for every ten (10) net new parking spaces provided.
- 2) Electric Vehicle Outlets. A Project shall provide one (1) electric outlet or the wiring for an electrical outlet for every four (4) net new parking spaces.
- 3) Mechanical Automobile Lifts and Robotic Parking: Parking provided pursuant to LAMC Section 12.21-A,5(m) shall be exempted from any maximum parking limitations specified above.
- 4) Any Project's excess parking provided above either the minimum requirement or below the maximum limitation can be available for use to meet off-street parking requirements of any Project within the Specific Plan area.
- 5) New Street Parking. The development of New Streets in Project are encouraged by the Specific Plan. Any parking provided on a New Street shall satisfy a Project minimum parking requirements. Moreover, any parking on a New Street shall be exempted from any maximum parking limitations established above.

d. Deviation in any Parking Space Limitation Requirement

The Director of Planning may permit the deviation of any parking maximum or minimum established in this Section. No deviation may exceed 50 percent of the established parking space requirements whether it is a minimum or maximum requirement. The request to the Director for any deviation shall be part of a Project Permit Compliance application. Any request must include a parking demand study pursuant to the requirements established for a Shared Parking Agreement as established in LAMC Section 12.24-X,24(a).

e. Shared Parking Agreements

The Director of Planning may permit shared parking agreements as part of a Project Permit Compliance determination pursuant to the requirements established in LAMC Section 12.24-X,20(a).

4) Activity Nodes and Activity Frontage Streets

a. Intent

Activity Nodes and Activity Frontage Streets are displayed in Map X and are unique to each District. The intent behind Activity Nodes and Activity Frontage Streets is as follows:

**Activity Nodes.** As detailed in the District Specific Requirements, nine (9) identified areas within Warner Center are envisioned as activity nodes for a concentration of pedestrian and commercial activity that will also function as district gateways. Although commercial and pedestrian activity will be found outside these zones, the activity nodes will be distinguished by a high intensity of commercial development, outdoor seating/dining, and pedestrian activity facilitated by greater investment in infrastructure and promotion of walkability through streetscape improvements and building design. Portions of the street near an identified activity node may be designed to include a focal point, such as public art, that will provide a gathering place for various activities.

**Activity Frontage Streets.** Warner Center is a vital mixed use, transit-oriented community. Strategic planning has energized Warner Center's city streets with the activity of many uses proximate to each other. Its infrastructure now offers residents easy access to a broad range of transit and "small, slow vehicle" options. Green, dynamic, and eco-friendly streets are inviting and walk able with retail at ground level and work/live space above. Warner Center is NOT expected to attract the development identified above UNLESS it has a synergistic combination of characteristics that set it apart from other places in Southern California, including:

- A balanced mix of uses - a variety of jobs; a range of housing types; a mix neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities.
- Uses that are within walking distance and connected by frequent transit service. The modern streetcar has proven to be an effective "development magnet" in places like Portland and Seattle.
- High quality development.



- Attractive, shaded, walkable streets with activity along the sidewalks.
- A network of open space around which development is oriented.

b. Regulations

1) Non-Residential. The following requirements apply to all Non-Residential Projects in whole or in part within an Activity Node or Activity Frontage Street:

(a) Active Ground Floor Non-Residential: Ground floor commercial shall be required for all new buildings located within 200 feet of Activity Nodes and along Activity Frontage Streets.

(b) Ground floor non-residential shall be defined as having a minimum depth of 25 feet from the front façade and a minimum of 14 feet in floor-to-ceiling height.

(c) A minimum of 50 percent of the ground floor façade of an active ground floor shall be devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards the minimum percentage.

(d) Ground floor non-residential may include retail, restaurant, or office uses Public Benefit Flex Space.

2) Residential. Where permitted at the ground floor per the District requirements, the following provisions shall apply to any Residential Project or any Residential portion of a Project in whole or in part within an Activity Node or Activity Frontage Street:

(a) Active habitable ground floor areas, which may consist of live-work professional offices or residential common areas, shall be designed to include wall openings comprised of a minimum of 50% of the street level façade; or

- (b) If ground floor dwellings are oriented to public or private streets, they shall be accessed individually and directly from the abutting street with individual front stoops or porches. In addition, ground floor units may also provide an additional entry from interior building courts or corridors.

5) New Streets and Pedestrian Adapted Pathways (PAS)

a. Intent

The intent of the regulations established in this subsection are designed to insure that large projects on existing large blocks provide new publicly accessible small streets called New Streets. It is envisioned that these lots over the life of the Specific Plan will subdivide the large automobile oriented blocks of Warner Center providing public pedestrian access and linkages between Publicly Accessible Open Spaces. Any New Streets through a project shall count towards the requirements for Publicly Accessible Open Space.

Alternatively, there are regulations established in this subsection designed to also insure that project on smaller lots provide pedestrian-oriented openings and accessways called Pedestrian Adapted Pathways (i.e. Green Streets or Pedestrian Paseos). Again, it is envisioned that over the life of the Specific Plan, these smaller lots will redevelop and these accessways will create a network of circulation points for non-motorized transportation. As with New Streets, any Pedestrian Adapted Pathway in a Project shall count towards the requirements for Publicly Accessible Open Space.

b. Standards

(1) New Streets

The following are the required standards for the development of any New Street within the Specific Plan area as detailed in Graphic X:

- (a) A minimum 60-foot right-of-way shall be provided.
- (b) A maximum roadway width of 36 feet shall be provided.
- (c) A minimum of walkway width of five (5) feet shall be provided.
- (d) A minimum parkway width of ten (10) feet including curb and gutter shall be provided.

- (e) An access and egress connection to any public street shall be provided subject to review and approval of the Director of Planning in consultation with the General Manager of the Department of Transportation.
- (f) Motorized transportation access and parking shall be permitted.
- (g) Pedestrian amenities including benches, kiosks, trash cans, etc. shall be provided and shall be a minimum of ten (10) percent of the total surface area of the New Street.
- (h) Lighting shall be provided subject to the approval of the Director of Planning in consultation with the Bureau of Street Lighting.
- (i) Open access shall be provided to the public 24 hours a day, seven days a week.

(2) Pedestrian Adapted Pathways (PAP)

The following are the required standards for the development of any PAP within the Specific Plan area as detailed in Graphic X:

- (a) A minimum 20-foot right-of-way shall be provided.
- (b) An access and egress connection to any public street shall be provided subject to review and approval of the Director of Planning in consultation with the General Manager of the Department of Transportation.
- (c) Non-motorized and emergency vehicles only shall be permitted.
- (d) Permeable surface treatments shall be incorporated.
- (d) Lighting shall be provided subject to the approval of the Director of Planning in consultation with the Bureau of Street Lighting.
- (e) Open access shall be provided to the public 24 hours a day, seven days a week.

c. Requirements (Master Planned Projects ONLY)

For Projects with eight (8) acres or more of land area, the following shall be required:

- (1) **One Public Street Frontage Only.** For Projects with only one (1) public street frontage, a New Street or PAP shall be incorporated into the Master Planned Development.
- (2) **Two Public Street Frontages Only – Perpendicular Frontage Streets.** For Projects with two (2) perpendicular public street

frontages, a New Street or PAP shall be incorporated into the Master Planned Development.

- (3) **Two Public Street Frontages Only – Parallel Frontage Streets.** For Projects with two (2) parallel public street frontages, a New Street shall be incorporated into the Master Planned Development providing a continuous connection between each public street.
- (4) **Three Public Street Frontages Only.** For Projects with three (3) public street frontages, a minimum of one (1) New Street shall be incorporated into the Master Planned Development providing a continuous connection between at least two (2) public streets.
- (5) **Four or More Public Street Frontages.** For Projects with four (4) or more public street frontages, a minimum of two (2) New Street shall be incorporated into the Master Planned Development providing a continuous connection between at least three (3) public streets.

6) Urban Design Guidelines

a. Application of Urban Design Guidelines

The provisions of the Urban Design Standards and Guidelines, attached as part of the appendices to this Specific Plan, and which supplements Municipal Code provisions, shall apply to all Projects in the Specific Plan Area. The provisions of this Specific Plan shall take precedence where there is a conflict with any Citywide design guidelines.

b. Supplemental Urban Design Standards

The following provisions of the Urban Design Standards and Guidelines shall be required of all Project within the Specific Plan area:

TO BE DETERMINED.

7) Hybrid Industrial

Warner Center is a regional center. As a regional center, Warner Center is designed to allow a wide range of uses which co-exist to form a self-sustainable and livable community. The intent of the Hybrid Industrial provisions of this

section are designed to maintain the industrial base in Warner Center and its jobs while also recognizing that the industrial landscape in Warner Center in specific has transformed into a light industrial/research and development demand market. The majority of the industrial uses that currently exist in Warner Center are the high-end, research and development uses. This section is designed to not only preserve those industrial uses but encourage their expansion.

The following uses are considered Hybrid Industrial Uses and shall be permitted within the boundaries of the Specific Plan, consistent with the Land Use Matrix which specifies the District(s) where these uses are allowed.

a) Use Limitations.

Allowable Hybrid Industrial Uses in the Specific Plan (i.e., existing and proposed buildings) shall be limited to the following:

*Advertising Studio;*  
*Broadcasting Studio;*  
*Child-care, nursery school, child-care center, adult daycare, or similar uses for on-site workers and their families or guests only;*  
*Community center;*  
*Computer component, parts, accessory manufacturing, and assembly;*  
*Corporate Headquarters;*  
*Electric parts, assembly and manufacturing;*  
*Electric appliances assembly;*  
*Electric generator and motor manufacturing (small);*  
*Electric products assembly and manufacturing;*  
*Electric instruments and devices assembly and manufacturing;*  
*Engineering services office;*  
*Facilities for development and production and manufacture of computer equipment and media-related products and services, including hardware;*  
*Film developing; printing machines, or similar services as technology evolves;*  
*Film laboratory or similar services as technology evolves;*  
*Film and tape editing or similar editing services;*  
*Financial institution - administrative offices with only non-retail services;*  
*Insurance agency, office or company, including corporate headquarters*  
*Laboratory - experimental film, motion picture, research or testing;*  
*Laboratory - medical or dental;*  
*Laboratory - quality control, as an accessory to headquarters or branch offices of a manufacturer or as an independent facility;*  
*Laboratory - research and development;*

*Mail order production (not used as a primary distribution center);*  
*Metal products x-ray inspection;*  
*Motion picture reconstruction;*  
*Motion picture, radio, or television studio or station with no outdoor sets permitted;*  
*Office - business, medical, dental, institutional or professional with no walk in patients;*  
*Optical good manufacturing;*  
*Parking areas (public) and parking buildings as accessory uses and loading space, as required or provided in connection with the permitted uses as provided in LAMC Section 12.21 .A;*  
*Printing establishment - wholesale only;*  
*Publishing office with no wet printing permitted;*  
*Radio and television assembly and manufacturing;*  
*Recording studio;*  
*Research and development facility;*  
*School (other than "educational institution" as defined in Section 12.03 of the Los Angeles Municipal Code) -- offering professional, trade, vocational or occupational education and training, including associated administrative activities;*  
*Scientific instrument and equipment manufacturing;*  
*Software development;*  
*Stereo equipment assembly;*  
*Stereo equipment manufacturing;*  
*Storage: All materials stored on site shall be involved in operations or activities conducted on the premises. (Self-storage, self-service, storage of household goods, and public storage are not permitted);*  
*Warehouse, not used as a primary distribution center;*  
*Wholesale businesses with no direct public sales; and*  
*Wireless telecommunication facility subject to approval pursuant to the requirements of LAMC Section 12.24.G.*

No other uses otherwise permitted in the industrial zones of the LAMC including the CM, MR1, MR2, M1, M2 and M3 zones shall be permitted except for those listed above in Development Condition No. A.1.a.

b) Site Character.

The design and operation of all facilities on site shall contribute to a high-quality, campus park-like, nuisance free environment for light manufacturing, assembly, research and development, advanced technology development and general office uses.

c) Site Activity.

All uses shall be conducted completely within the confines of a building. No exterior activities shall be permitted including display, storage, loading and unloading, or similar exterior activity common to an industrial use.

d) Use Limitations.

All uses shall be consistent with accepted principals of "light industrial" uses in which the processes carried on, the machinery used, and the goods and commodities carried to and from the premises will not cause any injury to, or will not adversely affect the amenity of the surrounding residential area by reason of the emission of light, noise, vibration, smell, fumes, smoke, vapor, steam, soot, ash, dust, waste water or other waste products.

8) Automobile Uses

Throughout the Specific Plan area, there are many existing uses which continue to service automobile demand either through purchase, service, and maintenance. In particular, the Topanga West District is comprised of parcels fronting the west side of Topanga Canyon Boulevard between Burbank Boulevard and Bassett Street. These parcels are mostly small and narrow and are generally improved with single- and multi-story commercial buildings and surface parking lots. The uses associated with these commercial buildings include fast-food restaurants, retail shopping centers, offices and new automobile dealership franchises. The auto-oriented nature of Topanga Canyon Boulevard, a State Highway, has attracted auto-oriented uses including new automobile dealership franchises. These uses should be permitted to expand and flourish in the Topanga West District. Therefore, new automobile dealership franchises and ancillary services are permitted and encouraged in the Topanga West District (See USE LIST), provided they adhere to the following standards:

a) Uses: Permitted, conditioned, and prohibited auto-oriented uses are shown in Table 1.

b) Notwithstanding LAMC Section 12.22 A.28, all Automobile Uses permitted per Table 1 shall comply with the following requirements:

(1) Development Standards.

(a) Active Frontage - Building. A minimum of 25 percent of the ground floor of the main must be designed with a depth of

at least 25 feet from the front façade and a minimum 14-foot floor-to ceiling height. This area must be located between zero and 25 feet from the required landscaped setback adjacent to Topanga Canyon Boulevard.

- (b) Active Frontage - Vehicle Display Area. If the main building is not located adjacent to the required setback, the area between the main building and the required landscaped setback is limited to vehicle display. Vehicle display areas must have no more than one car per every 400 square feet and must additional landscaping and/or pedestrian circulation (see landscaping requirement).
- (c) Lot Coverage. The footprint of all structures, vehicle display, vehicle storage and landscaping shall comprise at least 50 percent of the lot or lots. The remaining area may be used for surface parking, surface inventory and vehicle circulation.
- (d) Windows. The exterior walls and doors of any building, excluding bay doors and/or security grills, housing an automotive use, which are parallel to a street, shall consist of at least 50 percent transparent windows on the ground floor, unless otherwise prohibited by law.
- (e) Bay Doors. Unobstructed bay doors shall not face Topanga Canyon Boulevard or any residentially zoned property.
- (f) Wash Rack. Every wash rack shall be constructed or arranged so that openings shall not face any school, lot with a Certificate of Occupancy for a one-family dwelling, or multiple-family dwelling.
- (g) Fences. No fences shall be erected along the Topanga Canyon Boulevard street frontage.
- (h) Automotive hoists. Automotive hoists of any type or size shall be located and operated only inside a building enclosed on at least three sides.
- (ix) Signs. All signage shall comply with the requirements established in the Warner Center Supplemental Sign District.



- (x) Walls and Trash Storage. A solid masonry wall at least six feet in height shall be erected along the lot lines of the lot or lots where the lot or lots abut or are across an alley from any school, lot with a Certificate of Occupancy for a one-family dwelling, multiple-family dwelling, or A or R zone, except for that portion of the lot line where an access driveway is required by the City as determined by the Departments of Planning and Transportation. Trash storage bins shall be located within a gated enclosure constructed of solid masonry and finished to match the exterior wall materials of the main building.

- (xi) Landscaping.

Setback. A landscaped, planted area having a minimum width of five feet shall be required along all street frontages of the lot or lots, except for that portion of the lot line where an access driveway is required by the City as determined by the Departments of Planning and Transportation, and on the perimeters of all parking areas of the lot or lots.

Vehicle Display. A minimum of 10 percent of the ground level "vehicle display" area must be landscaped.

Irrigation System. An automatic irrigation is required.

- (xii) Lighting. All exterior and flood lighting shall be directed onto the lot or lots and shall be designed to eliminate any glare to adjoining properties.

- (b) Operating Conditions.

- (i) Spray painting shall be ancillary to a new automobile dealership service center and shall only be conducted in an enclosed space.

- (ii) Junkyard or automobile dismantling activities other than repair associated with a new automobile dealership franchises shall not be conducted.
- (iii) Public address system shall not be permitted.
- (iv) Site cleaning, sweeping, trash collection, and deliveries to the site shall be limited to the following hours: Monday through Friday, 7:00 AM to 9:00 PM and Saturday and Sunday 8:00 AM to 7:00 PM. Notwithstanding the above, trash collection shall not be allowed on Sundays or legal holidays.
- (v) Service hours of operation shall be limited to Monday through Friday, 7:00 AM to 9:00 PM; Saturday, 9:00 AM to 9:00 PM; and Sunday, 9:00 AM to 9:00 PM.
- (vi) Vehicles being repaired shall be stored on-site.
- (vii) All site parking shall comply with Section XX of this Specific Plan.
- (viii) Trailers and/or temporary modular buildings shall not be permitted as a permanent work area.
- (ix) Arcades or game machines shall not be permitted.
- (x) Temporary canopy tents shall only be permitted for a period of 30 days.
- (xi) The site where the automotive use is located shall be kept clear of weeds, rubbish, and all types of litter and combustible materials at all times. One trash receptacles shall be located for every 200 square feet of open space and shall be uniformly distributed throughout the open areas of the site.
- (xii) Any automotive laundry or wash rack, in which power driven or steam cleaning machinery is used, shall maintain noise levels below the levels provided in Table II of Section 111.03 of the Los Angeles Municipal Code. The comparison between

the noise emanating from the automotive laundry or wash rack and from Table II shall be made in the manner set forth in Section 111.02 (a) of this Code.

- (xiii) Any vehicle repair shall be conducted within a fully enclosed building.
- (xiv) All windows and glass doors shall be generally maintained free of any signs. No more than five percent of any one window shall utilize for identification or signage purposes.
- (xv) Covenant. Prior to the issuance of a building permit or land use permit, the owner of the lot or lots shall execute and record a covenant and agreement in a form satisfactory to the Director of Planning, acknowledging that the owner shall implement each of the conditions set forth in this paragraph, and shall not permit the establishment of any uses enumerated in Section 12.24 W 4 of this Code without first obtaining a conditional use approval. The covenant and agreement shall run with the land and be binding upon the owners, and any assignees, lessees, heirs, and successors of the owners. The City's right to enforce the covenant and agreement is in addition to any other remedy provided by law.

## 9) Alcoholic Beverage Sales and Entertainment Uses<sup>1</sup>

The intent of this Section is to give the authority to permit on-site alcoholic beverage sales only, within the boundaries of the Specific Plan, to the Director of Planning as the initial decision-maker and to give the authority to permit on-site sales and entertainment uses, within the Downtown District of the Specific Plan, to the Director of Planning as the initial decision-maker. This change would remove the Conditional Use authority of the Zoning Administrator only for those

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<sup>1</sup> For the purposes of this Specific Plan, Entertainment Uses are defined herein as only the following Conditional Uses enumerated in LAMC Section 12.24-W including: Dance Halls; (LAMC Section 12.24-W,18a); Nightclubs or Other Establishments (LAMC Section 12.24-W,30); Outdoor Eating Areas for Ground Floor Restaurants (LAMC Section 12.24-W,32); and Penny Arcades (LAMC Section 12.24-W,34) and shall include shall include live music, live performances, karaoke clubs, comedy clubs, dance clubs, theaters, bars, taverns, and billiard halls. No other Conditional Uses shall be considered Entertainment Uses and shall adhere to the tradition entitlement processes established by the LAMC.

Conditional Uses established under LAMC Section 12.24-X, 2 (Alcoholic Beverages) and LAMC Sections 12.24-W,18a (Dance Halls) ; W,30 (Nightclubs and Other Establishments); W,32 (Outdoor Eating Areas For Ground Floor Restaurants); and W,34 (Penny Arcades) AND only in those areas of the Specific Plan.

a. All Specific Plan Districts

For any non-residential use, the following provisions shall be established to permit On-Site Alcohol Beverage Sales only in all WC Districts. Requests for off-site sale of alcohol in Warner Center are required to follow the provisions of LAMC Section 12.24.

- (1) Purpose. The purpose of this section is to permit the authority to the Director of Planning through a Project Permit Compliance approval to review and/or approve, conditionally approve or disapprove any request for on-site alcoholic beverage sales within the Warner Center Regional Core Comprehensive Specific Plan. This would provide a simplified and streamlined Project Permit Compliance process, pursuant to LAMC 11.5.7, if the project meets all of the performance and development standards set forth in this section. These performance and development standards are designed to preserve a healthy and safe environment for residents and businesses and to ensure the safe operation of on-site alcohol sales establishments uses would be encouraged.
- (2) Applicability and Location. On-site Alcohol Sales. For purposes of this section, on-site alcohol sales is considered the sale or dispensing for consideration of alcoholic beverages, including beer and wine, for consumption on the premises only, as part of a restaurant or accessory to the operation of a club, dancehall, or hotel. Entities that sell and serve alcoholic beverages for on-site consumption shall obtain approvals from other jurisdictions as required including licenses or permits from the State Department of Alcoholic Beverage Control.
- (3) Application. The applicant shall be required to submit a site plan, floor plan, and elevations of the on-site alcoholic beverage sales establishment to be reviewed by the Director of Planning, or their

designee, pursuant to Section 11.5.7 of the LAMC. After review and evaluation, the Director of Planning may require the incorporation of design features that assist in reducing alcohol-related problems. Conditions of approval for the alcoholic beverage establishment may include, but are not limited to, openness to surveillance and control of the interior and exterior of the premises, the perimeter, and surrounding properties; reduction of opportunities for congregating and obstructing public ways and neighboring property; and, increased illumination of exterior areas.

- (4) Performance Standards. In addition to the conditions which the Director of Planning, or their designee, may otherwise impose, all Project Permit Compliance projects for on-site alcoholic beverages establishments shall be subject to the following performance standards:

- (a) Use: With the exception of the Downtown District with limitation provided below, entertainment activities, including but not limited to strip clubs and hostess type activities that include the on-site alcohol sales, shall not be permitted through the Project Permit Compliance review process.
- (b) Noise: Amplified music shall not be audible outside the building premises. Noise levels shall not cause disruption above the ambient urban noise levels along the adjacent public streets.
- (c) Hours of Operation: The hours of alcohol sales shall not be permitted to operate after midnight Sunday through Thursdays or after 2:00 a.m. Saturday or Sunday mornings.
- (d) Security: Security measures shall be provided as specified by the Police Department, which may include retaining trained staff and security personnel and providing security devices such as surveillance or burglar alarm systems.
- (e) Trash: The operator of the establishment shall ensure that no trash or litter originating from the site is deposited onto neighboring properties or onto the public right-of-way.

The owner or operator shall provide for daily removal of trash, litter and debris from the premises and on all abutting sidewalks within twenty feet of the premises

- (f) Presentation of Documents: A copy of the conditions of approval and the California Department of Alcoholic Beverage Control license shall be required to be kept on the premises and presented to any law enforcement officer or authorized county official upon request.
- (g) Employee Training: All sales clerks in on-site alcohol outlets shall be required, within ninety days of the beginning of employment, to complete an approved course in "responsible beverage service training". The establishment may be required to provide evidence of the employee's completion of this training to City authorities within ten days following completion of training.
- (h) Signage: There shall be no exterior advertising or signage, including advertising directed to the exterior from within a building, promoting or indicating the availability of beverages. Interior displays of beverages or signs, which are clearly visible to the exterior, shall constitute a violation of this standard.

(5) Project Permit Compliance - Plan Approval Review

- (a) Purpose: The purpose of the Plan Approval Review, which will be processed pursuant to Section 11.5.7 of the LAMC, is to evaluate the proposed on-site alcohol sales permitted under this authorization in greater detail in relation to hours of operation, parking arrangements, security, and other details that were not anticipated under the original grant.
- (b) Process: One year from the issuance of the issuance of the Certificate of Occupancy for the on-site sale of alcohol, the property owner or operator shall file an application for a "Project Permit Compliance Plan Approval" with the Planning Department for review for compliance and impact. The Director of Planning, or their designee, may, if

deemed necessary and supported by the findings, make the subject conditions more or less restrictive or provide new conditions to mitigate detrimental effects upon the surrounding community.

Once the applicant has filed for “Project Permit Compliance Plan Approval”, a representative of the establishment shall meet with the Woodland Hills-Warner Center Neighborhood Council to address any neighborhood complaints or concerns regarding the establishment.

(c) Findings. The Director of Planning, or their designee, shall make all of the following findings for approval of on-site alcohol sales in the Downtown District of Warner Center:

- i. That the proposed use will not adversely affect the welfare of the pertinent community;
- ii. That the granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control’s guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area; and
- iii. That the proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential

buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing alcohol beverages, including beer and wine.

(1) Discontinuance of Use

Notwithstanding LAMC Section 12.24 Z to the contrary, any on-site alcohol sales in the Downtown District approved under Project Permit Compliance with this Specific Plan shall continue through the life of the Specific Plan. However, the Director of Planning, or their designee, may require an additional Project Permit Compliance review if there is reasonable and credible evidence of nuisance activities associated with the previous establishment.

(7) Revocation

If the conditions of approval under a Project Permit Compliance review of a request for on-site alcohol sales have not been complied with, the City may give notice to the property owner or lessee of the real property affected to appear at a time and place fixed by the City and show cause for why the use permitted by this Subsection should not be modified, discontinued or revoked. These proceedings shall be accordance with LAMC Section 12.24 Z.

b. Downtown District Only

In addition to the provisions established under A above, for any commercial use in the Downtown District, the following provisions shall be established to permit Entertainment Uses only.

- (1) Definition - Entertainment Uses. For purposes of this section, entertainment uses shall include live music, live performances, karaoke clubs, comedy clubs, dance clubs, theaters, bars, taverns, and billiard halls.
- (2) Purpose. The purpose of this section is to encourage entertainment and nightlife uses in the Downtown District of Warner Center, while also preserving a healthy and safe



environment for residents and businesses through the establishment of a set of performance and development standards to ensure the safe operation of establishments with entertainment uses. Entertainment uses would be encouraged in the Downtown District through a simplified Project Permit Compliance process, pursuant to LAMC 11.5.7, if the project meets all of the performance standards set forth in this subsection.

- (3) Applicability and Location. This provision of the Specific Plan is only applicable to entertainment uses, as enumerated in this Specific Plan, in the Downtown District.
- (4) Application. The applicant shall be required to submit a site plan, floor plan, and elevations of the entertainment to be reviewed by the Director of Planning, or their designee, pursuant to Section 11.5.7 of the LAMC.
- (5) Performance Standards.
  - (a) Use: Adult entertainment activities, including but not limited to strip clubs and “hostess” type activities, shall not be permitted through the Project Permit Compliance review process.
  - (b) Noise: Amplified music shall not be audible outside the building premises. Noise levels shall not cause disruption above the ambient urban noise levels along the adjacent public streets. All activity for indoor entertainment venues shall be conducted entirely inside the premises and adequate ventilation and/or air conditioning shall be provided. Doors and windows shall remain closed.
  - (c) Hours of Operation: Entertainment uses shall not be permitted to operate after midnight Sunday through Thursdays or after 2:00 a.m. Saturday or Sunday mornings.
  - (d) Security and Crowd Control: Upon application for a business license and/or during operation of the entertainment venue, or upon complaint, the Police Department may evaluate the operation of an

entertainment venue to determine if policing is required for an event to provide security and/or traffic control. If additional security is required by the Police Department, the applicant shall be responsible for the expense and a public safety plan shall be approved by the Police Department.

- (e) Lighting: All premises, including corridors and stairways, shall be open to the public at all times and shall be fully lighted.

(6) Project Permit Compliance - Plan Approval Review

- (a) Purpose: The purpose of the Plan Approval Review, which will be processed pursuant to Section 11.5.7 of the LAMC, is to evaluate the proposed entertainment uses permitted under this authorization in greater detail in relation to hours of operation, parking arrangements, security, and other details that were not anticipated under the original grant.
- (b) Process: One year from the issuance of the Certificate of Occupancy for the entertainment use, the property owner or operator shall file an application for a "Project Permit Compliance Plan Approval" with the Planning Department for review for compliance and impact. The Director of Planning, or their designee, may, if deemed necessary and supported by the findings, make the subject conditions more or less restrictive or provide new conditions to mitigate detrimental effects upon the surrounding community.
- (c) Once the applicant has filed for "Project Permit Compliance Plan Approval", a representative of the establishment shall meet with the Woodland Hills-Warner Center Neighborhood Council to address any neighborhood complaints or concerns regarding the establishment.

(d) Findings. The Director of Planning, or their designee, shall make all of the following findings for approval of on-site alcohol sales in the Downtown District of Warner Center:

- i. That the proposed use will not adversely affect the welfare of the pertinent community; and
- ii. That the proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing alcohol beverages, including beer and wine.

(2) Discontinuance of Use

Notwithstanding LAMC Section 12.24 Z to the contrary, any Entertainment use in the Downtown District approved under Project Permit Compliance with this Specific Plan shall continue through the life of the Specific Plan. However, the Director of Planning, or their designee, may require an additional Project Permit Compliance review if there is reasonable and credible evidence of nuisance activities associated with the previous establishment.

(3) Revocation

If the conditions of approval under a Project Permit Compliance review of a request for Entertainment Uses have not been complied with, the City may give notice to the property owner or lessee of the real property affected to appear at a time and place fixed by the City and show cause for why the use permitted by this Subsection should not be modified, discontinued or revoked. These proceedings shall be accordance with LAMC Section 12.24 Z.

## SECTION 7. MOBILITY REQUIREMENTS

**A. Transportation Determination Assessment.** All projects that result in a more intensive use from additional floor area, or change of use to existing floor area, or change of land use, shall be subject to Transportation Determination Assessment (TDA). All projects shall submit a completed TDA Application form (Appendix A, Table 1) to DOT. DOT shall review the TDA Application submitted by the applicant and determine all necessary project requirements, such as mobility fees, mitigation measures, dedication, covenant and agreements and any other requirements as prescribed by DOT.

### **B. Fees**

**1) Citywide Review Fees.** All project permit fees are subject to the fees as established under Ordinance number 180,542, and any subsequent ordinances, and all such collected fees shall be deposited in the Warner Center Trust Fund to compensate DOT for the administrative functions of the Specific Plan.

**2) Proposed Projects Outside the Scope of the Specific Plan.**

- (a) For projects that are identified as outside of the scope of the program EIR for the Specific Plan – all such projects are subject to fully compensating the City Departments for project assessment, review and approval. All such fees must be paid prior to the issuance of building permit.
- (b) Should a project require a model run be performed to ensure consistency and continuity with the Specific Plan, the project shall be charged a minimum \$3500 fee by the City per each iteration.

**3) Dedication Research Fee.** If the TDA determines that dedication will be required of the project, a \$500 dedication research fee shall apply.

**4) Mobility Fee.** Mobility Fees shall be collected from qualifying projects to fund the Transportation Mitigation Plan and other improvements identified by the Warner Center Specific Plan.

**(b) Mobility Fee Calculation.** Mobility Fee shall be calculated based on floor area ratio, as determined by the Department of City Planning (DCP) and the Department of Building and Safety (B&S), using Mobility Fees as outlined in Mobility Fee Table in Appendix A, Table 2.

**(c) Mobility Fee Credit.** Credit shall be given to projects dating back to January 1, 2008 based on floor area ratio, as determined by DCP and B&S,

using Mobility Fees as outlined in the Mobility Fee Table in Appendix A, Table 2.

- (d) **In-Lieu Credit for Land Dedication.** In-lieu Mobility Fee credit shall be given for land dedicated to the City up to the market value of the dedicated land, up to 38% of the total Mobility Fee obligation of the project. In-Lieu Credits shall be applied to reduce the Mobility Fees after the required dedications have been completed or guaranteed to the satisfaction of DOT and Department of Public Works - Bureau of Engineering.
- (e) **In-Lieu Credit for Mitigation Measures.** In-lieu Mobility Fee credit shall be given for mitigation measures implemented by the project up to 80% of the total Mobility Fee obligation of the project. The combination of in-lieu credit for both dedication and mitigation measures shall never exceed 80% of the total Mobility Fee obligation of the project. In-Lieu Credits shall be applied to reduce the Mobility Fees after the required transportation improvements have been completed or guaranteed to the satisfaction of DOT and Department of Public Works - Bureau of Engineering.
- (f) **Breakdown of Mobility Fee Components.** See Table 5 in Appendix A.
- (g) **Annual Indexing Of Fees.** Fees shall be annually increased (or decreased) as follows: The application fees shall be adjusted as of June 30 in order to become effective by July 1 of each year by the amount of the percent increase (or decrease) in the most recently available City Building Cost Index, as determined by DOT. The revised application fees shall be published by the City Clerk in a newspaper of citywide circulation not later than June 30 of each year. If the Department determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the application fees.
- (h) **Refunds.**
- (ii) If a Fee is claimed to be erroneously or illegally collected, or a refund is claimed pursuant to this Specific Plan, then refunds shall be preceded by requests for refunds pursuant to LAMC Sections 22.12 and 22.13.

- (iii) The City Council may fully or partially refund the Fee and/or release a letter of credit when: (1) The building permit expires and no extensions have been granted for a Project for which the Mobility Fees have been collected; or (2) A refund or release is specifically authorized by resolution of the City Council, so long as the Council finds that the Fee is no longer needed.
- (iv) If a claim for refund pursuant to this subsection is filed, then it shall be filed no later than one year after payment of the Mobility Fees or one year after the expiration date of the building permit, including any extensions granted, whichever is later.

- (i) **Annual Indexing Of Fees.** Fees shall be annually increased (or decreased) as follows: The application fees shall be adjusted as of June 30 in order to become effective by July 1 of each year by the amount of the percent increase (or decrease) in the most recently available City Building Cost Index, as determined by DOT. The revised application fees shall be published by the City Clerk in a newspaper of citywide circulation not later than June 30 of each year. If the Department determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the application fees.

**C. Project Intensity and Assignment of Significant Impact Mitigation Measures.** DOT shall determine the project intensity category based on the amount of Mobility Fee obligation of the project. All projects that result in a Mobility Fee obligation shall be deemed as having higher intensity over the existing use.

- 1) **Mitigation Measures.** DOT shall have the discretion to assign physical roadway mitigation measure improvements as outlined in Appendix A, Table 3, or collect the Mobility Fee in-lieu of the project implementing the roadway mitigation measures. Additional mitigation measures include Transportation Demand Management (TDM), Transit Improvements, and Neighborhood Protection Program.
- 2) **Mitigation Measure Assignment.** DOT shall assign mitigation measures to projects based on the intensity of the project according to Appendix A, Table 3. All available mitigation measures are listed in Appendix A, Table 4.
- 3) **Mitigation Availability.** If DOT determines that mitigation measures are not available, DOT shall have the discretion to assign a different mitigation measure

from the next category of the highest dollar amount value from Appendix A, Table 3. DOT shall have the discretion to substitute or add equivalent mitigation measures to the Transportation Mitigation Program listed in Appendix A, Table 4, as they may become available as a result of new technology innovations or other unforeseen improvements.

**D. Street Improvements and Dedications.** Land dedication for the purpose of adding right-of-way and roadway widening and improvements are required of certain projects. Projects eligible for dedication and improvements will be determined according to the provisions of the TDA.

- 1) **Preliminary Determination.** At the time of application DOT shall make a preliminary determination if a project is required to dedicate land for right-of-way and/or construct street widening and improvements.
- 2) **Final Requirements.** Once the Dedication Research Fee is paid for eligible projects DOT shall research and determine the final requirements for dedication and/or street widening and improvements.
- 3) **Warner Center Street Designations.** See Appendix A, Table 6 for Warner Center street designations, existing roadway and right-of-way dimensions, and future roadway and right-of-way dimensions. All projects shall be subject to the street designations.

**F. Warner Center Transportation Improvement Trust Fund.**

- i. **Rollover.** The existing Warner Center Transportation Improvement Trust Fund (Trust Fund), established by ordinance number 168,872, will remain in effect for this revision and any future revisions to the Specific Plan. Existing monies in the Trust Fund collected previously shall be used toward the updated list of mitigation measures, improvements, administration cost, neighborhood protection, transportation demand management, local development corporation, and other programs and measures listed in the Appendices.
- ii. **Uses of the Trust Fund.** Monies collected into the trust fund shall be used to implement the Transportation Mitigation Program (TMP) mitigation measures listed in Table 4 of Appendix A including but not limited to, streetscape improvements, administrative costs, specific plan restudy costs, neighborhood traffic management, transit improvements and transportation demand management programs.

**F. Restudy**

- 1) **Frequency.** A restudy of the specific plan shall be started whenever one of the following occurs: (A) 1/3 of the projected build-out has been completed and occupied, or (B) within 10 years after the adoption of the revised plan, or (C) when the Average Daily Traffic (ADT) of Victory Boulevard between Topanga Canyon Boulevard and De Soto Avenue, or Topanga Canyon Boulevard between Burbank Boulevard and Vanowen Street, increases by 20% over 2008 levels. Additional restudy efforts shall be started when 2/3 of the projected build-out has occurred, or within 10 years after the most recent restudy effort, or when the ADT of Victory Boulevard or Topanga Canyon Canyon Boulevard increases 20% over the last ADT level established during the last restudy. The restudy shall include a full transportation analysis, including but not limited to the 152 intersections and street segments analyzed in 2008.

Should economic conditions create a hardship for development an initial economic restudy of the mobility fee shall be conducted to determine the level of mobility fee that would not be prohibitive to development.

- 2) **Funding.** The General Manager of DOT and the Director of Planning shall have the authority to expend funds for all re-study efforts including but not limited to City staff and consultant costs paid from the Mobility Fees collected.



## **SECTION 8. CULTURAL AMENITIES.**

### **A. Establishment of the Warner Center Cultural Arts Development Fee**

Notwithstanding the Citywide Arts Fund, pursuant to the Arts Development Fee Ordinance No. 166,725, which only assesses commercial and industrial Projects with a building permit valuation of \$500,000.00 or more, it is hereby established that all Projects within the Specific Plan with a building permit valuation of \$1.00 or more shall be assessed the Citywide Arts Development Fee.

### **B. Exemptions from the Warner Center Cultural Arts Development Fee**

The following Projects or portions of a larger Project shall be exempt from the Development Fee:

- 1) Incentive Uses as established and specified in Section 7 of this Specific Plan.
- 2) Temporary Uses.
- 3) Institutional or Governmental Uses.

### **C. Warner Center Cultural Amenities Trust Fund**

A Warner Center Cultural Affairs Trust Fund shall be established to accept all contributions from all commercial and industrial Projects or the commercial and industrial portions of a Project within this Specific Plan area that will be deposited from the following sources:

- 1) Citywide Arts Fund, pursuant to the Arts Development Fee Ordinance, Ordinance No. 166,725, all commercial and industrial Projects or the commercial and industrial portions of a Project with a building valuation of \$500,000 or more.

Except as otherwise provided here, all provisions applicable to the Citywide Arts Development Fee Ordinance shall also apply to Projects within this Specific Plan area, including the provision of cultural and artistic facilities, services and community amenities, which shall be available to Projects and their future employees. Any cultural and artistic facilities, services, and community amenities provided shall comply with the principles and standards set forth in the Cultural Master Plan, when adopted.

- 2) Pursuant to Section 11-A, all commercial and industrial Projects or the commercial and industrial portions of a Project with a building valuation of less than \$500,000.

D. Warner Center Cultural Affairs Committee or Similar Corporation or Authority

A five-member Warner Center Cultural Affairs Committee, or similar corporation or authority, shall be established and responsible for the appropriate disbursement of the Warner Center Cultural Affairs Trust Fund within this Specific Plan area. The membership of this Committee shall include the General Manager of the Cultural Affairs Department (or a person delegated by the Department General Manager for that purpose) with others appointed by the City Councilmember(s) representing this Specific Plan area.

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## SECTION 9. IMPLEMENTATION OF THE SPECIFIC PLAN

### A. Plan Implementation Board/Entity/Corporation.

The Plan provides for an entity to be developed which will take the lead in implementing the Vision for Warner Center by the following: Implement the Neighborhood Protection Program; Establish an areawide assessment district to fund construction and maintenance of streetscape, open space improvements, utility undergrounding, and other improvements; Manage and distribute fees collected to guarantee that funds are kept and spent in Warner Center and the surrounding areas; Seeking matching Federal, State and Local funds; Act as a public/private partner in future transit improvements and maintenance; Develop street lighting and wayfinding signage master plans; Implement infrastructure, physical, and transit improvements; Manage public/private projects directly; Oversee maintenance of streetscape and open space improvements; Manage parking allocation/shared parking; Monitor balance of residential/commercial development; Contract out work and cut out some of the City's red tape; Function as a Business Improvement District, including security, event management, promotion and marketing; and Monitor enforcement of and compliance with Specific Plan and other regulations.

Within twenty-four (24) months from the adoption date of this Specific Plan, the Department of City Planning, in conjunction with the Department of Transportation and City Attorney's Office, shall submit an enabling Ordinance to City Planning Commission for review and recommendation to City Council for adoption. The enabling Ordinance shall provide the mechanism for the creation of a Plan Implementation Board, Entity or similar body responsible for the implementation of the planning and development requirements established under the Specific Plan including, but not limited to:

- ☐ Streetscape Improvements
- ☐ Roadway Improvements
- ☐ Transit Improvements
- ☐ Coordinate and Plan for Internal Circulating System including development of a fourth Orange Line Stop in Warner Center
- ☐ Coordination Transportation Demand Management mitigation measures including coordination with Transportation Management Organizations
- ☐ Coordinate and Plan for Internal Circulating System including development of a fourth Orange Line Stop in Warner Center
- ☐ Parking coordination

- ☐ Open Space and recreational organization including coordination and programming of private and public open space and collection and disbursement of recreational fees
- ☐ Signage Coordination
- ☐ New street and internal walkway planning
- ☐ Public benefit development
- ☐ Landscaping and tree trimming
- ☐ Resource management including water, gas, and electricity
- ☐ Economic Development including fee reductions, tax incentives, parking meters, federal and state grants/matching funding

The Specific Plan shall include potential Ordinance options and procedures including, but not limited to: Appointment of Members, Composition of Members, Quorum, Action, Terms, Expiration of Terms, Vacancies, Meeting Schedule, Responsibilities and Elections.

In developing the enabling Ordinance, the City Planning Department may allocate up to \$500,000.00 for consultant services. The allocation shall be from the Warner Center Transportation Improvement Trust Fund.

**B. Limitations on the Specific Plan.**

The environmental clearance for the Warner Center Regional Core Comprehensive Specific Plan established the following development maximums for residential, non-residential or any combination of both up through the Specific Plan horizon year of 2035. At its core, the Specific Plan Project and its environmental clearance established the following floor area perimeters for non-residential development and dwelling unit and floor area perimeters for residential developments. These assumptions shall be translated in to Specific Plan limitations stated below. These assumptions are:

<b>Development Type</b>	<b>Base Development Assumption (The Year 2008)</b>	<b>Build-out Assumption (The Year 2035)</b>	<b>Specific Plan Limitations (Cumulative Approved)</b>
Residential (Dwelling Units)	6,200	26,048	<b>19,848</b>
<b>TOTAL (Dwelling Units)</b>	<b>6,200</b>	<b>26,048</b>	<b>19,848</b>

Residential (Floor Area)	9,100,000	32,600,000	<b>23,500,000</b>
Non-Residential (Floor Area)	16,100,000	30,100,000	<b>14,000,000</b>
<b>TOTAL</b> (Floor Area)	<b>25,200,000</b>	<b>62,700,000</b>	<b>37,500,000</b>

1) Development Limits.

Pursuant to Section 4 of this Specific Plan, a Project Permit Compliance Review shall not be issued for a Project if the Project's development would either:

- a) Exceed the limits of an additional 14,000,000 square feet of Cumulative Approved non-residential floor area permitted under the Specific Plan;
- b) Exceed the limits of 19,848 additional Cumulative Approved residential dwelling units permitted under the Specific Plan;
- c) Exceed the limits of 23,500,000 square feet of Cumulative Approved residential floor area permitted under the Specific Plan; or
- d) Allow any development beyond December 31, 2035 without further environmental clearance provided that it does not exceed the limits specified above.

Any applicant with a Project proposed beyond any of these thresholds that has not been issued a Project Permit Compliance Review shall:

- a) Be limited to the Basic Development Right prescribed in Section 4; OR
- b) Submit an application for a Project Permit Compliance Review and prepare a separate environmental analysis relative to the particular Project; OR
- c) Postpone submittal of the Project Permit Compliance Review application until the completion of the Specific Plan restudy process is complete.

2) Calculation of Cumulative Approved Floor Area (Residential or Non-Residential).

- a) The Department of City Planning shall calculate the cumulative approved floor area in connection with an approved Project consistent with the

requirement of the Specific Plan. The Department shall include the floor area of each Project in the cumulative approved floor area at the time the Project is granted a Project Permit Compliance Review. Designated employees of the Departments of City Planning and Transportation shall indicate approval of the Project by a sign-off on the building permit application.

- b) The Department of City Planning shall prepare an official accounting of the current cumulative approved floor area. This official accounting shall be available for public review. The details of the accounting are specified below in sub-Section 3 of this Section.
- c) If a building permit for which a Project Permit Compliance Review was granted pursuant to Section 4 of this Specific Plan expires and no extension of time is granted by the Department of Building and Safety, then the Department of City Planning, after being presented with satisfactory evidence of the permit's expiration, shall delete the floor area of that Project from its official accounting of the cumulative approved floor area.

3) Calculation of Cumulative Approved Dwelling Units (Residential Only).

- a) The Department of City Planning shall calculate the cumulative approved dwelling units in connection with an approved Project consistent with the requirement of the Specific Plan. The Department shall include the dwelling units of each Project in the cumulative approved dwelling units at the time the Project is granted a Project Permit Compliance Review. Designated employees of the Departments of City Planning and Transportation shall indicate approval of the Project by a sign-off on the building permit application.
- b) The Department of City Planning shall prepare an official accounting of the current cumulative approved dwelling units. This official accounting shall be always be available for public review. The details of the accounting are specified below in sub-Section 3 of this Section.
- c) If a building permit for which a Project Permit Compliance Review was granted pursuant to Section 4 of this Specific Plan expires and no extension of time is granted by the Department of Building and Safety,

then the Department of City Planning, after being presented with satisfactory evidence of the permit's expiration, shall delete the dwelling units of that Project from its official accounting of the cumulative approved dwelling units.

- 4) Basic Development Right Exception. Notwithstanding Subdivision 1 of this subsection, a Project may be issued a building permit even if the cumulative approved floor area or dwelling limits are exceeded by the additional residential or non-residential floor area or residential dwellings for the Project, provided the Project does not exceed the Basic Development Right, as defined in Subsection A of Section 8 of this Specific Plan.

C. General Requirements.

1) Accounting.

- a) The Department of City Planning shall establish, monitor and maintain an official record of all cumulative approved floor area or dwelling units within the Specific Plan area. The floor area or dwelling unit record shall be maintained at the parcel and Plan Subarea level.
- b) DOT shall establish, monitor and maintain an official record of the vehicle Level of Service (LOS) carrying capacity on the street system, the street and transit system improvements, the Average Vehicle Ridership (AVR) of Warner Center employees, as documented through annual reports submitted by employers and/or a TMO in the Specific Plan area pursuant to the Southern California Air Quality Management District's regulations for on-site and off-site office parking spaces, and High Occupancy Vehicle (HOV) facilities for all Projects within the Specific Plan area.
- c) In monitoring LOS carrying capacity, DOT shall maintain a record of the percentage of capacity utilized by new Warner Center Projects approved under the provisions of this Specific Plan separate and apart from development in Warner Center existing prior to June 30, 1993, and apart from regional through-trips not generated as part of a Project developed within the boundaries of this Specific Plan.

2) Specific Plan Five (5) Year Status Report.

- a) The Department of City Planning, with the assistance of DOT, shall prepare and submit to the City Planning Commission a report on the

status of development permitted by the Specific Plan and also make it available to the public. This report shall be prepared every five (5) years from the original adoption of the Specific Plan.

- b) Prior to submitting a Five-Year status report to the City Planning Commission, the Planning Department shall seek public input regarding the implementation of the Specific Plan. The public input shall be in the form of a Public Informational Meeting following the steps:
- c) Written Notice of the meeting shall be sent by First Class Mail to owners and tenants within 100 feet of the exterior boundaries of the Specific Plan area and additionally to:
  - (1) The City's Department of Neighborhood Empowerment.
  - (2) Council District(s) in which the project area is located.
  - (3) The Mayor's Office.
  - (4) The Neighborhood Council(s) in which the project is located.
  - (5) Interested Parties who have requested a notice in writing.
- d) The Written Notice shall be sent at least 15 days prior to the public meeting.
- e) The Written Notice shall specify the date, time and location of the meeting.
- f) The Written Notice shall specify a responsible City staff person(s) contact information to provide support related to the Biennial Status Report including providing copies of the report.
- g) The Written Notice shall specify that written public comments shall be accepted for review by the Department of City Planning.
- h) The status report shall include:
  - (1) A detailed summary of each project developed under the Specific Plan during the five-year period including, but not limited to, square footage, height, design, on-site improvements and off-site improvements.



- (2) The cumulative approved floor area for both residential and non-residential Projects developed under the Specific Plan.
- (3) The cumulative approval dwelling units for residential Projects developed under the Specific Plan.
- (4) A detailed summary of the input received at the public information meeting.
- (5) The progress toward implementation of transportation improvements, including physical street improvements, HOV facilities and transit improvements which serve or benefit this Specific Plan area. This section must include the total number of monies collected into the Warner Center Transportation Trust Fund including specifics on the planned and developed projects funded in Warner Center and surrounding areas by those monies.
- (6) The status of the vehicle LOS carrying capacity on the street system, as set forth in Subdivision 2 of Subsection C of this section.
- (7) The overall AVR within the Specific Plan area, and any deficiencies in meeting AVR standards based on the monitoring provisions.
- (8) A detailed summary of all public improvements developed under the Specific Plan during the biennial period.
- (9) The total number of parking spaces developed within this Specific Plan area.
- (10) Implementation of the Urban Design Guidelines.
- (11) Total number of monies collected into the Warner Center Recreation Trust Fund including specifics on the planned and developed recreation projects funded in Warner Center and surrounding areas by those monies.

- (12) Total number of monies collected into the Warner Center Cultural Affairs Trust Fund including specifics on the planned and developed cultural projects funded in Warner Center and surrounding areas by those monies.
- (13) Pursuant to the Public Resources Code Section 21081.6, the City shall demonstrate compliance of the Mitigation Measures of the certified Final Environmental Impact Report. The Report shall include a Section satisfying this State of California requirement.
- i) The City Planning Commission, after review of the Department of City Planning's report, shall recommend to the City Council any actions necessary to ensure that improvements to the Specific Plan performance including, but not limited to, LOS and AVR performance, transportation system improvements, improvements for on-site parking, and the implementation of the Residential Neighborhood Protection Program are in compliance with the requirements and intent of this Specific Plan.
- j) The City Council shall review the City Planning Commission's action and the Department of City Planning's report and consider any actions necessary to ensure that improvements to the Specific Plan performance in compliance with the requirements and intent of this Specific Plan.

D. Specific Plan Restudy.

Prior to issuance of any Project Permit Compliance Review for new non-residential or residential floor area or new residential dwellings that would either exceed the cumulative approved floor area or dwellings specified above in subsection A of this Section or would be issued after December 31, 2035, the Department of City Planning, with the assistance of DOT, shall conduct a detailed review of the provisions of this Specific Plan, including the necessary environmental analysis and shall recommend any amendments to the City Planning Commission and the City Council.

The perimeters of the Restudy effort shall include the following:

- 1) Schedule for the Commencement of the Restudy.

The Department of City Planning and DOT shall commence a restudy of this Specific Plan no later than July 1, 2033, or when the Department of City Planning

approves either: 1) 26,000 Cumulative Dwelling Units; 2) 21,000,000 Cumulative Residential Floor Area, or 33 million square feet of Cumulative Non-Residential Floor Area, whichever comes first.

2) Procedures for the Restudy.

The Specific Plan restudy shall be processed following the same procedures for the development, review and approval of a Specific Plan including, but not limited to, City department and agency research and analysis, environmental review, and public workshops. The notice for public hearing of any proposed amendments shall be the same as those in LAMC Section 12.24 D Subdivisions 1 and 2.

3) Specific Plan Analysis in the Restudy.

In restudying the Warner Center Specific Plan, staff should present an analysis of all aspects of the Plan, including, but not limited to, transportation, parking, child care, phasing, air quality and noise quality requirements, and the residential neighborhood protection program, as well as environmental review of these considerations.

E. Authority of the Director of Planning.

1) Interpretation of the Specific Plan

Notwithstanding the requirements of LAMC Section 11.5.7-H, the Director of Planning shall have the authority to interpret any provision, appendix, map, chart, guideline, or any other stipulation of this specific plan where there is lack of clarity in the meaning. The Director's interpretation shall be in writing and shall follow the application procedures as codified in LAMC Section 11.5.7-H, 1 thru 3.

Additionally, in making the interpretation, the Director must make the following findings that his/her interpretation:

- a) Will not be detrimental to the public welfare or injurious to property or improvements adjacent to or in the immediate vicinity of the subject property.

- b) Will result in practical difficulties or unnecessary hardships inconsistent with the overall intent of the Specific Plan.
  - c) Will protect the best interests of and assure a development more compatible with the surrounding properties or neighborhood.
- 2) Clarification of Technical Reports, Analysis, or Investigation of Other City Departments or Agencies

Unless specifically codified in the Municipal Code, the Director of Planning shall have the authority in matters on this Specific Plan related to the technical reporting, analysis or investigation of another City Department or Agency to accept, modify or reject any recommendation officially offered.

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## **SECTION 10. USES AND BUILDINGS MADE NON-CONFORMING BY THIS SPECIFIC PLAN**

Any legally existing uses, buildings or structures which are made nonconforming by establishment of this Specific Plan shall be deemed to be legal, nonconforming uses and may continue to exist without termination. Legal, nonconforming uses may not be expanded.

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## **SECTION 11. GRANDFATHERING**

Entitlements. Projects with valid entitlements that were granted prior to the effective date of this Ordinance shall be exempt from the provisions of this Specific Plan.

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## **SECTION 12. INTERPRETATION**

Whenever any ambiguity or uncertainty exists related to this Specific Plan or the application of this Specific Plan so that it is difficult to determine the precise application of these provisions, the Director shall, upon application by an owner, operator or lessee, issue written interpretations on the requirements of the Specific Plan consistent with the purpose and intent of this Specific Plan.

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### **SECTION 13. SEVERABILITY**

If any provision of this Specific Plan or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other Specific Plan provisions, clauses or applications which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Specific Plan are declared to be severable.

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#### **SECTION 14. ACKNOWLEDGMENT OF LIMITATIONS.**

The Department of Building and Safety shall not issue building permits or grading permits for any Project until the owner(s) of the lot or lots has recorded with the County Recorder and submitted to the Planning Department and the Department of Building and Safety an acknowledgment of the contents and limitations of this Specific Plan.

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**SECTION 15. PREVIOUS APPROVALS UNDER THE WARNER CENTER SPECIFIC PLAN  
(ORDINANCE NO. 168873, 170004, 171529, 173071, 173072, 174061, and 174884)**

Any approval granted prior to the effective date of this Specific Plan either approving, conditionally approving, or excepting a Project from any provisions of Ordinance No. 166,560 shall be deemed to be an approval, conditional approval, or exception from the relevant provisions of this Specific Plan.

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A. SPECIFIC PLAN BOUNDARY MAP

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B. SPECIFIC PLAN SUB-AREA MAP

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## C. LAND USE MATTRIX

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## D. URBAN DESIGN GUIDELINES

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E. ENVIRONMENTAL CONDITIONS – MITIGATION MONITORING

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## F. TRANSPORTATION TABLES

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AA. GENERAL PLAN AMENDMENTS (RESOLUTION)

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BB. ZONING ORDINANCE

DRAFT

CC. REPEAL OF EXISTING SPECIFIC PLAN

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DD. MOBILITY IMPROVEMENT TRUST FUND ORDINANCE

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EE. CULTURAL ARTS TRUST FUND ORDINANCE

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FF. RECREATIONAL AMENITIES TRUST FUND ORDINANCE

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## GG. SUPPLEMENTAL SIGNAGE DISTRICT ORDINANCE

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## HH. CODE AMENDMENTS

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### AAA. ACKNOWLEDGEMENTS AND CREDITS

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## BBB. FEES

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## CCC. APPLICATION FORMS

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