Riskett
for city attorney

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

00-0561-S1

July 11, 2001

Honorable James Hahn, Mayor
City Administrative Officer
Fire Department
Department Water and Power
Chief Legislative Analyst
City Attorney
Bureau of Street Lighting
"B" Permit Section
Department of Transportation,
Traffic/Planning Section
Council District 4
Councilmember Wachs
Councilmember Zine
Board of Transportation Commissioners
Board of Planning Commissioners
Director of Planning
Advisory Agency
Planning Department,
cc: Community Planning Section
cc: GIS Section, Attn: Fae Tsukamoto
221 North Figueroa St., Room 900
Bureau of Engineering,
Development Services Division
Department of Building & Safety
c/o Zoning Coordinator
Councilmember Miscikowski
Councilmember Weiss

SEE ATTACHED FOR FURTHER NOTIFICATIONS

RE: ORDINANCE AMENDING THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN (ALONG WITH RELATED APPENDICES), FOR THE AREA LOCATED IN PORTIONS OF THE SHERMAN OAKS-STUDIO CITY/CAHUENGA PASS-TOLUCA LAKE, ENCINO-TARZANA AND CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLANS

At the meeting of the Council held JUNE 19, 2001, the following action was taken:

Attached report adopted	X
Mitigated Negative Declaration adopted	X
Findings adopted	X
Ordinance adopted	X
Ordinance number	174052
Effective date	8/18/01
Posted date	7/9/01
Mayor approved	6/28/01

J. Michael Carey
City Clerk

me
steno\000561a

7/17/01

PLACE IN FILE
JUL 17 2001
DEPUTY

Recyclable and made from recycled waste.

CF 00-0561
CPC 99-0001 SP-A
i:\#000561.lab

Mort Allen
12528 Ventura Blvd.
Studio City, CA 91602

Susan Comden
5567 Reseda Blvd. #108
Tarzana, CA 91356

Kathy Delle Donne
4157 Nogales Dr.
Tarzana, CA 91356

Edward Dato
Eller Media Co
1550 West Washington Blvd.
Los Angeles, CA 90007

Art Ginsburg
Art's Delicatessen
12224 Ventura Blvd.
Studio City, CA 91604

Tony Lucerte
11245 Valley Spring Lane
Sutdio City, CA 91602

Irving Rubin
4829 Topeka Dr.
Tarzana, CA 91356

Clare Short
18768 ½ Ventura Blvd.
Tarzana, CA 91356

Jonathan Sidy
18520 Burbank Blvd., Ste. 103
Tarzana, CA 91356

Hermalse Schmidt
5411 Sadring Ave.
Woodland Hills, CA 91367

Dash Stolarz
1550 W. Washington Blvd.
Los Angeles, CA 90007

Lillian Wall
18663 Ventura Blvd.
Tarzana, CA 91356

Lilllian Wall
18653 Ventura Blvd., PMB 323
Tarzana, CA 91356

Mayor's Time Stamp	TIME LIMIT FILES ORDINANCES	City Clerk's Time Stamp
RECEIVED '01 JUN 21 P12:56 DEPUTY MAYOR		RECEIVED CITY CLERK'S OFFICE 2001 JUN 21 PM 12:44 BY CITY CLERK DEPUTY

COUNCIL FILE NUMBER 00-0561 COUNCIL DISTRICT 2,3,4,5, 11

COUNCIL APPROVAL DATE JUNE 19, 2001 LAST DAY FOR MAYOR TO ACT JUL 02 2001

ORDINANCE TYPE: ___ Ord of Intent ___ Zoning ___ Personnel ___ General

___ Improvement ____ LAMC ____ LAAC __ CU or Var Appeals - CPC No_____

SUBJECT MATTER: ORDINANCE AMENDING THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN (ALONG WITH RELATED APPENDICES), FOR THE AREA LOCATED IN PORTIONS OF THE SHERMAN OAKS-STUDIO CITY/CAHUENGA PASS-TOLUCA LAKE, ENCINO-TARZANA AND CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLANS

	APPROVED	DISAPPROVED
PLANNING COMMISSION	____	____
DIRECTOR OF PLANNING	X	____
CITY ATTORNEY	X	____
OFFICE OF ADMINISTRATIVE AND RESEARCH SERVICES	____	____
OTHER:_____	____	____

RECEIVED CITY CLERK'S OFFICE 2001 JUN 29 AM 10:35 BY CITY CLERK DEPUTY

JUN 28 2001

DATE OF MAYOR APPROVAL, DEEMED APPROVED OR *VETO: _____
*VETOED ORDINANCES MUST BE ACCOMPANIED WITH OBJECTIONS IN WRITING PURSUANT TO CHARTER SEC. 250(b)(c)

(CITY CLERK USE ONLY PLEASE DO NOT WRITE BELOW THIS LINE)

DATE RECEIVED FROM MAYOR JUN 29 2001 ORDINANCE NO. 174052

DATE PUBLISHED ____ DATE POSTED JUL 09 2001 EFFECTIVE DATE AUG 18 2001

ORD OF INTENT: HEARING DATE _____ ASSESSMENT CONFIRMATION _____

ORDINANCE FOR DISTRIBUTION: Yes [] No [X]

calagend\000561.ord

Posted

ORDINANCE NO. 174052

An ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan, for portions of the Sherman Oaks-Studio City/Cahuenga Pass -Toluca Lake Community Plan, the Encino-Tarzana Community Plan, and the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.

WHEREAS, the Ventura/Cahuenga Boulevard Corridor Specific Plan is nine years old; and

WHEREAS, policy language needs to be clarified and procedural changes necessitated by the new Charter require an amendment to effect those policies; and

WHEREAS, the Ventura/Cahuenga Boulevard Corridor is still experiencing serious traffic, transportation and density problems, which in a number of locations are classified as unacceptable, and after the slow pace of development during the recent recession, new development in the Corridor is once again developing beyond the capacity of the transportation infrastructure; and

WHEREAS, the amendments; expansion of pedestrian oriented areas; and designation of the Regionally Impacted Area, Pedestrian Development District and Use Restricted Area, address the increase in traffic generated by increased development by encouraging pedestrian activity and minimizing multiple automobile trips; and

WHEREAS, historical approaches to building and financing transportation capital improvements no longer appear sufficient to meet the needs of the corridor. As a result, new approaches, including restrictions on future development, must be devised to ensure that Ventura Boulevard remains viable as the San Fernando Valley's premier commercial corridor; and

WHEREAS, the adoption and implementation of community streetscape plans will contribute to improving streetscape amenities as well as enhance the aesthetic atmosphere along the Ventura/Cahuenga Boulevard Corridor while creating individual and distinct identities for the five communities within the Corridor; and

NOW THEREFORE,

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

Sec. 1. ESTABLISHMENT OF THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN.

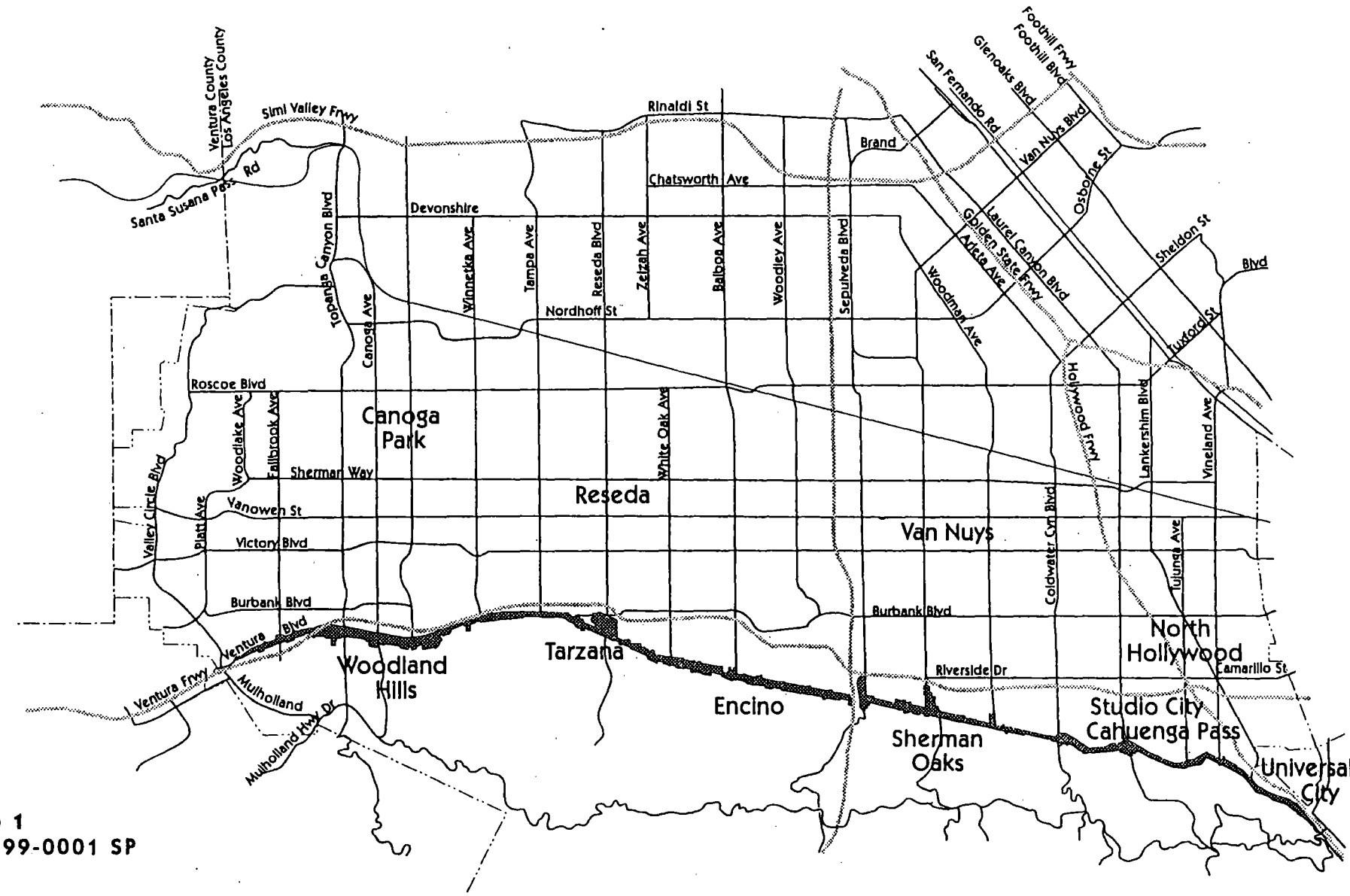
A. The Council hereby establishes the Ventura/Cahuenga Boulevard Corridor Specific Plan. The Corridor extends from Dry Canyon-Calabasas Flood Control Channel west of Woodlake Avenue, to Woodrow Wilson Drive on the east as shown in Map 1. The Specific Plan is applicable to that area of the City of Los Angeles within the dashed, heavy black lines on Maps 2A through 2E.

B. As shown in Maps 2A through 2E, the Ventura/ Cahuenga Boulevard Corridor Specific Plan is divided into five major communities: (1) the Studio City/Cahuenga Pass Community (west of Woodrow Wilson Drive to Fulton Avenue), (2) the Sherman Oaks Community (Fulton Avenue to the San Diego Freeway), (3) the Encino Community (San Diego Freeway to Lindley Avenue), (4) the Tarzana Community (Lindley Avenue to Corbin Avenue), and (5) the Woodland Hills Community (Corbin Avenue to Dry Canyon-Calabasas Flood Control Channel, west of Woodlake Avenue).

C. The Pedestrian Oriented Areas (POA) within each of the five major communities are indicated by grey shading on Maps 2A through 2E.

D. As shown in Maps 3A through 3E, the Ventura/Cahuenga Boulevard Corridor Specific Plan utilizes three plan designations: (1) Regional Commercial; (2) Community Commercial, and (3) Neighborhood and General Commercial.

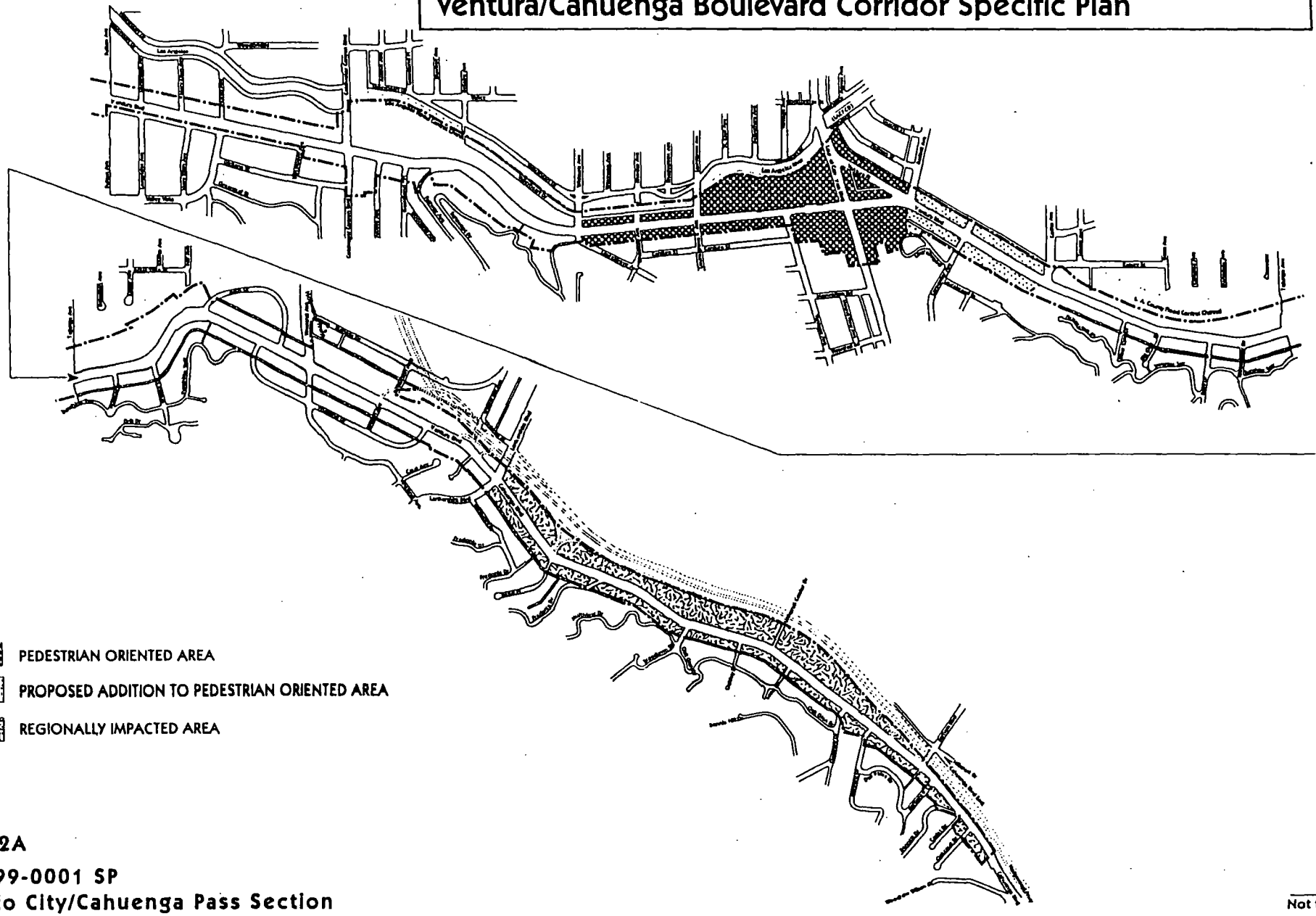
Ventura/Cahuenga Boulevard Corridor Specific Plan



Map 1
CPC 99-0001 SP

D:Ven_Cah:389.019K

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

PROPOSED ADDITION TO PEDESTRIAN ORIENTED AREA

REGIONALLY IMPACTED AREA

Map 2A

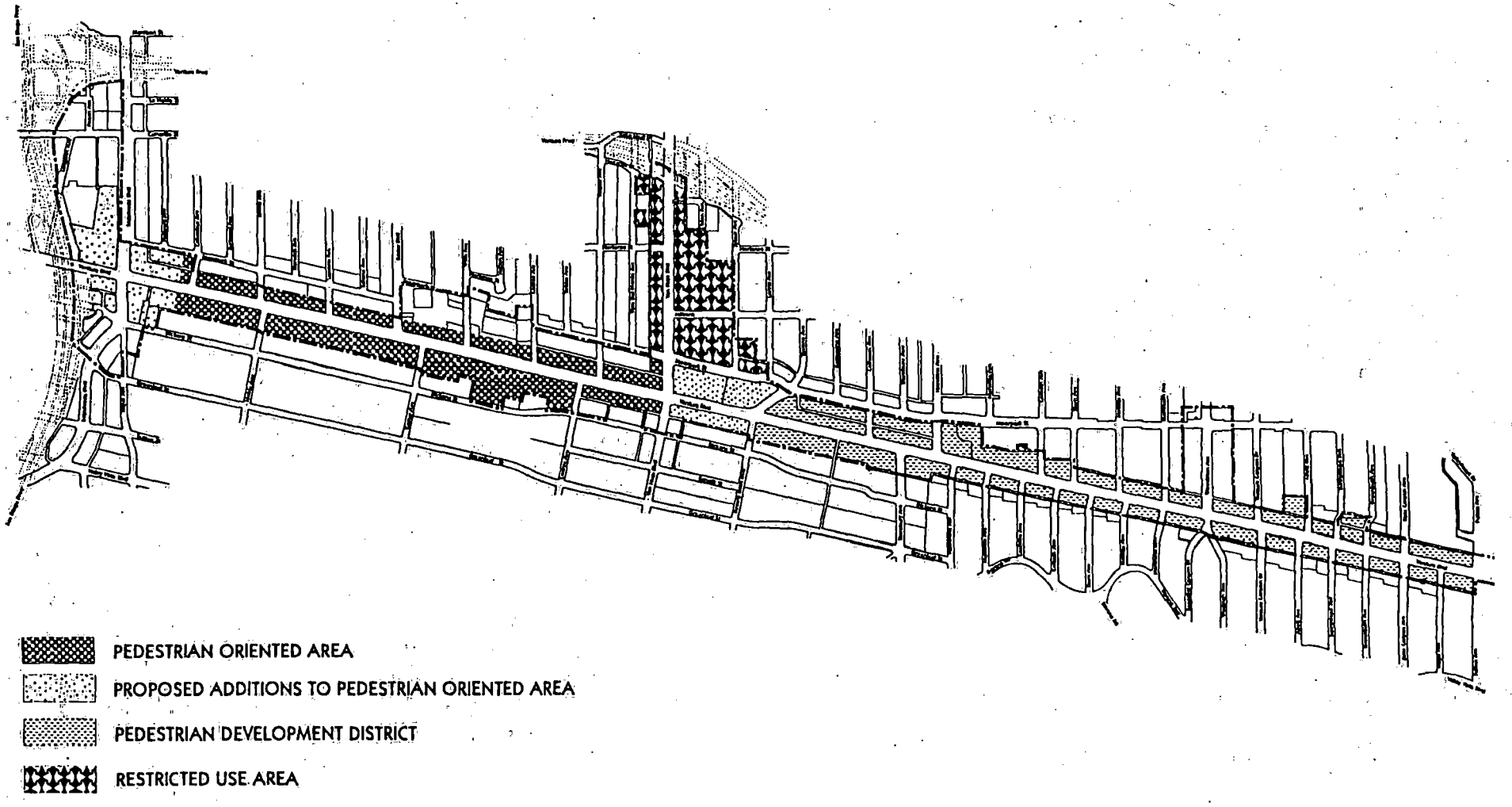
CPC 99-0001 SP

Studio City/Cahuenga Pass Section

Not to Scale

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Ventura/Cahuenga Boulevard Corridor Specific Plan



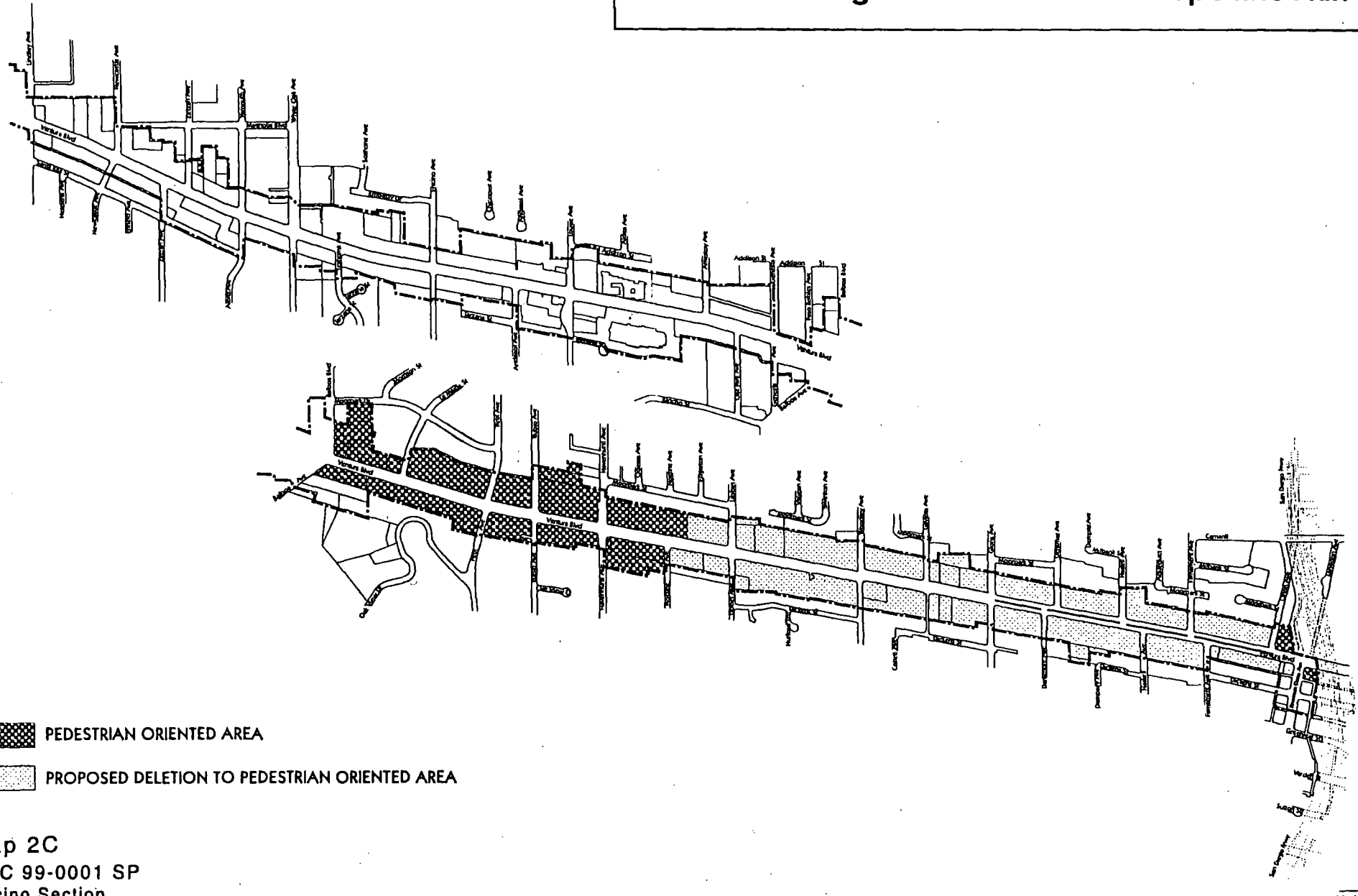
5

Map 2B
CPC 99-0001 SP
Sherman Oaks Section

N
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Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

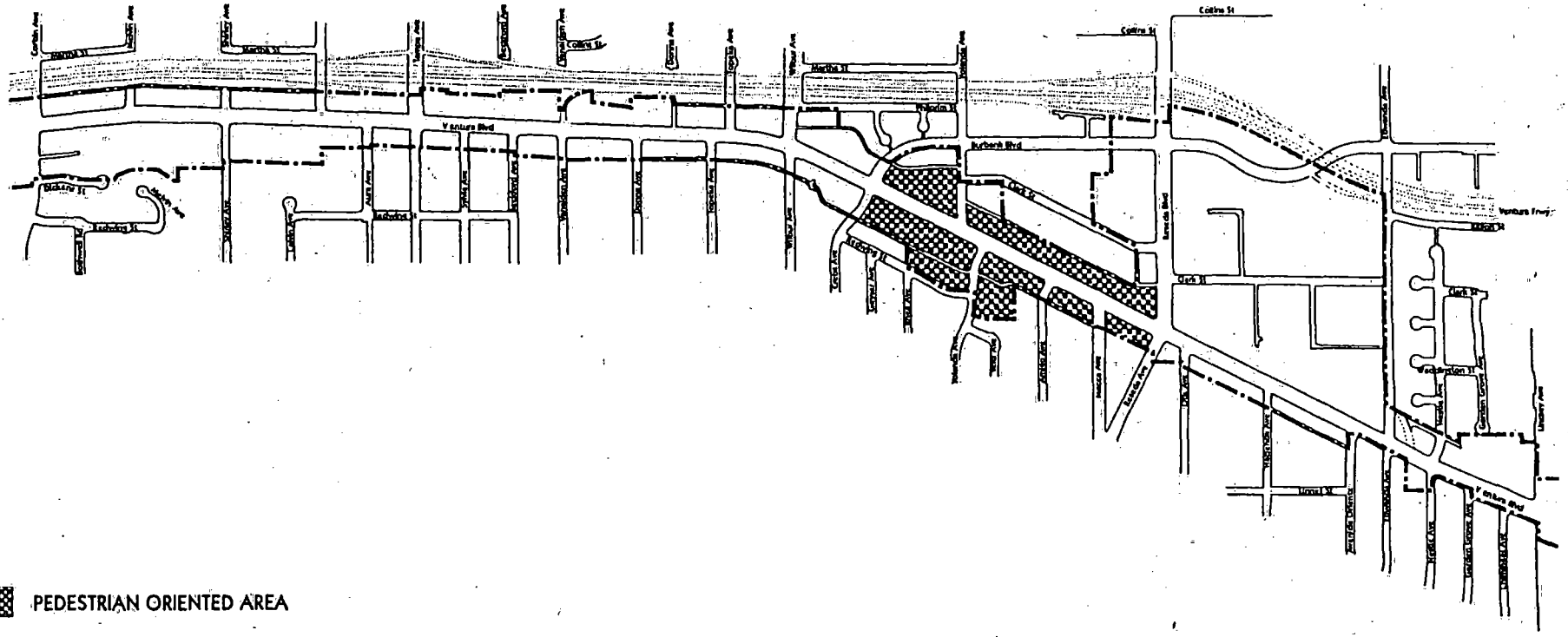
PROPOSED DELETION TO PEDESTRIAN ORIENTED AREA

Map 2C
CPC 99-0001 SP
Encino Section

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Ventura/Cahuenga Boulevard Corridor Specific Plan



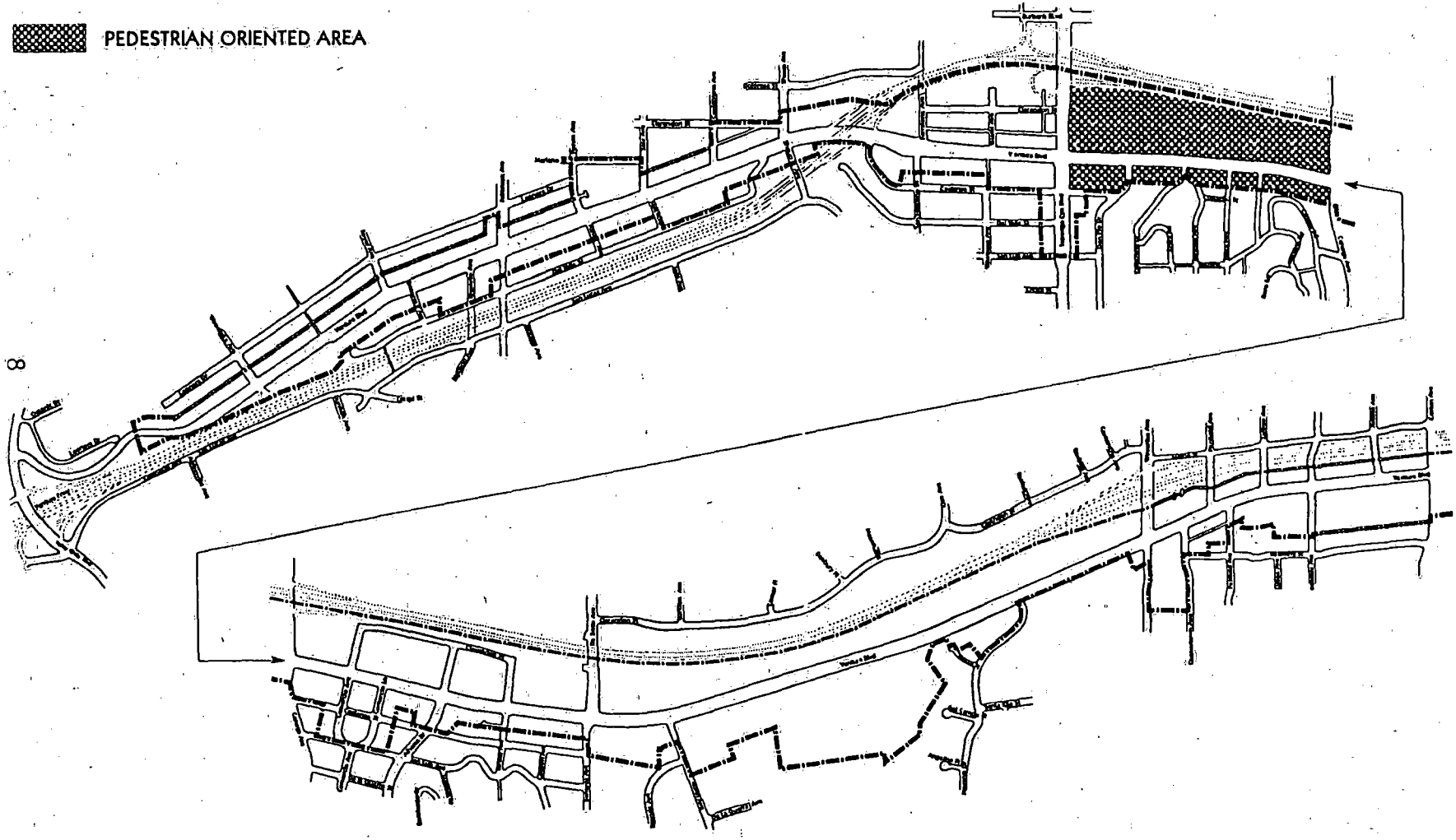
PEDESTRIAN ORIENTED AREA

Map 2D
CPC 99-0001 SP
Tarzana Section

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PEDESTRIAN ORIENTED AREA

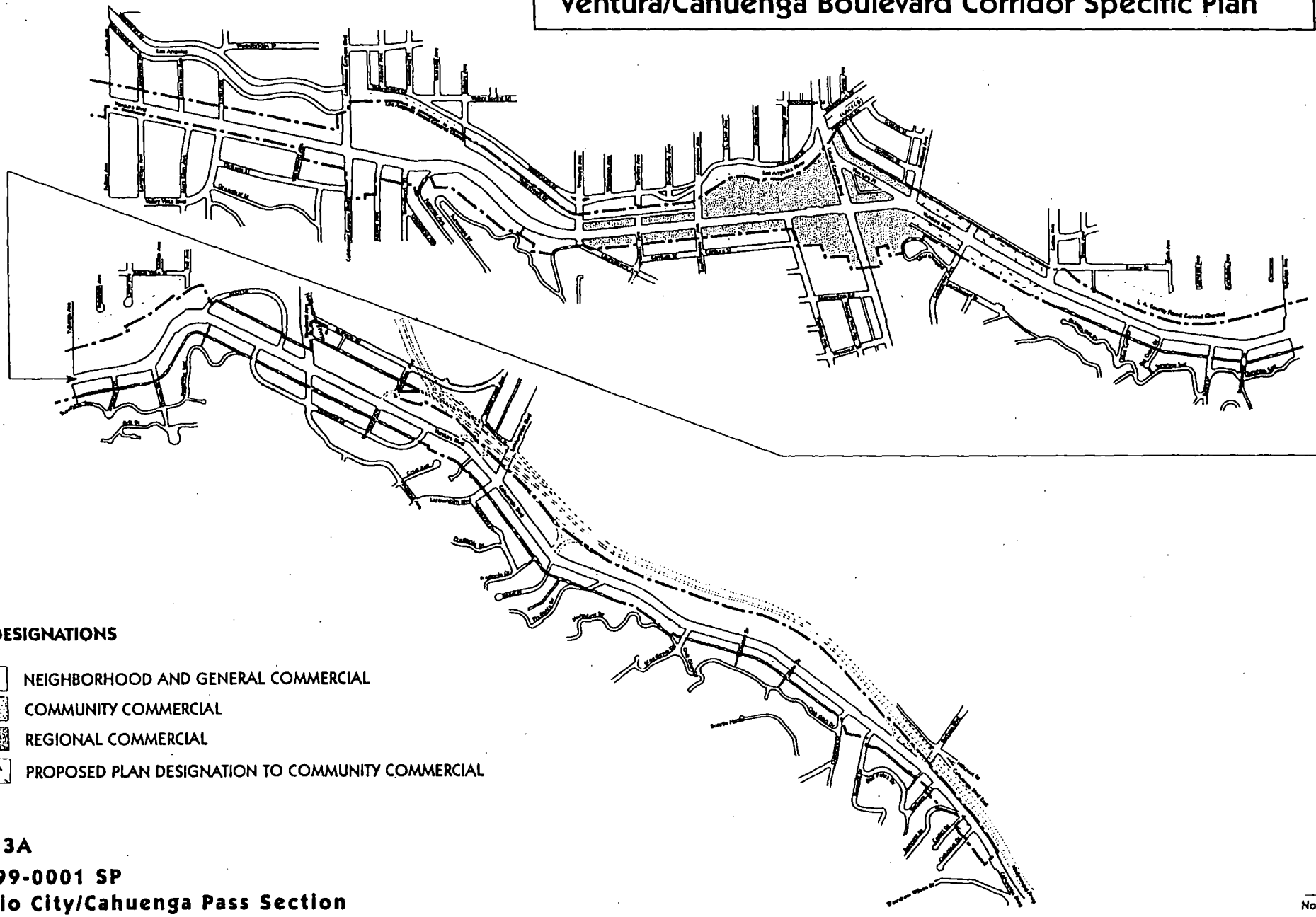


Map 2E
CPC 99-0001 SP
Woodland Hills Section

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Ventura/Cahuenga Boulevard Corridor Specific Plan



LAN DESIGNATIONS

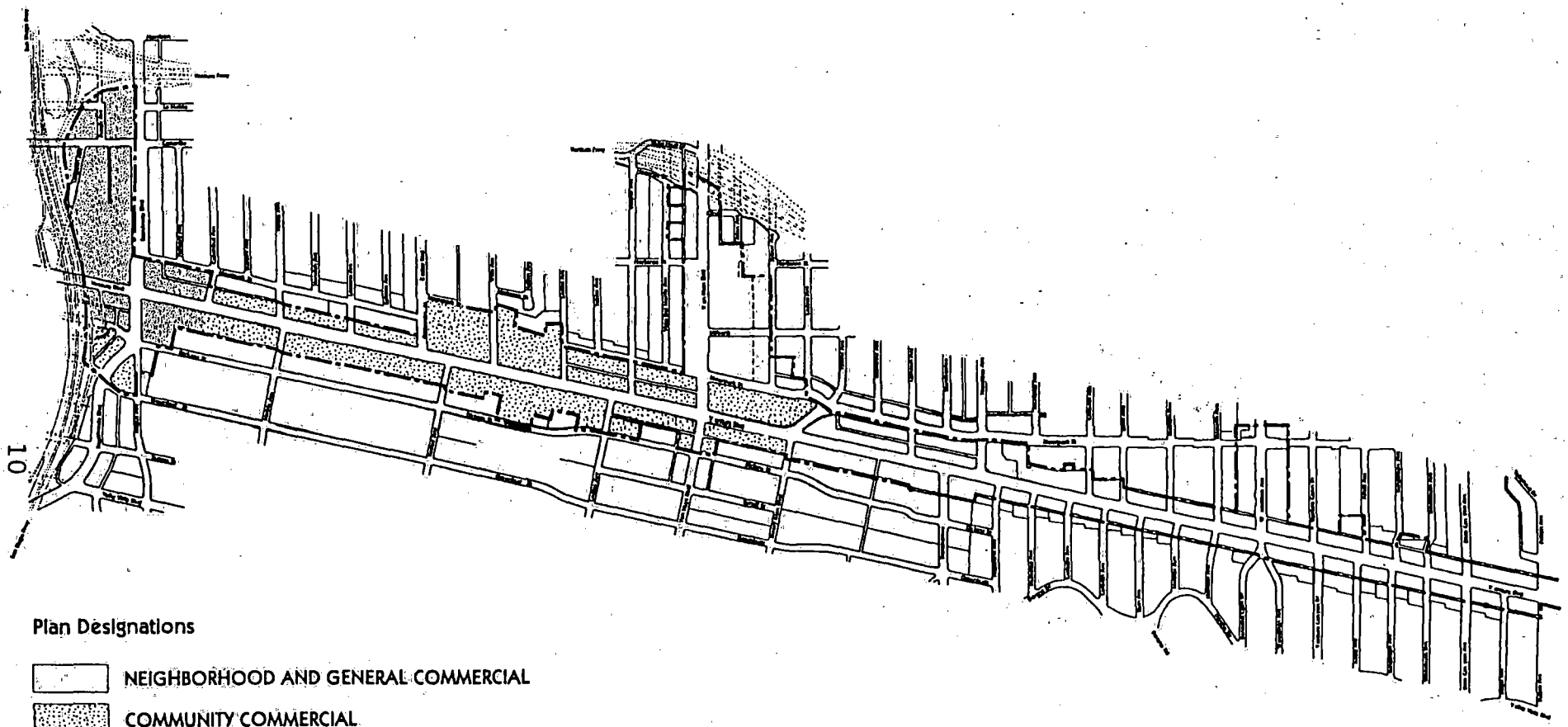
- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL
- PROPOSED PLAN DESIGNATION TO COMMUNITY COMMERCIAL

lap 3A
PC 99-0001 SP
tudio City/Cahuenga Pass Section

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Ventura/Cahuenga Boulevard Corridor Specific Plan



Plan Designations

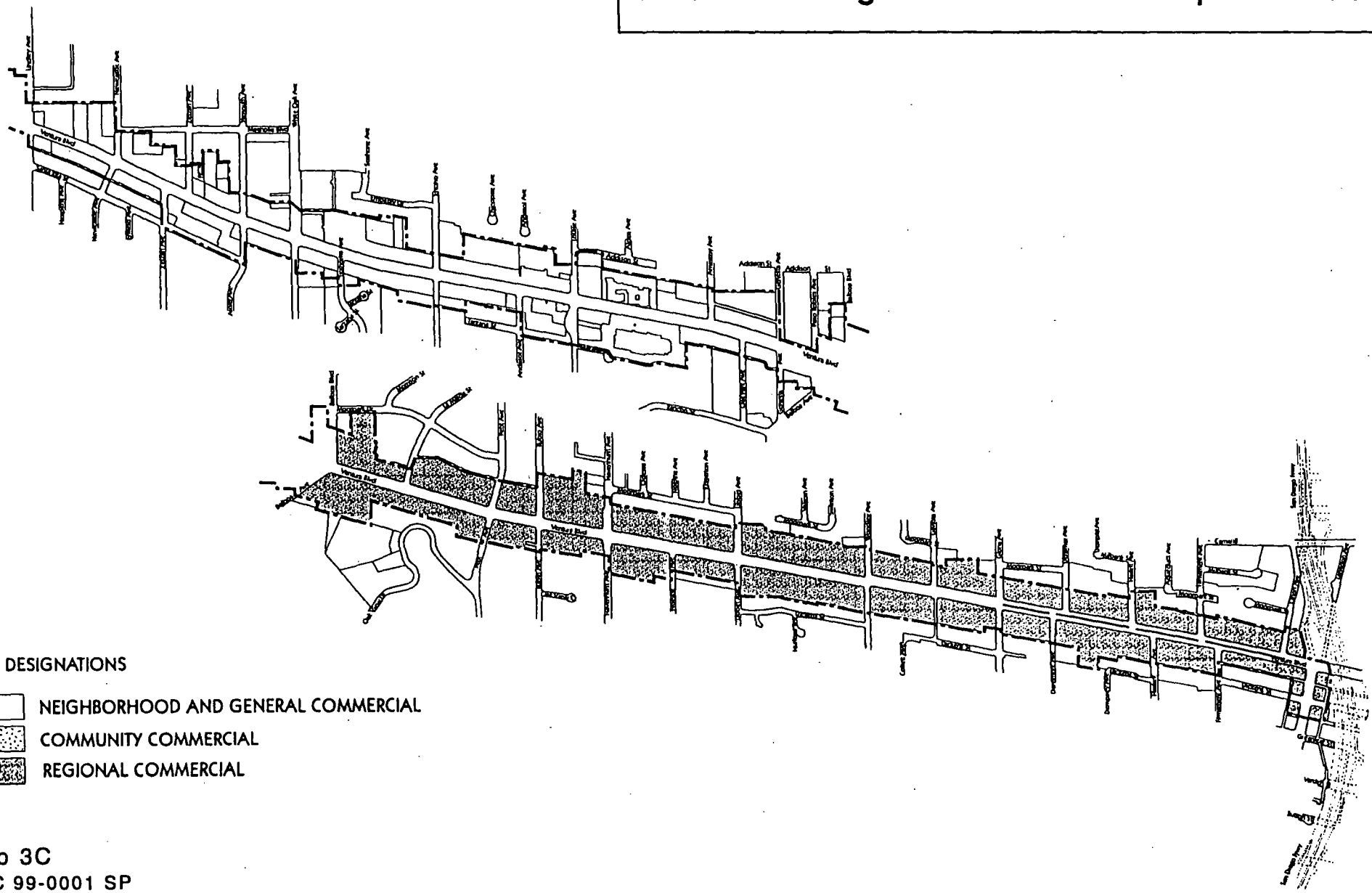
- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL

Map 3B
PC 99-0001 SP
Sherman Oaks Section

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Ventura/Cahuenga Boulevard Corridor Specific Plan



LAN DESIGNATIONS

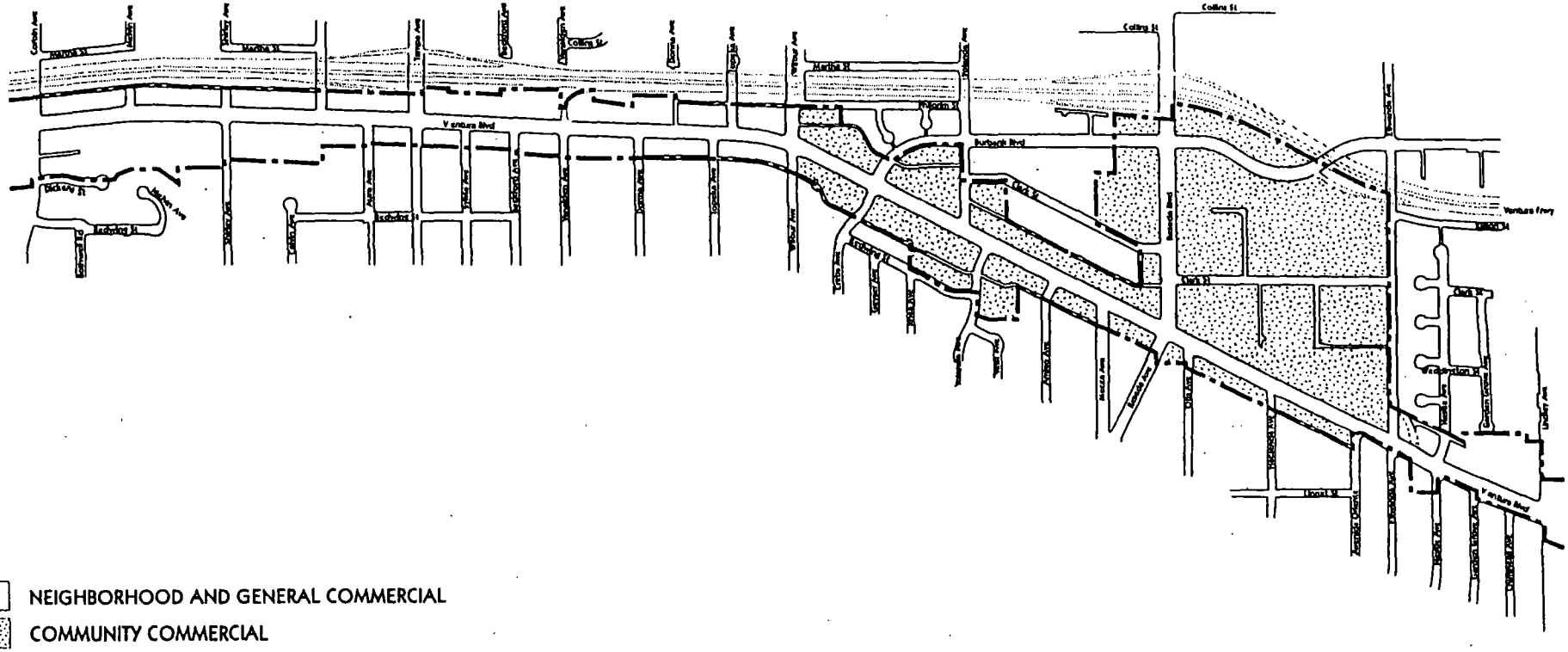
- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL

lap 3C
PC 99-0001 SP
ncino Section

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Ventura/Cahuenga Boulevard Corridor Specific Plan



NEIGHBORHOOD AND GENERAL COMMERCIAL

COMMUNITY COMMERCIAL

REGIONAL COMMERCIAL

lap 3D
PC 99-0001 SP
arzana Section

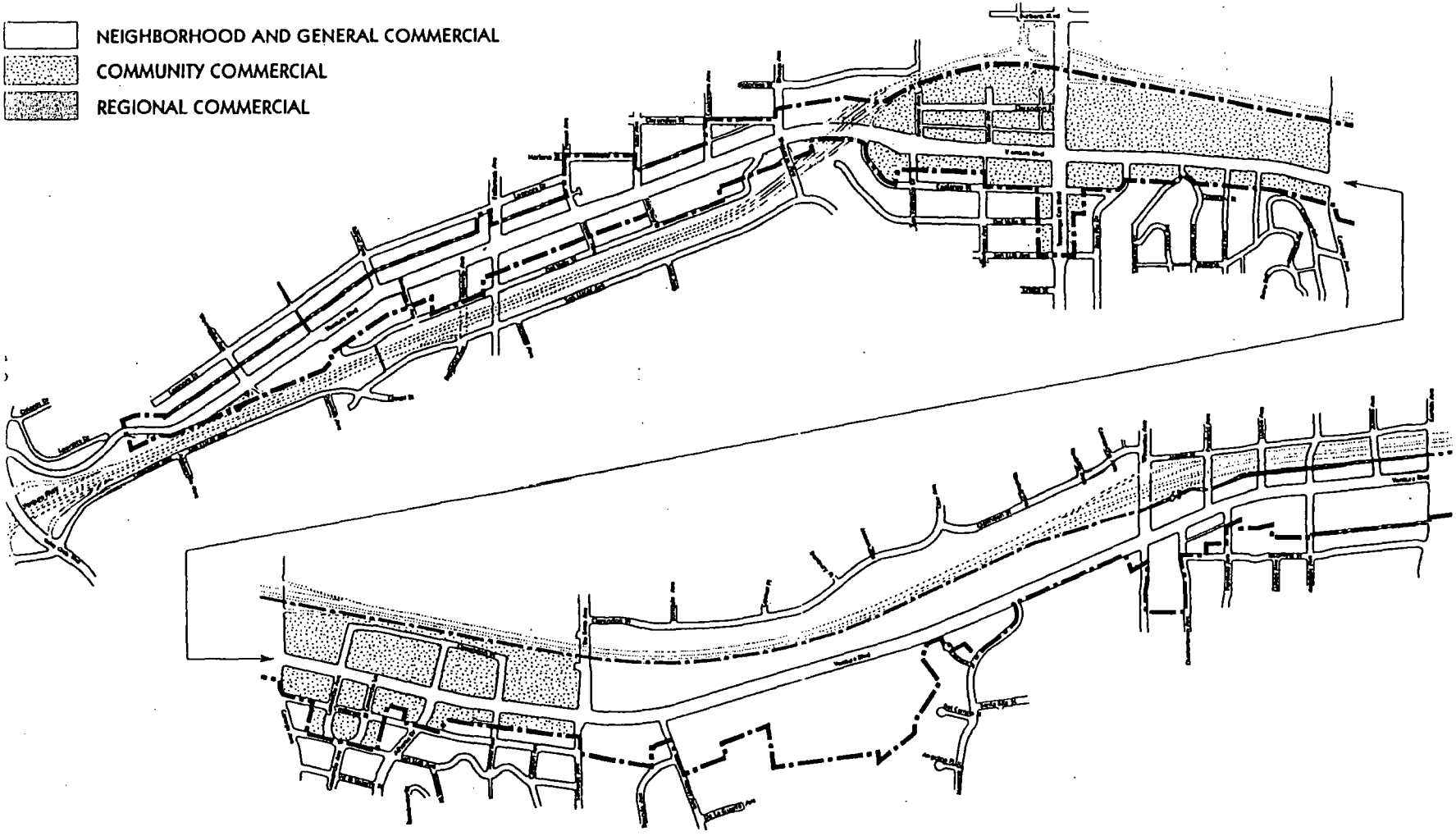
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Ventura/Cahuenga Boulevard Corridor Specific Plan

PLAN DESIGNATIONS

- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL



Map 3E
CPC 99-0001 SP
Woodland Hills

N
Not to Scale

D:Ven_Cah:389.018k:02.22.2001

Sec. 2. PURPOSES. The purposes of this Specific Plan are as follows:

A. To assure that equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura/Cahuenga Boulevard Corridor Specific Plan area.

B. To provide for an effective local circulation system of streets and alleys which is minimally impacted by the regional circulation system and reduces conflicts among motorists, pedestrians, and transit riders.

C. To provide building and site design guidelines to promote attractive and harmonious multi-family and commercial development.

D. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.

E. To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.

F. To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping.

G. To enhance the plan area landscaping by providing guidelines and a process for a coordinated landscaping program of public and private property for the Specific Plan's communities.

H. To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.

I. To promote and enhance the distinct character of each of the five Specific Plan communities by establishing design guidelines and community development limitations.

J. To establish guidelines and a process for implementing Charter required amendments, regulatory controls, providing incentives, funding mechanisms, and enforcement for the systematic execution of the policies and goals of the General Plan within the Specific Plan area.

K.. To promote a high level of pedestrian activity in the Pedestrian Oriented Areas by regulating the placement of buildings and structures to accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.

L.. To provide community development limitations based on the community infrastructure's transportation capacity.

M.. To preserve alleys, wherever possible, in the corridor to facilitate traffic flow.

N. To enhance Community Streetscape Plans by encouraging the undergrounding of utilities.

Sec. 3. RELATIONSHIP TO OTHER PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

A. Relation To Los Angeles Municipal Code.

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

2. Wherever this Specific Plan contains provisions which require different setbacks, restricted yards, lower densities, lower heights, restricted uses, greater parking requirements or other greater restrictions or limitations on development than would be allowed pursuant to the provisions contained in LAMC Chapter I, the Specific Plan shall prevail and supersede the applicable provisions of that Code.

B. Procedures for Various Approvals Related To This Specific Plan. The procedures for the granting of an exception, Project Permit Compliance, Appeal, Modification of Permit Compliance, Project Permit Adjustment to and Interpretation of this Specific Plan are set forth in LAMC Section 11.5.7. In approving an exception to this Specific Plan, pursuant to Section 11.5.7 F, the Area Planning Commission, and the City Council on appeal, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Sec. 4. DEFINITIONS. The following words or phrases, 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, 91.0402 through 91.0423 and 91.6203.

A.M. PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume occurring during the hours of 7:00 A.M. to 10:00 P.M.

APPLICANT: Any person, as defined in LAMC Section 11.01, submitting an application for a building permit, demolition permit, excavation permit, foundation permit, grading permit or sign permit for a Project.

ASSESSMENT DISTRICT: For the purposes of this Specific Plan Ordinance, an area established within the boundaries of this Specific Plan by the City Council for the purpose of levying assessments on property owners within the area to fund certain improvements and activities as identified within this Specific Plan.

AUTO-RELATED USES: Auto-related uses for the purposes of this Specific Plan shall be defined as car washes, motor and/or recreational vehicle sales and/or rentals, maintenance, repair and accessory installation.

CITY BUILDING COST INDEX: An index for tracking the rate of inflation in building costs. For the purposes of this Specific Plan, that component of the index for the Los Angeles Metropolitan Area, published by Marshall and Swift relative to "metal frame and walls" will be used to define the City Building Cost Index. If for any reason, this Index ceases to be published, then a similar building cost index will be utilized.

COMMERCIAL FLOOR AREA: Floor area devoted to non-residential uses. Hotels and motels shall not be considered residential uses for purposes of this definition.

COMMUNITY COMMERCIAL PLAN DESIGNATION: A land use designation in the Community Plan which is a focal point for surrounding residential neighborhoods and containing a diversity of uses, such as small offices and overnight accommodations, cultural facilities, schools and libraries, in addition to neighborhood oriented services.

COMMUNITY PLAN(S): The adopted Community Plans for the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake-Cahuenga Pass Community Plan area, the Encino-Tarzana Community Plan area, and the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area, which plans include all portions of the Ventura/Cahuenga Boulevard Corridor Specific Plan.

CONVENIENCE MARKET: A retail market, which has a floor area of less than 5,000 square feet and which sells an assortment of packaged food and small, non-food carry-out items.

COURT/COURTYARD: A space, open to the sky, located within three feet above or below curb level on a lot and bounded on three or more sides by walls of a building.

DRIVE-THROUGH CONVENIENCE PREMIUM: The fixed component of the Project Impact Assessment (PIA) Fee charged when Drive-Through Establishments are included in retail sales/service, restaurant, and bank use regardless of the number of

ATM, teller, and service windows; and for gasoline stations regardless of the number of fueling positions. Convenience Markets are always charged this Drive-Through/ Convenience Premium.

DRIVE-THROUGH ESTABLISHMENT: Any establishment which dispenses food or services for consumption or use on or off the premises to an individual in a vehicle. These establishments may include, but are not limited to, restaurants, pharmacies, banks, and dry cleaners.

FLOOR AREA RATIO: A multiplier applied to the buildable area of a commercially or residentially zoned lot in order to determine the maximum allowable floor area of all buildings on a lot. The ratio is a calculation of the maximum allowable buildable floor area of all buildings to the total square footage of the lot.

FRONT YARD: The Front Yard shall be defined as the area of the lot facing Ventura or Cahuenga Boulevard between the front lot line and those portions of the building at ground level, exclusive of over-hangs or extensions. Where there is no established building line on Ventura or Cahuenga Boulevard, then the lot line contiguous with Sepulveda, Van Nuys, Reseda or Laurel Canyon Boulevards shall be deemed the front lot line.

GROUND FLOOR: The lowest story within a building that is accessible to the street, the floor level of which is within three feet above or below curb level, the frontage of which is on or is primarily facing any public street, and the depth of which is at least 50 feet or the total depth of the building, whichever is less.

IN LIEU CREDIT: A credit toward payment of the Project Impact Assessment Fee, pursuant to the provisions of Section 11 of this Specific Plan.

INTERIM CONTROL ORDINANCE (ICO) PROJECTS: Projects for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, 160,514 and 166,313).

LEVEL OF SERVICE (LOS): An indicator, designated "A" through "F," of the degree of traffic saturation of a lane segment or intersection. For purposes of this Specific Plan, "LOS" pertains to Level of Service at intersections, which is determined by the ratio of critical lane volume "V" to the intersection's capacity "C" or "V/C" ratio.

MIXED-USE PROJECT: A Project which combines office or other commercial uses with a residential use with at least 25% of the total Project floor area as residential and at least 33% of the total Project floor area as commercial.

NEIGHBORHOOD AND GENERAL COMMERCIAL PLAN DESIGNATION: A land use designation in the Community Plan which is a focal point for surrounding residential neighborhoods and containing a diversity of land uses, such as restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar services.

PEDESTRIAN DEVELOPMENT DISTRICT (PDD): A Pedestrian Development District is the area identified on Map 2B bounded by both sides of Ventura Boulevard between Beverly Glen Boulevard/Tyrone Avenue and Fulton Avenue.

PEDESTRIAN ORIENTED AREA: Areas within the Specific Plan boundaries, as shown in grey shading on the maps in Section 1 of this Specific Plan, in which greater pedestrian activity is encouraged.

PEDESTRIAN SERVING USES -Tier I: Academic tutoring or learning centers; art galleries; barber shops; beauty and nail salons; book stores; cafes; candy shops; cell phone stores; coffee houses; community facilities including chamber of commerce office; computer sales; day spas and tanning salons; dress making and tailoring; dry goods and notions; copying services; carrousels (as an accessory use to a retail or Pedestrian Serving Use); financial services without Drive-Through Establishments which provide check cashing, ready cash and money orders; furniture; grocery stores; hardware stores (less than 5,000 square feet); hobby shops; ice cream parlors; martial arts/dance centers; pet shops; pharmacies; photographers; restaurants without Drive-Through Establishments; shoe repair; theaters; toy stores; video or music stores; and stores selling other small consumer items, or providing similar services, as determined by the Director of Planning.

PEDESTRIAN SERVING USES - TIER II: Accountants; architects; day care (short term); doctors; dentists; dry cleaners; chiropractors; insurance companies (with additional parking); interior decorating; law and legal aid; locksmith; mortgage companies; real estate offices (with additional parking).

PERMITTED FLOOR AREA, APPROVED: Commercial Floor Area of a Project which has been granted a Project Permit Compliance or a clearance from the Department of City Planning and Department of Transportation pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or a Project Permit Compliance pursuant to the provisions of this Specific Plan.

PHASES OF DEVELOPMENT: A schedule of development for Projects in this Specific Plan area that limits development by correlating incremental increases in the total Approved Permitted Floor Area of all commercial Projects with the implementation of certain transportation objectives and actions, as specified in this Specific Plan.

PHASING PROGRAM: A schedule applicable to Projects for the purpose of dividing into stages the construction of Projects and the construction of related transportation infrastructure.

P.M. PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume occurring during the hours of 3:00 P.M. to 7:00 P.M.

PORTABLE SIGN: A sign not permanently affixed either to land or to a structure on land.

PRELIMINARY TRAFFIC ASSESSMENT: The Department of Transportation's initial determination of the requirements for review of the Project's compliance with transportation-related Specific Plan provisions, including the necessity for a Traffic Study.

PRIOR SPECIFIC PLAN (PSP PROJECTS). Projects permitted during the period from February 16, 1991, to the effective date of this Specific Plan amending the Ventura/Cahuenga Boulevard Corridor Specific Plan.

PROJECT: Any grading, construction, erection, addition to, or structural alteration of any building or structure, a use of vacant land, or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. A Project shall not include interior construction or a change of use unless it (a) increases the floor area; or (b) increases the number of Trips; or (c) increases parking requirements pursuant to Section 7 F of this Specific Plan; or (d) includes a change of use which is not consistent with those permitted by Section 5 A 3 of this Specific Plan.

PROJECT PERMIT COMPLIANCE: An application submitted to the Director of Planning for a determination that the proposed Project meets the Specific Plan requirements and the Design Guidelines of this Specific Plan and, where applicable, that the Department of Transportation has determined in writing that the Project is in conformance with the transportation provisions of this Specific Plan.

PROJECT IMPACT ASSESSMENT FEE: The monies required to be paid into the Ventura/Cahuenga Boulevard Corridor Specific Plan Revenue Fund by an Applicant for a Project, based on the Project's floor area and land use, pursuant to the requirements of this Specific Plan.

REGIONAL COMMERCIAL PLAN DESIGNATION: A land use designation in the Community Plan which is a focal point of regional commerce, identity and activity and containing a diversity of uses, such as corporate and professional offices, residential,

retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services.

REGIONALLY IMPACTED AREA: The area identified on Map 2A bounded by both sides of Cahuenga Boulevard West between Woodrow Wilson Drive on the east and Lankershim Boulevard on the west.

RESTRICTED USE AREA: The area identified on Map 2B bounded by both sides of Van Nuys Boulevard between Moorpark Street on the south and the Ventura (101) Freeway on the north.

SANDWICH SIGN: A portable sign consisting of two sign faces which connect at the top and extend outward at the bottom.

SHOPPING CENTER: A building or group of buildings on a lot or lots with 10,000 or more square feet of commercial retail uses and with more than one commercial retail use.

STRETCHERS: Replacement or enhancement of signs that exceed height and/or area of initially permitted sign face by the Department of Building and Safety.

SUPERGRAPHIC DISPLAY: A sign, consisting of an image projected onto a wall or printed on vinyl, mesh or other material with or without written text, supported and attached, to a wall by an adhesive and/or by using stranded cable and eye-bolts and/or other materials or methods, that does not comply with the provisions in LAMC Section 91.62.01, *et seq.*, relating to Wall Signs, Mural Signs, Off-Site Signs and Temporary Signs.

SUPERMARKET: A retail store with a floor area equal to or greater than 5,000 square feet, which sells an assortment of foods, as well as items for food preparation, household cleaning, and personal care.

TAKE-OUT FOOD ESTABLISHMENT: An establishment dispensing food for off-site consumption that has the following characteristics: (1) contains the space capacity to provide for no more than five seats; (2) provides no table orders or waiter-service; (3) provides no utensils, beverage, condiment, or other foodstuffs, except expressly as part of any order dispensed for off-site consumption; and (4) dispenses all food in disposable containers and/or wrapping.

TRAFFIC ASSESSMENT: The Department of Transportation's written determination of the likely traffic impacts resulting from the Project and its mitigation measures, considering the estimate of Project-generated trips, ambient growth, related developments, and levels of service at adjacent intersections.

TRAFFIC STUDY: A written report prepared at the Applicant's expense and submitted by the Applicant according to DOT's Traffic Study guidelines, discussing the traffic engineering investigation and analysis of Project-related traffic impacts, including recommendations to mitigate the traffic impacts, if any.

TRANSPORTATION DEMAND MANAGEMENT (TDM): A program promoting ridesharing and transit use to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

TRIP: An arrival at or a departure from a Project during the A.M. or P.M. peak hours by a motor vehicle as calculated by the Department of Transportation using the Trip generation formulas and/or table provided in technical references published by the Institute of Transportation Engineers and other transportation and traffic engineering industry sources.

Sec. 5. PROHIBITIONS, VIOLATIONS, ENFORCEMENT, USE LIMITATIONS AND RESTRICTIONS, AND EXEMPTIONS.

A. Prohibitions.

1. Violations and Penalties. Any violation of this Specific Plan shall be subject to the provisions of LAMC Sections 11.00 (m) and 12.04.01.

(a) Existing Violations. No Project Permit Compliance approvals shall be issued for Projects until all cited violations of the Specific Plan regulations are corrected.

(b) Certificate of Occupancy. Prior to the issuance of a certificate of occupancy, and in addition to all other requirements of the Department of Building and Safety, the property owner shall provide a letter of certification by a licensed landscape architect to the Director of Planning, that all required landscape and relevant streetscape elements have been implemented.

2. Specific Plan Compliance Required for Building, Demolition, Excavation, Foundation, Grading and Sign Permits. Notwithstanding any provision of the LAMC to the contrary, no building, demolition, excavation, foundation, grading or sign permit shall be issued for a Project, unless the Applicant complies with all sections of this Specific Plan. No sign permits shall be issued unless the sign conforms to the requirements of Sections 8 and 9 of this Specific Plan. In general, a Project shall be subject to a Department of Transportation mitigation approval described in Section 10 and a Department of City Planning Project Permit Compliance described in Section 9.

B. Enforcement.

1. Responsible Department. The Department of Building and Safety shall be responsible for enforcing the provisions of this Specific Plan.

2. Citations. Notwithstanding the provisions of Subsection A 1 above, violation of the provisions of this Specific Plan, subsequent to the initial warning, shall be punishable by an administrative citation to the property owner in the amount of $250.00.

(a) Repeat Violations. Fines shall be increased for repeat violations of any provision of this Specific Plan and calculated from the date of the initial citation as follows:

(1) First violation: Warning to correct violation within 30 days of citation.

(2) Second violation within 60 days: $250.00

(3) Third violation within 90 days: $500.00

(4) Fourth violation within 120 days: $1,000.00 and each subsequent violation.

(b) Establishment of Fund. The Department of Building and Safety shall establish a Community Enforcement Revenue Fund for each of the following communities: Studio City/ Cahuenga Pass, Sherman Oaks, Encino, Tarzana, Woodland Hills.

(c) Exclusivity of Funds. The monies generated as a result of the citations issued shall be used exclusively to fund enforcement of the regulations of the Ventura/Cahuenga Boulevard Corridor Specific Plan and the PACE Program.

3. Pro-Active Code Enforcement Survey (PACE). The Department of Building and Safety shall conduct a PACE survey, at least once every six months, in each of the five major communities as shown on Maps 2A through 2E to issue citations for any violations of the provisions of this Specific Plan involving permanent structures or signs.

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C. Use Limitations and Restrictions.

1. Use Limitations In Pedestrian Oriented Areas.

(a) In addition to the prohibition in Subdivision 2 above, in the Pedestrian Oriented Areas identified on Maps 2A-E in Section 1 of this Specific Plan, no building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit shall be issued for any Project unless the Project includes floor area on the Ground Floor of the building along at least 75 percent of the frontage of a building, excluding the frontage along vehicular access to on-site parking, devoted to retail uses or any Pedestrian Serving Use -Tier I. Office and retail uses cannot be combined within one tenant space unless a physical, stationary barrier is constructed or installed. Office uses accessory to retail will be combined with the retail square footage for the purposes of determining parking requirements.

The Applicant shall guarantee the continued restriction to retail or Pedestrian Serving Uses - Tier I for at least 75 percent of the frontage of a building by executing and recording a covenant and agreement. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning, recorded with the County Recorder, and a certified copy delivered to the Departments of City Planning and Transportation prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit.

(1) An Applicant may apply for a Project Permit Compliance approval for additional uses defined under Pedestrian Serving Uses - Tier II, if a Pedestrian Oriented Area has reached a vacancy rate of 12 percent or higher within that Pedestrian Oriented Area.

(a) Permission granted for these uses shall be in affect only for the period of time in which the vacancy rate of the Pedestrian Oriented Area where a Project is located remains above eight percent. When the vacancy rate falls to eight percent, Pedestrian Serving Uses - Tier II shall no longer be permitted.

(b) In order to obtain approval of a Project Permit Compliance for Pedestrian Serving Uses - Tier II, the Applicant shall provide evidence to the satisfaction of the Director of Planning of the current vacancy rate.

(2) A Project Permit Compliance granted pursuant to (1) above shall terminate should the approved use cease for a period of time exceeding three months or when a change of use occurs.

(b) No Drive-Through Establishments, motor and recreational vehicle sales and/or rentals, maintenance, repair and accessory installation, or car washes shall be permitted in Pedestrian Oriented Areas.

(c) All businesses in a Pedestrian Oriented Area fronting a street or Courtyard shall maintain direct pedestrian access to the sidewalk or Courtyard.

(d) All businesses located within a Pedestrian Oriented Area shall maintain at least 50% of their wall frontage as window space, display case, or public art. Nonreflective glass shall be used to allow maximum visibility from sidewalk or courtyard areas into interior of buildings. Window displays shall conform with sign requirements of this Specific Plan and the Los Angeles Municipal Code.

(e) Where a Project is located in an existing building or structure that is set back and raised above grade so as not to be readily accessible and/or visible by pedestrian traffic, the Project shall be exempt from Subsections (a), (c), and (d) above.

(f) Subdivision 3 above shall not apply to a Project which consists of construction, erection, addition to or structural alteration of a hospital located in the Pedestrian Oriented Area identified on Map 2 C of Section 1 C, so long as the Project does not exceed 160,000 square feet of Floor Area and any new uses in the Project within 100 feet of Ventura Boulevard are retail or Pedestrian Serving Uses.

2. Use Restrictions in a Regionally Impacted Area, Pedestrian Development District and Restricted Use Area within the Ventura/ Cahuenga Boulevard Corridor Specific Plan Area.

(a) Regionally Impacted Area - Studio City/Cahuenga Pass. The following uses shall be prohibited in the Regionally Impacted Area on both sides of Cahuenga Boulevard West bounded by Woodrow Wilson Drive on the east and Lankershim Boulevard on the west as shown on Map 2A:

(1) Drive-Through Establishments.

(2) Auto-Related Uses.

(3) Hotels/Motels.

(b) Pedestrian Development District - Sherman Oaks. The following uses shall be prohibited in the Pedestrian Development District on both sides of

Ventura Boulevard bounded by Fulton Avenue on the east and Beverly Glen Boulevard/ Tyrone Avenue on the west as shown on Map 2B:

(1) Drive-Through Establishments.

(2) Auto-Related Uses.

(c) Restricted Use Area - Sherman Oaks. The following uses shall be prohibited in the Restricted Use Area on both sides of Van Nuys Boulevard bounded by the Ventura Freeway (101) on the north and Moorpark Street on the south as shown on Map 2B:

(1) Drive-Through Establishments.

(2) Auto-Related Uses.

3. Other Limitations within the Ventura/Cahuenga Boulevard Corridor Specific Plan Area.

(a) Permanent Cargo Containers. Cargo containers used permanently for incidental storage to an existing commercial use shall be prohibited within the Ventura/Cahuenga Boulevard Corridor Specific Plan area.

(b) Temporary Permits for Cargo Containers. Only two consecutive temporary permits, for up to six months each, shall be permitted within a three year period and shall be subject to the following regulations after approval by the Planning Department and Building and Safety:

(1) Temporary containers shall be located on that portion of a lot where open storage is allowed by the Los Angeles Municipal Code.

(2) The use of a temporary container shall be limited to incidental storage for an existing commercial use.

(3) The use of a temporary container shall not allow human occupancy.

(4) The temporary container shall not be located so as to block, obstruct, or reduce any required parking spaces of the existing buildings on the lot, loading area or required exits, windows or vent shafts.

(5) The temporary container shall not be visible from Ventura Boulevard, Cahuenga Boulevard, Reseda Boulevard, Sepulveda Boulevard, Van Nuys Boulevard or Laurel Canyon Boulevard.

(6) A site shall be limited to one temporary container with a maximum 400 square foot of floor area for each 5,000 square foot of lot area (permitted for open storage).

(7) Each temporary container shall not exceed 10 feet in height, 10 feet in width and 40 feet in length and shall have no wall openings except for an access door opening at one end of the unit. Temporary containers shall not be stacked on each other.

(8) Access to temporary container for the disabled shall meet Title 24 requirements relating to handicap access.

D. Total Exemptions From Specific Plan Provisions. Any Project for which a building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign 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 shall be exempt from the provisions of this Specific Plan. This exemption shall not apply to a change of use or an addition of floor area except as the increase in floor area is required to meet Americans with Disabilities Act (ADA) requirements.

Sec. 6. BUILDING LIMITATIONS.

A. Basic Development Rights. All Projects which involve new construction, or additions of more than one hundred square feet of floor area to existing buildings shall be limited by the Floor Area Ratios in Subsection B and the Commercial Floor Area buildout limitations in Subsection C. However, notwithstanding the limitations in Subsections C, D and E below, each lot shall have development rights of at least a 0.35:1 Floor Area Ratio in the Neighborhood and General Commercial Plan Designation areas and a 0.5:1 Floor Area Ratio in the Regional Commercial and Community Commercial Plan Designation areas.

B. Floor Area Ratio Limitations.

1. The following Floor Area Ratios shall apply to Projects within the Community Commercial Plan Designation, and within the Regional Commercial Plan Designation west of the San Diego freeway:

(a) No Project may exceed a maximum Floor Area Ratio of 1.25:1.

(b) However, an additional Floor Area Ratio of 0.25:1 may be granted by the Department of City Planning during the Project Permit Compliance process for a Mixed-Use Project, pursuant to Section 9.

2. The following Floor Area Ratio shall apply to Projects within the Community Commercial Plan Designation on the north and south side of Ventura Boulevard bounded by Radford Avenue on the east and Colfax Avenue on the west:

(a) No Project may exceed a maximum Floor Area Ratio of 1.0:1.

3. The following Floor Area Ratio shall apply to Projects within the Neighborhood and General Commercial Plan Designations:

No Project may exceed a maximum Floor Area Ratio of 1.0:1.

4. The following Floor Area Ratio shall apply to Projects within the Regional Commercial Plan Designation east of the San Diego Freeway:

No Project may exceed a maximum Floor Area Ratio of 1.5:1.

C. Cumulative Permitted Commercial Floor Area And Existing Floor Area. The Cumulative Permitted Floor Area and the existing floor area prior to the Ventura/Cahuenga Boulevard Interim Control Ordinance for all commercial square footage in this Specific Plan shall not exceed the following cumulative square footage, by Phase of Development:

Phase I - 23,400,000 square feet;
Phase II - 27,898,000 square feet.

D. Project Limitations Based On Commercial Floor Area For Phase I and Phase II. In Phase I, no Project shall be permitted which would result in creating more than the cumulative total Commercial Floor Area in any community that exceeds the following limits:

ADDITIONAL FLOOR AREA ALLOCATIONS FOR EACH COMMUNITY AND CUMULATIVE TOTALS FOR EACH PHASE OF DEVELOPMENT

COMMUNITY	PHASE I ADDITIONAL FLOOR AREA (SF)	PHASE II ADDITIONAL FLOOR AREA (SF)
Studio City/Cahuenga Pass	728,351	797,185
Sherman Oaks	398,670	436,323
Encino	614,445	672,395
Tarzana	665,526	728,183
Woodland Hills	1,703,008	1,863,914
Subtotals:	4,110,000	4,498,000
Base Year Developed Floor Area	19,290,000	23,400,000
Cumulative Totals:	23,400,000	27,898,000

E . Project Limitations Based On Traffic Impact. When 4,110,000 square feet of additional Commercial Floor Area have been permitted in the entire Specific Plan area during Phase I and 12 of the intersections listed in Subsection F below are operating at the unacceptable Level of Service of E or F, as determined by the Department of Transportation, then each Project shall be limited to the Basic Development Rights as set forth in Subsection A of Section 6.

F . Critical Intersections: The following corridor intersections are critical intersections:

Studio City/ Cahuenga Pass

1. Barham Boulevard and Cahuenga Boulevard

2. 101 Ramps, Regal Place and Cahuenga Boulevard

3. Lankershim Boulevard and Ventura Boulevard

4. Vineland Avenue and Ventura Boulevard

5. Tujunga Avenue and Ventura Boulevard

6. Colfax Avenue and Ventura Boulevard

7. Laurel Canyon Boulevard and Ventura Boulevard

8. Coldwater Canyon Avenue and Ventura Boulevard

Sherman Oaks

9. Woodman Avenue and Ventura Boulevard

10. Beverly Glen Boulevard and Ventura Boulevard

11. Van Nuys Boulevard and Ventura Boulevard

12. Kester Boulevard (east and west jog) and Ventura Boulevard

13. Sepulveda Boulevard and Ventura Boulevard

Encino

14. 101/405 Ramps, Sherman Oaks Avenue and Ventura Boulevard

15. Hayvenhurst Avenue and Ventura Boulevard

16. Balboa Boulevard and Ventura Boulevard

17. White Oak Avenue and Ventura Boulevard

Tarzana

18. Lindley Avenue and Ventura Boulevard

19. Reseda Boulevard and Ventura Boulevard

20. Wilbur Avenue and Ventura Boulevard

21. Vanalden Avenue and Ventura Boulevard

22. Tampa Avenue and Ventura Boulevard

23. Corbin Avenue and Ventura Boulevard

Woodland Hills

24. Winnetka Avenue and Ventura Boulevard

25. Canoga Avenue and Ventura Boulevard

26. DeSoto Avenue and Ventura Boulevard

27. Topanga Canyon Boulevard and Ventura Boulevard

28. 101 Ramps near Shoup Avenue and Ventura Boulevard

29. Shoup Avenue and Ventura Boulevard

30. Fallbrook Avenue and Ventura Boulevard

31. 101 Ramps, Woodlake Avenue and Ventura Boulevard

G. General Requirement. The Department of City Planning shall establish, monitor, and maintain an official record of all Cumulative Permitted Floor Area, by Phase of Development, within the Specific Plan area. The Floor Area record shall be maintained at the parcel and Community level.

H. Certification of Compliance with the Phases of Development Requirements.

1. No Project Permit Compliance shall be granted for any Project which would cause the Cumulative Permitted Floor Area to be increased from Phase I to Phase II until the City Council has done one of the following: certified that all requirements of the current Phase of Development have been implemented or assured; or, adopted findings to justify the reasons why the requirements are not necessary to mitigate any significant environmental impacts; or, adopted appropriate Specific Plan amendments and accompanying findings.

2. Based upon a report and recommendations from the Department of City Planning, with the assistance of the Department of Transportation and the advice of the Plan Review Board, the City Planning Commission shall report to the City Council on whether all the requirements of Phase I have been implemented.

The report shall also address any requirements that are unnecessary and should be deleted.

If the City Council determines that the requirements of Phase I are not necessary in order to mitigate significant environmental impacts, then it shall adopt findings to justify the reasons why the requirements are not necessary. If the Council determines that not all of the requirements of Phase I have been implemented or assured and that this Specific Plan should be amended or revised based on the review process, then it shall adopt findings accordingly and request staff to report on what appropriate amendments should be adopted.

Sec. 7. LAND USE REGULATIONS. A Project shall comply with the following land use regulations:

A. Yards and Setbacks. An entrance to the business shall provide direct access from the sidewalk without crossing a parking lot or driveway.

1. General. Notwithstanding LAMC Sections 12.12.2, 12.13, 12.13.5, 12.14 and 12.16 to the contrary, the following requirements for yards and setbacks shall apply to all Projects which consist of construction of a new building or an addition of square footage to an existing building:

(a) If a lot has a coterminous lot line with Ventura or Cahuenga Boulevard, then for the purposes of this Specific Plan, the lot shall be deemed to front on Ventura or Cahuenga Boulevard. If a lot has a coterminous lot line with Sepulveda, Van Nuys, Reseda or Laurel Canyon Boulevards, but not with Ventura or Cahuenga Boulevards, then for the purposes of this Specific Plan, the lot shall be deemed to front on Sepulveda, Van Nuys, Reseda or Laurel Canyon Boulevards.

(b) The exceptions in LAMC Section 12.22 C 20 shall be applicable to yards and setbacks required pursuant to this Specific Plan.

(c) For purposes of this section, the term setback shall only refer to a setback of floors below the first 15 feet in height of a building.

(d) Owners of all lots which have a coterminous lot line with the Los Angeles County Flood Control District (the Los Angeles River), shall make provisions for public access from the bike path to the building on the lot or to the front lot line when the bike path and any public open space along the river is built. Owners shall also provide a landscaped area of ten feet in width for all rear yards adjacent to the river's edge. Landscaping shall be compatible with riparian plantings.

2. Regional Commercial and Community Commercial Plan Designation Areas.

(a) Front Yards and Setbacks. A maximum 10 foot Front Yard shall be permitted for lots in the Regional Commercial and Community Plan Designation areas. No parking area or driveway shall be placed directly in front of the building except where a driveway is located to provide direct access through the building to a parking area located in the building or to the rear of the building.

No Project shall be built within 18 inches of the front lot line. This 18 inch setback shall be landscaped to the satisfaction of the Director of Planning.

Alternatives:

(1) Notwithstanding Paragraph (a) above, except for areas required for vehicular access to parking, a Front Yard of between 10 feet and 40 feet in depth for a maximum of 50 percent of the length of the front lot line or a maximum width of 50 feet, whichever is less, may be provided. If this Alternative is utilized, then the Project shall not be subject to the requirements in Subsection 7 E 1(f) and (g).

(2) If at least 50 percent of the length of the building frontage is built less than 18 inches from the front lot line, then

(i) 25 percent of the length of the building frontage shall be setback ten feet; and

(ii) The remaining 25 percent of the length of the building frontage shall be setback between ten and twenty feet; and if this Alternative is utilized, then the Project shall not be subject to the requirements in Subsection 7 E 1 (f) and (g).

(iii) Lots may have a maximum 25 foot front setback for the Project's first 15 feet in height , so long as the entire setback area is used for outdoor dining with appropriate landscape and hardscape in accordance with the adopted community streetscape plan. Portions of a building over 15 feet need not be setback. If Alternative (iii) is utilized, then the requirements in Subsection B shall not apply.

(b) Side Yards. No side yard shall be permitted at the Ground Floor, except that an accessway, which may include a maximum 20 foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to

5 feet on either side of the accessway may be provided for vehicular access to parking and pedestrian access to the building, or as specified in Subsection D [Parking] below, or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11 and 12.12 shall apply.

For corner lots, the side of the lot facing the side street intersecting with Ventura or Cahuenga Boulevard shall require a minimum 18 inch and maximum 15 foot landscaped setback.

(c) Rear Yards.

(1) Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 15-foot rear yard.

(2) If the rear lot line of a lot is adjacent to a residential use , then the lot shall have a minimum 20-foot rear yard, unless more is required by LAMC Section 12.21.1 A 10.

(3) If an alley separates a residential use from a commercial rear lot line, and the alley is at least 20 feet wide, then the 20 foot rear yard setback shall be measured from the midpoint of the abutting alley.

3. Neighborhood and General Commercial Plan Designation Areas.

(a) Front Yards and Setbacks. No parking area or driveway shall be placed directly in front of the building except where a driveway is located to provide direct access through the building to a parking area located in the building or to the rear of the building.

(1) For lots which are 100 or less feet in width:

(i) No Project may be built within 18 inches of the front lot line. This 18 inch setback shall be landscaped.

(ii) Each lot shall have a maximum yard or Front Yard setback of 60 feet, or an average Front Yard of all existing structures on the block in which the lot is located, whichever is less.

(2) For lots which are more than 100 but no more than 200 feet in width:

(i) No Projects may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18 inch setback shall be landscaped.

(ii) Each lot shall have a maximum Front Yard of 20 feet for a minimum of 33 percent of the length of the front lot line. The balance of the lot frontage may have a maximum Front Yard of 60 feet, or a Front Yard equal to the average of all existing structures on the block in which the lot is located, whichever is less.

(3) For lots which are wider than 200 feet.

(i) No Project may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18 inch setback shall be landscaped.

(ii) Each lot shall have a maximum Front Yard of 20 feet for a minimum of 50 percent of the length of the front lot line. The balance of the lot line may have a maximum Front Yard of 60 feet, or a Front Yard equal to the average of all existing structures on the block in which the lot is located, whichever is less.

(b) Side Yards. A side yard of 10 feet may be permitted, except that an accessway, which may include a maximum 20 foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the accessway, may be provided for vehicular access to parking and pedestrian access to the building, or as specified in Subsection F [Parking] below, or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11, and 12.12 shall apply.

For corner lots, the side of the lot facing the side street intersecting with Ventura or Cahuenga Boulevard shall require a minimum 18 inch and maximum 15 foot landscaped setback.

(c) Rear Yards.

(1) Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 15 foot rear yard.

(2) If the rear lot line of a lot is adjacent to a residential use , then the lot shall have a minimum 20 foot rear yard unless more is required by LAMC Section 12.21.1 A 10.

(3) If an alley separates a residential use from a commercial rear lot line and the alley is at least 20 feet wide, then the 20 foot rear yard setback shall be measured from the midpoint of the abutting alley.

B. Lot Coverage.

1. Regional Commercial and Community Commercial Plan Designation Areas. Buildings and structures shall cover no more than 75 percent of the lot area.

2. Neighborhood and General Commercial Plan Designation Areas. Buildings and structures shall cover no more than 60 percent of the lot area.

C. Driveways. A Project review shall be required on any site with multiple driveways where the linear frontage of the lot is less than 250 feet.

D. Landscaping Requirements. These requirements shall apply to all Projects, including changes of use to existing buildings.

1. Parking Lots.

(a) At least 15 percent of the total area of a surface parking lot shall be landscaped.

(b) For surface parking lots, one tree shall be provided for every four parking spaces. The trees shall be shade producing trees of a minimum 30 inch box size, no less than ten feet in height at maturity with a minimum tree canopy of 50 percent of the height of the tree. These trees shall be evenly distributed throughout the parking lot so as to shade the surface parking area.

(c) A ten foot landscaped buffer shall be provided around any surface parking lots adjacent to any street, alley, residentially zoned lot, existing residential use, or other parking lots. This shall qualify as part of the 15 percent landscape requirement. When surface parking lots are adjacent to other surface parking lots or parking structures, a ten foot landscaped buffer between the lots or structure shall be required. It shall incorporate walkways between the parking areas. When surface parking lots are adjacent to each other and are tied together to allow a common parking area to serve multiple businesses or multi-

tenant shopping centers, landscaping buffer requirements for the coterminous lot line shall not be required.

(d) Exception: If a Project involves an existing building that has no more than the minimum required number of parking spaces and the Project does not generate additional requirements for parking, only the landscaping and walkways that will not cause a reduction in the existing number of parking spaces are required.

(e) For portions of parking lots not facing a street, alley, residentially zoned lot, existing residential use, or other parking lot or structure, a minimum buffer zone of 30 inches shall be provided.

2. Parking Structures.

(a) Parking structures or that portion of a building which is used for parking shall be designed to substantially screen automobiles contained in the garage from view by pedestrians and from adjacent buildings, except as may be recommended by the Los Angeles Police Department for purposes of safety. The facade of any parking building shall be designed so that it is similar in color, material, and architectural detail with the building(s) for which it serves for parking.

(b) Parking structures shall have a landscaped buffer of ten feet around the surface perimeter, except where immediately adjacent to another structure.

(c) Parking structures shall be designed to include planting of trees, shrubs, flowers, or vines for a minimum total of 4 percent of the roof area, located principally around the perimeter of the roof level parking, in order to provide additional screening and exterior landscaping.

(d) Parking structures installed with air circulation vents and/or fans shall not have the vents and fans adjacent to or facing a residential area in order to avoid any adverse noise impact.

3. Yards, Setbacks, and Building Frontages.

(a) At least 60 percent of all Front Yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers.

Alternative:

Notwithstanding Paragraph (a) above, where sidewalk dining or a water feature is provided, at least 30 percent of all Front Yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers or tile or covered in gravel,

(b) The Applicant shall install an automatic irrigation system to maintain all required landscaping.

4. Gas Stations Buffers. Ten percent of the exterior site area not covered by the footprint of any building shall be used as a landscape buffer adjacent to the street. Within the landscaped area there shall be one tree for every 250 square feet of landscaped area. Applicants for a Project involving a gas station shall provide the following landscaped buffers between the gas station and:

(1) a lot on which there is a commercial use - a buffer of three feet in depth;

(2) a lot on which there is a residential use - a buffer of seven feet in depth;

(3) an alley - a buffer of five feet in depth; and

(4) streets - a buffer of five feet in depth.

5. Auto Repair. In addition to requirements set forth in LAMC Section 12.26 I and any conditions imposed pursuant to LAMC Section 12.24 C 44, auto repair uses, as defined in LAMC Section 12.03, shall be subject to the following requirements:

(a) Buffers: Buffers shall be required as set forth in Subsection 7 D 4 of this Section and shall include a wall, fence, berm or a combination of those elements, except across necessary driveways or walkways. Any wall or fence shall be planted with vines.

(b) Outdoor Seating Area: Any outdoor seating area provided as a customer waiting area shall be landscaped with a minimum of five percent of the outdoor waiting area.

6. Vacant Lots. If any lot becomes vacant with no Project, the owner shall maintain a solid, living, green ground cover of landscaping on the entire vacant lot. This requirement shall apply whether the lot is vacant by the owner's choice

or because no Project is permitted by the Department of Building and Safety within 180 days of the issuance of a demolition permit.

E. Height Limit.

1. Notwithstanding Subdivisions 2 and 3 of LAMC Section 12.21.1 B, no building or structure shall exceed the following heights:

(a) Studio City/Cahuenga Pass.

(1) From the intersection of Woodrow Wilson Drive and Cahuenga Boulevard to the intersection of Carpenter Avenue and Ventura Boulevard:

(i) On the north sides of Cahuenga and Ventura Boulevards - 45 feet.

(ii) On the south sides of Cahuenga and Ventura Boulevards - 30 feet.

(2) From the intersection of Carpenter Avenue and Ventura Boulevard to the intersection of Laurel Canyon Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.

(3) From the intersection of Laurel Canyon Boulevard and Ventura Boulevard to the intersection of Whitsett Avenue and Ventura Boulevard:

(i) On the north side of Ventura Boulevard - 45 feet.

(ii) On the south side of Ventura Boulevard - 30 feet.

(4) From the intersection of Whitsett Avenue and Ventura Boulevard to the intersection of Fulton Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(b) Sherman Oaks.

(1) From the intersection of Fulton Avenue and Ventura Boulevard to the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(2) From the intersection of Van Nuys Boulevard and Moorpark Avenue to the intersection of the Ventura Freeway overpass at Van Nuys Boulevard: On both sides of Van Nuys Boulevard - 30 feet.

(3) From the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard to the intersection of Columbus Avenue and Ventura Boulevard:

(i) On the north side of Ventura Boulevard to 135 feet west of Columbus Avenue - 30 feet.

(ii) On the south side of Ventura Boulevard - 30 feet.

(4) In the area bounded by Dickens Street on the south to the San Diego Freeway and Specific Plan boundary on the west, the Specific Plan boundary on the north, Sepulveda Boulevard on the east to Moorpark Street and Moorpark Street on the north to 135 feet west of Columbus Avenue south to Ventura Boulevard, then east to the lot line which would be a continuation of Columbus - 75 feet.

(5) In the area bounded by Dickens Street on the north, Greenleaf Street on the south, the San Diego Freeway on the west and the Specific Plan boundary on the east - 30 feet.

(c) Encino.

(1) From the intersection of the San Diego Freeway overpass and Ventura Boulevard to the intersection of Balboa Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.

(2) From the intersection of Balboa Boulevard and Ventura Boulevard to the intersection of Lindley Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(d) Tarzana.

(1) From the intersection of Lindley Avenue and Ventura Boulevard to the intersection of Etiwanda Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(2) From the intersection of Etiwanda Avenue and Ventura Boulevard to the intersection of Wilbur Avenue and Ventura Boulevard:

(i) On the north side of Ventura Boulevard - 45 feet.

(ii) On the south side of Ventura Boulevard - 30 feet.

(3) From the intersection of Wilbur Avenue and Ventura Boulevard to the intersection of Corbin Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(e) Woodland Hills.

(1) From the intersection of Corbin Avenue and Ventura Boulevard to the intersection of Winnetka Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(2) From the intersection of Winnetka Avenue and Ventura Boulevard to the intersection of De Soto Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(3) From the intersection of De Soto Avenue and Ventura Boulevard to the intersection of the Ventura Freeway overpass and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.

(4) From the intersection of Ventura Boulevard and the Ventura Freeway overpass to the western end of Leonora Drive:

(i) On the north sides of Ventura Boulevard and Leonora Drive - 30 feet.

(ii) On the south side of Ventura Boulevard and Leonora Drive - 45 feet.

(f) In addition, in the Community Commercial and Neighborhood and General Commercial Plan Designation Areas, buildings abutting a major or secondary highway may only exceed 30 feet in height, if, for each 15 foot increment, or portion of that increment, above 25 feet, at least a ten foot setback from the roof perimeter is provided.

(g) In addition, in the Regional Commercial Plan Designation area, buildings abutting a major or secondary highway may exceed 45 feet in height, if, for each 10 foot increment above 45 feet, at least a ten foot setback from the roof perimeter is provided.

2. Exemptions For Mixed-Use Projects In The Regional Commercial Plan Designation Area East Of The San Diego Freeway.

(a) If at least 25 percent of the floor area of a Mixed-Use Project in the Regional Commercial Plan Designation area east of the San Diego Freeway is devoted to non-hotel residential uses, then the Applicant may request a Project Permit Adjustment to exceed the height limitation in the underlying height district regulations and in this Specific Plan. However, in no case, shall the height of a Mixed-Use Project in the Regional Commercial Plan Designation area east of the San Diego Freeway exceed 82 feet. The procedures for granting relief from the height limitations shall be as set forth in LAMC Section 11.5.7 E. Any Project Permit Adjustment application to exceed the height should be filed at the same time as an application for a Project Permit Compliance. The filing fee for a Project Permit Adjustment is as set forth in LAMC Section 19.01 J.

(b) In order to grant relief from the height limitation, the Director or the Area Planning Commission, depending on who has jurisdiction, shall make the following findings in addition to those required by LAMC Section 11.5.7:

(1) The proposed Project is consistent with the scale and character of the existing neighborhood in terms of height, location, and orientation of buildings to adjacent residentially zoned parcels and rear yard setbacks.

(2) The proposed Project will not have a substantial adverse impact on any residence which is within 600 feet from the site of the proposed Project.

F. Parking. Notwithstanding any less restrictive provisions of LAMC Section 12.21 A 4(c) to the contrary, the following parking provisions shall apply in the Specific Plan area:

1. Parking Requirements.

(a) For commercial uses, other than offices, at least one parking space for each 250 square feet of floor area.

(b) For general offices, at least one parking space for each 300 square feet of floor area.

(i) For real estate and/or insurance uses approved pursuant to Section 5 C 1(a)(1), at least one parking space for every 200 square feet of floor area.

(c) For restaurants, take-out food establishments, banquet rooms and related uses, at least one parking space for each 100 square feet of floor area.

(d) For hotels and motels, at least one parking space for each guest room plus one additional employee parking space for every ten guest rooms.

(e) For hospitals, at least 2.5 parking spaces for each bed.

(f) For auditoriums, convention facilities, theaters, churches, general auditorium, stadiums, or other similar places of assembly, at least one parking space for every two seats. Where there are no fixed seats, there shall be at least one parking space for each 21 square feet of floor area, exclusive of the stage.

(g) For child care facilities, preschool, and all other elementary and secondary schools, at least one parking space for each 300 square feet of floor area.

(h) In addition to the requirements of LAMC Section 12.23 C 2, if a Project consists of a change of use or an addition to an existing building or structure, then the parking requirements of this paragraph shall apply only to:

(1) The square footage of floor area devoted to the change of use;

(2) The square footage of floor area contained within the addition to the existing building or structure; and

(3) The square footage of any remodeling if cumulatively over a five year period, it involves an area in excess of 50% of the building area.

(i) Where a commercial Project consists of a combination of uses, parking requirements shall be calculated for each individual use.

2. Public Parking Facilities. If there is a municipal off-street parking facility within 1500 feet of a Project or within a Pedestrian Oriented Area which can be shown by the Applicant as providing parking for a Project, then the Applicant may apply to the City for relief from the parking requirements in Paragraph 1 above. The application will be reviewed by the Departments of City Planning and Transportation to determine if the Project is eligible pursuant to the requirements of LAMC Section 12.26 E 5 for a reduction of the required number of parking spaces.

If a reduction in the number of parking spaces is approved for the Project, then the Applicant shall pay a one-time fee equal to $14,000 per parking space reduced, sufficient to pay for the new construction of parking spaces in a comparable municipal parking facility in the Specific Plan area. This fee shall be calculated and adjusted annually by the Department of Transportation to reflect the cost of providing replacement parking. The fees shall be added to the Community's Revenue Fund.

No more than one-third of the municipal off-street parking facility or lot shall be used for the cumulative relief from the parking requirements in Paragraph 1 above unless shared parking is approved pursuant to Section 7 F 4 of this Specific Plan.

Alternative For Parking. For Projects where a change-of-use or a new addition of less than 1,000 square feet require additional parking requirements of up to ten parking spaces that cannot be met on-site or through existing public parking facilities, the Applicant shall enter into a covenant and agreement with the Department of Transportation to pay one hundred dollars per month, per deficient parking space, into the Community's Parking Revenue Fund for as long as the Project parking deficiency continues to exist.

3. Off-Site Parking. If an Applicant wishes to utilize off-site parking to meet the parking requirements of LAMC Section 12.21 A and/or this subsection, then the Applicant shall meet the requirements of LAMC Sections 12.21 A 4(g) and 12.26 E 1(b). If the Applicant meets those requirements, then the Director may approve the off-site parking as part of a Project Permit Compliance.

Prior to Department of City Planning's approval of off-site parking, the off-site parking plan, including the accompanying map, shall be recorded as a covenant and agreement. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety, and Transportation prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. Off-site parking lots shall comply with all applicable LAMC provisions.

4. Shared Parking Agreements. The Director may permit shared parking as part of a Project Permit Compliance determination so long as he or she finds that the application meets all of the requirements of LAMC Section 12.24 X 20 (a).

Sec. 8. SIGN REGULATIONS. The Department of Building and Safety shall not issue a permit for a sign unless the sign complies with this section. All signs shall comply with the provisions of LAMC Chapter II, Article 8, Section 28.00, et seq.; Chapter VI, Article 7, Section 67.00, et seq.; and Chapter IX, Article 1, Division 62.

A. Prohibited Signs. In addition to the signs otherwise prohibited in the LAMC, the following signs are prohibited:

1. Portable Signs and sandwich signs, other than sidewalk valet signs approved and permitted by the Department of Public Works not to exceed two feet by three feet. For purposes of this section, a sandwich sign is a Portable Sign consisting of two sign faces connected at the top and extending outward at the bottom.

2. Signs on free-standing walls, except directional signs for parking and signs required pursuant to the Americans with Disabilities Act.

3. Off-site commercial signs (*i.e.*, Billboards), except that existing legally erected off-site commercial signs may be replaced on the same site at the option of the property owner by a sign that is neither larger in area or greater in total height, provided that the location and sign otherwise meet all current requirements of Section 91.6220 (Off-site Signs) of Division 62 of the LAMC.

4. Window signs, except store names, store hours, security signs, logos, and holiday paintings, (provided they are not placed in the window more than 30 business days before a holiday and are removed within ten business days after the holiday). Identified exceptions may not, in aggregate, occupy more than ten percent of any window in area.

5. Pole signs in the Regional and Community Commercial Plan Designation areas and on any corner lot in the Neighborhood and General Commercial Plan Designation area.

6. Windblown devices, such as pennants, flags, banners (that are not temporary signs) and balloons/inflatables.

7. Signs located in the public-right -of-way, except for signs contained on or within bus benches or bus shelters approved by the City Council and the Board of Public Works.

8. Stretchers.

9. Signs having flashing, mechanical, strobe or blinking lights or moving parts.

10. Supergraphic Displays.

B. Additional Sign Regulations.

1. Regional and Community Commercial Areas.

(a) Wall Signs.

(1) Number of Signs. A maximum of one wall sign per tenant is permitted on a building's street frontage.

In addition to the above, a maximum of one wall sign is permitted on that portion of a building facing an alley or street other than the primary building frontage, or facing a parking lot.

(2) Area. Notwithstanding LAMC Section 91.6209(a)(1),(2) and (4) to the contrary, the sign area of any wall sign on the building frontage, alone or in combination with any projecting sign, shall not exceed two square feet for each one foot of lot frontage.

(3) Projections. Notwithstanding LAMC Section 91.6209(d)(2) to the contrary, no wall sign may project from a building face more than 12 inches, or above the lowest elevation of the roof eave visible from the street.

(4) New or remodeled parapet walls to be used for signage above the roofline shall be limited to no more than 50 percent of the height of the first floor.

(b) Monument Signs.

(1) Number of Signs. Notwithstanding LAMC Section 91.6207 (b) to the contrary, no more than one monument sign shall be permitted per 200 feet of lot frontage.

(2) Landscaping. Monument signs shall be located in maintained landscaped areas which are equal to or greater in area than the dimensions of the face of the sign.

(3) Height. Notwithstanding LAMC Section 91.6207 (c) to the contrary, no monument sign may exceed six feet in height measured from grade.

(4) Total Area. The total area of each side of the monument structure shall not exceed 60 square feet.

(c) Projecting Signs.

(1) Number of Signs. No more than one projecting sign shall be permitted for each building.

(2) Area. Notwithstanding LAMC Section 91.6208(b)(1) to the contrary, the sign area of a projecting sign shall be limited to 16 square feet.

(3) Location. Projecting signs may only be placed at a public entrance to a building where the entrance fronts on a public street, private walkway, plaza, or alley.

(4) Height. No projecting sign shall extend above the lowest point of the roof eave visible from the street.

(5) Projections. Notwithstanding LAMC Section 91.6208 to the contrary, no projecting sign shall project more than 48 inches from the building face or a distance from the building face equal to one-half of the width of the adjacent public sidewalk or walkway, whichever is less.

(d) Temporary Signs.

(1) Construction Signs.

(i) Number of Signs. No more than one non-illuminated construction sign (*i.e.*, a temporary sign announcing and identifying a future use or Project under construction) shall be permitted for each lot frontage for which a building permit has been issued for a Project on the lot. Construction signs are permitted on a temporary basis only and notwithstanding LAMC Section 91.6215 to the contrary, shall be removed prior to the issuance of a certificate of occupancy or within 30 days of completion of the Project, whichever is sooner.

(ii) Area and Height. Construction signs shall not exceed 25 square feet in sign area and 15 feet in height.

(2) Holiday Decorations. Holiday decorations or signs shall be permitted, provided they are not erected more than 30 days preceding the holiday and are removed within ten days following the holiday.

(3) Real Estate Signs.

(i) Limitation. Real Estate Signs shall be limited to temporary non-illuminated signs which pertain to rent, lease, or sale of property only.

(ii) Area. Real estate signs shall not exceed five square feet in sign area.

(iii) Height. Real Estate signs shall not exceed a height of six feet above the ground level or adjacent sidewalk.

(iv) Location. On vacant lots, real estate signs shall be located not less than five feet from the front property line.

(4) Banners. A maximum of one banner of no more than 100 square feet shall be permitted to announce special events associated with seasonal holidays, provided they are not erected more than 30 days preceding the holiday and are removed ten days following the holiday. No more than two banners per year per site shall be permitted.

(5) Store Hours Signs. Store hours signs shall be permitted so long as they are placed in the front door or window closest to the front door and do not exceed three square feet in area.

(e) Time and Temperature Signs. Any time and temperature sign which is not placed on a building roof, shall be permitted, provided it has no blinking lights, includes no advertising, the face of the sign is no larger than 16 square feet in area, and the sign conforms to the requirements for projecting signs.

2. Neighborhood and General Commercial Plan Designation Areas.

(a) The regulations in Subsection C 1 above are applicable in Neighborhood and General Commercial Plan Designation areas. However, pole signs shall be permitted as described below.

(b) Pole Signs.

(1) Number of Signs. No more than one pole sign for each lot shall be permitted. For Shopping Centers, only one pole sign per lot frontage shall be permitted, regardless of the number of individual lots in the Shopping Center.

(2) Area. Notwithstanding LAMC Section 91.6211(b)(1) or (2) to the contrary, no pole sign shall exceed 35 square feet in sign area, for each face of the sign.

(3) Location. No pole sign shall be permitted on corner lots.

(4) Height. Notwithstanding LAMC Section 91.6211(d)(1),(2) or (3) to the contrary, no pole sign shall be greater than 20 feet in height.

(5) Landscaping. Pole signs shall be located in maintained landscaped areas which are equal to or greater in square footage than the total surface area of the face(s) of the sign.

C. Multiple Tenant Shopping Centers. In addition to Subsections A and B above, the provisions in this subsection apply to multiple tenant shopping centers, for which the Applicant has requested a sign permit.

The type of sign (*e.g.*, channel, cabinet, illuminated), the sign's overall design, and the color of the sign or signs, shall be consistent with other signage on the building(s) within the shopping center, as determined by the Director of Planning.

D. Exceptions. The provisions of this Section shall not apply to any sign required by law or by a governmental agency.

E. Amortization of Signs.

1. All signs rendered nonconforming by this Section shall be completely removed from the Specific Plan area within five years from the effective date of this Specific Plan; provided, however, that a funding source is established for the purpose of paying just compensation to the owner of the sign. This provision shall not apply to a sign which qualifies as an "advertising display" as defined in Section 5202 of the State of California Business and Professions Code.

2. If a nonconforming sign has been damaged or partially destroyed by fire, flood, earthquake or other natural disaster, to the extent of more than 50 percent of its replacement value at the time of the damage or destruction, the damage or destruction is other than facial copy replacement, and the sign cannot be

repaired within 30 days of the date of the damage or destruction, then the sign shall be totally removed within 45 days of the date of the damage or destruction.

3. Ninety days after the cessation of a business activity, service, or product, whose sign was lawfully erected, any related signs shall be removed, or the face of the sign shall be removed and replaced with blank panels or shall be painted out. This provision shall not apply to a sign which qualifies as an "advertising display" as defined in Section 5202 of the State of California Business and Professions Code.

4. Existing, non-conforming pole signs serving current businesses may be refaced or remodeled provided they are no greater in height, nor of greater area than the original pole sign, the sign remains in the same location, and the refacing or remodeling is compatible with the Ventura/Cahuenga Boulevard Corridor Specific Plan Procedures Manual and done pursuant to a sign permit.

Sec. 9. PROJECT PERMIT COMPLIANCE. No building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit for a Project shall be issued until the Project has received a Project Permit Compliance pursuant to this Section and LAMC Section 11.5.7 C.

A. Project Permit Compliance Process. In accordance with the application procedures set forth in LAMC Section 11.5.7 B 2, Applicants shall submit a Project Permit Compliance application to the Department of City Planning for a Director determination as to whether a proposed Project meets the approved Community Streetscape Plan Design Guidelines and complies with all applicable regulations of this Specific Plan. As part of the Project Permit Compliance review process, the Department of Transportation shall advise the Director in writing whether the Project is in compliance with the applicable transportation requirements of the Specific Plan.

1. **Application.** An application for a Project Permit Compliance shall be submitted with applicable fees to the Department of City Planning for the Director's review and determination. This can be filed jointly with any discretionary request; or as a separate request. Applications shall be deemed complete only if all the following are included with the applications:

(a) Plot Plans.

(b) Landscape and irrigation drawings which show the placement and size of all trees, shrubs, and ground cover and the botanical and common names of all plants.

(c) Building elevations shall be provided (at a scale of 1/8" = 1') showing building height, architectural forms and detailing, type of exterior materials, and general color scheme. The elevations shall also include an illustration of shadow impacts on December 22.

(d) A site plan shall be provided for each sign (at a scale of 1/4" = 1') showing materials, colors, placements, size, lettering styles, and lighting methods of the proposed sign(s). Photographs depicting the size and location of all existing signs on site and on properties directly abutting the site shall also be provided.

(e) Samples of exterior building materials and/or sign construction materials, photographic renderings, view analysis, three dimensional models and other information shall be provided as required by the Director.

(f) An environmental clearance shall be required for all Projects requiring a Project Permit Compliance.

(g) Other supporting documents as may be required by the application instructions for Project Permit Compliance review.

(h) In addition to requirements (a) through (g) of this subsection, the following is also required for multiple tenant shopping centers with one or more tenants where an Applicant has requested a sign permit:

(1) Plot plan of entire shopping center;

(2) Proportional allocation of signage for the entire shopping center; and

(3) Plans clearly identifying the design of proposed and existing signage including letter fonts, size and color scheme for the entire shopping center.

2. Director Decision. The Director shall review each application for a Project Permit Compliance, and shall approve, disapprove, or approve the Project with conditions pursuant to LAMC Section 11.5.7 C. The Director shall impose conditions to comply with mitigation measures required in the environmental clearance process in accordance with LAMC Section 11.5.7 C 2.

(a) The time limit in which the Director must act shall be in accordance with LAMC Section 11.5.7 C 4. The Director shall transmit a copy of the written

decision with findings and conditions in accordance with LAMC Section 11.5.7 C 4(b).

(b) The Department of City Planning shall imprint on the final Project plans any conditions of the Project and stamp and sign the plans prior to permit issuance by the Department of Building and Safety. The Applicant shall provide proof to the Department of Building and Safety of payment of all required Project Impact Assessment (PIA) fees and execution and recordation of all required covenants and agreements prior to issuance of any permit.

(c) Any modification to architectural plans must be resubmitted to the Planning Department for review and approval pursuant to LAMC Section 11.5.7 D.

3. Appeals. The Applicant may appeal the decision of the Director as well as the determination of the Department of Transportation as set forth in LAMC Section 11.5.7. C 6.

B. Design Guidelines. Until the Area Planning Commission adopts a resolution containing permanent design guidelines for the Ventura/Cahuenga Boulevard Corridor Specific Plan area, City staff shall utilize the design guidelines in the Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," for Project Permit Compliance contained in the Specific Plan Procedures Manual.

Any permanent design guidelines adopted by the Area Planning Commission shall address the following design categories:

1. Compatibility between the proposed Project, the adopted Community Streetscape Plan and existing development in the area.

2. Flexibility in implementing guidelines to avoid excessive architectural uniformity.

3. Detail and Ornamentation.

4. Decorative Roofs.

5. Compatibility of Colors.

6. Compatibility of Materials.

7. Application of Glass.

8. Walls.

9. Landscaping.

10. Signs.

11. Compatibility with Streetscape.

C. Fees. The filing fees for a Project Permit Compliance, Modification of a Project Permit Compliance, Project Permit Adjustment, Specific Plan Exception, Specific Plan Amendment, and Specific Plan Interpretation shall be in accordance with LAMC Section 19.01 J.

Sec. 10. TRANSPORTATION MITIGATION STANDARDS AND PROCEDURES.

A. Limitations and Exemptions.

1. Limitations. Unless the environmental review concludes that the mitigation measures proposed by the Applicant are sufficient to reduce the traffic impacts to a level of insignificance, no building permit, demolition permit, excavation permit, foundation permit or grading permit shall be issued for:

(a) Any Project with a Floor Area of 10,000 square feet or more; or

(b) Any Project which includes a Convenience Market, fast food restaurant or gas station; or

(c) Any Project which includes a retail or service establishment which has a Drive-Through or external automatic teller machine (ATM) facility.

If the Department of Transportation, as part of the environmental review process, determines that the Project's proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend an increase in mitigation measures and/or a reduction in size of the Project and/or a limitation on the proposed land uses to the Applicant.

2. Exemptions. The following Projects are exempted from the requirements of this Section:

(a) Single-family dwelling Projects.

(b) Interior remodeling or tenant improvement within a Shopping Center provided that no Drive-Through or ATM addition is involved.

B. Project Trip Calculation. The Department of Transportation shall establish the number of Trips for a Project. Project Trips shall be calculated based on Trip Generation Formulas and/or Table provided in technical references published by the Institute of Transportation Engineers (ITE) and other transportation and traffic engineering industry sources. Where a Project has more than one use, the Trips shall be calculated by adding together the Trips generated by each use. When a Project includes a use that is not in the Trip generation publications defined above, the Department shall use reasonable methods to establish the appropriate number of Trips for that use.

C. Review of The Transportation Impacts. DOT shall issue a Preliminary Traffic Assessment for each Project which either has a floor area of 10,000 square feet or more; or is a Convenience Market, fast food restaurant or gas station; or is a retail or service establishment use which has a Drive-Through or external automatic teller machine (ATM) facility. Prior to the issuance of a building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit for a Project, the Applicant shall comply with the following requirements to the satisfaction of the Department of Transportation.

1. Project Application Fee. Applicant shall submit an application including Project plans to the Department of Transportation for its review of the number of Trips to be generated by the Project and pay the application fee to cover the cost for review of the Project according to the following fee schedule:

(a) For Projects with 42 or fewer Trips where a Traffic Assessment is not required and where no street dedications or improvements or PIA Fee is required, the fee for review shall be $200.

(b) 42 or Fewer Trips. For Projects with 42 or fewer Trips where a Traffic Assessment is not required and where street dedications or improvements or a PIA Fee are required, the application fee shall be $400.

(c) 43 or More Trips. For Projects with 43 or more Trips where a Traffic Assessment is required and where street dedications or improvements or a PIA Fee may be required, the application fee shall be $500.

(d) 43 or More Trips and Traffic Study. For Projects with 43 or more Trips and where the required Traffic Assessment indicates significant transportation impacts and where review of mitigation measure designs is required and where street dedications or improvements or PIA Fee may be required, the Applicant

shall pay for a review of the Traffic Study to the Department of Transportation. This fee shall be $2,100 plus $50 for each 1,000 square feet of floor area, with the fee not to exceed $25,000. Payment of the fee in Paragraph (c) above shall be credited to the fee required in this subdivision. For purposes of this regulation, significant transportation impacts means the transportation impact, measured either as an increase in volume to capacity (V/C) ratio at an intersection, or an increase in the number of average daily vehicle trips (ADT) on a local residential street, which equals or exceeds the following significant thresholds, as determined by the Department of Transportation.

1. At an intersection:

If Final V/C is	Significance Threshold
0.701 - 0.800	0.04
0.0801 - 0.900	0.02
0.901 or greater	0.01

2. On a residential street:

If Final ADT is	Significance Threshold
1,000 or greater	12.5% of Final ADT

2. Highway Dedication and Improvement. The Applicant shall make street and highway dedications and improvements as identified in the Appendix, to the satisfaction of the Department of Transportation and the Bureau of Engineering if the Project is located within 370 feet, as measured from the lot line, after dedications, of any intersection identified in the Appendix . For the purposes of this paragraph, the procedures in LAMC Section 12.37 shall be followed. Notwithstanding LAMC Section 12.37 H, the street improvement standards contained in the Appendix, shall be utilized, to the extent feasible, for any improvements of streets listed in that Appendix. The appeal procedure described in LAMC Section 12.37 I may also be used for review of improvements required pursuant to this section on the basis of claims that the requirements pose an unreasonable hardship or violate any person's constitutional rights.

3. Traffic Study. The Applicant shall submit a Traffic Study for the Project, if so required by the Department of Transportation based upon its Traffic Assessment of the Project, according to current Department of Transportation Traffic Study guidelines.

D. Mitigation of Project-Related Traffic Impacts. Prior to the issuance of a building permit, foundation permit, excavation permit or grading permit for a Project with

significant traffic impacts as determined by the Department of Transportation, the Applicant, at his, her or its own expense, shall comply with the following regulations:

1. Physical Transportation Improvements. The Applicant shall implement or otherwise establish suitable guarantees to implement traffic and parking mitigation measures at adjacent intersections and streets, as determined by the Departments of Transportation and City Planning, including those street dedications as may be required.

2. Transportation Demand Management Program. The Applicant shall implement or otherwise establish suitable guarantees to implement a Transportation Demand Management (TDM) Program to reduce Project Trips as determined by the Departments of Transportation and City Planning according to the following requirements:

(a) Preliminary TDM Plan. Prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit, the Applicant shall submit a preliminary TDM Plan to the Department of Transportation. This Plan shall address the Project's unique characteristics and provide detailed measures to achieve and maintain an Average Vehicle Ridership (AVR) goal of at least 1.5, for all uses, except Shopping Centers and retail businesses, as defined in SCAQMD's Regulations within five years of the issuance of any temporary or permanent certificate of occupancy. The preliminary TDM Plan shall include the following elements:

(1) Building and site design to facilitate trip reduction such as convenient loading/unloading for high occupancy vehicles (HOV), on-site transit stops and bicycle rider facilities and preferential parking for car/vanpoolers.

(2) Consideration of establishment and participation in a Transportation Management Organization (TMO) that shall develop and implement ridesharing and Transportation Demand Management related activities within the Specific Plan area.

(3) Establish a rideshare coordinator and develop methods to provide ridesharing information and services to employees.

(4) Trip reduction incentives.

(5) Measures to enforce TDM on tenants, such as lease terms and conditions.

(6) Cooperative TDM plan among tenants as alternative to individual tenant TDM plans.

(7) Parking cash-out option.

(8) TDM Plan monitoring reports.

(b) **Final TDM Plan.** At least 60 days prior to the issuance of any certificate of occupancy, the Applicant shall submit a final TDM Plan to the Department of Transportation for its approval. The final TDM Plan shall include:

(1) Changes requested by the Departments of Transportation and Planning;

(2) Changes, if any, in incentives proposed by Applicant;

(3) Tenant TDM Plans; and

(4) Cooperative TDM Plan among tenants, if any, with letters of commitment.

(c) **TDM Plan Enforcement.** The Applicant or successor in interest must submit an annual TDM status report for at least five years. The reports and any TDM Plan revisions shall be submitted within 30 days of due date. Failure to do so shall constitute non-compliance which will subject the Applicant to sanctions, after due notice and hearing, by the City Council acting upon the recommendation of the Department of Transportation. The sanctions may include, but not be limited to, revocation of any credits allowed based on the TDM Plan and drawing on the letter of credit established to guarantee the TDM Plan to fund or reimburse the City's cost of implementing alternative mitigation measures in lieu of the TDM Plan.

3. Guarantee of Mitigation Measures. Prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit, the Applicant shall guarantee completion of the required transportation mitigation measures to the satisfaction of the Departments of Transportation and City Planning. The guarantees may consist of one or more of the following:

(a) Bonded construction B-Permits for improvements on City rights-of-way.

(b) Encroachment Permits for improvements on State rights-of-way.

(c) Cash payments for Automated Traffic Surveillance and Control (ATSAC) system improvements.

(d) Irrevocable letter of credit for transit and TDM Plans.

Prior to the issuance of any certificate of occupancy, the Applicant shall have completed all required transportation mitigation, including the construction of street and highway improvements.

4. Projects with More than 500 Trips. In addition to the above requirements applying to all Projects, as part of the Project Permit Compliance process, the Departments of Transportation and City Planning may require an Applicant to submit a Phasing Program for Projects which generate more than 500 Trips. The Phasing Program must include a proposed construction schedule and identify the specific methods and agents responsible for implementation of the required mitigation measures, as well as all required public agency decisions and decision-makers needed for this implementation. The Departments of Transportation and City Planning may require the Applicant, upon receipt and review of the proposed Phasing Program, to implement the recommendations of that proposed program. The Department of Transportation General Manager shall not approve any subsequent phase of a Project until the General Manager, with the concurrence of the Department of City Planning, is satisfied that the transportation impacts of the prior Phase have been adequately mitigated.

5. Inadequate Mitigation. If the Department of Transportation, as part of the environmental review, determines that the Applicant's proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend an increase in mitigation measures and/or a reduction in size or limitation on the proposed land use to the Applicant.

Sec. 11. PROJECT IMPACT ASSESSMENT FEE.

A. Establishment of the Project Impact Assessment (PIA) Fee. Prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit or grading permit for a Project or each Phase of a multi-Phased Project, an Applicant shall pay or guarantee a Project Impact Assessment (PIA) Fee.

1. Purpose of the PIA Fee. The PIA Fee is hereby established for the purpose of funding the Specific Plan improvements and services listed in Section 12, as well as pedestrian improvements, which are intended to mitigate the cumulative impacts of new development within the Specific Plan area.

2. **Projects Subject to the PIA Fee.** All Projects, except as exempted by this Specific Plan must pay or otherwise guarantee to pay the Project Impact Assessment (PIA) Fee prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit or grading permit.

B. Fee Payment Procedures. Except as provided for ICO Projects in this Specific Plan, the Applicant shall pay the PIA Fee to the Department of Transportation based on the following options:

1. **Single Payment.** Pay the PIA Fee in one lump sum cash payment prior to the issuance of the building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit.

2. **Installment Option.** Pay a deposit equal to 20 percent of the PIA Fee prior to the issuance of the building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. The Applicant shall pay the balance of the PIA Fee including accrued interest, within four years after the date on which the cash deposit was due. Those payments shall be made in four equal annual installments.

If the Applicant uses a covenant/equitable servitude as security, then the Applicant shall record that instrument in the County Recorders Office. The recorded covenant/equitable servitude may be terminated and removed by the Department of Transportation so long as all PIA Fee payments have been received.

If the Applicant chooses the deferred payment plan in option (2) above, the Applicant shall, in conjunction with that choice, provide security for payment of the balance due to the City in the form of either a bond, a letter of credit, or an executed covenant/equitable servitude which runs with the land, to the satisfaction of the Department of Transportation. Payment of the balance of the PIA Fee, including interest due, shall be made according to the schedule above. However, if an Applicant chooses the deferred payment plan and decides to prepay in advance of the schedule, then the only interest due shall be that which has accrued at the time of payment of the balance.

If the Applicant chooses to pay under option (2) above, interest shall begin to accrue on the cash deposit due date, and shall be compounded annually beginning on the anniversary of the date the first payment is due. The initial interest rate shall be the effective yield that the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the date of issuance of the building permit. The interest rate shall be adjusted annually and shall be the effective yield on the City's

investment pool as reported for the month preceding the anniversary date of the building permit issuance date.

C. Calculation of the PIA Fee.

1. PIA Fee Formula. The PIA Fee shall be calculated based on the following formula:

PIA FEE = (FA x FR) + P
Where FA = Floor Area in square feet
FR = Community PIA Fee Rate per PIA FeeTable
P = Drive-Through Convenience Premium, if applicable

2. Fee Rates and Premiums. The fee rates and Use Premiums listed in the following PIA Fee Table shall be used in the calculation of the PIA Fee. The City Council may revise the PIA Fee Table based upon the recommendation of the Department of Transportation.

PIA FEE TABLE

LAND USE CATEGORY (Check with DOT for land uses not listed)	COMMUNITY PIA FEE RATE ($ Per Square Foot of Floor Area)					DRIVE-THROUGH CONVENIENCE PREMIUM*
	WOOD-LAND HILLS	TARZANA	ENCINO	SHERMAN OAKS	STUDIO CITY/ CAHUENGA PASS	
CATEGORY A College Hospital Industrial Institutional Manufacturing R & D Lab School Sound Studio Storage Rental Warehouse	$0.56	$1.00	$0.97	$1.32	$0.72	$0.00
CATEGORY B Business Park Hotel Motel Office	$1.05	$1.89	$1.83	$2.47	$1.36	$0.00
CATEGORY C Bank Car Wash Cinema Convenience Mkt. Credit Union Gas Station Retail Savings & Loan Service Shopping Center Supermarket Theater	$1.94	$3.45	$3.34	$4.52	$2.49	As specified: $20,000 $15,000 -- $12,000 $20,000 $15,000 -- $20,000 -- -- -- --
CATEGORY D Café Clinic Gym Health Club Medical Office Restaurant	$2.17	$3.88	$3.77	$5.09	$2.80	As Specified: -- -- -- -- -- $20,000

*NOTE: The Drive-Through Convenience Premium is a fixed amount charged per business, regardless of size. It is added only when a Drive-Through Establishment or external ATM is included in a restaurant or a Category C land use. Car washes, Convenience Markets and gas stations are always charged this premium.

3. Annual Indexing. In order that the Project Impact Assessment Fee levied pursuant to this Specific Plan keep pace with the cost of the improvements and services, including land acquisition and transportation mitigation the fee rates listed in the PIA Fee Table shall be periodically increased (or decreased) as follows.

The PIA fee rates listed in the PIA Fee Table shall be increased (or decreased) as of July 1 of each year by the amount of the percent increase (or decrease) in the City Building Cost Index as determined by the Department of Transportation. To reflect the revised fee rates, a new PIA Fee Table shall be published by the Department of Transportation in a newspaper before July 1 of each year.

If the Department of Transportation 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 the report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the PIA fee rates.

4. Potential Adjustments of Fee Rates. The PIA fee rates may be adjusted by the City Council independent of the annual indexing mandate based on whether or not an Assessment District is established by the City Council for a Community or a portion of a Community to fully or partially fund the Specific Plan improvements and services. The PIA Fee shall be reduced for those Projects within the Assessment District to the extent that the assessment generates funds.

5. Responsible Agency. The City agency responsible for calculating, receiving, recording and depositing the PIA Fee is the Department of Transportation.

D. Adjustments to the PIA Fee. The PIA Fee, as calculated above, shall be modified for any of the following:

1. Existing Use Credit. The Department of Transportation shall reduce the PIA Fee based on a credit for existing land uses on the same lot. For the purpose of this credit, "existing" shall be defined as any legally-permitted occupancy on the same lot for a minimum of one year between November 9, 1985 and the date of review by the Department of Transportation. The amount of this credit is calculated by applying the PIA Fee Formula to the existing use. Existing Use Credit cannot be transferred to any other lot.

2. The PIA Fee For Pedestrian Serving Uses Tier I and Tier II. The PIA Fee for Pedestrian Serving Uses - Tier I shall be calculated by multiplying the total floor area devoted to Pedestrian Serving Uses placed at the Ground Floor in Pedestrian Oriented Areas by 50% of the rate as set forth in the formula in Section 11 C above. Any application for this adjustment shall be accompanied by a covenant and agreement/equitable servitude which runs with the land guaranteeing that at least 75 percent of the frontage of the building shall be restricted to retail or Pedestrian Serving Uses. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder. The Applicant shall deliver a certified copy to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit. Upon a change of use from Pedestrian Serving Uses to a use or uses which are not so designated in this Specific Plan, the property shall no longer qualify for the prior fee adjustment. The Department of City Planning shall terminate the covenant and agreement upon payment of the PIA Fee as recalculated by DOT for non-Pedestrian Serving Use or Uses.

The PIA Fee rates for Pedestrian Serving Uses - Tier II, shall be as set forth in the PIA Fee Table. No reduction in the PIA Fee shall be permitted for those uses.

E. In Lieu Credits. The PIA Fee may be further reduced through an In Lieu Credit for Specific Plan improvements and services completed or guaranteed by the Applicant. However, In Lieu Credit for a particular item of improvement or service as listed in Section 12 shall not exceed that item's percentage allocation in relation to the PIA Fee, as established in the Specific Plan Trust Fund Ordinance.

1. The Department of Transportation shall calculate In Lieu Credits for all or a portion of the cost of transportation improvements guaranteed or completed by the Applicant, if these improvements are included in the cost analysis for the PIA Fee. The proposed improvements are listed in Section 12. The amount of In Lieu Credit shall be credited at the time the building permit is issued.

2. The Applicant shall be required to prepare preliminary plans and a detailed cost of the qualifying transportation improvements to the satisfaction of the Department of Transportation and City Engineer. The Department of Transportation shall approve credit for the B-Permit construction costs, including an additional 15 percent for design and contingency costs as approved by the City Engineer.

3. The total PIA Fee, after deducting any applicable In Lieu Credits, shall be paid pursuant to the procedures in Subsection B.

4. **Restrictions on Use of In Lieu Credit.**

(a) Maximum Amount Usable. The total amount of In Lieu Credit that may be applied toward the PIA Fee shall not exceed the net PIA Fee payable after deducting the Project's existing use credit and fee exemption.

(b) Validity Period. Any amount of In Lieu Credit in excess of the net PIA Fee payable may be applied toward any subsequent PIA Fee assessment on the same parcel of real property, so long as the subsequent PIA Fee is being assessed for a Project that will be permitted within five years of the original grant of In Lieu Credit.

F. Appeals of the PIA Fee.

1. The City Council may hear appeals from decisions by the Departments of Transportation, or the Director of Planning relative to the PIA Fees assessed for the following Projects: those for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, 160,514, and 166,313) regarding the Project being subject to the Ventura/Cahuenga Boulevard Corridor Specific Plan's PIA Fee. If a person subject to a PIA Fee believes an error was made, then he or she may appeal the Department decision to the City Council. The Director of Planning with the assistance of the General Manager of DOT or their designees shall prepare and present to Council a report detailing the basis for the Department action and recommendations.

2. The appeal shall be in writing upon forms provided by DOT and shall be accompanied by the appeal fee established by LAMC Section 19.01 B and payable to the Department of Transportation. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 30 days from the date of mailing (by certified mail) of the payment notice sent by the Department of Transportation after the effective date of this amendment.

3. The procedures and time limits for an appeal shall be the same as those set forth in LAMC Section 12.24 B 3.

4. **Appeal Findings.** An appeal of the PIA Fee may be granted if one or more of the following findings is made:

(a) That the assessed PIA Fee is based on an incorrect interpretation of land use;

(b) That the assessed PIA Fee is based on an incorrect calculation of the PIA Fee;

(c) That the Department or Departments erred in interpreting or applying the provisions of the Specific Plan.

Sec. 12. PIA Fee-Funded Improvements and Services.

A. Exclusivity. The funds collected as Project Impact Assessment (PIA) Fees shall be used exclusively for the improvements and services listed in this Section, or as amended by the City Council upon recommendation by the Director of Planning and the General Manager of the Department of Transportation.

B. Findings For Use of Fund. The funds collected as Project Impact Assessment Fees can be used for Community-wide or Corridor-wide improvements or services, listed in this section so long as the Director of Planning and the General Manager of the Department of Transportation jointly make the following findings:

1. The improvement or service to be funded will mitigate the cumulative adverse impacts of new development within the Plan area and the PRB has had review and its input was taken into consideration regarding the extent of the improvement and;

2. The improvement or service to be funded does not involve maintenance of existing facilities; and

3. The street improvement or service to be funded is made only to public streets and highways, not to private streets or alleys or state freeways.

4. The funding of transit programs includes only capital expenditures and not operating and maintenance expenditures.

C. Phase I Improvements and Services. The following are the Community-Wide and Corridor-Wide Improvements and Services proposed under Phase I of the Specific Plan program:

1. Transit/TDM/TMO - Local public transit, TDM programs, and TMO programs;

2. **Off street Parking** - Peripheral parking lots or structures to serve each of the five communities; and

3. **Intersection Improvements** - Right-of-way acquisition, intersection flaring and signal improvements at nineteen intersections as listed below. The Department of Transportation shall review intersection improvements on a case by case basis, and may do so with the assistance of the PRB:

Studio City /Cahuenga Pass

(a) Lankershim Boulevard and Ventura Boulevard

(b) Tujunga Avenue and Ventura Boulevard

Sherman Oaks

(c) Woodman Avenue and Ventura Boulevard

(d) Beverly Glen Boulevard and Ventura Boulevard

(e) Kester Boulevard (West Jog) and Ventura Boulevard

Encino

(f) 101/405 Ramps, Sherman Oaks Avenue and Ventura Boulevard

(g) Balboa Boulevard and Ventura Boulevard

(h) White Oak Avenue and Ventura Boulevard

Tarzana

(i) Lindley Avenue and Ventura Boulevard

(j) Reseda Boulevard and Ventura Boulevard

(k) Vanalden Avenue and Ventura Boulevard

(l) Tampa Avenue and Ventura Boulevard

Woodland Hills

(m) Winnetka Avenue and Ventura Boulevard

(n) Canoga Avenue and Ventura Boulevard

(o) DeSoto Avenue and Ventura Boulevard

(p) Topanga Canyon Boulevard and Ventura Boulevard

(q) 101 Ramps near Shoup Avenue and Ventura Boulevard

(r) Shoup Avenue and Ventura Boulevard

(s) Fallbrook Avenue and Ventura Boulevard

4. Plan Administration. Up to 10% of PIA Fee revenues collected each year may be used for administering the Ventura/Cahuenga Boulevard Corridor Specific Plan, including but not limited to Project review, program implementation, monitoring, analysis, evaluation and reporting on the performance of the Specific Plan.

Sec. 13. PRIOR PROJECTS PERMITTED.

A. Prior Projects Subject to the PIA Fee. Both ICO and PSP Projects shall be subject to the Ventura/Cahuenga Boulevard Corridor Specific Plan's PIA Fee.

1. PIA Fee Calculation. The Department of Transportation shall calculate the amount that each ICO or PSP Project Applicant or successor in interest shall be charged on the basis of provisions of Section 9, including any fee adjustments applicable to the Project.

2. Collection of PIA Fees. The Department of Transportation shall collect all PIA Fees assessed and outstanding on ICO Projects, and draw the amount equal to the PIA Fee upon any outstanding letters of credit or bonds established by PSP Projects to guarantee payment of the PIA Fee.

B. ICO Project Payment Options. If a person received an approval for a Project between November 9, 1985, and February 15, 1991, pursuant to the procedures set forth in Ordinance Nos. 166,313, 165,290, 162,907, 160,406, or 160,514 and signed a covenant and agreement promising to pay the PIA Fee, then that person or any

successor in interest shall pay this amount according to one of the following payment plans, at their option:

1. Pay the PIA Fee in one lump sum cash payment no later than 90 days after the date the Department of Transportation mailed, by certified mail, the notice to pay the PIA Fee or, if an appeal was filed within the time limits set forth in this Specific Plan, no later than 30 days after the date the determination on the appeal becomes final. The Applicant who chooses to pay under this option shall be obligated to pay only 95 percent of the PIA Fee assessed.

2. Pay in accordance with the 20% down payment plus the four equal installments payment schedule established in Section 11.

C. Refund of Overpayments. ICO Project Applicants or successors in interest who have paid PIA Fees based on trips and PSP Project Applicants will be refunded the amount paid in excess of the corresponding PIA Fee based on square feet of floor area, as set forth in the PIA Fee Table of this Specific Plan, and the recalculation made by DOT.

1. **Refund Amount.** The Department of Transportation shall determine the amount that will be refunded for each ICO and PSP Project.

2. **Claims for Refund.** Any person may file a claim for refund of PIA Fees paid in excess of current PIA Fees on forms and according to procedures to be provided by the Department of Transportation. Each claimant must present proof of the PIA Fee amount paid and a copy of the current PIA Fee notice.

3. **Refund Recipient.** Refunds will be paid only to the person(s) or entity named in the official receipt issued for payment of the PIA Fee, regardless of who filed the claim for refund, unless otherwise ordered to do so by a court of competent jurisdiction.

D. PIA Fees Already Paid or Guaranteed. An ICO Project for which the PIA Fee has been fully or partially paid, or a PSP Project for which the PIA Fee has been fully paid or guaranteed through a letter of credit will not be reassessed a current PIA Fee based on floor area if that current fee is greater than the PIA Fee. The PIA Fee as previously assessed will be the current PIA Fee for that Project.

E. Appeals for Prior Permitted Projects. An appeal for a Prior Permitted Project shall be the same as established in Section 11.F of this Specific Plan.

Sec. 14. PUBLIC RIGHT-OF-WAY-IMPROVEMENTS.

A. Interim Streetscape Plan.

1. Until the City Planning Commission adopts revised community streetscape plans for the Specific Plan area, the Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," shall be the interim streetscape plan for the Specific Plan area.

2. In granting a Specific Plan Exception, zone change, height district change, variance, or conditional use permit within the Specific Plan area, the City may, to the extent otherwise permitted by law, include requirements to encourage pedestrian alternatives to automobile driving. These requirements may include a program of urban design improvements based on the interim streetscape plan described above or the adopted community streetscape plan. These improvements are intended to differentiate each of the five communities in the Specific Plan area, and within each community, the different commercial land use designations shown on each Community Plan map.

3. This interim streetscape plan shall be used by the Department of City Planning to review the design of private Projects and to the extent permitted by law, by all agencies of the City when reviewing public improvements in the Specific Plan area.

4. The interim streetscape plan shall include the preservation of the existing palm trees on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue.

B. Community Streetscape Plan. Upon approval by the City Planning Commission, Board of Public Works, and Cultural Affairs Commission, each community streetscape plan shall provide guidelines for all streetscape improvements.

C. General Provisions. To the extent feasible, the following provisions shall apply until the City Planning Commission adopts community streetscape plans for Sherman Oaks, Encino, and Studio City:

1. Street Trees.

(a) Street trees shall be of at least a 36 inch box size at the time of planting. All street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance. In selecting types of trees and standards for spacing between trees, factors as the appearance, shade producing quality, smog tolerance, irrigation requirements, and ability to withstand high winds

shall be considered. The streetscape scheme for each community will include a detailed public landscaping plan, including a list of recommended trees.

(b) Clusters of accent trees for architectural treatment shall be provided at key entries, intersections, or activity centers to identify these as special places in the Specific Plan area when to do so will not obstruct corner visibility.

(c) Palm Trees. The existing palm trees in Studio City have created a distinctive image for the community and shall be preserved. The community streetscape plan shall incorporate the existing palm trees along with additional plantings on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue into a comprehensive program to enhance the character and environment of this community.

2. Planter Boxes. Planter boxes and other landscaping shall be installed along the sidewalks and plazas where there is sufficient width to maintain and encourage the flow, as well as safety of pedestrians. Placement of these planter boxes shall be subject to the approval of the appropriate City agencies. Planter boxes shall be built in a sturdy manner and utilize common materials and colors. Sand blasted or textured concrete with tile or color accents may be considered.

3. Sidewalks. Sidewalks, crosswalks, and related pedestrian elements shall comply with Title 24 of the State of California Code of Regulations and the standards of the Department of Public Works, Bureau of Engineering and the Department of Transportation regarding design and width. They should be paved to create a distinction between each of the five communities in the Specific Plan area. Their design shall incorporate the use of texture, pattern, and may incorporate color. Aggregate, sandblasted, or scored concrete and brick pavers are examples of materials which may be used. The design may vary patterns to emphasize key locations (i.e., transit stops and approaches to street crossings). Materials shall be slip resistant and shall not constrain use by the visually impaired or person using wheelchairs. At intersections, crosswalks shall be paved to provide pedestrian continuity linking the sidewalks. The selected sidewalk materials and design shall be continued in the crosswalks, subject to the approval of the City Engineer.

4. Street Furniture. Each community streetscape plan shall include, but not be limited to, provisions for the following elements: benches, lighting, news racks, and trash receptacles pursuant to LAMC Section 42.00 and community streetscape plan requirements.

Sec. 15. PLAN REVIEW.

A. Ventura Boulevard Plan Review Board. Upon adoption of this Specific Plan, the City Council and Mayor shall appoint members of a Ventura/Cahuenga Boulevard Corridor Plan Review Board as set forth in Paragraphs 2 and 4 below.

1. Authorities and Duties of the Plan Review Board.

(a) Specific Plan Development and Implementation. Make recommendations to the Councilmembers of the Districts in which the Specific Plan is located and to the Mayor concerning the development and implementation of the Specific Plan. These recommendations shall include programming and funding mechanisms. To assist in this process, the Director of Planning and the General Manager of the Department of Transportation, or their designees, shall meet with the Plan Review Board. If the Director determines it would be of assistance to the Board, the Department of Cultural Affairs and the Bureaus of Street Lighting and Street Trees shall meet with the Board.

(b) Annual Specific Plan Report. Prior to the completion of the annual report, the Plan Review Board will meet with the appointing authorities for presentation and review of the staff's proposed annual Specific Plan report.

(c) Traffic Mitigation and Intersection Improvements. Make recommendations to the appointing authorities regarding the priorities and timing of intersection improvements and traffic mitigations in the Specific Plan area. To assist in this process, the Director of Planning and the General Manager of the Department of Transportation, or their designees, shall meet with the Plan Review Board.

(d) Community Streetscape Plans - Design Guidelines. Make recommendations to the appointing authorities on the implementation and amendment of community design guidelines and community streetscape plans for each community to encourage pedestrian activity.

(e) Exceptions or Amendments to the Specific Plan. When an application is made for a Specific Plan Exception or when any proposal to amend the Specific Plan is initiated, the Department of City Planning shall send the Plan Review Board Chair a copy of the proposed amendment or application within seven calendar days of the Department's receipt, and the PRB shall have 30 calendar days running concurrently with the City review process in which to review the matter. The Plan Review Board, at its option,

may provide the appointing authorities with written recommendations and comments regarding the matter under discussion.

2. Number of Members and Composition of Membership .

(a) Appointment of Members. Two members shall be appointed by each of the Councilmembers of the Council Districts in which the Specific Plan area is located. One member shall be appointed at large by the Mayor. The Councilmembers of the Districts in which the Specific Plan is located and the Mayor shall be considered appointing authorities for purposes of this Section.

(b) Composition of Membership. The composition of the PRB should include individuals who represent the varied interests of the immediate community (*e.g.*, business, residential, environmental, *etc.*). In the case of more than one Council District located in one community, each Councilmember shall select a Plan Review Board member from that community. In addition, one member shall be appointed at large by the Mayor.

3. Quorum/Action. The presence of one-half plus one of the total voting members shall constitute a quorum. An approval of any Board action shall require a majority of those present after a quorum has been declared. No member may vote by proxy.

4. Terms. Members of the Plan Review Board shall be appointed for terms of four years, with only one four year extension permitted, if the Councilmember, or the Mayor for the at-large member, so choose.

5. Expiration of Term. Upon expiration of the term of any member of the Plan Review Board, the appointment for the next succeeding term shall be made by the appointing authority. No member of the Board shall serve more than two consecutive four year terms. Members of the Board whose terms have expired shall remain members until their replacements have been appointed.

6. Vacancies. In the event a vacancy occurs during the term of a member of the Board, the appointing Councilmember, or the Mayor for the at large member, shall make an appointment of a person to serve the unexpired term of that member.

7. Meeting Schedule. The Plan Review Board meetings shall be set by the Plan Review Board in consultation with participating City Departments. The

meeting schedule should include definite dates and times for the meetings, with a minimum of one meeting per month.

8. Elections. The Plan Review Board shall elect a chair and a first and second vice-chair at the December meeting to take office on January 1 of each year. The chair and two vice-chairs shall serve no longer than two consecutive one-year terms.

B. Periodic Review of the Specific Plan.

1. Annual Review of the Specific Plan. The Department of City Planning and Department of Transportation shall jointly prepare an annual review of the Specific Plan addressing issues of plan implementation, including the transit program and plan financing.

2. Specific Plan Restudy. When Phase I as described in this Specific Plan has been reached, a restudy of all aspects of the Specific Plan shall be jointly undertaken by the Departments of City Planning and Transportation. The costs of administering and implementing the infrastructure improvements of the Specific Plan, as well as a recalculation of the remaining commercial square footage which can be absorbed by the Boulevard with extensive mitigation, shall be included in the restudy.

Sec. 16. ALLEY VACATIONS. Vacation of any alley within the Specific Plan area shall be in accordance with LAMC Section 15.00. A public hearing before either the City Planning Commission or the City Council shall be provided prior to any City Council action to vacate an alley. The Departments of City Planning and Transportation shall make recommendations to the City Planning Commission and the City Council as to any proposed alley vacations. In recommending an approval, the Departments shall find that: (1) The alley is not necessary for present or prospective public use; (2) The alley is not needed for vehicular circulation or access; (3) The alley is not needed for non-motorized transportation facilities; and (4) The proposed alley vacation is consistent with the general plan.

Sec. 17. OWNER'S ACKNOWLEDGMENT OF LIMITATIONS. The Department of Building and Safety shall not issue any building, demolition, excavation, foundation, sign, or grading permit for construction upon any property within the Specific Plan area until the owners of the property have executed and recorded a covenant and agreement acknowledging the contents and limitations of this Specific Plan. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning, and then recorded with the County Recorder, with a certified copy delivered to the Departments

of City Planning, Building and Safety, and Transportation prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit.

Sec. 18. 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, that invalidity shall not affect other Specific Plan provisions, clauses or applications which can be implemented without the invalid provisions, clause or application, and, to this end, the provisions and clauses of this Specific Plan are declared to be severable.

Sec. 19. Any Specific Plan Exception granted prior to the effective date of this Specific Plan excepting a Project from any provisions of Ordinance No. 166,560 shall be deemed to be an exception from the relevant provisions of this Specific Plan.

Sec. 20. Ordinance No. 171,240 is repealed.

(58035)

Sec. 21. The City Clerk shall certify to the passage of this ordinance and have it published by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of JUN 19 2001.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved JUN 28 2001

_____
Mayor

Approved as to Form and Legality

6/6/01
James K. Hahn, City Attorney

By _____
CLAUDIA CULLING
Assistant City Attorney

Pursuant to Charter Section 559, I approve this ordinance and recommend its adoption on behalf of the City Planning Commission . . . . . .

June 6, 2001

see attached report.

_____
CON HOWE
Director of Planning

File No. CF No. 00-0561 /CPC No. 99-0001 SP

(posting)

DECLARATION OF POSTING ORDINANCE

I, MARIA C. RICO, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 174052 - Amended the Ventura/Cahuenga Blvd. Corridor Specific Plan - a copy of which is hereto attached, was finally adopted by the Council of the City of Los Angeles on June 19, 2001, & under direction of said Council & said City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles, on July 9, 2001, I posted a true copy of said ordinance at each of three public places located in the City of Los Angeles, California, as follows: one copy on the bulletin board at the Main Street entrance to City Hall of said City, one copy on the bulletin board on the ground level at the Los Angeles Street entrance to the Los Angeles Police Department in said City, & one copy on the bulletin board at the Temple Street entrance to the Hall of Records of the County of Los Angeles in said City.

The copies of said ordinance posted as aforesaid were kept posted continuously & conspicuously for ten days, or more, beginning July 9, 2001 to and including August 18, 2001.

I declare under penalty of perjury that the foregoing is true & correct.

Signed this 9th day of July, 2001 at Los Angeles, California.

Maria C. Rico

Maria C. Rico, Deputy City Clerk

Effective Date: August 18, 2001 **C.F.** 00-0561
(Rev. 2/95)

2

PLANNING AND LAND USE MANAGEMENT COMMITTEE
Report/Communication for Signature

Council File Number 00-0561

Committee Meeting Date 7-25-00

Council Date 6-19-01

COMMITTEE MEMBERS	YES	NO	ABSENT
COUNCILMEMBER BERNSON, Chair	✓		
COUNCILMEMBER MISCIKOWSKI	✓		
COUNCILMEMBER HERNANDEZ	✓		

Remarks Ord. amending Ventura/Cahuenga Boulevard Corridor Specific Plan.

John A. White , **Legislative Assistant ♦♦♦♦♦ Telephone 485-5707**

COUNCIL VOTE

19-Jun-01 11:34:46 AM, #2

Items Noticed for Public Hearing - Items 1-11
Voting on Item(s): 2,4-11
Roll Call

BERNSON	Yes
CHICK	Yes
FEUER	Yes
GARCETTI	Yes
HERNANDEZ	Yes
HOLDEN	Yes
MISCIKOWSKI	Yes
PACHECO	Yes
PADILLA	Yes
RIDLEY-THOMAS	Yes
SVORINICH	Yes
WACHS	Absent
WALTERS	Absent
*GALANTER	Yes
	Absent

Present: 12, Yes: 12 No: 0

PLANNING AND LAND USE MANAGEMENT COMMITTEE
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 00-0561

sign

	Applicant/Appellant/Owner	Representative
___	_____	_____
	_____	see attached
	_____	_____
	_____	_____

___ Council Member(s) 2, 3, 4, 5 & 11

		Other
✓	Planning Commission (~~w/file~~)	
✓	Director of Planning	_____
___	Office of Zoning Administration (2 copies)	_____
✓	Advisory Agency	_____
✓	Planning Dept. - Community Planning Section	_____
✓	Planning Department - GIS Section - Attn: Fae Tsukamoto 221 North Figueroa Street, Room 900	
___	Information Technology Agency	
✓	Bureau of Engineering, Development Services Division	
✓	Department of Transportation, Traffic/Planning Sections	
✓	Department of Building & Safety c/o Zoning Coordinator	
✓	Bureau of Street Lighting, "B" Permit Section	
✓	Department of Water and Power	Other
✓	Fire Department	_____
___	Police Department	_____
___	Community Development Department	_____
___	City Attorney-Attn:	_____
___	Office of Administrative and Research Services (OARS)	
___	Chief Legislative Analyst (CLA)	
___	Office of the Mayor (w/file) - Section_____	
___	Los Angeles County Assessor	
___	_____	
___	_____	
___	_____	
___	_____	

TO THE COUNCIL OF THE CITY OF LOS ANGELES **FILE NO. 00-0561**

Your PLANNING AND LAND USE MANAGEMENT Committee

reports as follows:

	Yes	No
Public Comments	XX	

MITIGATED NEGATIVE DECLARATION, PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT and ORDINANCE relative to amending the Ventura/Cahuenga Boulevard Corridor Specific Plan.

Recommendations for Council action:

1. FIND that this project will not have a significant effect on the environment, pursuant to the City's Environmental Guidelines and in compliance with the California Environmental Quality Act of 1970; that the Mitigated Negative Declaration reflects the independent judgment of the lead agency City of Los Angeles; that the documents constituting the record of proceedings in this matter are located in Council File No. 00-0561 in the custody of the City Clerk and in the files of the Department of City Planning in the custody of the Environmental Review Section; and ADOPT the Mitigated Negative Declaration [MND No. 99-0014 SP].

2. ADOPT the FINDINGS of the Planning Department and all figures and exhibits as the findings of Council.

3. PRESENT and ADOPT accompanying ORDINANCE, approved by the Director of Planning, amending the Ventura/Cahuenga Boulevard Corridor Specific Plan (along with related appendices), for the area located in portions of the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake, Encino-Tarzana and Canoga Park-Winnetka-Woodland Hills-West Hills Community Plans.

CPC 99-0001 SP

Fiscal Impact Statements: None submitted by the Planning Department. Neither the Office of Administrative and Research Services nor the Chief Legislative Analyst has completed a financial analysis of this report.

Summary:

In a report to Council dated March 27, 2000 (attached to Council File), the Planning Department transmits draft ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan. The draft ordinance corrects outdated language, adjusts boundaries of the Specific Plan, and establishes specifically designated areas to address traffic congestion impacting residential neighborhoods. In addition, the plan amends regulations relative to enforcement, use limitations, setbacks, landscaping, parking, and signage. At its meeting held December 16, 1999, the City Planning Commission adopted the Department's recommendations, deleting the hardship exemption permitting an applicant to request a use on the ground floor of a

project in a Pedestrian Oriented Area (POA) other than a retail or pedestrian serving. The Commission also requested new language be added to the final ordinance, waiving ground floor requirements in POAs if the community in which the project is located has a vacancy rate of 15 per cent or more.

At its meeting held May 30, 2000, the Planning and Land Use Management Committee held a public hearing regarding this matter. Following public testimony, the Committee instructed staff to address vacancy rate thresholds for permitting additional uses and to explore parking facility alternatives in the Tarzana POA.

In a supplemental report to the Planning and Land Use Management Committee Chair dated July 24, 2000 (attached to Council File), the Planning Department transmits modified Specific Plan language to address the Committee's concerns. Changes include introducing a new "Pedestrian Serving Uses - Tier II" to permit predominantly pedestrian-oriented office-type uses during periods of economic recession, when vacancy rates are between 12 percent or higher and 8 per cent; and, reducing the vacancy rate threshold from 15 to 12 per cent for Tier II Pedestrian Serving Uses. Other changes include providing property owners with additional leasing opportunities subject to trip fee reductions when vacancy rates are of major concern and measures to enhance the aesthetic quality of POAs.

At its meeting held July 25, 2000, the Planning and Land Use Management Committee recommended that Council approve the proposed Specific Plan Ordinance, as modified. In a June 6, 2001 report to Council (attached to Council File), the City Attorney transmits final draft Ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan, pursuant to the instructions of the Planning and Land Use Management Committee.

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

Cindy Miscikowski

JAW:ys
6/13/01
Enc: CPC 99-0001 SP
Ordinance
CDs 2,3,4,5 & 11

Note: (Notice has been published not less than 10 days prior to the public hearing date pursuant to Section 11.5.6 B and D of the Municipal Code).

#000561

Report and Ordinance
ADOPTED
JUN 19 2001
LOS ANGELES CITY COUNCIL
Mit Neg Dec
ADOPTED
Findings Adopted

CF 00-0561
CPC 99-0001 SP-A
i:\#000561.lab

Mort Allen
12528 Ventura Blvd.
Studio City, CA 91602

Susan Comden
5567 Reseda Blvd. #108
Tarzana, CA 91356

Kathy Delle Donne
4157 Nogales Dr.
Tarzana, CA 91356

Edward Dato
Eller Media Co
1550 West Washington Blvd.
Los Angeles, CA 90007

Art Ginsburg
Art's Delicatessen
12224 Ventura Blvd.
Studio City, CA 91604

Tony Lucerte
11245 Valley Spring Lane
Sutdio City, CA 91602

Irving Rubin
4829 Topeka Dr.
Tarzana, CA 91356

Clare Short
18768 ½ Ventura Blvd.
Tarzana, CA 91356

Jonathan Sidy
18520 Burbank Blvd., Ste. 103
Tarzana, CA 91356

Hermalse Schmidt
5411 Sadring Ave.
Woodland Hills, CA 91367

Dash Stolarz
1550 W. Washington Blvd.
Los Angeles, CA 90007

Lillian Wall
18663 Ventura Blvd.
Tarzana, CA 91356

Lilllian Wall
18653 Ventura Blvd., PMB 323
Tarzana, CA 91356

ECLARATION OF PUBLICATIC

STATE OF CALIFORNIA

COUNTY OF LOS ANGELES

GLORIA PINON

CITY OF LOS ANGELES
CITY CLERK S OFFICE
CITY HALL EAST ROOM 615
LOS ANGELES CA 90012

NOTICE OF PUBLIC HEARING
00-0561

The undersigned says:

I am over the age of 18 years and a citizen of the United States. I am not a party to and have no interest in this matter. I am a principal clerk of the METROPOLITAN NEWS-ENTERPRISE, a newspaper of general circulation in the City of Los Angeles, the Judicial District of Los Angeles, the County of Los Angeles, and the State of California, as adjudicated in Los Angeles Superior Court Case No. 601165. The notice, a printed copy of which appears hereon, was published on the following date(s): Jun 8, 2001

I declare under penalty of perjury that the foregoing is true and correct. Executed at Los Angeles, California on 06/08/01.

signature

METROPOLITAN NEWS-ENTERPRISE
210 S. Spring St.
Los Angeles, CA 90012

Phone: 213-346-0033
Fax: 213-687-3886

Cust. Num.: 003705
Cust. Ref. Num.: 00-0561

Control Num.: 612975

NOTICE OF PUBLIC HEARING

The Los Angeles City Council will conduct a public hearing on Tuesday, June 19, 2001, regarding adoption of an ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan (along with related appendices), for an area located in portions of the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake, Encino-Tarzana and Canoga Park-Winnetka-Woodland Hills-West Hills Community Plans. This Ordinance contains various fees, described as follows: $250.00, $500.00, and $1,000.00 for violations of any provisions of this Specific Plan; Transportion Impact Project Application fees in the amount of $200.00 for projects with 42 or fewer trips where a traffic assessment is not required and where no street dedications or improvements or Project Impact Assessment (PIA) fee is required, $400.00 for projects with 42 or fewer trips where a traffic assessment is not required and where street dedications or improvements or PIA fee are required, $500.00 for projects with 43 or more trips where a traffic assessment is required and where street dedications or improvements or a PIA fee may be required, or the applicant shall pay a fee in the amount of $2,100.00 plus $50.00 for each 1,000 square feet of floor area for projects with 43 or more trips and where a traffic assessment indicates significant transportation impacts and where review of mitigation measure designs is required and where street dedications or improvements or a PIA fee may be required; and, various PIA fees calculated according to square feet of floor area, project use category, and community as set forth in the PIA table on page 60 of this Ordinance.

This hearing will be held in the Council Chamber, Room 300, 200 North Main Street, Los Angeles, CA 90012 at 10:00 a.m. or as soon thereafter as the matter can be taken up. The ordinance Council File Number 00-0561, which relates to this matter, may be examined in the Office of the City Clerk. Written comments may be submitted to the Council, addressed in care of the City Clerk, Room 615, 200 North Main Street, Los Angeles, CA 90012.

Note: If you challenge this proposed action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Clerk at or prior to, the public hearing. Any written correspondence delivered to the City Clerk before the City Council's final action on a matter will become a part of the administrative record.

J. MICHAEL CAREY
City Clerk
of the City of Los Angeles
CN612975 00-0561 Jun 8, 2001

Metropolitan News - publish on June 8, 2001
Newspaper

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J. MICHAEL CAREY, CITY CLERK
of the City of Los Angeles

#000561.pub

Metropolitan News - publish on June 8, 2001
Newspaper

NOTICE OF PUBLIC HEARING

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J. MICHAEL CAREY, CITY CLERK
of the City of Los Angeles

#000561.pub

JAMES K. HAHN
CITY ATTORNEY

Office of the City Attorney
Los Angeles, California

WRITER'S DIRECT DIAL: (213) 847-0562
FAX:
TTY: (213) 485-8899

REPORT NO. R01-0300
JUNE 6, 2001

DRAFT ORDINANCE AMENDING THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN, FOR AN AREA LOCATED IN PORTIONS OF THE SHERMAN OAKS-STUDIO CITY/CAHUENGA PASS-TOLUCA LAKE, ENCINO-TARZANA AND CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLANS

RECEIVED
CITY CLERK'S OFFICE
2001 JUN -6 PM 3:42
CITY CLERK
BY _____
DEPUTY

The Honorable Los Angeles City Council
of the City of Los Angeles
Room 615, City Hall East
200 North Main Street
Los Angeles, California 90012

(CF No. 00-0561 ~~99-1249-S2~~ - transmitted)
(CPC File No. 2000-0486 SPA - transmitted)

Honorable Members:

We are transmitting to you for your action a final draft Ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan (along with related appendices), approved as to form and legality.

Charter Findings

Pursuant to Charter Section 559, the Director has approved the final draft ordinance on behalf of the Commission and recommended that the City Council adopt it. Should the City Council adopt this ordinance, it may comply with the provisions of Charter Section 558 by either adopting the findings prepared by the Director of Planning attached to the file or by making its own findings.

CEQA Findings

Regarding a finding pursuant to the California Environmental Quality Act (CEQA), the Director of Planning, on behalf of the Commission, recommends that the City Council adopt Negative Declaration No. 99-0014 SP. He has determined that the impacts of the proposed Specific Plan ordinance are mitigated to a less than significant

level. If the City Council concurs, it must adopt Negative Declaration No. 99-0014 SP and find that the impacts of the proposed Specific Plan ordinance are mitigated to a less than significant level prior to or concurrent with its action on the ordinance.

Background

On December 16, 1999, the City Planning Commission adopted the staff recommendation for revisions to the Specific Plan. On July 25, 2000, your Planning and Land Use Management Committee reviewed and concurred in that action and transmitted its recommendation and instruction to this office.

Summary of Ordinance Provisions

The revised Ventura/Cahuenga Boulevard Corridor Specific Plan establishes special zoning regulations along the Ventura and Cahuenga Boulevard corridors within the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake, Encino-Tarzana, and the Canoga Park-Winnetka-Woodland Hills-West Hills community plans and amends previously adopted versions of the Specific Plan for this area. The revised Specific Plan prohibits most development in the area unless the Director of Planning first issues a project permit confirming compliance with the Specific Plan provisions. The revisions in this Specific Plan ordinance make the provisions of this ordinance consistent with the new City Charter, correct outdated language and modify boundaries. The changes also include redesignations of areas relative to use, height and bulk, inclusion of regulations relating to wireless telecommunication facilities, permitted and prohibited uses, setbacks, landscaping, streetscaping, mixed-use, parking, signage, floor area ratio, phased floor area limitations, and plan review. Further, the plan establishes a procedure designed to improve enforcement of the plan's regulations.

A significant change to the plan permits 75% of the linear frontage of the ground floor in buildings in pedestrian oriented areas, instead of the previous 100% of the entire ground floor, to be dedicated to retail or pedestrian serving uses. The plan also sets up two tiers of pedestrian serving uses so as to better tailor the regulations to the particular neighborhood. This change is permitted when vacancy rates are high and project viability would otherwise be jeopardized.

The Specific Plan continues to include transportation requirements, generally based on the trips anticipated to be generated by the proposed development. These requirements consist of dedications of land and payment of fees to be used for improvements of the infrastructure necessary to offset the impacts of each project.

Included in these transportation regulations is a program to encourage use of high occupancy vehicles by employees of the development in the area and also a program designed to provide the surrounding residential areas with protection from traffic impacts of the projects permitted by the Plan. Finally, the Plan sets out an implementation schedule in phases for development.

Fee Notice Requirement

The attached final draft ordinance contains a fee. Prior to adopting a new fee or increasing an existing fee, the City Council must conduct a public hearing concerning the matter, as required by Government Code Section 66018. Notice of the time and place of the meeting at which the hearing will be held, including a general description of the matter to be considered, must be published in accordance with Government Code Section 66016 and 6062a. After conducting the hearing, the City Council should determine whether the amounts of the fees contained in the ordinance are appropriate. The City Council may impose these fees so long as the fees do not exceed the expected cost of implementing this City program.

Council Rule 38 Referral

A copy of the final draft ordinance was sent, pursuant to Council Rule 38, to the Departments of Building and Safety and Transportation and they have been asked to make any comments they may have directly to you when you hear this matter.

A member of this office will be available when you consider this matter to answer any questions you may have.

Very truly yours,

JAMES K. HAHN, City Attorney

By Claudia Culling
CLAUDIA CULLING
Assistant City Attorney

CC:rp
Transmittal

(66145)

ORDINANCE NO. _____

An ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan, for portions of the Sherman Oaks-Studio City/Cahuenga Pass -Toluca Lake Community Plan, the Encino-Tarzana Community Plan, and the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.

WHEREAS, the Ventura/Cahuenga Boulevard Corridor Specific Plan is nine years old; and

WHEREAS, policy language needs to be clarified and procedural changes necessitated by the new Charter require an amendment to effect those policies; and

WHEREAS, the Ventura/Cahuenga Boulevard Corridor is still experiencing serious traffic, transportation and density problems, which in a number of locations are classified as unacceptable, and after the slow pace of development during the recent recession, new development in the Corridor is once again developing beyond the capacity of the transportation infrastructure; and

WHEREAS, the amendments; expansion of pedestrian oriented areas; and designation of the Regionally Impacted Area, Pedestrian Development District and Use Restricted Area, address the increase in traffic generated by increased development by encouraging pedestrian activity and minimizing multiple automobile trips; and

WHEREAS, historical approaches to building and financing transportation capital improvements no longer appear sufficient to meet the needs of the corridor. As a result, new approaches, including restrictions on future development, must be devised to ensure that Ventura Boulevard remains viable as the San Fernando Valley's premier commercial corridor; and

WHEREAS, the adoption and implementation of community streetscape plans will contribute to improving streetscape amenities as well as enhance the aesthetic atmosphere along the Ventura/Cahuenga Boulevard Corridor while creating individual and distinct identities for the five communities within the Corridor; and

NOW THEREFORE,

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

Sec. 1. ESTABLISHMENT OF THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN.

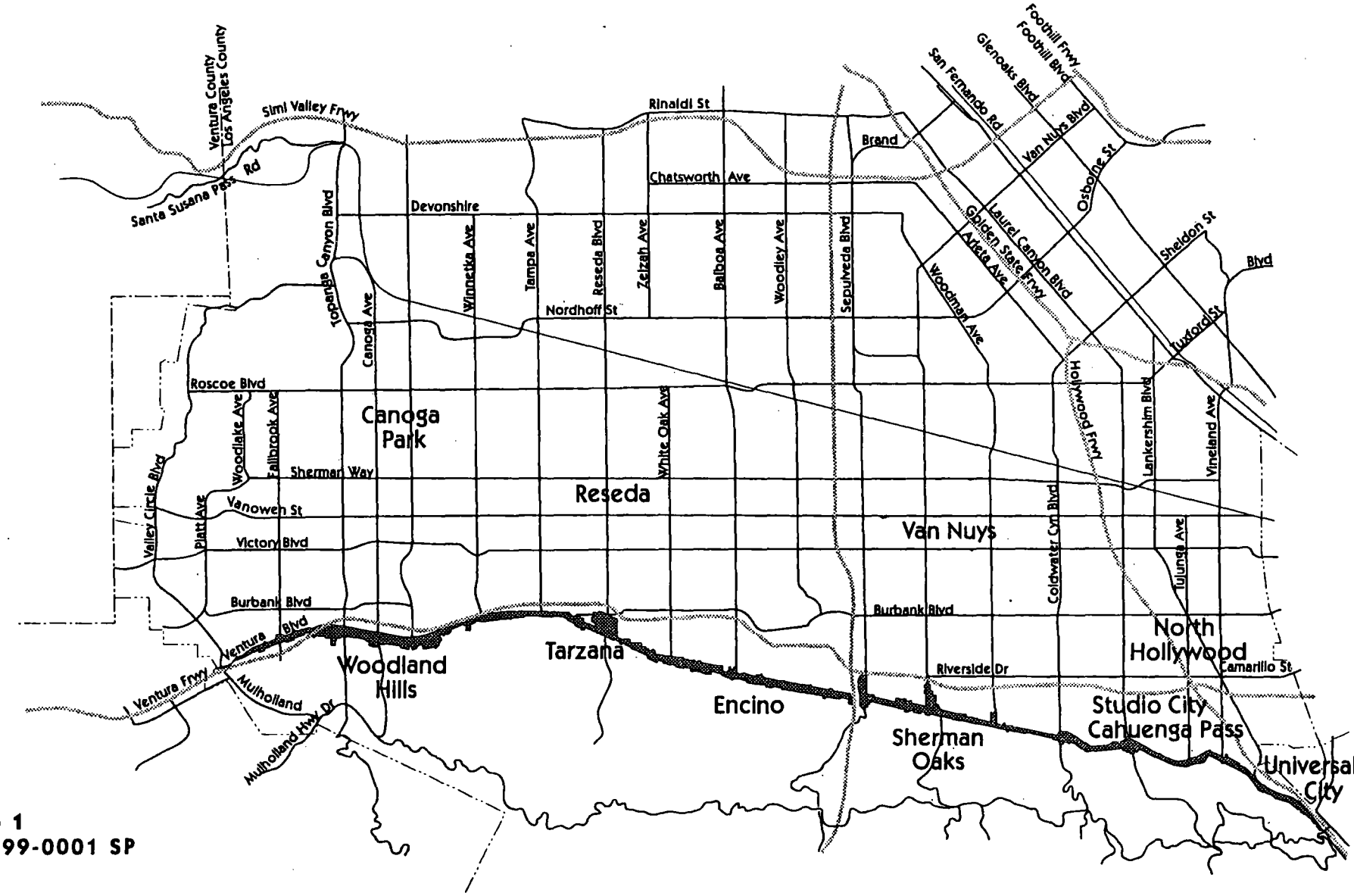
A. The Council hereby establishes the Ventura/Cahuenga Boulevard Corridor Specific Plan. The Corridor extends from Dry Canyon-Calabasas Flood Control Channel west of Woodlake Avenue, to Woodrow Wilson Drive on the east as shown in Map 1. The Specific Plan is applicable to that area of the City of Los Angeles within the dashed, heavy black lines on Maps 2A through 2E.

B. As shown in Maps 2A through 2E, the Ventura/ Cahuenga Boulevard Corridor Specific Plan is divided into five major communities: (1) the Studio City/Cahuenga Pass Community (west of Woodrow Wilson Drive to Fulton Avenue), (2) the Sherman Oaks Community (Fulton Avenue to the San Diego Freeway), (3) the Encino Community (San Diego Freeway to Lindley Avenue), (4) the Tarzana Community (Lindley Avenue to Corbin Avenue), and (5) the Woodland Hills Community (Corbin Avenue to Dry Canyon-Calabasas Flood Control Channel, west of Woodlake Avenue).

C. The Pedestrian Oriented Areas (POA) within each of the five major communities are indicated by grey shading on Maps 2A through 2E.

D. As shown in Maps 3A through 3E, the Ventura/Cahuenga Boulevard Corridor Specific Plan utilizes three plan designations: (1) Regional Commercial; (2) Community Commercial, and (3) Neighborhood and General Commercial.

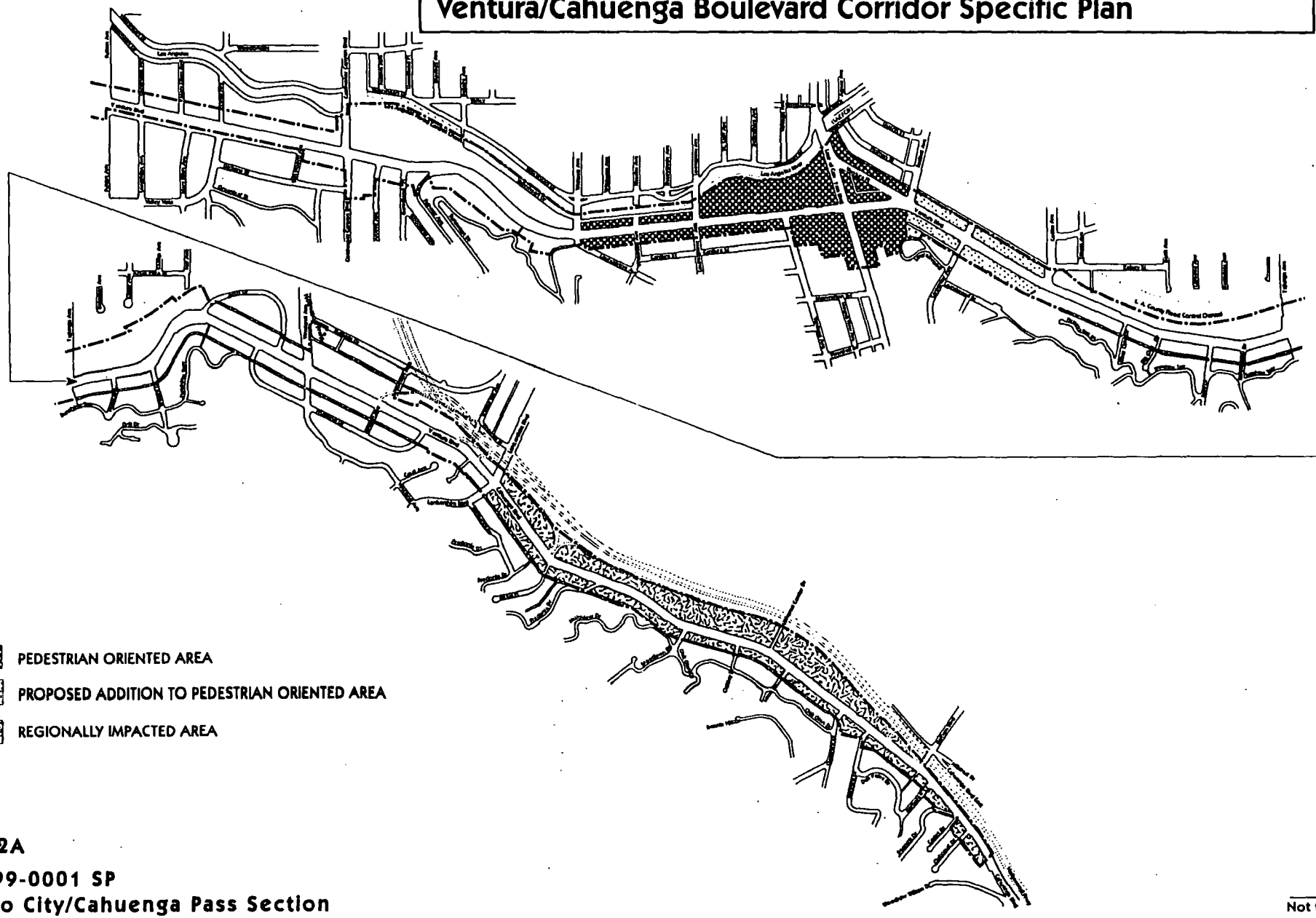
Ventura/Cahuenga Boulevard Corridor Specific Plan



Map 1
CPC 99-0001 SP

D:Ven_Cah:389.019K

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

PROPOSED ADDITION TO PEDESTRIAN ORIENTED AREA

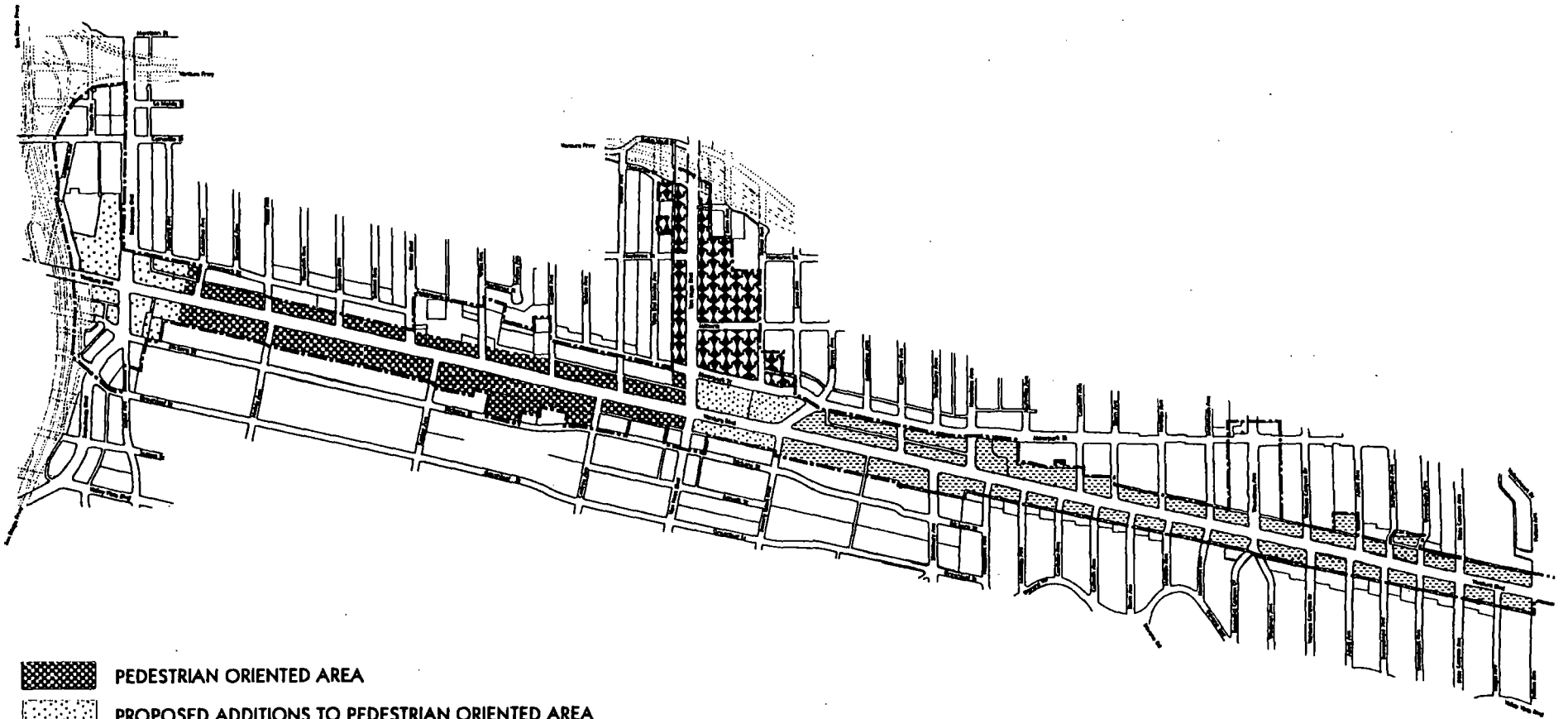
REGIONALLY IMPACTED AREA

Map 2A
CPC 99-0001 SP
Studio City/Cahuenga Pass Section

N
Not to Scale

D:Ven_Cah:389.013k:02.20.2001

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

PROPOSED ADDITIONS TO PEDESTRIAN ORIENTED AREA

PEDESTRIAN DEVELOPMENT DISTRICT

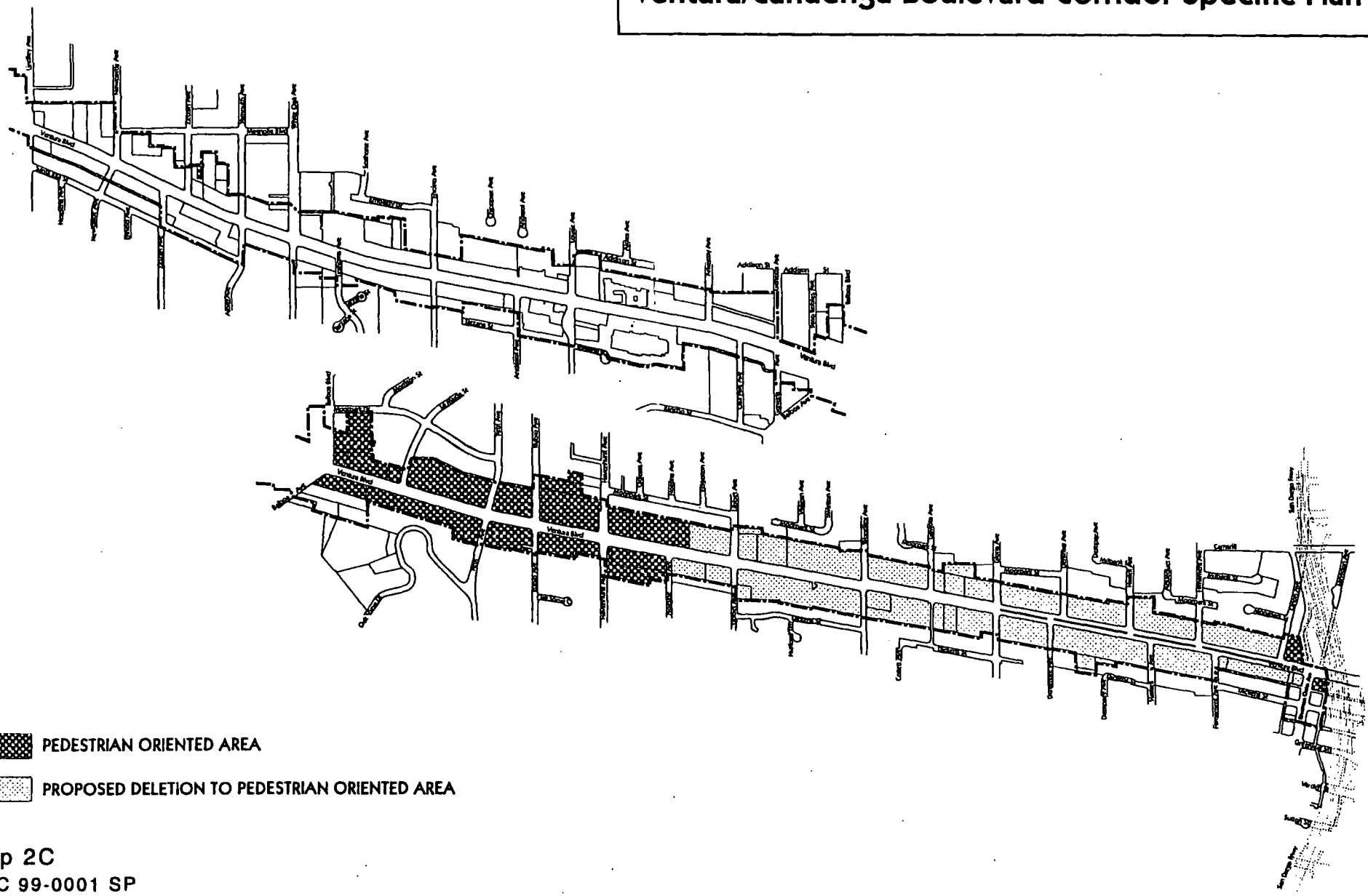
RESTRICTED USE AREA

Map 2B
CPC 99-0001 SP
Sherman Oaks Section

Not to Scale

D:Ven_Cah:389.007K:02.20.2001

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

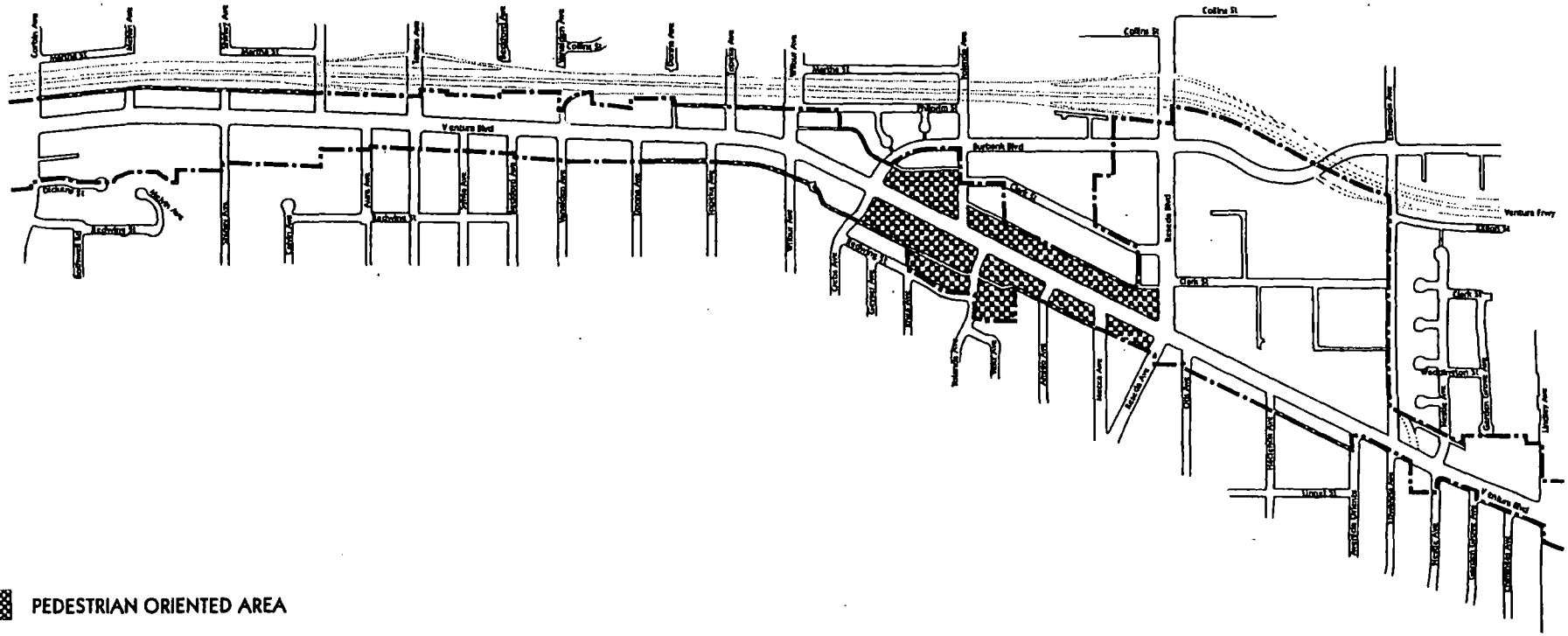
PROPOSED DELETION TO PEDESTRIAN ORIENTED AREA

Map 2C
CPC 99-0001 SP
Encino Section

N
Not to Scale

D:Ven_Cah:389.016k:02.20.2001

Ventura/Cahuenga Boulevard Corridor Specific Plan



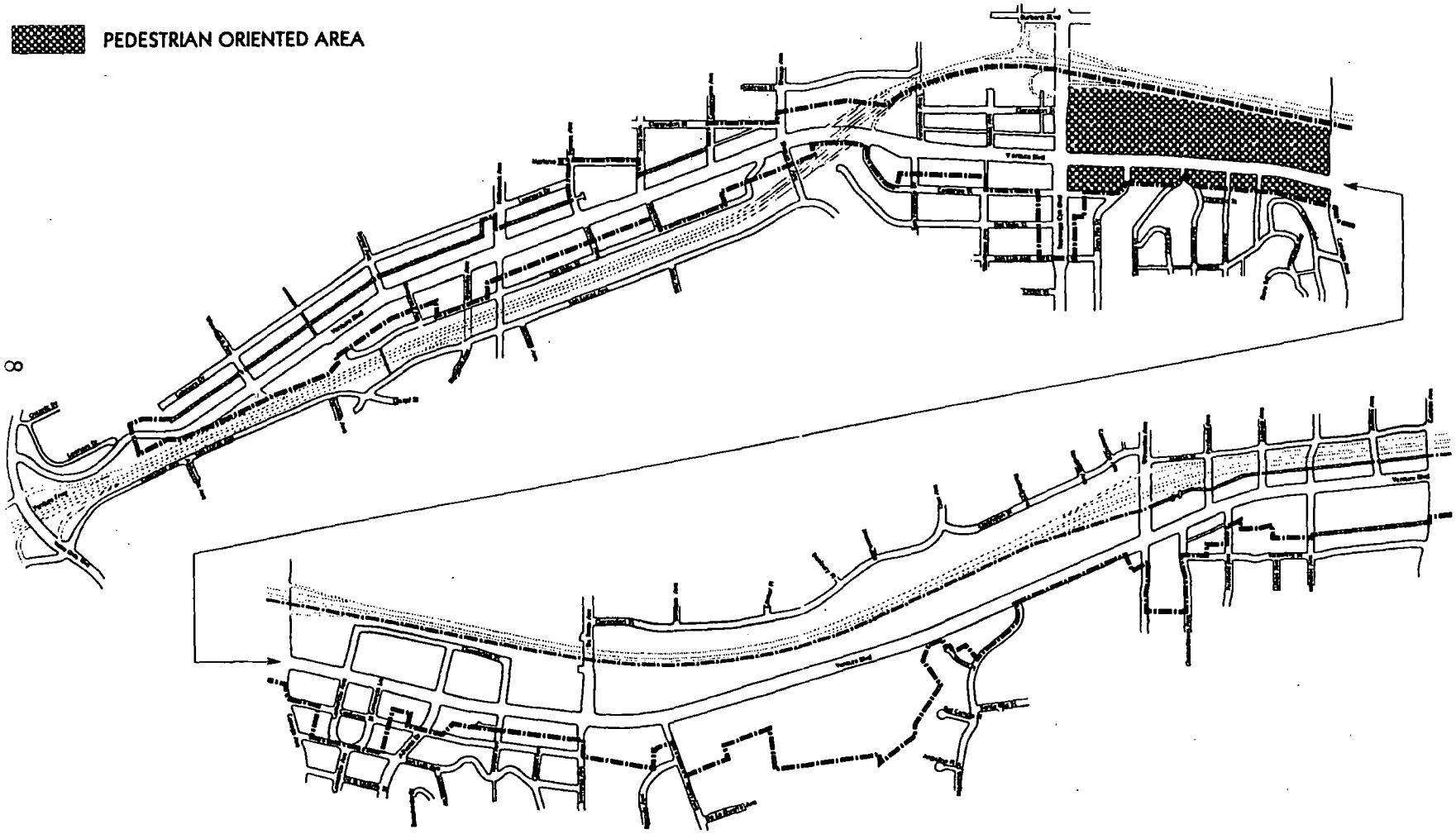
PEDESTRIAN ORIENTED AREA

Map 2D
CPC 99-0001 SP
Tarzana Section

Not to Scale

D:Ven_Cah:389.017k:02.20.2001

PEDESTRIAN ORIENTED AREA

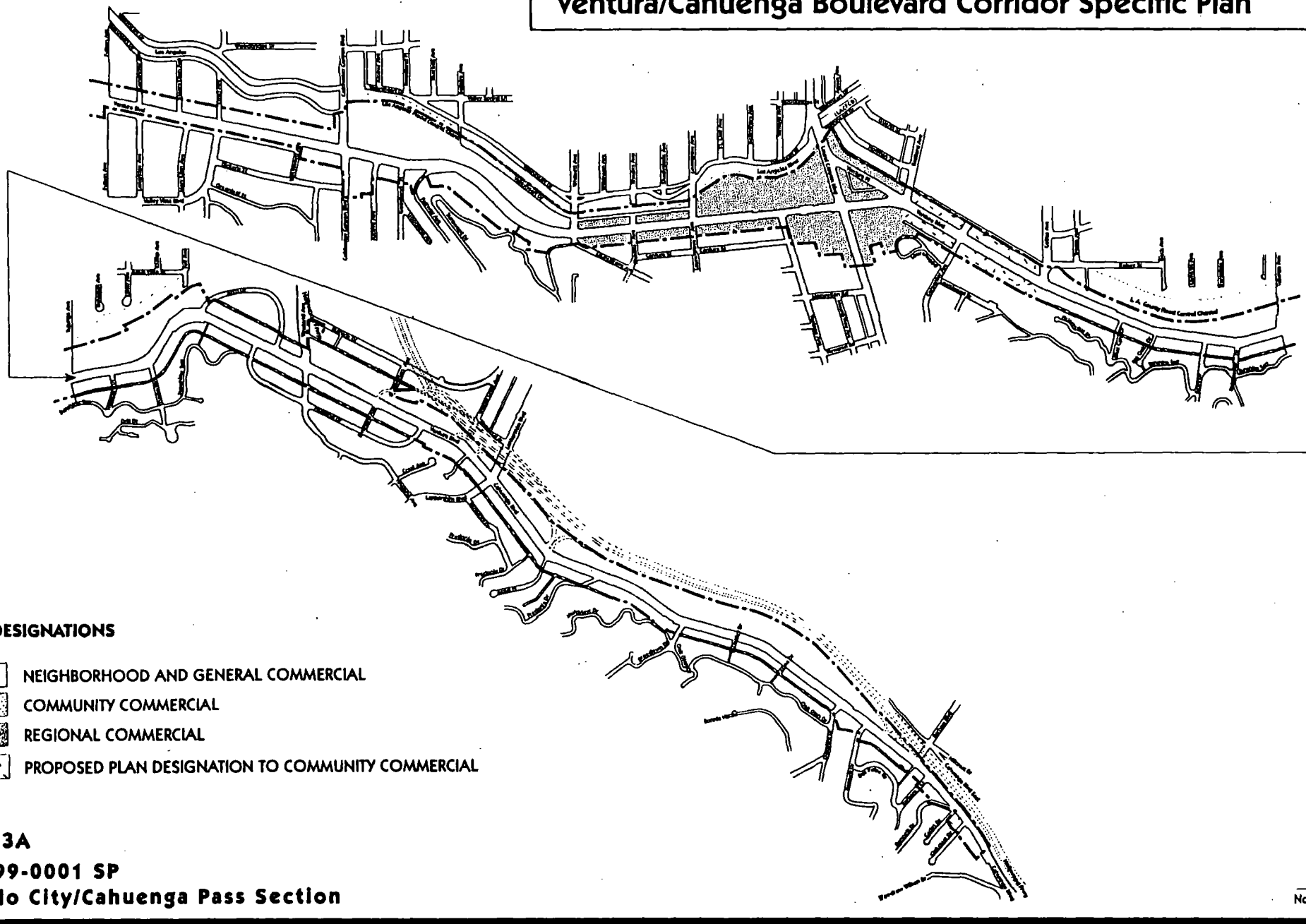


Map 2E
CPC 99-0001 SP
Woodland Hills Section

Not to Scale

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Ventura/Cahuenga Boulevard Corridor Specific Plan



LAN DESIGNATIONS

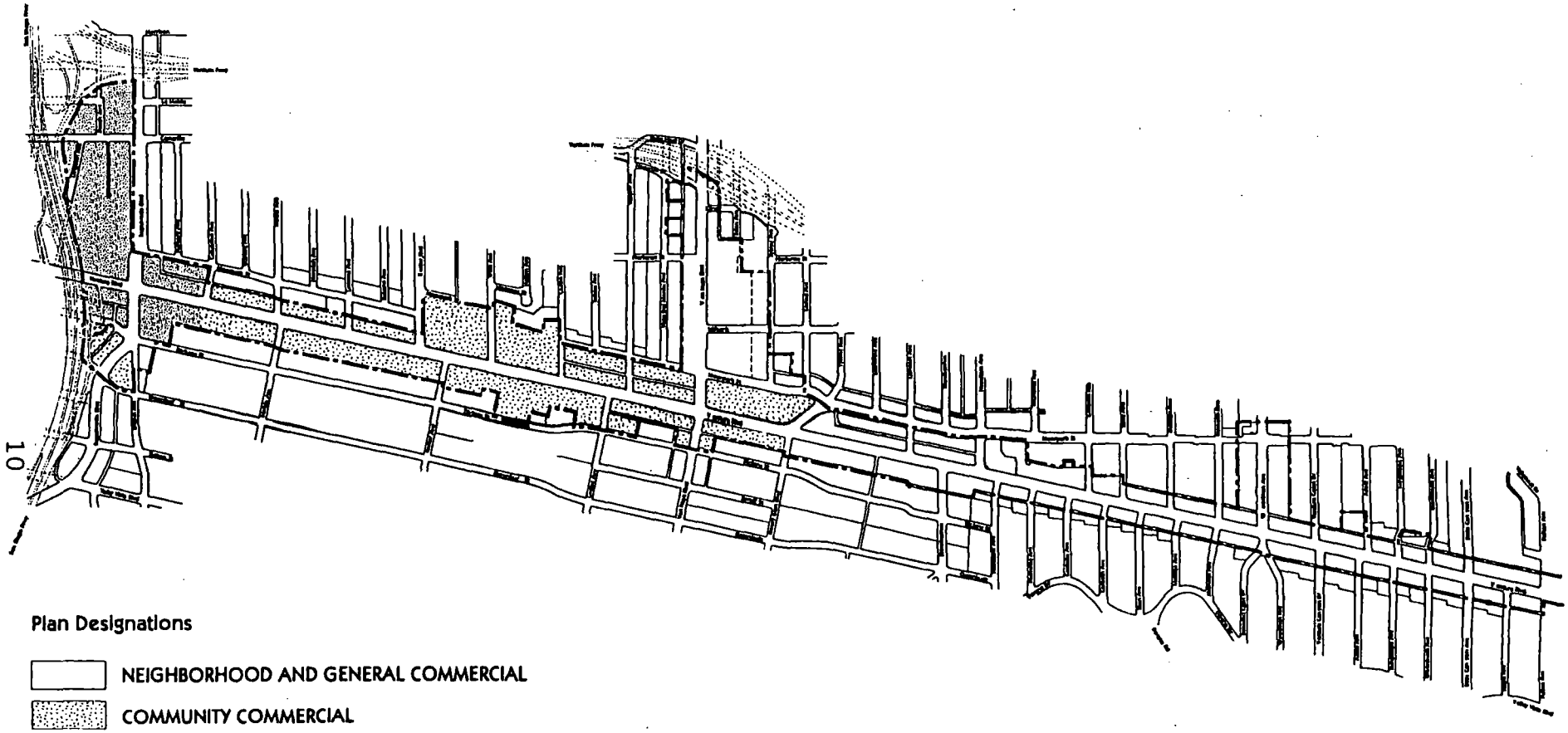
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- REGIONAL COMMERCIAL
- PROPOSED PLAN DESIGNATION TO COMMUNITY COMMERCIAL

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Ventura/Cahuenga Boulevard Corridor Specific Plan



Plan Designations

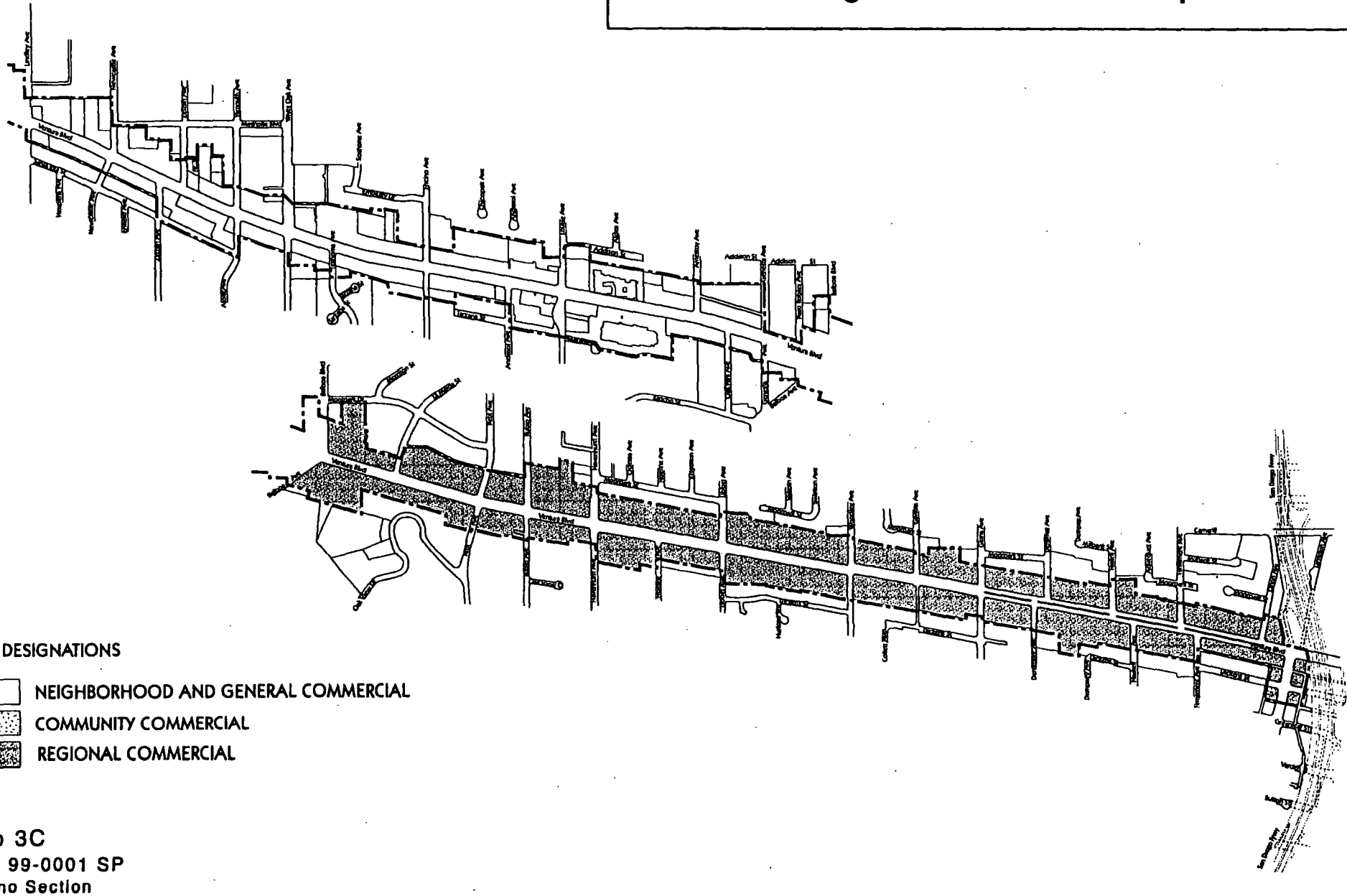
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- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL

Map 3B
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Ventura/Cahuenga Boulevard Corridor Specific Plan



LAN DESIGNATIONS

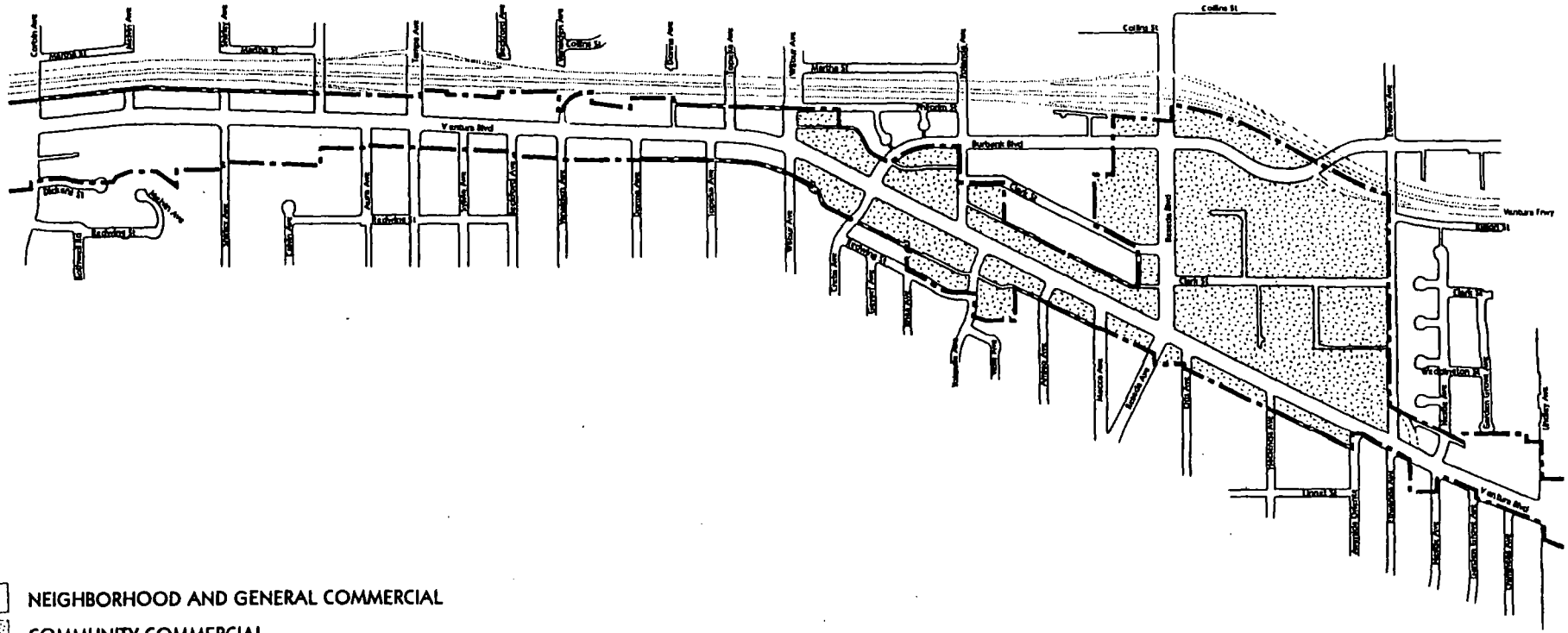
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- REGIONAL COMMERCIAL

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Ventura/Cahuenga Boulevard Corridor Specific Plan



NEIGHBORHOOD AND GENERAL COMMERCIAL

COMMUNITY COMMERCIAL

REGIONAL COMMERCIAL

17

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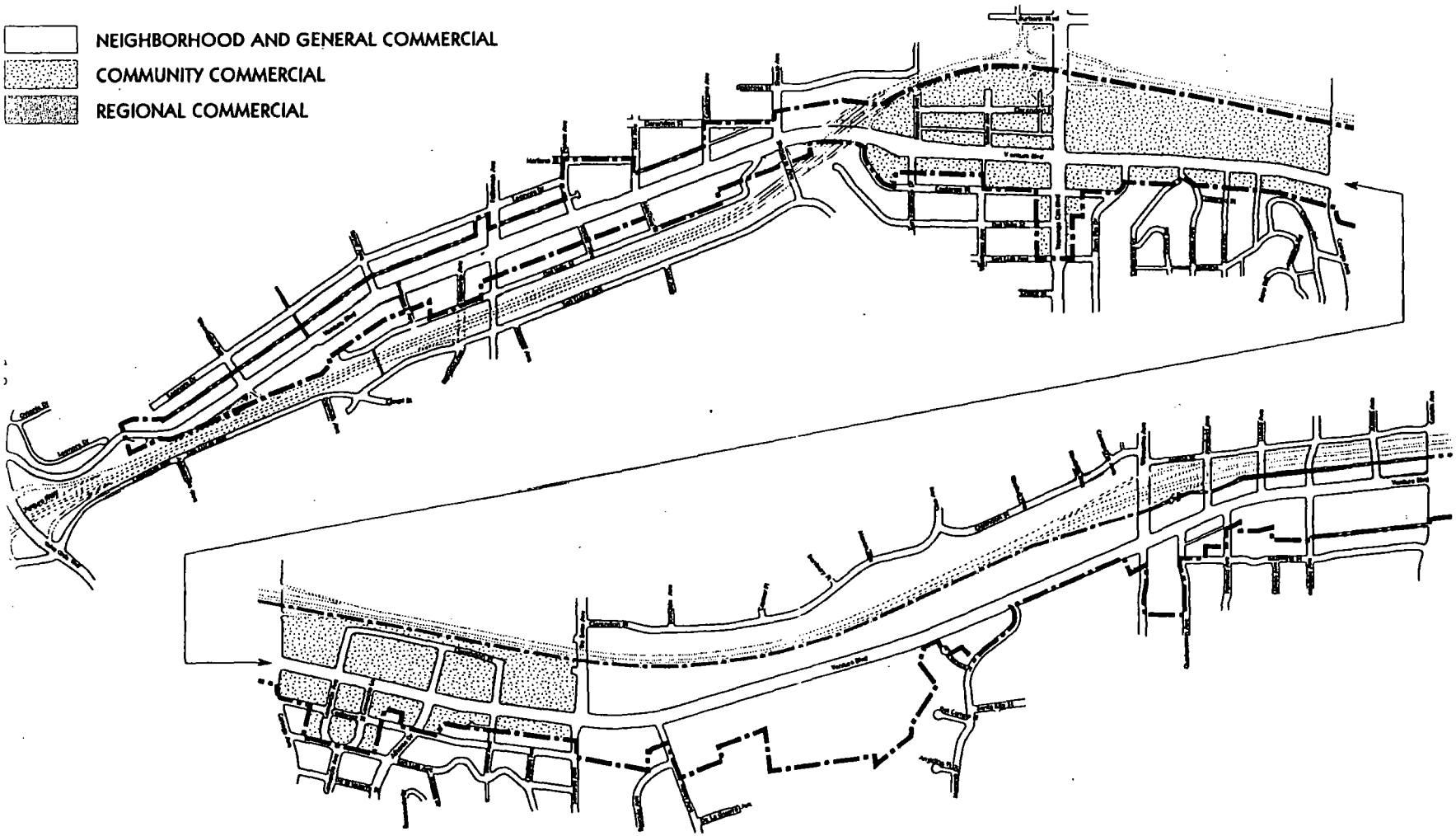
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Ventura/Cahuenga Boulevard Corridor Specific Plan

PLAN DESIGNATIONS

- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL



Map 3E
CPC 99-0001 SP
Woodland Hills

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Not to Scale

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Sec. 2. PURPOSES. The purposes of this Specific Plan are as follows:

A. To assure that equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura/Cahuenga Boulevard Corridor Specific Plan area.

B. To provide for an effective local circulation system of streets and alleys which is minimally impacted by the regional circulation system and reduces conflicts among motorists, pedestrians, and transit riders.

C. To provide building and site design guidelines to promote attractive and harmonious multi-family and commercial development.

D. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.

E. To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.

F. To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping.

G. To enhance the plan area landscaping by providing guidelines and a process for a coordinated landscaping program of public and private property for the Specific Plan's communities.

H. To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.

I. To promote and enhance the distinct character of each of the five Specific Plan communities by establishing design guidelines and community development limitations.

J. To establish guidelines and a process for implementing Charter required amendments, regulatory controls, providing incentives, funding mechanisms, and enforcement for the systematic execution of the policies and goals of the General Plan within the Specific Plan area.

K.. To promote a high level of pedestrian activity in the Pedestrian Oriented Areas by regulating the placement of buildings and structures to accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.

L.. To provide community development limitations based on the community infrastructure's transportation capacity.

M.. To preserve alleys, wherever possible, in the corridor to facilitate traffic flow.

N. To enhance Community Streetscape Plans by encouraging the undergrounding of utilities.

Sec. 3. RELATIONSHIP TO OTHER PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

A. Relation To Los Angeles Municipal Code.

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

2. Wherever this Specific Plan contains provisions which require different setbacks, restricted yards, lower densities, lower heights, restricted uses, greater parking requirements or other greater restrictions or limitations on development than would be allowed pursuant to the provisions contained in LAMC Chapter I, the Specific Plan shall prevail and supersede the applicable provisions of that Code.

B. Procedures for Various Approvals Related To This Specific Plan. The procedures for the granting of an exception, Project Permit Compliance, Appeal, Modification of Permit Compliance, Project Permit Adjustment to and Interpretation of this Specific Plan are set forth in LAMC Section 11.5.7. In approving an exception to this Specific Plan, pursuant to Section 11.5.7 F, the Area Planning Commission, and the City Council on appeal, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Sec. 4. DEFINITIONS. The following words or phrases, 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, 91.0402 through 91.0423 and 91.6203.

A.M. PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume occurring during the hours of 7:00 A.M. to 10:00 P.M.

APPLICANT: Any person, as defined in LAMC Section 11.01, submitting an application for a building permit, demolition permit, excavation permit, foundation permit, grading permit or sign permit for a Project.

ASSESSMENT DISTRICT: For the purposes of this Specific Plan Ordinance, an area established within the boundaries of this Specific Plan by the City Council for the purpose of levying assessments on property owners within the area to fund certain improvements and activities as identified within this Specific Plan.

AUTO-RELATED USES: Auto-related uses for the purposes of this Specific Plan shall be defined as car washes, motor and/or recreational vehicle sales and/or rentals, maintenance, repair and accessory installation.

CITY BUILDING COST INDEX: An index for tracking the rate of inflation in building costs. For the purposes of this Specific Plan, that component of the index for the Los Angeles Metropolitan Area, published by Marshall and Swift relative to "metal frame and walls" will be used to define the City Building Cost Index. If for any reason, this Index ceases to be published, then a similar building cost index will be utilized.

COMMERCIAL FLOOR AREA: Floor area devoted to non-residential uses. Hotels and motels shall not be considered residential uses for purposes of this definition.

COMMUNITY COMMERCIAL PLAN DESIGNATION: A land use designation in the Community Plan which is a focal point for surrounding residential neighborhoods and containing a diversity of uses, such as small offices and overnight accommodations, cultural facilities, schools and libraries, in addition to neighborhood oriented services.

COMMUNITY PLAN(S): The adopted Community Plans for the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake-Cahuenga Pass Community Plan area, the Encino-Tarzana Community Plan area, and the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area, which plans include all portions of the Ventura/Cahuenga Boulevard Corridor Specific Plan.

CONVENIENCE MARKET: A retail market, which has a floor area of less than 5,000 square feet and which sells an assortment of packaged food and small, non-food carry-out items.

COURT/COURTYARD: A space, open to the sky, located within three feet above or below curb level on a lot and bounded on three or more sides by walls of a building.

DRIVE-THROUGH CONVENIENCE PREMIUM: The fixed component of the Project Impact Assessment (PIA) Fee charged when Drive-Through Establishments are included in retail sales/service, restaurant, and bank use regardless of the number of

ATM, teller, and service windows; and for gasoline stations regardless of the number of fueling positions. Convenience Markets are always charged this Drive-Through/ Convenience Premium.

DRIVE-THROUGH ESTABLISHMENT: Any establishment which dispenses food or services for consumption or use on or off the premises to an individual in a vehicle. These establishments may include, but are not limited to, restaurants, pharmacies, banks, and dry cleaners.

FLOOR AREA RATIO: A multiplier applied to the buildable area of a commercially or residentially zoned lot in order to determine the maximum allowable floor area of all buildings on a lot. The ratio is a calculation of the maximum allowable buildable floor area of all buildings to the total square footage of the lot.

FRONT YARD: The Front Yard shall be defined as the area of the lot facing Ventura or Cahuenga Boulevard between the front lot line and those portions of the building at ground level, exclusive of over-hangs or extensions. Where there is no established building line on Ventura or Cahuenga Boulevard, then the lot line contiguous with Sepulveda, Van Nuys, Reseda or Laurel Canyon Boulevards shall be deemed the front lot line.

GROUND FLOOR: The lowest story within a building that is accessible to the street, the floor level of which is within three feet above or below curb level, the frontage of which is on or is primarily facing any public street, and the depth of which is at least 50 feet or the total depth of the building, whichever is less.

IN LIEU CREDIT: A credit toward payment of the Project Impact Assessment Fee, pursuant to the provisions of Section 11 of this Specific Plan.

INTERIM CONTROL ORDINANCE (ICO) PROJECTS: Projects for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, 160,514 and 166,313).

LEVEL OF SERVICE (LOS): An indicator, designated "A" through "F," of the degree of traffic saturation of a lane segment or intersection. For purposes of this Specific Plan, "LOS" pertains to Level of Service at intersections, which is determined by the ratio of critical lane volume "V" to the intersection's capacity "C" or "V/C" ratio.

MIXED-USE PROJECT: A Project which combines office or other commercial uses with a residential use with at least 25% of the total Project floor area as residential and at least 33% of the total Project floor area as commercial.

NEIGHBORHOOD AND GENERAL COMMERCIAL PLAN DESIGNATION: A land use designation in the Community Plan which is a focal point for surrounding residential neighborhoods and containing a diversity of land uses, such as restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar services.

PEDESTRIAN DEVELOPMENT DISTRICT (PDD): A Pedestrian Development District is the area identified on Map 2B bounded by both sides of Ventura Boulevard between Beverly Glen Boulevard/Tyrone Avenue and Fulton Avenue.

PEDESTRIAN ORIENTED AREA: Areas within the Specific Plan boundaries, as shown in grey shading on the maps in Section 1 of this Specific Plan, in which greater pedestrian activity is encouraged.

PEDESTRIAN SERVING USES -Tier I: Academic tutoring or learning centers; art galleries; barber shops; beauty and nail salons; book stores; cafes; candy shops; cell phone stores; coffee houses; community facilities including chamber of commerce office; computer sales; day spas and tanning salons; dress making and tailoring; dry goods and notions; copying services; carrousels (as an accessory use to a retail or Pedestrian Serving Use); financial services without Drive-Through Establishments which provide check cashing, ready cash and money orders; furniture; grocery stores; hardware stores (less than 5,000 square feet); hobby shops; ice cream parlors; martial arts/dance centers; pet shops; pharmacies; photographers; restaurants without Drive-Through Establishments; shoe repair; theaters; toy stores; video or music stores; and stores selling other small consumer items, or providing similar services, as determined by the Director of Planning.

PEDESTRIAN SERVING USES - TIER II: Accountants; architects; day care (short term); doctors; dentists; dry cleaners; chiropractors; insurance companies (with additional parking); interior decorating; law and legal aid; locksmith; mortgage companies; real estate offices (with additional parking).

PERMITTED FLOOR AREA, APPROVED: Commercial Floor Area of a Project which has been granted a Project Permit Compliance or a clearance from the Department of City Planning and Department of Transportation pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or a Project Permit Compliance pursuant to the provisions of this Specific Plan.

PHASES OF DEVELOPMENT: A schedule of development for Projects in this Specific Plan area that limits development by correlating incremental increases in the total Approved Permitted Floor Area of all commercial Projects with the implementation of certain transportation objectives and actions, as specified in this Specific Plan.

PHASING PROGRAM: A schedule applicable to Projects for the purpose of dividing into stages the construction of Projects and the construction of related transportation infrastructure.

P.M. PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume occurring during the hours of 3:00 P.M. to 7:00 P.M.

PORTABLE SIGN: A sign not permanently affixed either to land or to a structure on land.

PRELIMINARY TRAFFIC ASSESSMENT: The Department of Transportation's initial determination of the requirements for review of the Project's compliance with transportation-related Specific Plan provisions, including the necessity for a Traffic Study.

PRIOR SPECIFIC PLAN (PSP PROJECTS). Projects permitted during the period from February 16, 1991, to the effective date of this Specific Plan amending the Ventura/Cahuenga Boulevard Corridor Specific Plan.

PROJECT: Any grading, construction, erection, addition to, or structural alteration of any building or structure, a use of vacant land, or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. A Project shall not include interior construction or a change of use unless it (a) increases the floor area; or (b) increases the number of Trips; or (c) increases parking requirements pursuant to Section 7 F of this Specific Plan; or (d) includes a change of use which is not consistent with those permitted by Section 5 A 3 of this Specific Plan.

PROJECT PERMIT COMPLIANCE: An application submitted to the Director of Planning for a determination that the proposed Project meets the Specific Plan requirements and the Design Guidelines of this Specific Plan and, where applicable, that the Department of Transportation has determined in writing that the Project is in conformance with the transportation provisions of this Specific Plan.

PROJECT IMPACT ASSESSMENT FEE: The monies required to be paid into the Ventura/Cahuenga Boulevard Corridor Specific Plan Revenue Fund by an Applicant for a Project, based on the Project's floor area and land use, pursuant to the requirements of this Specific Plan.

REGIONAL COMMERCIAL PLAN DESIGNATION: A land use designation in the Community Plan which is a focal point of regional commerce, identity and activity and containing a diversity of uses, such as corporate and professional offices, residential,

retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services.

REGIONALLY IMPACTED AREA: The area identified on Map 2A bounded by both sides of Cahuenga Boulevard West between Woodrow Wilson Drive on the east and Lankershim Boulevard on the west.

RESTRICTED USE AREA: The area identified on Map 2B bounded by both sides of Van Nuys Boulevard between Moorpark Street on the south and the Ventura (101) Freeway on the north.

SANDWICH SIGN: A portable sign consisting of two sign faces which connect at the top and extend outward at the bottom.

SHOPPING CENTER: A building or group of buildings on a lot or lots with 10,000 or more square feet of commercial retail uses and with more than one commercial retail use.

STRETCHERS: Replacement or enhancement of signs that exceed height and/or area of initially permitted sign face by the Department of Building and Safety.

SUPERGRAPHIC DISPLAY: A sign, consisting of an image projected onto a wall or printed on vinyl, mesh or other material with or without written text, supported and attached, to a wall by an adhesive and/or by using stranded cable and eye-bolts and/or other materials or methods, that does not comply with the provisions in LAMC Section 91.62.01, *et seq.*, relating to Wall Signs, Mural Signs, Off-Site Signs and Temporary Signs.

SUPERMARKET: A retail store with a floor area equal to or greater than 5,000 square feet, which sells an assortment of foods, as well as items for food preparation, household cleaning, and personal care.

TAKE-OUT FOOD ESTABLISHMENT: An establishment dispensing food for off-site consumption that has the following characteristics: (1) contains the space capacity to provide for no more than five seats; (2) provides no table orders or waiter-service; (3) provides no utensils, beverage, condiment, or other foodstuffs, except expressly as part of any order dispensed for off-site consumption; and (4) dispenses all food in disposable containers and/or wrapping.

TRAFFIC ASSESSMENT: The Department of Transportation's written determination of the likely traffic impacts resulting from the Project and its mitigation measures, considering the estimate of Project-generated trips, ambient growth, related developments, and levels of service at adjacent intersections.

TRAFFIC STUDY: A written report prepared at the Applicant's expense and submitted by the Applicant according to DOT's Traffic Study guidelines, discussing the traffic engineering investigation and analysis of Project-related traffic impacts, including recommendations to mitigate the traffic impacts, if any.

TRANSPORTATION DEMAND MANAGEMENT (TDM): A program promoting ridesharing and transit use to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

TRIP: An arrival at or a departure from a Project during the A.M. or P.M. peak hours by a motor vehicle as calculated by the Department of Transportation using the Trip generation formulas and/or table provided in technical references published by the Institute of Transportation Engineers and other transportation and traffic engineering industry sources.

Sec. 5. PROHIBITIONS, VIOLATIONS, ENFORCEMENT, USE LIMITATIONS AND RESTRICTIONS, AND EXEMPTIONS.

A. Prohibitions.

1. Violations and Penalties. Any violation of this Specific Plan shall be subject to the provisions of LAMC Sections 11.00 (m) and 12.04.01.

(a) Existing Violations. No Project Permit Compliance approvals shall be issued for Projects until all cited violations of the Specific Plan regulations are corrected.

(b) Certificate of Occupancy. Prior to the issuance of a certificate of occupancy, and in addition to all other requirements of the Department of Building and Safety, the property owner shall provide a letter of certification by a licensed landscape architect to the Director of Planning, that all required landscape and relevant streetscape elements have been implemented.

2. Specific Plan Compliance Required for Building, Demolition, Excavation, Foundation, Grading and Sign Permits. Notwithstanding any provision of the LAMC to the contrary, no building, demolition, excavation, foundation, grading or sign permit shall be issued for a Project, unless the Applicant complies with all sections of this Specific Plan. No sign permits shall be issued unless the sign conforms to the requirements of Sections 8 and 9 of this Specific Plan. In general, a Project shall be subject to a Department of Transportation mitigation approval described in Section 10 and a Department of City Planning Project Permit Compliance described in Section 9.

B. Enforcement.

1. Responsible Department. The Department of Building and Safety shall be responsible for enforcing the provisions of this Specific Plan.

2. Citations. Notwithstanding the provisions of Subsection A 1 above, violation of the provisions of this Specific Plan, subsequent to the initial warning, shall be punishable by an administrative citation to the property owner in the amount of $250.00.

(a) Repeat Violations. Fines shall be increased for repeat violations of any provision of this Specific Plan and calculated from the date of the initial citation as follows:

(1) First violation: Warning to correct violation within 30 days of citation.

(2) Second violation within 60 days: $250.00

(3) Third violation within 90 days: $500.00

(4) Fourth violation within 120 days: $1,000.00 and each subsequent violation.

(b) Establishment of Fund. The Department of Building and Safety shall establish a Community Enforcement Revenue Fund for each of the following communities: Studio City/ Cahuenga Pass, Sherman Oaks, Encino, Tarzana, Woodland Hills.

(c) Exclusivity of Funds. The monies generated as a result of the citations issued shall be used exclusively to fund enforcement of the regulations of the Ventura/Cahuenga Boulevard Corridor Specific Plan and the PACE Program.

3. Pro-Active Code Enforcement Survey (PACE). The Department of Building and Safety shall conduct a PACE survey, at least once every six months, in each of the five major communities as shown on Maps 2A through 2E to issue citations for any violations of the provisions of this Specific Plan involving permanent structures or signs.

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C. Use Limitations and Restrictions.

1. Use Limitations In Pedestrian Oriented Areas.

(a) In addition to the prohibition in Subdivision 2 above, in the Pedestrian Oriented Areas identified on Maps 2A-E in Section 1 of this Specific Plan, no building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit shall be issued for any Project unless the Project includes floor area on the Ground Floor of the building along at least 75 percent of the frontage of a building, excluding the frontage along vehicular access to on-site parking, devoted to retail uses or any Pedestrian Serving Use -Tier I. Office and retail uses cannot be combined within one tenant space unless a physical, stationary barrier is constructed or installed. Office uses accessory to retail will be combined with the retail square footage for the purposes of determining parking requirements.

The Applicant shall guarantee the continued restriction to retail or Pedestrian Serving Uses - Tier I for at least 75 percent of the frontage of a building by executing and recording a covenant and agreement. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning, recorded with the County Recorder, and a certified copy delivered to the Departments of City Planning and Transportation prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit.

(1) An Applicant may apply for a Project Permit Compliance approval for additional uses defined under Pedestrian Serving Uses - Tier II, if a Pedestrian Oriented Area has reached a vacancy rate of 12 percent or higher within that Pedestrian Oriented Area.

(a) Permission granted for these uses shall be in affect only for the period of time in which the vacancy rate of the Pedestrian Oriented Area where a Project is located remains above eight percent. When the vacancy rate falls to eight percent, Pedestrian Serving Uses - Tier II shall no longer be permitted.

(b) In order to obtain approval of a Project Permit Compliance for Pedestrian Serving Uses - Tier II, the Applicant shall provide evidence to the satisfaction of the Director of Planning of the current vacancy rate.

(2) A Project Permit Compliance granted pursuant to (1) above shall terminate should the approved use cease for a period of time exceeding three months or when a change of use occurs.

(b) No Drive-Through Establishments, motor and recreational vehicle sales and/or rentals, maintenance, repair and accessory installation, or car washes shall be permitted in Pedestrian Oriented Areas.

(c) All businesses in a Pedestrian Oriented Area fronting a street or Courtyard shall maintain direct pedestrian access to the sidewalk or Courtyard.

(d) All businesses located within a Pedestrian Oriented Area shall maintain at least 50% of their wall frontage as window space, display case, or public art. Nonreflective glass shall be used to allow maximum visibility from sidewalk or courtyard areas into interior of buildings. Window displays shall conform with sign requirements of this Specific Plan and the Los Angeles Municipal Code.

(e) Where a Project is located in an existing building or structure that is set back and raised above grade so as not to be readily accessible and/or visible by pedestrian traffic, the Project shall be exempt from Subsections (a), (c), and (d) above.

(f) Subdivision 3 above shall not apply to a Project which consists of construction, erection, addition to or structural alteration of a hospital located in the Pedestrian Oriented Area identified on Map 2 C of Section 1 C, so long as the Project does not exceed 160,000 square feet of Floor Area and any new uses in the Project within 100 feet of Ventura Boulevard are retail or Pedestrian Serving Uses.

2. Use Restrictions in a Regionally Impacted Area, Pedestrian Development District and Restricted Use Area within the Ventura/ Cahuenga Boulevard Corridor Specific Plan Area.

(a) Regionally Impacted Area - Studio City/Cahuenga Pass. The following uses shall be prohibited in the Regionally Impacted Area on both sides of Cahuenga Boulevard West bounded by Woodrow Wilson Drive on the east and Lankershim Boulevard on the west as shown on Map 2A:

(1) Drive-Through Establishments.

(2) Auto-Related Uses.

(3) Hotels/Motels.

(b) Pedestrian Development District - Sherman Oaks. The following uses shall be prohibited in the Pedestrian Development District on both sides of

Ventura Boulevard bounded by Fulton Avenue on the east and Beverly Glen Boulevard/ Tyrone Avenue on the west as shown on Map 2B:

(1) Drive-Through Establishments.

(2) Auto-Related Uses.

(c) Restricted Use Area - Sherman Oaks. The following uses shall be prohibited in the Restricted Use Area on both sides of Van Nuys Boulevard bounded by the Ventura Freeway (101) on the north and Moorpark Street on the south as shown on Map 2B:

(1) Drive-Through Establishments.

(2) Auto-Related Uses.

3. Other Limitations within the Ventura/Cahuenga Boulevard Corridor Specific Plan Area.

(a) Permanent Cargo Containers. Cargo containers used permanently for incidental storage to an existing commercial use shall be prohibited within the Ventura/Cahuenga Boulevard Corridor Specific Plan area.

(b) Temporary Permits for Cargo Containers. Only two consecutive temporary permits, for up to six months each, shall be permitted within a three year period and shall be subject to the following regulations after approval by the Planning Department and Building and Safety:

(1) Temporary containers shall be located on that portion of a lot where open storage is allowed by the Los Angeles Municipal Code.

(2) The use of a temporary container shall be limited to incidental storage for an existing commercial use.

(3) The use of a temporary container shall not allow human occupancy.

(4) The temporary container shall not be located so as to block, obstruct, or reduce any required parking spaces of the existing buildings on the lot, loading area or required exits, windows or vent shafts.

(5) The temporary container shall not be visible from Ventura Boulevard, Cahuenga Boulevard, Reseda Boulevard, Sepulveda Boulevard, Van Nuys Boulevard or Laurel Canyon Boulevard.

(6) A site shall be limited to one temporary container with a maximum 400 square foot of floor area for each 5,000 square foot of lot area (permitted for open storage).

(7) Each temporary container shall not exceed 10 feet in height, 10 feet in width and 40 feet in length and shall have no wall openings except for an access door opening at one end of the unit. Temporary containers shall not be stacked on each other.

(8) Access to temporary container for the disabled shall meet Title 24 requirements relating to handicap access.

D. Total Exemptions From Specific Plan Provisions. Any Project for which a building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign 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 shall be exempt from the provisions of this Specific Plan. This exemption shall not apply to a change of use or an addition of floor area except as the increase in floor area is required to meet Americans with Disabilities Act (ADA) requirements.

Sec. 6. BUILDING LIMITATIONS.

A. Basic Development Rights. All Projects which involve new construction, or additions of more than one hundred square feet of floor area to existing buildings shall be limited by the Floor Area Ratios in Subsection B and the Commercial Floor Area buildout limitations in Subsection C. However, notwithstanding the limitations in Subsections C, D and E below, each lot shall have development rights of at least a 0.35:1 Floor Area Ratio in the Neighborhood and General Commercial Plan Designation areas and a 0.5:1 Floor Area Ratio in the Regional Commercial and Community Commercial Plan Designation areas.

B. Floor Area Ratio Limitations.

1. The following Floor Area Ratios shall apply to Projects within the Community Commercial Plan Designation, and within the Regional Commercial Plan Designation west of the San Diego freeway:

(a) No Project may exceed a maximum Floor Area Ratio of 1.25:1.

(b) However, an additional Floor Area Ratio of 0.25:1 may be granted by the Department of City Planning during the Project Permit Compliance process for a Mixed-Use Project, pursuant to Section 9.

2. The following Floor Area Ratio shall apply to Projects within the Community Commercial Plan Designation on the north and south side of Ventura Boulevard bounded by Radford Avenue on the east and Colfax Avenue on the west:

(a) No Project may exceed a maximum Floor Area Ratio of 1.0:1.

3. The following Floor Area Ratio shall apply to Projects within the Neighborhood and General Commercial Plan Designations:

No Project may exceed a maximum Floor Area Ratio of 1.0:1.

4. The following Floor Area Ratio shall apply to Projects within the Regional Commercial Plan Designation east of the San Diego Freeway:

No Project may exceed a maximum Floor Area Ratio of 1.5:1.

C. Cumulative Permitted Commercial Floor Area And Existing Floor Area. The Cumulative Permitted Floor Area and the existing floor area prior to the Ventura/Cahuenga Boulevard Interim Control Ordinance for all commercial square footage in this Specific Plan shall not exceed the following cumulative square footage, by Phase of Development:

Phase I - 23,400,000 square feet;
Phase II - 27,898,000 square feet.

D. Project Limitations Based On Commercial Floor Area For Phase I and Phase II. In Phase I, no Project shall be permitted which would result in creating more than the cumulative total Commercial Floor Area in any community that exceeds the following limits:

ADDITIONAL FLOOR AREA ALLOCATIONS FOR EACH COMMUNITY AND CUMULATIVE TOTALS FOR EACH PHASE OF DEVELOPMENT

COMMUNITY	PHASE I ADDITIONAL FLOOR AREA (SF)	PHASE II ADDITIONAL FLOOR AREA (SF)
Studio City/Cahuenga Pass	728,351	797,185
Sherman Oaks	398,670	436,323
Encino	614,445	672,395
Tarzana	665,526	728,183
Woodland Hills	1,703,008	1,863,914
Subtotals:	4,110,000	4,498,000
Base Year Developed Floor Area	19,290,000	23,400,000
Cumulative Totals:	23,400,000	27,898,000

E . Project Limitations Based On Traffic Impact. When 4,110,000 square feet of additional Commercial Floor Area have been permitted in the entire Specific Plan area during Phase I and 12 of the intersections listed in Subsection F below are operating at the unacceptable Level of Service of E or F, as determined by the Department of Transportation, then each Project shall be limited to the Basic Development Rights as set forth in Subsection A of Section 6.

F . Critical Intersections: The following corridor intersections are critical intersections:

Studio City/ Cahuenga Pass

1. Barham Boulevard and Cahuenga Boulevard

2. 101 Ramps, Regal Place and Cahuenga Boulevard

3. Lankershim Boulevard and Ventura Boulevard

4. Vineland Avenue and Ventura Boulevard

5. Tujunga Avenue and Ventura Boulevard

6. Colfax Avenue and Ventura Boulevard

7. Laurel Canyon Boulevard and Ventura Boulevard

8. Coldwater Canyon Avenue and Ventura Boulevard

Sherman Oaks

9. Woodman Avenue and Ventura Boulevard

10. Beverly Glen Boulevard and Ventura Boulevard

11. Van Nuys Boulevard and Ventura Boulevard

12. Kester Boulevard (east and west jog) and Ventura Boulevard

13. Sepulveda Boulevard and Ventura Boulevard

Encino

14. 101/405 Ramps, Sherman Oaks Avenue and Ventura Boulevard

15. Hayvenhurst Avenue and Ventura Boulevard

16. Balboa Boulevard and Ventura Boulevard

17. White Oak Avenue and Ventura Boulevard

Tarzana

18. Lindley Avenue and Ventura Boulevard

19. Reseda Boulevard and Ventura Boulevard

20. Wilbur Avenue and Ventura Boulevard

21. Vanalden Avenue and Ventura Boulevard

22. Tampa Avenue and Ventura Boulevard

23. Corbin Avenue and Ventura Boulevard

Woodland Hills

24. Winnetka Avenue and Ventura Boulevard

25. Canoga Avenue and Ventura Boulevard

26. DeSoto Avenue and Ventura Boulevard

27. Topanga Canyon Boulevard and Ventura Boulevard

28. 101 Ramps near Shoup Avenue and Ventura Boulevard

29. Shoup Avenue and Ventura Boulevard

30. Fallbrook Avenue and Ventura Boulevard

31. 101 Ramps, Woodlake Avenue and Ventura Boulevard

G. General Requirement. The Department of City Planning shall establish, monitor, and maintain an official record of all Cumulative Permitted Floor Area, by Phase of Development, within the Specific Plan area. The Floor Area record shall be maintained at the parcel and Community level.

H. Certification of Compliance with the Phases of Development Requirements.

1. No Project Permit Compliance shall be granted for any Project which would cause the Cumulative Permitted Floor Area to be increased from Phase I to Phase II until the City Council has done one of the following: certified that all requirements of the current Phase of Development have been implemented or assured; or, adopted findings to justify the reasons why the requirements are not necessary to mitigate any significant environmental impacts; or, adopted appropriate Specific Plan amendments and accompanying findings.

2. Based upon a report and recommendations from the Department of City Planning, with the assistance of the Department of Transportation and the advice of the Plan Review Board, the City Planning Commission shall report to the City Council on whether all the requirements of Phase I have been implemented.

The report shall also address any requirements that are unnecessary and should be deleted.

If the City Council determines that the requirements of Phase I are not necessary in order to mitigate significant environmental impacts, then it shall adopt findings to justify the reasons why the requirements are not necessary. If the Council determines that not all of the requirements of Phase I have been implemented or assured and that this Specific Plan should be amended or revised based on the review process, then it shall adopt findings accordingly and request staff to report on what appropriate amendments should be adopted.

Sec. 7. LAND USE REGULATIONS. A Project shall comply with the following land use regulations:

A. Yards and Setbacks. An entrance to the business shall provide direct access from the sidewalk without crossing a parking lot or driveway.

1. General. Notwithstanding LAMC Sections 12.12.2, 12.13, 12.13.5, 12.14 and 12.16 to the contrary, the following requirements for yards and setbacks shall apply to all Projects which consist of construction of a new building or an addition of square footage to an existing building:

(a) If a lot has a coterminous lot line with Ventura or Cahuenga Boulevard, then for the purposes of this Specific Plan, the lot shall be deemed to front on Ventura or Cahuenga Boulevard. If a lot has a coterminous lot line with Sepulveda, Van Nuys, Reseda or Laurel Canyon Boulevards, but not with Ventura or Cahuenga Boulevards, then for the purposes of this Specific Plan, the lot shall be deemed to front on Sepulveda, Van Nuys, Reseda or Laurel Canyon Boulevards.

(b) The exceptions in LAMC Section 12.22 C 20 shall be applicable to yards and setbacks required pursuant to this Specific Plan.

(c) For purposes of this section, the term setback shall only refer to a setback of floors below the first 15 feet in height of a building.

(d) Owners of all lots which have a coterminous lot line with the Los Angeles County Flood Control District (the Los Angeles River), shall make provisions for public access from the bike path to the building on the lot or to the front lot line when the bike path and any public open space along the river is built. Owners shall also provide a landscaped area of ten feet in width for all rear yards adjacent to the river's edge. Landscaping shall be compatible with riparian plantings.

2. Regional Commercial and Community Commercial Plan Designation Areas.

(a) Front Yards and Setbacks. A maximum 10 foot Front Yard shall be permitted for lots in the Regional Commercial and Community Plan Designation areas. No parking area or driveway shall be placed directly in front of the building except where a driveway is located to provide direct access through the building to a parking area located in the building or to the rear of the building.

No Project shall be built within 18 inches of the front lot line. This 18 inch setback shall be landscaped to the satisfaction of the Director of Planning.

Alternatives:

(1) Notwithstanding Paragraph (a) above, except for areas required for vehicular access to parking, a Front Yard of between 10 feet and 40 feet in depth for a maximum of 50 percent of the length of the front lot line or a maximum width of 50 feet, whichever is less, may be provided. If this Alternative is utilized, then the Project shall not be subject to the requirements in Subsection 7 E 1(f) and (g).

(2) If at least 50 percent of the length of the building frontage is built less than 18 inches from the front lot line, then

(i) 25 percent of the length of the building frontage shall be setback ten feet; and

(ii) The remaining 25 percent of the length of the building frontage shall be setback between ten and twenty feet; and if this Alternative is utilized, then the Project shall not be subject to the requirements in Subsection 7 E 1 (f) and (g).

(iii) Lots may have a maximum 25 foot front setback for the Project's first 15 feet in height , so long as the entire setback area is used for outdoor dining with appropriate landscape and hardscape in accordance with the adopted community streetscape plan. Portions of a building over 15 feet need not be setback. If Alternative (iii) is utilized, then the requirements in Subsection B shall not apply.

(b) Side Yards. No side yard shall be permitted at the Ground Floor, except that an accessway, which may include a maximum 20 foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to

5 feet on either side of the accessway may be provided for vehicular access to parking and pedestrian access to the building, or as specified in Subsection D [Parking] below, or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11 and 12.12 shall apply.

For corner lots, the side of the lot facing the side street intersecting with Ventura or Cahuenga Boulevard shall require a minimum 18 inch and maximum 15 foot landscaped setback.

(c) Rear Yards.

(1) Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 15-foot rear yard.

(2) If the rear lot line of a lot is adjacent to a residential use , then the lot shall have a minimum 20-foot rear yard, unless more is required by LAMC Section 12.21.1 A 10.

(3) If an alley separates a residential use from a commercial rear lot line, and the alley is at least 20 feet wide, then the 20 foot rear yard setback shall be measured from the midpoint of the abutting alley.

3. Neighborhood and General Commercial Plan Designation Areas.

(a) Front Yards and Setbacks. No parking area or driveway shall be placed directly in front of the building except where a driveway is located to provide direct access through the building to a parking area located in the building or to the rear of the building.

(1) For lots which are 100 or less feet in width:

(i) No Project may be built within 18 inches of the front lot line. This 18 inch setback shall be landscaped.

(ii) Each lot shall have a maximum yard or Front Yard setback of 60 feet, or an average Front Yard of all existing structures on the block in which the lot is located, whichever is less.

(2) For lots which are more than 100 but no more than 200 feet in width:

(i) No Projects may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18 inch setback shall be landscaped.

(ii) Each lot shall have a maximum Front Yard of 20 feet for a minimum of 33 percent of the length of the front lot line. The balance of the lot frontage may have a maximum Front Yard of 60 feet, or a Front Yard equal to the average of all existing structures on the block in which the lot is located, whichever is less.

(3) For lots which are wider than 200 feet.

(i) No Project may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18 inch setback shall be landscaped.

(ii) Each lot shall have a maximum Front Yard of 20 feet for a minimum of 50 percent of the length of the front lot line. The balance of the lot line may have a maximum Front Yard of 60 feet, or a Front Yard equal to the average of all existing structures on the block in which the lot is located, whichever is less.

(b) Side Yards. A side yard of 10 feet may be permitted, except that an accessway, which may include a maximum 20 foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the accessway, may be provided for vehicular access to parking and pedestrian access to the building, or as specified in Subsection F [Parking] below, or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11, and 12.12 shall apply.

For corner lots, the side of the lot facing the side street intersecting with Ventura or Cahuenga Boulevard shall require a minimum 18 inch and maximum 15 foot landscaped setback.

(c) Rear Yards.

(1) Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 15 foot rear yard.

(2) If the rear lot line of a lot is adjacent to a residential use , then the lot shall have a minimum 20 foot rear yard unless more is required by LAMC Section 12.21.1 A 10.

(3) If an alley separates a residential use from a commercial rear lot line and the alley is at least 20 feet wide, then the 20 foot rear yard setback shall be measured from the midpoint of the abutting alley.

B. Lot Coverage.

1. Regional Commercial and Community Commercial Plan Designation Areas. Buildings and structures shall cover no more than 75 percent of the lot area.

2. Neighborhood and General Commercial Plan Designation Areas. Buildings and structures shall cover no more than 60 percent of the lot area.

C. Driveways. A Project review shall be required on any site with multiple driveways where the linear frontage of the lot is less than 250 feet.

D. Landscaping Requirements. These requirements shall apply to all Projects, including changes of use to existing buildings.

1. Parking Lots.

(a) At least 15 percent of the total area of a surface parking lot shall be landscaped.

(b) For surface parking lots, one tree shall be provided for every four parking spaces. The trees shall be shade producing trees of a minimum 30 inch box size, no less than ten feet in height at maturity with a minimum tree canopy of 50 percent of the height of the tree. These trees shall be evenly distributed throughout the parking lot so as to shade the surface parking area.

(c) A ten foot landscaped buffer shall be provided around any surface parking lots adjacent to any street, alley, residentially zoned lot, existing residential use, or other parking lots. This shall qualify as part of the 15 percent landscape requirement. When surface parking lots are adjacent to other surface parking lots or parking structures, a ten foot landscaped buffer between the lots or structure shall be required. It shall incorporate walkways between the parking areas. When surface parking lots are adjacent to each other and are tied together to allow a common parking area to serve multiple businesses or multi-

tenant shopping centers, landscaping buffer requirements for the coterminous lot line shall not be required.

(d) Exception: If a Project involves an existing building that has no more than the minimum required number of parking spaces and the Project does not generate additional requirements for parking, only the landscaping and walkways that will not cause a reduction in the existing number of parking spaces are required.

(e) For portions of parking lots not facing a street, alley, residentially zoned lot, existing residential use, or other parking lot or structure, a minimum buffer zone of 30 inches shall be provided.

2. Parking Structures.

(a) Parking structures or that portion of a building which is used for parking shall be designed to substantially screen automobiles contained in the garage from view by pedestrians and from adjacent buildings, except as may be recommended by the Los Angeles Police Department for purposes of safety. The facade of any parking building shall be designed so that it is similar in color, material, and architectural detail with the building(s) for which it serves for parking.

(b) Parking structures shall have a landscaped buffer of ten feet around the surface perimeter, except where immediately adjacent to another structure.

(c) Parking structures shall be designed to include planting of trees, shrubs, flowers, or vines for a minimum total of 4 percent of the roof area, located principally around the perimeter of the roof level parking, in order to provide additional screening and exterior landscaping.

(d) Parking structures installed with air circulation vents and/or fans shall not have the vents and fans adjacent to or facing a residential area in order to avoid any adverse noise impact.

3. Yards, Setbacks, and Building Frontages.

(a) At least 60 percent of all Front Yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers.

Alternative:

Notwithstanding Paragraph (a) above, where sidewalk dining or a water feature is provided, at least 30 percent of all Front Yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers or tile or covered in gravel,

(b) The Applicant shall install an automatic irrigation system to maintain all required landscaping.

4. Gas Stations Buffers. Ten percent of the exterior site area not covered by the footprint of any building shall be used as a landscape buffer adjacent to the street. Within the landscaped area there shall be one tree for every 250 square feet of landscaped area. Applicants for a Project involving a gas station shall provide the following landscaped buffers between the gas station and:

(1) a lot on which there is a commercial use - a buffer of three feet in depth;

(2) a lot on which there is a residential use - a buffer of seven feet in depth;

(3) an alley - a buffer of five feet in depth; and

(4) streets - a buffer of five feet in depth.

5. Auto Repair. In addition to requirements set forth in LAMC Section 12.26 I and any conditions imposed pursuant to LAMC Section 12.24 C 44, auto repair uses, as defined in LAMC Section 12.03, shall be subject to the following requirements:

(a) Buffers: Buffers shall be required as set forth in Subsection 7 D 4 of this Section and shall include a wall, fence, berm or a combination of those elements, except across necessary driveways or walkways. Any wall or fence shall be planted with vines.

(b) Outdoor Seating Area: Any outdoor seating area provided as a customer waiting area shall be landscaped with a minimum of five percent of the outdoor waiting area.

6. Vacant Lots. If any lot becomes vacant with no Project, the owner shall maintain a solid, living, green ground cover of landscaping on the entire vacant lot. This requirement shall apply whether the lot is vacant by the owner's choice

or because no Project is permitted by the Department of Building and Safety within 180 days of the issuance of a demolition permit.

E. Height Limit.

1. Notwithstanding Subdivisions 2 and 3 of LAMC Section 12.21.1 B, no building or structure shall exceed the following heights:

(a) Studio City/Cahuenga Pass.

(1) From the intersection of Woodrow Wilson Drive and Cahuenga Boulevard to the intersection of Carpenter Avenue and Ventura Boulevard:

(i) On the north sides of Cahuenga and Ventura Boulevards - 45 feet.

(ii) On the south sides of Cahuenga and Ventura Boulevards - 30 feet.

(2) From the intersection of Carpenter Avenue and Ventura Boulevard to the intersection of Laurel Canyon Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.

(3) From the intersection of Laurel Canyon Boulevard and Ventura Boulevard to the intersection of Whitsett Avenue and Ventura Boulevard:

(i) On the north side of Ventura Boulevard - 45 feet.

(ii) On the south side of Ventura Boulevard - 30 feet.

(4) From the intersection of Whitsett Avenue and Ventura Boulevard to the intersection of Fulton Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(b) Sherman Oaks.

(1) From the intersection of Fulton Avenue and Ventura Boulevard to the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(2) From the intersection of Van Nuys Boulevard and Moorpark Avenue to the intersection of the Ventura Freeway overpass at Van Nuys Boulevard: On both sides of Van Nuys Boulevard - 30 feet.

(3) From the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard to the intersection of Columbus Avenue and Ventura Boulevard:

(i) On the north side of Ventura Boulevard to 135 feet west of Columbus Avenue - 30 feet.

(ii) On the south side of Ventura Boulevard - 30 feet.

(4) In the area bounded by Dickens Street on the south to the San Diego Freeway and Specific Plan boundary on the west, the Specific Plan boundary on the north, Sepulveda Boulevard on the east to Moorpark Street and Moorpark Street on the north to 135 feet west of Columbus Avenue south to Ventura Boulevard, then east to the lot line which would be a continuation of Columbus - 75 feet.

(5) In the area bounded by Dickens Street on the north, Greenleaf Street on the south, the San Diego Freeway on the west and the Specific Plan boundary on the east - 30 feet.

(c) Encino.

(1) From the intersection of the San Diego Freeway overpass and Ventura Boulevard to the intersection of Balboa Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.

(2) From the intersection of Balboa Boulevard and Ventura Boulevard to the intersection of Lindley Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(d) Tarzana.

(1) From the intersection of Lindley Avenue and Ventura Boulevard to the intersection of Etiwanda Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(2) From the intersection of Etiwanda Avenue and Ventura Boulevard to the intersection of Wilbur Avenue and Ventura Boulevard:

(i) On the north side of Ventura Boulevard - 45 feet.

(ii) On the south side of Ventura Boulevard - 30 feet.

(3) From the intersection of Wilbur Avenue and Ventura Boulevard to the intersection of Corbin Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(e) Woodland Hills.

(1) From the intersection of Corbin Avenue and Ventura Boulevard to the intersection of Winnetka Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(2) From the intersection of Winnetka Avenue and Ventura Boulevard to the intersection of De Soto Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(3) From the intersection of De Soto Avenue and Ventura Boulevard to the intersection of the Ventura Freeway overpass and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.

(4) From the intersection of Ventura Boulevard and the Ventura Freeway overpass to the western end of Leonora Drive:

(i) On the north sides of Ventura Boulevard and Leonora Drive - 30 feet.

(ii) On the south side of Ventura Boulevard and Leonora Drive - 45 feet.

(f) In addition, in the Community Commercial and Neighborhood and General Commercial Plan Designation Areas, buildings abutting a major or secondary highway may only exceed 30 feet in height, if, for each 15 foot increment, or portion of that increment, above 25 feet, at least a ten foot setback from the roof perimeter is provided.

(g) In addition, in the Regional Commercial Plan Designation area, buildings abutting a major or secondary highway may exceed 45 feet in height, if, for each 10 foot increment above 45 feet, at least a ten foot setback from the roof perimeter is provided.

2. Exemptions For Mixed-Use Projects In The Regional Commercial Plan Designation Area East Of The San Diego Freeway.

(a) If at least 25 percent of the floor area of a Mixed-Use Project in the Regional Commercial Plan Designation area east of the San Diego Freeway is devoted to non-hotel residential uses, then the Applicant may request a Project Permit Adjustment to exceed the height limitation in the underlying height district regulations and in this Specific Plan. However, in no case, shall the height of a Mixed-Use Project in the Regional Commercial Plan Designation area east of the San Diego Freeway exceed 82 feet. The procedures for granting relief from the height limitations shall be as set forth in LAMC Section 11.5.7 E. Any Project Permit Adjustment application to exceed the height should be filed at the same time as an application for a Project Permit Compliance. The filing fee for a Project Permit Adjustment is as set forth in LAMC Section 19.01 J.

(b) In order to grant relief from the height limitation, the Director or the Area Planning Commission, depending on who has jurisdiction, shall make the following findings in addition to those required by LAMC Section 11.5.7:

(1) The proposed Project is consistent with the scale and character of the existing neighborhood in terms of height, location, and orientation of buildings to adjacent residentially zoned parcels and rear yard setbacks.

(2) The proposed Project will not have a substantial adverse impact on any residence which is within 600 feet from the site of the proposed Project.

F. Parking. Notwithstanding any less restrictive provisions of LAMC Section 12.21 A 4(c) to the contrary, the following parking provisions shall apply in the Specific Plan area:

1. Parking Requirements.

(a) For commercial uses, other than offices, at least one parking space for each 250 square feet of floor area.

(b) For general offices, at least one parking space for each 300 square feet of floor area.

(i) For real estate and/or insurance uses approved pursuant to Section 5 C 1(a)(1), at least one parking space for every 200 square feet of floor area.

(c) For restaurants, take-out food establishments, banquet rooms and related uses, at least one parking space for each 100 square feet of floor area.

(d) For hotels and motels, at least one parking space for each guest room plus one additional employee parking space for every ten guest rooms.

(e) For hospitals, at least 2.5 parking spaces for each bed.

(f) For auditoriums, convention facilities, theaters, churches, general auditorium, stadiums, or other similar places of assembly, at least one parking space for every two seats. Where there are no fixed seats, there shall be at least one parking space for each 21 square feet of floor area, exclusive of the stage.

(g) For child care facilities, preschool, and all other elementary and secondary schools, at least one parking space for each 300 square feet of floor area.

(h) In addition to the requirements of LAMC Section 12.23 C 2, if a Project consists of a change of use or an addition to an existing building or structure, then the parking requirements of this paragraph shall apply only to:

(1) The square footage of floor area devoted to the change of use;

(2) The square footage of floor area contained within the addition to the existing building or structure; and

(3) The square footage of any remodeling if cumulatively over a five year period, it involves an area in excess of 50% of the building area.

(i) Where a commercial Project consists of a combination of uses, parking requirements shall be calculated for each individual use.

2. Public Parking Facilities. If there is a municipal off-street parking facility within 1500 feet of a Project or within a Pedestrian Oriented Area which can be shown by the Applicant as providing parking for a Project, then the Applicant may apply to the City for relief from the parking requirements in Paragraph 1 above. The application will be reviewed by the Departments of City Planning and Transportation to determine if the Project is eligible pursuant to the requirements of LAMC Section 12.26 E 5 for a reduction of the required number of parking spaces.

If a reduction in the number of parking spaces is approved for the Project, then the Applicant shall pay a one-time fee equal to $14,000 per parking space reduced, sufficient to pay for the new construction of parking spaces in a comparable municipal parking facility in the Specific Plan area. This fee shall be calculated and adjusted annually by the Department of Transportation to reflect the cost of providing replacement parking. The fees shall be added to the Community's Revenue Fund.

No more than one-third of the municipal off-street parking facility or lot shall be used for the cumulative relief from the parking requirements in Paragraph 1 above unless shared parking is approved pursuant to Section 7 F 4 of this Specific Plan.

Alternative For Parking. For Projects where a change-of-use or a new addition of less than 1,000 square feet require additional parking requirements of up to ten parking spaces that cannot be met on-site or through existing public parking facilities, the Applicant shall enter into a covenant and agreement with the Department of Transportation to pay one hundred dollars per month, per deficient parking space, into the Community's Parking Revenue Fund for as long as the Project parking deficiency continues to exist.

3. Off-Site Parking. If an Applicant wishes to utilize off-site parking to meet the parking requirements of LAMC Section 12.21 A and/or this subsection, then the Applicant shall meet the requirements of LAMC Sections 12.21 A 4(g) and 12.26 E 1(b). If the Applicant meets those requirements, then the Director may approve the off-site parking as part of a Project Permit Compliance.

Prior to Department of City Planning's approval of off-site parking, the off-site parking plan, including the accompanying map, shall be recorded as a covenant and agreement. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety, and Transportation prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. Off-site parking lots shall comply with all applicable LAMC provisions.

4. Shared Parking Agreements. The Director may permit shared parking as part of a Project Permit Compliance determination so long as he or she finds that the application meets all of the requirements of LAMC Section 12.24 X 20 (a).

Sec. 8. SIGN REGULATIONS. The Department of Building and Safety shall not issue a permit for a sign unless the sign complies with this section. All signs shall comply with the provisions of LAMC Chapter II, Article 8, Section 28.00, et seq.; Chapter VI, Article 7, Section 67.00, et seq.; and Chapter IX, Article 1, Division 62.

A. Prohibited Signs. In addition to the signs otherwise prohibited in the LAMC, the following signs are prohibited:

1. Portable Signs and sandwich signs, other than sidewalk valet signs approved and permitted by the Department of Public Works not to exceed two feet by three feet. For purposes of this section, a sandwich sign is a Portable Sign consisting of two sign faces connected at the top and extending outward at the bottom.

2. Signs on free-standing walls, except directional signs for parking and signs required pursuant to the Americans with Disabilities Act.

3. Off-site commercial signs (*i.e.*, Billboards), except that existing legally erected off-site commercial signs may be replaced on the same site at the option of the property owner by a sign that is neither larger in area or greater in total height, provided that the location and sign otherwise meet all current requirements of Section 91.6220 (Off-site Signs) of Division 62 of the LAMC.

4. Window signs, except store names, store hours, security signs, logos, and holiday paintings, (provided they are not placed in the window more than 30 business days before a holiday and are removed within ten business days after the holiday). Identified exceptions may not, in aggregate, occupy more than ten percent of any window in area.

5. Pole signs in the Regional and Community Commercial Plan Designation areas and on any corner lot in the Neighborhood and General Commercial Plan Designation area.

6. Windblown devices, such as pennants, flags, banners (that are not temporary signs) and balloons/inflatables.

7. Signs located in the public-right -of-way, except for signs contained on or within bus benches or bus shelters approved by the City Council and the Board of Public Works.

8. Stretchers.

9. Signs having flashing, mechanical, strobe or blinking lights or moving parts.

10. Supergraphic Displays.

B. Additional Sign Regulations.

1. Regional and Community Commercial Areas.

(a) Wall Signs.

(1) Number of Signs. A maximum of one wall sign per tenant is permitted on a building's street frontage.

In addition to the above, a maximum of one wall sign is permitted on that portion of a building facing an alley or street other than the primary building frontage, or facing a parking lot.

(2) Area. Notwithstanding LAMC Section 91.6209(a)(1),(2) and (4) to the contrary, the sign area of any wall sign on the building frontage, alone or in combination with any projecting sign, shall not exceed two square feet for each one foot of lot frontage.

(3) Projections. Notwithstanding LAMC Section 91.6209(d)(2) to the contrary, no wall sign may project from a building face more than 12 inches, or above the lowest elevation of the roof eave visible from the street.

(4) New or remodeled parapet walls to be used for signage above the roofline shall be limited to no more than 50 percent of the height of the first floor.

(b) Monument Signs.

(1) Number of Signs. Notwithstanding LAMC Section 91.6207 (b) to the contrary, no more than one monument sign shall be permitted per 200 feet of lot frontage.

(2) Landscaping. Monument signs shall be located in maintained landscaped areas which are equal to or greater in area than the dimensions of the face of the sign.

(3) Height. Notwithstanding LAMC Section 91.6207 (c) to the contrary, no monument sign may exceed six feet in height measured from grade.

(4) Total Area. The total area of each side of the monument structure shall not exceed 60 square feet.

(c) Projecting Signs.

(1) Number of Signs. No more than one projecting sign shall be permitted for each building.

(2) Area. Notwithstanding LAMC Section 91.6208(b)(1) to the contrary, the sign area of a projecting sign shall be limited to 16 square feet.

(3) Location. Projecting signs may only be placed at a public entrance to a building where the entrance fronts on a public street, private walkway, plaza, or alley.

(4) Height. No projecting sign shall extend above the lowest point of the roof eave visible from the street.

(5) Projections. Notwithstanding LAMC Section 91.6208 to the contrary, no projecting sign shall project more than 48 inches from the building face or a distance from the building face equal to one-half of the width of the adjacent public sidewalk or walkway, whichever is less.

(d) Temporary Signs.

(1) Construction Signs.

(i) Number of Signs. No more than one non-illuminated construction sign (*i.e.*, a temporary sign announcing and identifying a future use or Project under construction) shall be permitted for each lot frontage for which a building permit has been issued for a Project on the lot. Construction signs are permitted on a temporary basis only and notwithstanding LAMC Section 91.6215 to the contrary, shall be removed prior to the issuance of a certificate of occupancy or within 30 days of completion of the Project, whichever is sooner.

(ii) Area and Height. Construction signs shall not exceed 25 square feet in sign area and 15 feet in height.

(2) Holiday Decorations. Holiday decorations or signs shall be permitted, provided they are not erected more than 30 days preceding the holiday and are removed within ten days following the holiday.

(3) Real Estate Signs.

(i) Limitation. Real Estate Signs shall be limited to temporary non-illuminated signs which pertain to rent, lease, or sale of property only.

(ii) Area. Real estate signs shall not exceed five square feet in sign area.

(iii) Height. Real Estate signs shall not exceed a height of six feet above the ground level or adjacent sidewalk.

(iv) Location. On vacant lots, real estate signs shall be located not less than five feet from the front property line.

(4) Banners. A maximum of one banner of no more than 100 square feet shall be permitted to announce special events associated with seasonal holidays, provided they are not erected more than 30 days preceding the holiday and are removed ten days following the holiday. No more than two banners per year per site shall be permitted.

(5) Store Hours Signs. Store hours signs shall be permitted so long as they are placed in the front door or window closest to the front door and do not exceed three square feet in area.

(e) Time and Temperature Signs. Any time and temperature sign which is not placed on a building roof, shall be permitted, provided it has no blinking lights, includes no advertising, the face of the sign is no larger than 16 square feet in area, and the sign conforms to the requirements for projecting signs.

2. Neighborhood and General Commercial Plan Designation Areas.

(a) The regulations in Subsection C 1 above are applicable in Neighborhood and General Commercial Plan Designation areas. However, pole signs shall be permitted as described below.

(b) Pole Signs.

(1) Number of Signs. No more than one pole sign for each lot shall be permitted. For Shopping Centers, only one pole sign per lot frontage shall be permitted, regardless of the number of individual lots in the Shopping Center.

(2) Area. Notwithstanding LAMC Section 91.6211(b)(1) or (2) to the contrary, no pole sign shall exceed 35 square feet in sign area, for each face of the sign.

(3) Location. No pole sign shall be permitted on corner lots.

(4) Height. Notwithstanding LAMC Section 91.6211(d)(1),(2) or (3) to the contrary, no pole sign shall be greater than 20 feet in height.

(5) Landscaping. Pole signs shall be located in maintained landscaped areas which are equal to or greater in square footage than the total surface area of the face(s) of the sign.

C. Multiple Tenant Shopping Centers. In addition to Subsections A and B above, the provisions in this subsection apply to multiple tenant shopping centers, for which the Applicant has requested a sign permit.

The type of sign (*e.g.*, channel, cabinet, illuminated), the sign's overall design, and the color of the sign or signs, shall be consistent with other signage on the building(s) within the shopping center, as determined by the Director of Planning.

D. Exceptions. The provisions of this Section shall not apply to any sign required by law or by a governmental agency.

E. Amortization of Signs.

1. All signs rendered nonconforming by this Section shall be completely removed from the Specific Plan area within five years from the effective date of this Specific Plan; provided, however, that a funding source is established for the purpose of paying just compensation to the owner of the sign. This provision shall not apply to a sign which qualifies as an "advertising display" as defined in Section 5202 of the State of California Business and Professions Code.

2. If a nonconforming sign has been damaged or partially destroyed by fire, flood, earthquake or other natural disaster, to the extent of more than 50 percent of its replacement value at the time of the damage or destruction, the damage or destruction is other than facial copy replacement, and the sign cannot be

repaired within 30 days of the date of the damage or destruction, then the sign shall be totally removed within 45 days of the date of the damage or destruction.

3. Ninety days after the cessation of a business activity, service, or product, whose sign was lawfully erected, any related signs shall be removed, or the face of the sign shall be removed and replaced with blank panels or shall be painted out. This provision shall not apply to a sign which qualifies as an "advertising display" as defined in Section 5202 of the State of California Business and Professions Code.

4. Existing, non-conforming pole signs serving current businesses may be refaced or remodeled provided they are no greater in height, nor of greater area than the original pole sign, the sign remains in the same location, and the refacing or remodeling is compatible with the Ventura/Cahuenga Boulevard Corridor Specific Plan Procedures Manual and done pursuant to a sign permit.

Sec. 9. PROJECT PERMIT COMPLIANCE. No building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit for a Project shall be issued until the Project has received a Project Permit Compliance pursuant to this Section and LAMC Section 11.5.7 C.

A. Project Permit Compliance Process. In accordance with the application procedures set forth in LAMC Section 11.5.7 B 2, Applicants shall submit a Project Permit Compliance application to the Department of City Planning for a Director determination as to whether a proposed Project meets the approved Community Streetscape Plan Design Guidelines and complies with all applicable regulations of this Specific Plan. As part of the Project Permit Compliance review process, the Department of Transportation shall advise the Director in writing whether the Project is in compliance with the applicable transportation requirements of the Specific Plan.

1. Application. An application for a Project Permit Compliance shall be submitted with applicable fees to the Department of City Planning for the Director's review and determination. This can be filed jointly with any discretionary request; or as a separate request. Applications shall be deemed complete only if all the following are included with the applications:

(a) Plot Plans.

(b) Landscape and irrigation drawings which show the placement and size of all trees, shrubs, and ground cover and the botanical and common names of all plants.

(c) Building elevations shall be provided (at a scale of 1/8" = 1') showing building height, architectural forms and detailing, type of exterior materials, and general color scheme. The elevations shall also include an illustration of shadow impacts on December 22.

(d) A site plan shall be provided for each sign (at a scale of 1/4" = 1') showing materials, colors, placements, size, lettering styles, and lighting methods of the proposed sign(s). Photographs depicting the size and location of all existing signs on site and on properties directly abutting the site shall also be provided.

(e) Samples of exterior building materials and/or sign construction materials, photographic renderings, view analysis, three dimensional models and other information shall be provided as required by the Director.

(f) An environmental clearance shall be required for all Projects requiring a Project Permit Compliance.

(g) Other supporting documents as may be required by the application instructions for Project Permit Compliance review.

(h) In addition to requirements (a) through (g) of this subsection, the following is also required for multiple tenant shopping centers with one or more tenants where an Applicant has requested a sign permit:

(1) Plot plan of entire shopping center;

(2) Proportional allocation of signage for the entire shopping center; and

(3) Plans clearly identifying the design of proposed and existing signage including letter fonts, size and color scheme for the entire shopping center.

2. Director Decision. The Director shall review each application for a Project Permit Compliance, and shall approve, disapprove, or approve the Project with conditions pursuant to LAMC Section 11.5.7 C. The Director shall impose conditions to comply with mitigation measures required in the environmental clearance process in accordance with LAMC Section 11.5.7 C 2.

(a) The time limit in which the Director must act shall be in accordance with LAMC Section 11.5.7 C 4. The Director shall transmit a copy of the written

decision with findings and conditions in accordance with LAMC Section 11.5.7 C 4(b).

(b) The Department of City Planning shall imprint on the final Project plans any conditions of the Project and stamp and sign the plans prior to permit issuance by the Department of Building and Safety. The Applicant shall provide proof to the Department of Building and Safety of payment of all required Project Impact Assessment (PIA) fees and execution and recordation of all required covenants and agreements prior to issuance of any permit.

(c) Any modification to architectural plans must be resubmitted to the Planning Department for review and approval pursuant to LAMC Section 11.5.7 D.

3. Appeals. The Applicant may appeal the decision of the Director as well as the determination of the Department of Transportation as set forth in LAMC Section 11.5.7. C 6.

B. Design Guidelines. Until the Area Planning Commission adopts a resolution containing permanent design guidelines for the Ventura/Cahuenga Boulevard Corridor Specific Plan area, City staff shall utilize the design guidelines in the Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," for Project Permit Compliance contained in the Specific Plan Procedures Manual.

Any permanent design guidelines adopted by the Area Planning Commission shall address the following design categories:

1. Compatibility between the proposed Project, the adopted Community Streetscape Plan and existing development in the area.

2. Flexibility in implementing guidelines to avoid excessive architectural uniformity.

3. Detail and Ornamentation.

4. Decorative Roofs.

5. Compatibility of Colors.

6. Compatibility of Materials.

7. Application of Glass.

8. Walls.

9. Landscaping.

10. Signs.

11. Compatibility with Streetscape.

C. Fees. The filing fees for a Project Permit Compliance, Modification of a Project Permit Compliance, Project Permit Adjustment, Specific Plan Exception, Specific Plan Amendment, and Specific Plan Interpretation shall be in accordance with LAMC Section 19.01 J.

Sec. 10. TRANSPORTATION MITIGATION STANDARDS AND PROCEDURES.

A. Limitations and Exemptions.

1. Limitations. Unless the environmental review concludes that the mitigation measures proposed by the Applicant are sufficient to reduce the traffic impacts to a level of insignificance, no building permit, demolition permit, excavation permit, foundation permit or grading permit shall be issued for:

(a) Any Project with a Floor Area of 10,000 square feet or more; or

(b) Any Project which includes a Convenience Market, fast food restaurant or gas station; or

(c) Any Project which includes a retail or service establishment which has a Drive-Through or external automatic teller machine (ATM) facility.

If the Department of Transportation, as part of the environmental review process, determines that the Project's proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend an increase in mitigation measures and/or a reduction in size of the Project and/or a limitation on the proposed land uses to the Applicant.

2. Exemptions. The following Projects are exempted from the requirements of this Section:

(a) Single-family dwelling Projects.

(b) Interior remodeling or tenant improvement within a Shopping Center provided that no Drive-Through or ATM addition is involved.

B. Project Trip Calculation. The Department of Transportation shall establish the number of Trips for a Project. Project Trips shall be calculated based on Trip Generation Formulas and/or Table provided in technical references published by the Institute of Transportation Engineers (ITE) and other transportation and traffic engineering industry sources. Where a Project has more than one use, the Trips shall be calculated by adding together the Trips generated by each use. When a Project includes a use that is not in the Trip generation publications defined above, the Department shall use reasonable methods to establish the appropriate number of Trips for that use.

C. Review of The Transportation Impacts. DOT shall issue a Preliminary Traffic Assessment for each Project which either has a floor area of 10,000 square feet or more; or is a Convenience Market, fast food restaurant or gas station; or is a retail or service establishment use which has a Drive-Through or external automatic teller machine (ATM) facility. Prior to the issuance of a building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit for a Project, the Applicant shall comply with the following requirements to the satisfaction of the Department of Transportation.

1. Project Application Fee. Applicant shall submit an application including Project plans to the Department of Transportation for its review of the number of Trips to be generated by the Project and pay the application fee to cover the cost for review of the Project according to the following fee schedule:

(a) For Projects with 42 or fewer Trips where a Traffic Assessment is not required and where no street dedications or improvements or PIA Fee is required, the fee for review shall be $200.

(b) 42 or Fewer Trips. For Projects with 42 or fewer Trips where a Traffic Assessment is not required and where street dedications or improvements or a PIA Fee are required, the application fee shall be $400.

(c) 43 or More Trips. For Projects with 43 or more Trips where a Traffic Assessment is required and where street dedications or improvements or a PIA Fee may be required, the application fee shall be $500.

(d) 43 or More Trips and Traffic Study. For Projects with 43 or more Trips and where the required Traffic Assessment indicates significant transportation impacts and where review of mitigation measure designs is required and where street dedications or improvements or PIA Fee may be required, the Applicant

shall pay for a review of the Traffic Study to the Department of Transportation. This fee shall be $2,100 plus $50 for each 1,000 square feet of floor area, with the fee not to exceed $25,000. Payment of the fee in Paragraph (c) above shall be credited to the fee required in this subdivision. For purposes of this regulation, significant transportation impacts means the transportation impact, measured either as an increase in volume to capacity (V/C) ratio at an intersection, or an increase in the number of average daily vehicle trips (ADT) on a local residential street, which equals or exceeds the following significant thresholds, as determined by the Department of Transportation.

1. At an intersection:

If Final V/C is	Significance Threshold
0.701 - 0.800	0.04
0.0801 - 0.900	0.02
0.901 or greater	0.01

2. On a residential street:

If Final ADT is	Significance Threshold
1,000 or greater	12.5% of Final ADT

2. Highway Dedication and Improvement. The Applicant shall make street and highway dedications and improvements as identified in the Appendix, to the satisfaction of the Department of Transportation and the Bureau of Engineering if the Project is located within 370 feet, as measured from the lot line, after dedications, of any intersection identified in the Appendix . For the purposes of this paragraph, the procedures in LAMC Section 12.37 shall be followed. Notwithstanding LAMC Section 12.37 H, the street improvement standards contained in the Appendix, shall be utilized, to the extent feasible, for any improvements of streets listed in that Appendix. The appeal procedure described in LAMC Section 12.37 I may also be used for review of improvements required pursuant to this section on the basis of claims that the requirements pose an unreasonable hardship or violate any person's constitutional rights.

3. Traffic Study. The Applicant shall submit a Traffic Study for the Project, if so required by the Department of Transportation based upon its Traffic Assessment of the Project, according to current Department of Transportation Traffic Study guidelines.

D. Mitigation of Project-Related Traffic Impacts. Prior to the issuance of a building permit, foundation permit, excavation permit or grading permit for a Project with

significant traffic impacts as determined by the Department of Transportation, the Applicant, at his, her or its own expense, shall comply with the following regulations:

1. Physical Transportation Improvements. The Applicant shall implement or otherwise establish suitable guarantees to implement traffic and parking mitigation measures at adjacent intersections and streets, as determined by the Departments of Transportation and City Planning, including those street dedications as may be required.

2. Transportation Demand Management Program. The Applicant shall implement or otherwise establish suitable guarantees to implement a Transportation Demand Management (TDM) Program to reduce Project Trips as determined by the Departments of Transportation and City Planning according to the following requirements:

(a) Preliminary TDM Plan. Prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit, the Applicant shall submit a preliminary TDM Plan to the Department of Transportation. This Plan shall address the Project's unique characteristics and provide detailed measures to achieve and maintain an Average Vehicle Ridership (AVR) goal of at least 1.5, for all uses, except Shopping Centers and retail businesses, as defined in SCAQMD's Regulations within five years of the issuance of any temporary or permanent certificate of occupancy. The preliminary TDM Plan shall include the following elements:

(1) Building and site design to facilitate trip reduction such as convenient loading/unloading for high occupancy vehicles (HOV), on-site transit stops and bicycle rider facilities and preferential parking for car/vanpoolers.

(2) Consideration of establishment and participation in a Transportation Management Organization (TMO) that shall develop and implement ridesharing and Transportation Demand Management related activities within the Specific Plan area.

(3) Establish a rideshare coordinator and develop methods to provide ridesharing information and services to employees.

(4) Trip reduction incentives.

(5) Measures to enforce TDM on tenants, such as lease terms and conditions.

(6) Cooperative TDM plan among tenants as alternative to individual tenant TDM plans.

(7) Parking cash-out option.

(8) TDM Plan monitoring reports.

(b) Final TDM Plan. At least 60 days prior to the issuance of any certificate of occupancy, the Applicant shall submit a final TDM Plan to the Department of Transportation for its approval. The final TDM Plan shall include:

(1) Changes requested by the Departments of Transportation and Planning;

(2) Changes, if any, in incentives proposed by Applicant;

(3) Tenant TDM Plans; and

(4) Cooperative TDM Plan among tenants, if any, with letters of commitment.

(c) TDM Plan Enforcement. The Applicant or successor in interest must submit an annual TDM status report for at least five years. The reports and any TDM Plan revisions shall be submitted within 30 days of due date. Failure to do so shall constitute non-compliance which will subject the Applicant to sanctions, after due notice and hearing, by the City Council acting upon the recommendation of the Department of Transportation. The sanctions may include, but not be limited to, revocation of any credits allowed based on the TDM Plan and drawing on the letter of credit established to guarantee the TDM Plan to fund or reimburse the City's cost of implementing alternative mitigation measures in lieu of the TDM Plan.

3. Guarantee of Mitigation Measures. Prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit, the Applicant shall guarantee completion of the required transportation mitigation measures to the satisfaction of the Departments of Transportation and City Planning. The guarantees may consist of one or more of the following:

(a) Bonded construction B-Permits for improvements on City rights-of-way.

(b) Encroachment Permits for improvements on State rights-of-way.

(c) Cash payments for Automated Traffic Surveillance and Control (ATSAC) system improvements.

(d) Irrevocable letter of credit for transit and TDM Plans.

Prior to the issuance of any certificate of occupancy, the Applicant shall have completed all required transportation mitigation, including the construction of street and highway improvements.

4. Projects with More than 500 Trips. In addition to the above requirements applying to all Projects, as part of the Project Permit Compliance process, the Departments of Transportation and City Planning may require an Applicant to submit a Phasing Program for Projects which generate more than 500 Trips. The Phasing Program must include a proposed construction schedule and identify the specific methods and agents responsible for implementation of the required mitigation measures, as well as all required public agency decisions and decision-makers needed for this implementation. The Departments of Transportation and City Planning may require the Applicant, upon receipt and review of the proposed Phasing Program, to implement the recommendations of that proposed program. The Department of Transportation General Manager shall not approve any subsequent phase of a Project until the General Manager, with the concurrence of the Department of City Planning, is satisfied that the transportation impacts of the prior Phase have been adequately mitigated.

5. Inadequate Mitigation. If the Department of Transportation, as part of the environmental review, determines that the Applicant's proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend an increase in mitigation measures and/or a reduction in size or limitation on the proposed land use to the Applicant.

Sec. 11. PROJECT IMPACT ASSESSMENT FEE.

A. Establishment of the Project Impact Assessment (PIA) Fee. Prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit or grading permit for a Project or each Phase of a multi-Phased Project, an Applicant shall pay or guarantee a Project Impact Assessment (PIA) Fee.

1. Purpose of the PIA Fee. The PIA Fee is hereby established for the purpose of funding the Specific Plan improvements and services listed in Section 12, as well as pedestrian improvements, which are intended to mitigate the cumulative impacts of new development within the Specific Plan area.

2. **Projects Subject to the PIA Fee.** All Projects, except as exempted by this Specific Plan must pay or otherwise guarantee to pay the Project Impact Assessment (PIA) Fee prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit or grading permit.

B. Fee Payment Procedures. Except as provided for ICO Projects in this Specific Plan, the Applicant shall pay the PIA Fee to the Department of Transportation based on the following options:

1. **Single Payment.** Pay the PIA Fee in one lump sum cash payment prior to the issuance of the building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit.

2. **Installment Option.** Pay a deposit equal to 20 percent of the PIA Fee prior to the issuance of the building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. The Applicant shall pay the balance of the PIA Fee including accrued interest, within four years after the date on which the cash deposit was due. Those payments shall be made in four equal annual installments.

If the Applicant uses a covenant/equitable servitude as security, then the Applicant shall record that instrument in the County Recorders Office. The recorded covenant/equitable servitude may be terminated and removed by the Department of Transportation so long as all PIA Fee payments have been received.

If the Applicant chooses the deferred payment plan in option (2) above, the Applicant shall, in conjunction with that choice, provide security for payment of the balance due to the City in the form of either a bond, a letter of credit, or an executed covenant/equitable servitude which runs with the land, to the satisfaction of the Department of Transportation. Payment of the balance of the PIA Fee, including interest due, shall be made according to the schedule above. However, if an Applicant chooses the deferred payment plan and decides to prepay in advance of the schedule, then the only interest due shall be that which has accrued at the time of payment of the balance.

If the Applicant chooses to pay under option (2) above, interest shall begin to accrue on the cash deposit due date, and shall be compounded annually beginning on the anniversary of the date the first payment is due. The initial interest rate shall be the effective yield that the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the date of issuance of the building permit. The interest rate shall be adjusted annually and shall be the effective yield on the City's

investment pool as reported for the month preceding the anniversary date of the building permit issuance date.

C. Calculation of the PIA Fee.

1. PIA Fee Formula. The PIA Fee shall be calculated based on the following formula:

PIA FEE = (FA x FR) + P

Where FA = Floor Area in square feet
FR = Community PIA Fee Rate per PIA FeeTable
P = Drive-Through Convenience Premium, if applicable

2. Fee Rates and Premiums. The fee rates and Use Premiums listed in the following PIA Fee Table shall be used in the calculation of the PIA Fee. The City Council may revise the PIA Fee Table based upon the recommendation of the Department of Transportation.

PIA FEE TABLE

LAND USE CATEGORY (Check with DOT for land uses not listed)	COMMUNITY PIA FEE RATE ($ Per Square Foot of Floor Area)					DRIVE-THROUGH CONVENIENCE PREMIUM*
	WOOD-LAND HILLS	TARZANA	ENCINO	SHERMAN OAKS	STUDIO CITY/ CAHUENGA PASS	
CATEGORY A College Hospital Industrial Institutional Manufacturing R & D Lab School Sound Studio Storage Rental Warehouse	$0.56	$1.00	$0.97	$1.32	$0.72	$0.00
CATEGORY B Business Park Hotel Motel Office	$1.05	$1.89	$1.83	$2.47	$1.36	$0.00
CATEGORY C Bank Car Wash Cinema Convenience Mkt. Credit Union Gas Station Retail Savings & Loan Service Shopping Center Supermarket Theater	$1.94	$3.45	$3.34	$4.52	$2.49	As specified: $20,000 $15,000 -- $12,000 $20,000 $15,000 -- $20,000 -- -- -- --
CATEGORY D Café Clinic Gym Health Club Medical Office Restaurant	$2.17	$3.88	$3.77	$5.09	$2.80	As Specified: -- -- -- -- -- $20,000

*NOTE: The Drive-Through Convenience Premium is a fixed amount charged per business, regardless of size. It is added only when a Drive-Through Establishment or external ATM is included in a restaurant or a Category C land use. Car washes, Convenience Markets and gas stations are always charged this premium.

3. Annual Indexing. In order that the Project Impact Assessment Fee levied pursuant to this Specific Plan keep pace with the cost of the improvements and services, including land acquisition and transportation mitigation the fee rates listed in the PIA Fee Table shall be periodically increased (or decreased) as follows.

The PIA fee rates listed in the PIA Fee Table shall be increased (or decreased) as of July 1 of each year by the amount of the percent increase (or decrease) in the City Building Cost Index as determined by the Department of Transportation. To reflect the revised fee rates, a new PIA Fee Table shall be published by the Department of Transportation in a newspaper before July 1 of each year.

If the Department of Transportation 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 the report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the PIA fee rates.

4. Potential Adjustments of Fee Rates. The PIA fee rates may be adjusted by the City Council independent of the annual indexing mandate based on whether or not an Assessment District is established by the City Council for a Community or a portion of a Community to fully or partially fund the Specific Plan improvements and services. The PIA Fee shall be reduced for those Projects within the Assessment District to the extent that the assessment generates funds.

5. Responsible Agency. The City agency responsible for calculating, receiving, recording and depositing the PIA Fee is the Department of Transportation.

D. Adjustments to the PIA Fee. The PIA Fee, as calculated above, shall be modified for any of the following:

1. Existing Use Credit. The Department of Transportation shall reduce the PIA Fee based on a credit for existing land uses on the same lot. For the purpose of this credit, "existing" shall be defined as any legally-permitted occupancy on the same lot for a minimum of one year between November 9, 1985 and the date of review by the Department of Transportation. The amount of this credit is calculated by applying the PIA Fee Formula to the existing use. Existing Use Credit cannot be transferred to any other lot.

2. The PIA Fee For Pedestrian Serving Uses Tier I and Tier II. The PIA Fee for Pedestrian Serving Uses - Tier I shall be calculated by multiplying the total floor area devoted to Pedestrian Serving Uses placed at the Ground Floor in Pedestrian Oriented Areas by 50% of the rate as set forth in the formula in Section 11 C above. Any application for this adjustment shall be accompanied by a covenant and agreement/equitable servitude which runs with the land guaranteeing that at least 75 percent of the frontage of the building shall be restricted to retail or Pedestrian Serving Uses. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder. The Applicant shall deliver a certified copy to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit. Upon a change of use from Pedestrian Serving Uses to a use or uses which are not so designated in this Specific Plan, the property shall no longer qualify for the prior fee adjustment. The Department of City Planning shall terminate the covenant and agreement upon payment of the PIA Fee as recalculated by DOT for non-Pedestrian Serving Use or Uses.

The PIA Fee rates for Pedestrian Serving Uses - Tier II, shall be as set forth in the PIA Fee Table. No reduction in the PIA Fee shall be permitted for those uses.

E. In Lieu Credits. The PIA Fee may be further reduced through an In Lieu Credit for Specific Plan improvements and services completed or guaranteed by the Applicant. However, In Lieu Credit for a particular item of improvement or service as listed in Section 12 shall not exceed that item's percentage allocation in relation to the PIA Fee, as established in the Specific Plan Trust Fund Ordinance.

1. The Department of Transportation shall calculate In Lieu Credits for all or a portion of the cost of transportation improvements guaranteed or completed by the Applicant, if these improvements are included in the cost analysis for the PIA Fee. The proposed improvements are listed in Section 12. The amount of In Lieu Credit shall be credited at the time the building permit is issued.

2. The Applicant shall be required to prepare preliminary plans and a detailed cost of the qualifying transportation improvements to the satisfaction of the Department of Transportation and City Engineer. The Department of Transportation shall approve credit for the B-Permit construction costs, including an additional 15 percent for design and contingency costs as approved by the City Engineer.

3. The total PIA Fee, after deducting any applicable In Lieu Credits, shall be paid pursuant to the procedures in Subsection B.

4. Restrictions on Use of In Lieu Credit.

(a) Maximum Amount Usable. The total amount of In Lieu Credit that may be applied toward the PIA Fee shall not exceed the net PIA Fee payable after deducting the Project's existing use credit and fee exemption.

(b) Validity Period. Any amount of In Lieu Credit in excess of the net PIA Fee payable may be applied toward any subsequent PIA Fee assessment on the same parcel of real property, so long as the subsequent PIA Fee is being assessed for a Project that will be permitted within five years of the original grant of In Lieu Credit.

F. Appeals of the PIA Fee.

1. The City Council may hear appeals from decisions by the Departments of Transportation, or the Director of Planning relative to the PIA Fees assessed for the following Projects: those for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, 160,514, and 166,313) regarding the Project being subject to the Ventura/Cahuenga Boulevard Corridor Specific Plan's PIA Fee. If a person subject to a PIA Fee believes an error was made, then he or she may appeal the Department decision to the City Council. The Director of Planning with the assistance of the General Manager of DOT or their designees shall prepare and present to Council a report detailing the basis for the Department action and recommendations.

2. The appeal shall be in writing upon forms provided by DOT and shall be accompanied by the appeal fee established by LAMC Section 19.01 B and payable to the Department of Transportation. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 30 days from the date of mailing (by certified mail) of the payment notice sent by the Department of Transportation after the effective date of this amendment.

3. The procedures and time limits for an appeal shall be the same as those set forth in LAMC Section 12.24 B 3.

4. Appeal Findings. An appeal of the PIA Fee may be granted if one or more of the following findings is made:

(a) That the assessed PIA Fee is based on an incorrect interpretation of land use;

(b) That the assessed PIA Fee is based on an incorrect calculation of the PIA Fee;

(c) That the Department or Departments erred in interpreting or applying the provisions of the Specific Plan.

Sec. 12. PIA Fee-Funded Improvements and Services.

A. Exclusivity. The funds collected as Project Impact Assessment (PIA) Fees shall be used exclusively for the improvements and services listed in this Section, or as amended by the City Council upon recommendation by the Director of Planning and the General Manager of the Department of Transportation.

B. Findings For Use of Fund. The funds collected as Project Impact Assessment Fees can be used for Community-wide or Corridor-wide improvements or services, listed in this section so long as the Director of Planning and the General Manager of the Department of Transportation jointly make the following findings:

1. The improvement or service to be funded will mitigate the cumulative adverse impacts of new development within the Plan area and the PRB has had review and its input was taken into consideration regarding the extent of the improvement and;

2. The improvement or service to be funded does not involve maintenance of existing facilities; and

3. The street improvement or service to be funded is made only to public streets and highways, not to private streets or alleys or state freeways.

4. The funding of transit programs includes only capital expenditures and not operating and maintenance expenditures.

C. Phase I Improvements and Services. The following are the Community-Wide and Corridor-Wide Improvements and Services proposed under Phase I of the Specific Plan program:

1. Transit/TDM/TMO - Local public transit, TDM programs, and TMO programs;

2. **Off street Parking** - Peripheral parking lots or structures to serve each of the five communities; and

3. **Intersection Improvements** - Right-of-way acquisition, intersection flaring and signal improvements at nineteen intersections as listed below. The Department of Transportation shall review intersection improvements on a case by case basis, and may do so with the assistance of the PRB:

Studio City /Cahuenga Pass

(a) Lankershim Boulevard and Ventura Boulevard

(b) Tujunga Avenue and Ventura Boulevard

Sherman Oaks

(c) Woodman Avenue and Ventura Boulevard

(d) Beverly Glen Boulevard and Ventura Boulevard

(e) Kester Boulevard (West Jog) and Ventura Boulevard

Encino

(f) 101/405 Ramps, Sherman Oaks Avenue and Ventura Boulevard

(g) Balboa Boulevard and Ventura Boulevard

(h) White Oak Avenue and Ventura Boulevard

Tarzana

(i) Lindley Avenue and Ventura Boulevard

(j) Reseda Boulevard and Ventura Boulevard

(k) Vanalden Avenue and Ventura Boulevard

(l) Tampa Avenue and Ventura Boulevard

Woodland Hills

(m) Winnetka Avenue and Ventura Boulevard

(n) Canoga Avenue and Ventura Boulevard

(o) DeSoto Avenue and Ventura Boulevard

(p) Topanga Canyon Boulevard and Ventura Boulevard

(q) 101 Ramps near Shoup Avenue and Ventura Boulevard

(r) Shoup Avenue and Ventura Boulevard

(s) Fallbrook Avenue and Ventura Boulevard

4. Plan Administration. Up to 10% of PIA Fee revenues collected each year may be used for administering the Ventura/Cahuenga Boulevard Corridor Specific Plan, including but not limited to Project review, program implementation, monitoring, analysis, evaluation and reporting on the performance of the Specific Plan.

Sec. 13. PRIOR PROJECTS PERMITTED.

A. Prior Projects Subject to the PIA Fee. Both ICO and PSP Projects shall be subject to the Ventura/Cahuenga Boulevard Corridor Specific Plan's PIA Fee.

1. PIA Fee Calculation. The Department of Transportation shall calculate the amount that each ICO or PSP Project Applicant or successor in interest shall be charged on the basis of provisions of Section 9, including any fee adjustments applicable to the Project.

2. Collection of PIA Fees. The Department of Transportation shall collect all PIA Fees assessed and outstanding on ICO Projects, and draw the amount equal to the PIA Fee upon any outstanding letters of credit or bonds established by PSP Projects to guarantee payment of the PIA Fee.

B. ICO Project Payment Options. If a person received an approval for a Project between November 9, 1985, and February 15, 1991, pursuant to the procedures set forth in Ordinance Nos. 166,313, 165,290, 162,907, 160,406, or 160,514 and signed a covenant and agreement promising to pay the PIA Fee, then that person or any

successor in interest shall pay this amount according to one of the following payment plans, at their option:

1. Pay the PIA Fee in one lump sum cash payment no later than 90 days after the date the Department of Transportation mailed, by certified mail, the notice to pay the PIA Fee or, if an appeal was filed within the time limits set forth in this Specific Plan, no later than 30 days after the date the determination on the appeal becomes final. The Applicant who chooses to pay under this option shall be obligated to pay only 95 percent of the PIA Fee assessed.

2. Pay in accordance with the 20% down payment plus the four equal installments payment schedule established in Section 11.

C. Refund of Overpayments. ICO Project Applicants or successors in interest who have paid PIA Fees based on trips and PSP Project Applicants will be refunded the amount paid in excess of the corresponding PIA Fee based on square feet of floor area, as set forth in the PIA Fee Table of this Specific Plan, and the recalculation made by DOT.

1. **Refund Amount.** The Department of Transportation shall determine the amount that will be refunded for each ICO and PSP Project.

2. **Claims for Refund.** Any person may file a claim for refund of PIA Fees paid in excess of current PIA Fees on forms and according to procedures to be provided by the Department of Transportation. Each claimant must present proof of the PIA Fee amount paid and a copy of the current PIA Fee notice.

3. **Refund Recipient.** Refunds will be paid only to the person(s) or entity named in the official receipt issued for payment of the PIA Fee, regardless of who filed the claim for refund, unless otherwise ordered to do so by a court of competent jurisdiction.

D. PIA Fees Already Paid or Guaranteed. An ICO Project for which the PIA Fee has been fully or partially paid, or a PSP Project for which the PIA Fee has been fully paid or guaranteed through a letter of credit will not be reassessed a current PIA Fee based on floor area if that current fee is greater than the PIA Fee. The PIA Fee as previously assessed will be the current PIA Fee for that Project.

E. Appeals for Prior Permitted Projects. An appeal for a Prior Permitted Project shall be the same as established in Section 11 F of this Specific Plan.

Sec. 14. PUBLIC RIGHT-OF-WAY-IMPROVEMENTS.

A. Interim Streetscape Plan.

1. Until the City Planning Commission adopts revised community streetscape plans for the Specific Plan area, the Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," shall be the interim streetscape plan for the Specific Plan area.

2. In granting a Specific Plan Exception, zone change, height district change, variance, or conditional use permit within the Specific Plan area, the City may, to the extent otherwise permitted by law, include requirements to encourage pedestrian alternatives to automobile driving. These requirements may include a program of urban design improvements based on the interim streetscape plan described above or the adopted community streetscape plan. These improvements are intended to differentiate each of the five communities in the Specific Plan area, and within each community, the different commercial land use designations shown on each Community Plan map.

3. This interim streetscape plan shall be used by the Department of City Planning to review the design of private Projects and to the extent permitted by law, by all agencies of the City when reviewing public improvements in the Specific Plan area.

4. The interim streetscape plan shall include the preservation of the existing palm trees on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue.

B. Community Streetscape Plan. Upon approval by the City Planning Commission, Board of Public Works, and Cultural Affairs Commission, each community streetscape plan shall provide guidelines for all streetscape improvements.

C. General Provisions. To the extent feasible, the following provisions shall apply until the City Planning Commission adopts community streetscape plans for Sherman Oaks, Encino, and Studio City:

1. Street Trees.

(a) Street trees shall be of at least a 36 inch box size at the time of planting. All street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance. In selecting types of trees and standards for spacing between trees, factors as the appearance, shade producing quality, smog tolerance, irrigation requirements, and ability to withstand high winds

shall be considered. The streetscape scheme for each community will include a detailed public landscaping plan, including a list of recommended trees.

(b) Clusters of accent trees for architectural treatment shall be provided at key entries, intersections, or activity centers to identify these as special places in the Specific Plan area when to do so will not obstruct corner visibility.

(c) Palm Trees. The existing palm trees in Studio City have created a distinctive image for the community and shall be preserved. The community streetscape plan shall incorporate the existing palm trees along with additional plantings on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue into a comprehensive program to enhance the character and environment of this community.

2. Planter Boxes. Planter boxes and other landscaping shall be installed along the sidewalks and plazas where there is sufficient width to maintain and encourage the flow, as well as safety of pedestrians. Placement of these planter boxes shall be subject to the approval of the appropriate City agencies. Planter boxes shall be built in a sturdy manner and utilize common materials and colors. Sand blasted or textured concrete with tile or color accents may be considered.

3. Sidewalks. Sidewalks, crosswalks, and related pedestrian elements shall comply with Title 24 of the State of California Code of Regulations and the standards of the Department of Public Works, Bureau of Engineering and the Department of Transportation regarding design and width. They should be paved to create a distinction between each of the five communities in the Specific Plan area. Their design shall incorporate the use of texture, pattern, and may incorporate color. Aggregate, sandblasted, or scored concrete and brick pavers are examples of materials which may be used. The design may vary patterns to emphasize key locations (i.e., transit stops and approaches to street crossings). Materials shall be slip resistant and shall not constrain use by the visually impaired or person using wheelchairs. At intersections, crosswalks shall be paved to provide pedestrian continuity linking the sidewalks. The selected sidewalk materials and design shall be continued in the crosswalks, subject to the approval of the City Engineer.

4. Street Furniture. Each community streetscape plan shall include, but not be limited to, provisions for the following elements: benches, lighting, news racks, and trash receptacles pursuant to LAMC Section 42.00 and community streetscape plan requirements.

Sec. 15. PLAN REVIEW.

A. Ventura Boulevard Plan Review Board. Upon adoption of this Specific Plan, the City Council and Mayor shall appoint members of a Ventura/Cahuenga Boulevard Corridor Plan Review Board as set forth in Paragraphs 2 and 4 below.

1. Authorities and Duties of the Plan Review Board.

(a) Specific Plan Development and Implementation. Make recommendations to the Councilmembers of the Districts in which the Specific Plan is located and to the Mayor concerning the development and implementation of the Specific Plan. These recommendations shall include programming and funding mechanisms. To assist in this process, the Director of Planning and the General Manager of the Department of Transportation, or their designees, shall meet with the Plan Review Board. If the Director determines it would be of assistance to the Board, the Department of Cultural Affairs and the Bureaus of Street Lighting and Street Trees shall meet with the Board.

(b) Annual Specific Plan Report. Prior to the completion of the annual report, the Plan Review Board will meet with the appointing authorities for presentation and review of the staff's proposed annual Specific Plan report.

(c) Traffic Mitigation and Intersection Improvements. Make recommendations to the appointing authorities regarding the priorities and timing of intersection improvements and traffic mitigations in the Specific Plan area. To assist in this process, the Director of Planning and the General Manager of the Department of Transportation, or their designees, shall meet with the Plan Review Board.

(d) Community Streetscape Plans - Design Guidelines. Make recommendations to the appointing authorities on the implementation and amendment of community design guidelines and community streetscape plans for each community to encourage pedestrian activity.

(e) Exceptions or Amendments to the Specific Plan. When an application is made for a Specific Plan Exception or when any proposal to amend the Specific Plan is initiated, the Department of City Planning shall send the Plan Review Board Chair a copy of the proposed amendment or application within seven calendar days of the Department's receipt, and the PRB shall have 30 calendar days running concurrently with the City review process in which to review the matter. The Plan Review Board, at its option,

may provide the appointing authorities with written recommendations and comments regarding the matter under discussion.

2. Number of Members and Composition of Membership .

(a) Appointment of Members. Two members shall be appointed by each of the Councilmembers of the Council Districts in which the Specific Plan area is located. One member shall be appointed at large by the Mayor. The Councilmembers of the Districts in which the Specific Plan is located and the Mayor shall be considered appointing authorities for purposes of this Section.

(b) Composition of Membership. The composition of the PRB should include individuals who represent the varied interests of the immediate community (*e.g.*, business, residential, environmental, *etc.*). In the case of more than one Council District located in one community, each Councilmember shall select a Plan Review Board member from that community. In addition, one member shall be appointed at large by the Mayor.

3. Quorum/Action. The presence of one-half plus one of the total voting members shall constitute a quorum. An approval of any Board action shall require a majority of those present after a quorum has been declared. No member may vote by proxy.

4. Terms. Members of the Plan Review Board shall be appointed for terms of four years, with only one four year extension permitted, if the Councilmember, or the Mayor for the at-large member, so choose.

5. Expiration of Term. Upon expiration of the term of any member of the Plan Review Board, the appointment for the next succeeding term shall be made by the appointing authority. No member of the Board shall serve more than two consecutive four year terms. Members of the Board whose terms have expired shall remain members until their replacements have been appointed.

6. Vacancies. In the event a vacancy occurs during the term of a member of the Board, the appointing Councilmember, or the Mayor for the at large member, shall make an appointment of a person to serve the unexpired term of that member.

7. Meeting Schedule. The Plan Review Board meetings shall be set by the Plan Review Board in consultation with participating City Departments. The

meeting schedule should include definite dates and times for the meetings, with a minimum of one meeting per month.

8. Elections. The Plan Review Board shall elect a chair and a first and second vice-chair at the December meeting to take office on January 1 of each year. The chair and two vice-chairs shall serve no longer than two consecutive one-year terms.

B. Periodic Review of the Specific Plan.

1. Annual Review of the Specific Plan. The Department of City Planning and Department of Transportation shall jointly prepare an annual review of the Specific Plan addressing issues of plan implementation, including the transit program and plan financing.

2. Specific Plan Restudy. When Phase I as described in this Specific Plan has been reached, a restudy of all aspects of the Specific Plan shall be jointly undertaken by the Departments of City Planning and Transportation. The costs of administering and implementing the infrastructure improvements of the Specific Plan, as well as a recalculation of the remaining commercial square footage which can be absorbed by the Boulevard with extensive mitigation, shall be included in the restudy.

Sec. 16. ALLEY VACATIONS. Vacation of any alley within the Specific Plan area shall be in accordance with LAMC Section 15.00. A public hearing before either the City Planning Commission or the City Council shall be provided prior to any City Council action to vacate an alley. The Departments of City Planning and Transportation shall make recommendations to the City Planning Commission and the City Council as to any proposed alley vacations. In recommending an approval, the Departments shall find that: (1) The alley is not necessary for present or prospective public use; (2) The alley is not needed for vehicular circulation or access; (3) The alley is not needed for non-motorized transportation facilities; and (4) The proposed alley vacation is consistent with the general plan.

Sec. 17. OWNER'S ACKNOWLEDGMENT OF LIMITATIONS. The Department of Building and Safety shall not issue any building, demolition, excavation, foundation, sign, or grading permit for construction upon any property within the Specific Plan area until the owners of the property have executed and recorded a covenant and agreement acknowledging the contents and limitations of this Specific Plan. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning, and then recorded with the County Recorder, with a certified copy delivered to the Departments

of City Planning, Building and Safety, and Transportation prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit.

Sec. 18. 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, that invalidity shall not affect other Specific Plan provisions, clauses or applications which can be implemented without the invalid provisions, clause or application, and, to this end, the provisions and clauses of this Specific Plan are declared to be severable.

Sec. 19. Any Specific Plan Exception granted prior to the effective date of this Specific Plan excepting a Project from any provisions of Ordinance No. 166,560 shall be deemed to be an exception from the relevant provisions of this Specific Plan.

Sec. 20. Ordinance No. 171,240 is repealed.

(58035)

Sec. 21. The City Clerk shall certify to the passage of this ordinance and have it published by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

Pursuant to Charter Section 559, I approve this ordinance and recommend its adoption on behalf of the City Planning Commission . . . . . .

June 6, 2001

see attached report.

CON HOWE
Director of Planning

_____
James K. Hahn, City Attorney

By _____
CLAUDIA CULLING
Assistant City Attorney

File No. CF No. 00-0561 /CPC No. 99-0001 SP

(posting)

Sec. 21. The City Clerk shall certify to the passage of this ordinance and have it published by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

6/6/01
James K. Hahn, City Attorney

By Claudia Culling
CLAUDIA CULLING
Assistant City Attorney

Pursuant to Charter Section 559, **I approve** this ordinance and recommend its adoption on behalf of the City Planning Commission . . . . . .

June 6, 2001

see attached report.

CON HOWE
Director of Planning

File No. CF No. 00-0561 /CPC No. 99-0001 SP

(posting)

ITY OF LOS ANGELE
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
221 N. FIGUEROA STREET
LOS ANGELES, CA 90012-2601

CITY PLANNING
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June 6, 2001

CITY PLAN CASE NO. 99-0001 (SP)(A)
COUNCIL FILE NO. 00-0561
MND 99-0014 (SP) (A)
COUNCIL DISTRICT NO. 2, 3, 4, 5 and 11

The Honorable James K. Hahn
City Attorney
Room 1800, City Hall East
200 North Main Street
Los Angeles, CA 90012

Attention: Claudia McGee-Henry
Supervising Attorney, Land Use Division

ORDINANCE AMENDING THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN

In response to a correspondence from your office dated May 9, 2001, the Department of City Planning, in conjunction with your Office, has prepared the draft ordinance amending the Ventura/ Cahuenga Boulevard Corridor Specific Plan.

Recommendations

For the foregoing reasons and as provided under the authority of Charter Sections 556 and 558, and City Plan Case No. 13505-A, the subject action conforms with all applicable portions of the General Plan and with the March 13, 2000, action of the City Planning Commission (attached), which is the latest action of the Commission on this matter. Therefore, it is recommended that the City Council:

- **Adopt** the attached ordinance, with all attachments and exhibits, amending the Ventura/ Cahuenga Boulevard Corridor Specific Plan (Ordinance Nos. 171,240, 168,644, 166,837 166,560) as essential toward providing continuing specific regulations for the Ventura/Cahuenga Boulevard Corridor Specific Plan area and necessary to preserve and

protect the public welfare and necessity of Ventura/Cahuenga Boulevard Corridor and the surrounding communities.

- **Adopt** the findings in the attached staff report and all figures and exhibits.

- **Adopt** the modifications to the Specific Plan boundaries as shown on Figures 1, 2, and 3 as described below:

  1. The property located at 3921 Laurel Canyon Boulevard is recommended to be excluded from the Specific Plan in that only a small portion (0.43 acres) of this total 4.54 acre site (Osaka Sangyo University, Los Angeles Education Center) Property was previously included in the Plan. The subject property is currently zoned [Q]RD2-1 and the property has no frontage on or access onto Ventura Boulevard.

  2. The rear portion of the properties located at 3950, 3940, and 3934 Laurel Canyon Boulevard are recommended to be included in the Specific Plan area in that the frontage of these properties in currently included in the Plan, and the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan designates this area as Community Commercial and as such should be included within the Ventura/Cahuenga Boulevard Corridor Specific Plan area.

  3. The western boundary of the Ventura/Cahuenga Boulevard Corridor specific Plan currently identified as Leonora Drive is recommended to be moved easterly to the Dry Canyon-Calabasas Flood Control Channel west of Woodland Lake Avenue in that Leonora Drive no longer intersects with Ventura Boulevard due to the construction of a sound wall. Therefore, the flood control channel would provide an easily identifiable physical demarcation.

  4. The rear portion of the property located at 18500 Ventura Boulevard, currently an automobile service station, is recommended to be included in the specific Plan in that the current Encino-Tarzana Community Plan redesignated the property from Low II Residential to Community Commercial with a corresponding zone of (Q)C2-1VL.

- **Adopt** the designations of the Sherman Oaks Pedestrian Development District, the Cahuenga Pass Regionally Impacted Area, and the Sherman Oaks Restricted Use Area as shown, respectively, on Figures 4, 5 and 6.

- **Certify** the Mitigated Negative Declaration (MND) No. 99-0014-SP, dated November 10, 1999, which incorporates by reference the analysis prepared under Environmental Impact Report #88-0719 (State Clearinghouse #89-080211) and corresponding

environmental findings (attached in the administrative file) certified by the Los Angeles City Council on January 14, 1991, and determine that the impacts of the proposed Plan Amendments as mitigated are less than significant.

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director of Planning

Attachments: Staff Report (with exhibits including: Draft Ordinance dated June 2001 and Determination of the City Planning Commission dated March 13, 2000.)
Figures 1 - 6

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STAFF REPORT

I. Introduction

The Ventura/Cahuenga Boulevard Corridor Specific Plan Amendment clarifies procedural and regulatory elements of the Plan, corrects outdated language, modifies and corrects the Specific Plan boundaries, establishes specially designated areas to address traffic congestion impacting residential communities, and amends regulations pursuant to enforcement, use limitations, setbacks, landscaping, parking and signage.

II. Background

The Ventura/Cahuenga Boulevard Corridor Specific Plan became effective on February 16, 1991. The Specific Plan area is located in the City of Los Angeles, and is comprised of a 17 mile corridor bounded by Leonora Drive on the west, Woodrow Wilson Drive on the east, and generally one block north and south of Ventura and Cahuenga Boulevards. The Ventura/Cahuenga Corridor traverses through the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan, the Encino-Tarzana Community Plan, and the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. The five communities directly affected by the Plan are Studio City/Cahuenga Pass, Sherman Oaks, Encino, Tarzana and Woodland Hills.

Since its adoption, the Specific Plan has been amended three times, the latest amendment, which became effective on September 25, 1996, corrected mathematical errors in calculating the Project Impact Assessment Fees, simplified the calculation of the fee, and reorganized the phases of development. Development in this area is currently regulated by the Ventura/Cahuenga Boulevard Corridor Specific Plan (Ordinance No.171,240) in order to balance future growth with the transportation infrastructure using specific land use regulations relating to height, parking, pedestrian oriented areas, setback requirements, and landscaping, in addition to intersection improvements.

During the last amendment, effective in September 1996, several issues were raised by members of the Ventura/Cahuenga Boulevard Corridor Specific Plan Review Board (PRB) relating primarily to land use issues. Given the urgency to correct the mathematical errors, the Department of City Planning determined that a plan amendment with an emphasis on land use issues would be undertaken at a later date.

A four-member Plan Amendment Committee of the PRB was formed in June 1996 and charged with the preparation of a preliminary amendment for the PRB's review. After numerous meetings and careful review, the final version of the Ventura/Cahuenga Boulevard Corridor

Specific Plan Amendment was completed by the PRB on November 2, 1999.

III. Amendments to the Specific Plan

The proposed amendments to the Specific Plan deal primarily with non-transportation related issues. Procedural changes to the Specific Plan include land use categories of pedestrian uses, restricted uses, height, setbacks, parking, clarification and modification of the Plan's sign provisions, application processes, and an enforcement citation program are proposed. These changes are designed to clarify and improve procedural and regulatory elements of the Specific Plan and to facilitate the Plan's implementation.

For the purposes of the environmental analysis concerning the Specific Plan Amendment, the level of development permitted by the revised Specific Plan represents no change in the originally adopted Specific Plan, and floor area permitted by the currently adopted Specific Plan. Proposed amendment language requires any Project applying for Project Permit Compliance to file and receive environmental clearance.

The proposed amendments to the Ventura/Cahuenga Boulevard Corridor Specific Plan are summarized in the following table:

SPECIFIC PLAN SECTION	PROPOSED AMENDMENTS
Introduction & Establishment of the Specific Plan (Sec. 1)	The name of the Community Plans have been updated to reflect their revised names, Studio City/Cahuenga Pass-Toluca Lake Community Plan and Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. Modifications to the Specific Plan boundaries as follows: • Western boundary of Plan extended to Dry Canyon-Calabasas Flood Control Channel. • Adjusted southern boundary of Specific Plan in Studio City northerly along the west side of Laurel Canyon to exclude Osaka University's Los Angeles Education Center designated as Low Medium Residential with a corresponding zone of [Q]RD2-1

Introduction & Establishment of the Specific Plan (Sec. 1)	• Adjusted boundary of Specific Plan in Studio City southerly to include properties located at 3950, 3954 and 3940 Laurel Canyon Boulevard to achieve consistency with the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan Update Program adopted by City Council on May 13, 1998, which designated this area as Community Commercial. • Adjusted boundary of Specific Plan in Tarzana southerly at Reseda Boulevard to include rear portion of property located at 18500 Ventura Boulevard, designated to Community Commercial from Low II Residential as part of the Encino-Tarzana Community Plan Update Program adopted by City Council on December 16, 1998. **Map 2A (Studio City):** Easterly extension to existing POA on north side of Ventura Boulevard between Radford Avenue and Colfax Avenue; south side of Ventura Boulevard between Radford Avenue and Blue Canyon Drive. Designation of a "Restricted Use Area" prohibiting uses impacting surrounding residential uses. **Map 2B (Sherman Oaks):** Westerly extension to existing POA from just west of Columbus Avenue on the north and side of Ventura Boulevard west to the San Diego (405) Freeway. **Map 2B (Sherman Oaks):** Easterly extension of existing POA along Ventura Boulevard to Tyrone Avenue on the north and Beverly Glen Boulevard on the south. Designation of a "Pedestrian Development District" along Ventura Boulevard bounded by Beverly Glen Avenue/Tyrone Avenue to the west and Fulton Avenue to the east, prohibiting auto-oriented uses.. Designation of a "Restricted Use Area" along Van Nuys Boulevard between Moorpark Street to the south and the Ventura (101) Freeway to the north, prohibiting auto-related uses.

Introduction & Establishment of the Specific Plan (Sec. 1) (Con't)	**Map 2C (Encino)**: Reduction in the area bounded by Noeline Avenue on the west and Orion Avenue/Sherman Oaks Avenue on the east from the Pedestrian Oriented Area. **Map 3A (Studio City):** Redesignation of the north and south sides of Ventura Boulevard between Radford Avenue and Colfax Avenue to Community Commercial from Neighborhood Commercial.
Purposes (Sec. 2)	New language added to the purposes of the Specific Plan to describe the proposed amendments.
Relationship to the LAMC (Sec. 3)	Section has been updated to reflect the revised procedures for granting deviations from the requirements of a Specific Plan established under LAMC Section 11.5.7.
Definitions (Sec. 4)	Addition and/or change of definitions for new or modified provisions in later Sections of the Specific Plan. Deletion of definitions for provisions that have been removed from the Plan.
Prohibitions, Violations, Enforcement, Use Limitations, Restrictions and Exemptions (Sec. 5)	Provisions added to prohibiting issues of Project Permit Compliance until violations of Plan are correct. Certificate of Occupancy tied to letter of certification by a licensed landscape architect ensuring required landscaping has been provided. Graduated citation program added to fund enforcement of Specific Plan regulations. Change in the 75 percent of linear frontage of ground floor in buildings in pedestrian oriented areas, instead of previous 100 percent of entire ground floor, to be dedicated to retail or pedestrian serving uses.

Prohibitions, Violations, Enforcement, Use Limitations, Restrictions and Exemptions (Sec. 5 - Con't)	New language establishing two tiers of pedestrian serving uses tied to vacancy rates of pedestrian oriented areas. Prohibition of "Drive-Through Establishments" and auto-related uses in pedestrian oriented areas. Additional regulations to provide pedestrian access into business, foot traffic and visual. Exemption of provisions to existing buildings in Pedestrian Oriented Areas which are not readily accessible to pedestrian traffic. Language restricting Drive-Through Establishments, auto-related uses and hotels/motels in the "Regionally Impacted Area" identified on Map 2A. New designation of a "Pedestrian Development District" where Drive-Through Establishments and auto-related uses are prohibited. Prohibition of "Drive-Through Establishments" and auto-related uses in the "Restricted Use Area" in Sherman Oaks. Prohibition of permanent cargo containers. Regulations on temporary cargo containers.
Building Limitations (Sec. 6)	Text has been reorganized, redundant language and outdated language deleted. Maximum Floor Area Ratio capped at 1.0:1 within the area bounded by the north and south sides of Ventura Boulevard between Radford Avenue on the east and Colfax Avenue on the west

Land Use Categories (Sec. 7)	Regulation for direct access into buildings. Setback requirements for lots adjacent to Los Angeles County Flood Control District (Los Angeles River). The following amendments apply to both Regional Commercial/ Community Commercial and Neighborhood Commercial Plan Designation areas: • Prohibition of parking in front of buildings. • Change in front yard setbacks for alternatives if 50 percent of building frontage is less than 18 inches: 10 feet for 25 percent of remaining building frontage and between 10 and 25 feet for remaining 25 percent of building frontage. • Language added to permit walkways and landscaped buffers to as side yards. • Provision added for corners lots side yards between 18 inches and maximum 15 foot landscape setback. • Rear yard setbacks reduced from 25 feet to 15 for lots adjacent to a street. Formula to determine front yard setbacks for varying lot widths simplified. Project review required for sites with multiple driveways where frontage of lot is less than 250 feet. Landscaping requirements clarified and language added to require a ten foot in width landscaped buffer for parking structures, alternative landscaping for sidewalk dining, and buffer requirements for gas stations, auto repair uses and vacant lots. Maximum height permitted for a Mixed-Use Project in the Regional Commercial Plan Designation east of the San Diego Freeway has been reduced to 83 feet from the original 87 feet to allow the Applicant to file for this request pursuant to a Project Permit Adjustment.

Land Use Categories (Sec. 7)	Additional parking requirements have been added for real estate/ insurance uses of one parking space for every 200 square feet of floor area; banquet rooms and related uses at one parking space for each 100 square feet of floor area; and one additional parking spaces will be required for hotels and motels for every ten guest rooms, in addition to current parking requirements of one parking space for each guest room. Clarification on parking requirements for multiple use sites. Cap on the number of municipal off-site parking that can be used as relief from parking requirements. Alternative payment into Community Parking Revenue Fund provided for deficient On-Site parking for a maximum of 10 spaces. Procedures established for the Director's review and approval of Off-Site Parking agreements as part of Project Permit Compliance procedure. Procedures established for the Director's review and approval of Shared Parking Agreements.
Signs (Sec. 8)	The text has been reorganized. Replacement of off-site commercial site restricted to same site only. No replacement permitted to a new site. Addition of prohibited signs/sign types including Supergraphic, Wind, Stretchers, and flashing signs. Maximum of 50 percent of height of first floor for parapet walls to be used for signage.

Signs (Sec. 8)	Regulation of one monument sign for every 200 feet of lot frontage; total area of monument sign capped at 60 square feet. Banners no more than 100 square feet allowed for special events. Creation of requirements for multiple tenant shopping centers.
Project Permit Compliance (Sec. 9)	Project consistency with revised procedures of LAMC 11.5.7. Additional environmental analysis for individual Projects Additional requirements for multiple tenant shopping centers. Modification to architectural plans require re-submittal to Department of City Planning for review.
Transportation Mitigation Standards and Procedures (Sec. 10)	Clarification mitigations for transportation impacts shall be based on environmental review. Language added to clarify "significant transportation impacts." Requirement added to ensure that Projects with more than 500 trips identify specific methods and agents responsible for implementation of mitigation measures.
Project Impact Assessment Fee (Sec. 11)	Fees amended on PIA Fee Table per annual indexing as required by the Specific Plan Clarification regarding no reduction in PIA fee for Tier II - Pedestrian Serving Uses.
PIA Funded Improvements and Services (Sec. 12)	Plan Review Board role identified in Intersection Improvement decisions.
Prior Projects Permitted (Sec. 13)	Text no longer relevant deleted.

Public Right-of-Way Improvements (Sec. 14)	Text no longer relevant deleted. Language identifying community Streetscape plan approval process inserted.
Plan Review Board (Sec. 15)	Reorganization of the Section to reflect Charter adopted language and clarification Plan Review Board authorities and duties.

Action of the City Planning Commission

The City Planning Commission on December 16, 1999, approved the proposed amendments to the Ventura/Cahuenga Boulevard Corridor Specific Plan, as described above, and recommended their adoption by the City Council. (Attached is the Determination of the City Planning Commission dated March 13, 2000. The Staff Reports to the City Planning Commission dated December 2, 1999 and the Supplemental Staff Report to the Planning and Land Use Management Committee dated July 24, 2000 are attached to the administrative file.)

Environmental Clearance

The analysis in Mitigated Negative Declaration (MND) 99-0014 SP was prepared for the Ventura/ Cahuenga Boulevard Specific Plan, which incorporates by reference the analysis prepared under Environmental Impact Report #88-0719 (State Clearinghouse #89-080211) and corresponding environmental findings certified by the City Council on January 14, 1991, and determined that the impacts of the proposed Plan Amendment as mitigated are less than significant. In addition, new procedures in the Project Permit Compliance process require an environmental clearance for all Projects requiring a Project Permit Compliance.

The City Council must certify that it has reviewed and considered the information contained in the MND 99-0014 SP dated November 10, 1999, and the information contained in all the above referenced environmental documents, together with all written communications and oral testimony regarding this case, in making its decision on the proposed amendments to the Ventura/Cahuenga Boulevard Corridor Specific Plan. The City Council must also find that the MND 99-0014 SP (November 10, 1999), represents the independent judgement of the City.

(Continued)

Findings

On the basis of the foregoing, the following findings are made:

1. Charter Findings

(a) City Charter Section 556

Pursuant to Section 556 of the City Charter, the subject amendments to the Ventura/ Cahuenga Boulevard Corridor Specific Plan are in substantial conformance with the purposes, intent and provisions of the City's General Plan, including provision of an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience for those residents residing in the surrounding community and region.

(b) City Charter Section 558

Pursuant to Section 558 of the City Charter, the subject amendment to the Ventura/ Cahuenga Boulevard Corridor Specific Plan conforms with the purposes, intent, objectives and policies of the City's General Plan in that the modifications proposed in the amendment are essential toward providing continuing specific regulations for the Ventura/Cahuenga Boulevard Corridor and are necessary to preserve and protect the public welfare and necessity of Ventura/Cahuenga Boulevard Corridor and the surrounding community. Additionally, the subject Specific Plan amendment conforms with public necessity, convenience, general welfare and good zoning practice.

2. General Plan Consistency

(a) Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan, Encino-Tarzana Community Plan, and Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan

The amendments to the Specific Plan as they relate to procedural and regulatory provisions, including the densities, intensities, floor area, height and uses permitted by the Specific Plan are consistent with the land use designations of the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan, as amended on May 13, 1998, the Encino-Tarzana Community Plan, as amended on December 16, 1998, and the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, as amended on August 17, 1999. The amendments to the Specific Plan are in substantial conformance with the purposes, intent and provisions of the General Plan, as reflected in the Community Plan and other applicable elements of the General Plan.

(b) Transportation Element of the General Plan

This action will be consistent with the Transportation Element of the City of Los Angeles. The proposed amendments were primarily non-transportation related. No change in the limitation of phases of development at 23,400,000 square feet for Phase I and 27,898,000 square feet for Phase II were proposed. Therefore, amendments to the Specific Plan are in compliance with this Element of the General Plan and with the City's street improvement standards.

(c) Sewerage Facilities Element of the General Plan

This element will not be directly affected by the recommended action. Each Project proposed under the Specific Plan would be required on a case-by-case basis to meet the requirements for construction of sewer facilities.

(d) Housing Element of the General Plan

The recommended action is consistent with the Housing Element, adopted by the City Council, November 16, 1993, and as amended, in meeting specific goals, including the provision of housing opportunities accessible to all City residents without discrimination, including groups with special needs, and of all income levels.

(e) Highways and Freeways Element of the General Plan

The existing street and highway designations are consistent with the Highways and Freeways Element of the General Plan. The various street and highway classifications in the Specific Plan are designed to enable the implementation of future improvements to the circulation system, which will be necessary to accommodate the project traffic generated by the land use intensities permitted and to provide the capacity for other forecasted increases in the local and regional traffic volumes.

3. Proposed Specific Plan Amendments

(a) General Organization of the Specific Plan

The general order of the topical Sections has been revised to clarify plan directives and procedures. The clarification is necessary to facilitate the Specific Plan's

implementation and to insure that procedures are consistent with statutory requirements imposed by the Specific Plan ordinance.

(b) Introduction, Section 1 (Establishment of the Specific Plan)

Neighborhood Office Designation (Maps 3A -3D): The land use designation in the Specific Plan for "Neighborhood Office" was amended to "Neighborhood/General Commercial" to achieve nomenclature consistency with the Sherman Oaks-Studio City/Cahuenga Pass- Toluca Lake Community Plan Update, adopted by the City Council on May 13, 1998, the Encino-Tarzana Community Plan Update, adopted by the City Council on December 16, 1998, and the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Update, adopted by the City Council on August 17, 1999. These were all adopted subsequent to February 1991, the adoption date of the Ventura/Cahuenga Boulevard Corridor Specific Plan.

Designation of Neighborhood Commercial to Community Commercial in Studio City (Map 3A) : The area on the north and south side of Ventura Boulevard between Radford Avenue and Colfax Avenue was redesignated from Neighborhood Commercial to Community Commercial to achieve consistency between the Ventura/Cahuenga Boulevard Corridor Specific Plan, initially adopted by the City Council on February 16, 1991, and the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan Update which was subsequently adopted by the City Council on May 13, 1998. The redesignated area also overlays the eastern extension of the Studio City Pedestrian Oriented Area.

Modifications to the Specific Plan Boundaries (Sec. 1 A):

- On March 27, 1969, the City of Los Angeles and the State of California entered into an agreement to extend the Ventura Freeway 300 feet west of Canoga Avenue and the west city limit of Los Angeles (CF 11450). On March 3, 1992 the agreement was modified from a fly over of Ventura Boulevard connecting to Calabasas Road, to a realignment of Leonora Drive to Valley Circle Drive, and Ventura Boulevard to Valley Circle Drive. The extension of Ventura Boulevard was under construction for two years and completed on November 12, 1997, subsequent to the adoption of the Ventura Boulevard Specific Plan.

  Because a sound wall, constructed as part of the Ventura Boulevard western extension to Valley Circle Drive, no longer permits Leonora Drive to intersect with Ventura Boulevard, it was necessary to assign a new western boundary to the Specific Plan. Therefore, the boundary was moved easterly

to the Dry Canyon- Calabasas Flood Control Channel, west of Wedlock Avenue. The Dry Canyon-Calabasas Flood Control Channel provides an easily identifiable physical demarcation.

- As part of the amendment process, the southern boundary of the Specific Plan in Studio City was adjusted northerly along the west side of Laurel Canyon Boulevard to exclude approximately 0.43 acres of a 4.54 acre site located at 3921 Laurel Canyon Boulevard. The site is occupied by Osaka Sangyo University's, Los Angeles Education Center and is designated as Low Medium Residential, with a corresponding zone of [Q]RD2-1. The existing use was approved via the conditional use process and accompanying conditions of approval to protect the surrounding residential uses. The zoning of the property, as well as the fact that only a fraction of the property in question was previously included within the Specific Plan boundary, formed the basis on which the recommendation was made to adjust the boundary of the Specific Plan northerly to exclude this property.

- The Specific Plan boundary in Studio City was adjusted southerly along Laurel Canyon Boulevard to include properties located at 3950, 3954, and 3940 Laurel Canyon Boulevard. The uses on these properties are a post office, store building, and apartments, respectively. This action was necessary to achieve consistency between the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan, adopted on July 27, 1987, and updated as part of the Community Plan Update Program on May 13, 1998. The Community Plan, and subsequent update, denotes the aggregated area of these properties as Community Commercial, and although the rear portion of these areas is zoned R4-1VL, it is appropriate to include areas designated as Community Commercial in the Specific Plan area.

- The rear portion of the property located at 18500 Ventura Boulevard, currently an automobile service station, has been incorporated into the Ventura Boulevard Specific Plan boundary. The Encino-Tarzana Community Plan Update program, adopted by City Council on December 16, 1998, redesignated the property from Low II Residential to Community Commercial, with a corresponding zone of (Q)C2-1VL and, as such, meets the "commercial property" criterion of inclusion into the Specific Plan.

Modifications to POA Boundaries (Maps 2A, 2B and 2 C): Based on public testimony and detailed land use surveys of all the PAS, the boundaries for the Studio City, Sherman Oaks and Encino PAS were amended for the following reasons:

- Studio City (Map 2 A) - The eastern boundary of the Studio City POA has been extended to achieve consistency with the redesignation of the same area from Neighborhood to Community Commercial as part of the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Update program adopted by City Council on May 13, 1998. The area is in close proximity to the Ventura Place demonstration project proposed as part of Streetscape Plan funding. Ventura Place is also the site of the farmers market held weekly. This designation will assist in fulfilling the purpose of the Specific Plan by encouraging pedestrian activity.

- Sherman Oaks (Map 2 B) - The eastern and western boundaries of the Sherman Oaks POA have been extended to include transit hubs at Sepulveda Boulevard/Ventura Boulevard and Van Nuys Boulevard/Ventura Boulevard, both of which have high levels of pedestrian traffic. This provision should encourage pedestrian uses and amenities where they are most needed, where people gather.

- Encino (Map 2 C) - The boundaries of the Encino POA were reduced 59% given the predominate "office" type environment of the POA. To maintain the existing boundaries would have continued to place unnecessary hardships on property owners in an area that has not developed into a POA since the adoption of the Specific Plan ten years ago. The reduced POA will direct pedestrian activity into a concentrated area, thus increasing the development of a more distinctive pedestrian area in Encino. Given that many lots in Encino are deep, many "incubator-type" business are located in the rear of buildings and away from pedestrian traffic. It is, therefore, unreasonable to require these offices, which are not visible to pedestrians, to be leased to retail or Pedestrian Serving Uses.

(c) Section 4 (Definitions)

Definitions have been added or modified which relate to new or revised regulations, requirements, procedures or terminology listed in the appropriate Sections of the Plan (e.g., Drive-Through Establishment, Pedestrian Development District, Pedestrian Serving Uses - Tier I and Tier II, Regionally Impacted Area, Restricted Use Area, Project Permit Compliance, Stretcher Sign, Supergraphic Sign, Take-Out Food Establishment). Those definitions which are no longer necessary or relevant to the Plan text have been removed (e.g., Director, District Plan). Words and phases not defined in the Specific Plan ordinance are to be construed as defined in LAMC Sections 12.03, 91.0403, and 91.6200.

(d) Section 5 (Prohibitions, Violations, Enforcement, Use Limitations, Restrictions and Exemptions)

Prohibitions (Sec. 5 A):

- Prohibitions - Existing Violations: The intent of this provision is to ensure that violators of Specific Plan regulations will correct outstanding violations prior to receiving approval for any subsequent project requests on a property. On several occasions, staff responsible for administering the Specific Plan has noted that a request was made for a project permit on a site where the Applicant was currently violating provisions of the Specific Plan, particularly, signage.

- Prohibitions - Certificate of Occupancy: Landscaping is usually the final element of a project, and often, a project is issued a Certificate of Occupancy without an adequate review of landscaping. A certified letter from a landscape architect to Building and Safety will increase the likelihood that the landscaping and Streetscape plan requirements will be adhered to.

Prohibitions (Sec. 5 B):

- Enforcement - The Specific Plan establishes a citation program of graduated fines to penalize repeat offenders of Specific Plan regulations. The initial citation is a warning; however, each repeat offense will be accompanied by fee increments to be paid within specified due dates. The enforcement program establishes an enforcement fund to finance code enforcement surveys designated within specific timeframes. This program is necessary to address the numerous and blatant violations of the Specific Plan regulations which go unenforced due to the lack of inspection resources of the Department of Building and Safety. Furthermore, the proposed enforcement program is similar to the existing citation program from Building and Safety, where citations are issued within the Specific Plan boundaries and the monies collected are deposited in the General Fund. This provision will direct monies collected from these infractions back into each of the five communities with the Specific Plan area. The idea is to redirect funds back into the communities with the highest percentage of violators. An increase in inspection resources will assist in reducing the occurrence of Specific Plan violations.

Use Limitations and Restrictions (Sec. 5 C):

The current Specific Plan requires property owners to devote 100 percent of the ground floor uses in POAs to retail or Pedestrian Serving Uses. This requirement has been reduced to 75 percent of the ground floor building frontage. The reduction will provide relief to businesses located at the rear of deep lots which are not visible to pedestrian traffic. The combination of these uses will render greater leasing opportunities to property owners.

Based on practical evidence and review, the lot depth requirement has not been an issue. The decision to omit a requirement for lot depth is also consistent with other specific plan requirements. Language has been incorporated into the Specific Plan to ensure that parking requirements for multiple uses in one site be clearly defined in the Plan. To that effect, the Specific Plan, Sec. 5 C 1 (a), requires that parking calculations for office uses, accessory to retail, be absorbed into the square footage for retail to determine required parking for the site.

Additional use limitations restricting automobile-oriented uses were included in the Specific Plan because these uses do not contribute to pedestrian activity in POAs. Uses, such as drive-throughs and automobile repair shops, contribute to traffic congestion and are not conducive to generating a pedestrian environment.

Requirements regarding direct pedestrian access and storefront elements such as, large window spaces, display cases and public art, were included in the Specific Plan to create a more discernable sense of place for pedestrian activity in POAs. Even though not all uses in POAs will be Pedestrian Serving or retail, the intent of this provision is to establish storefronts which are visually attractive, for any type of use, in order to attract pedestrian traffic.

Despite the additional requirements to encourage pedestrian activity in POAs, the Department recognized the need to address existing buildings or structures, which due to their setback or above-grade structure, were not conducive to pedestrian activity. A provision was, therefore, included in the Specific Plan to exempt these buildings from requirements in POAs. However, auto-related uses and drive-through establishments will continue to be prohibited in existing buildings exempt from other POA requirements.

Furthermore, as part of the amendment process, public testimony was brought forth regarding financial hardships experienced by property owners in POAs during economic recessions and exacerbated by Specific Plan use limitations in POAs. According to the testimony, as the recession continued, it became increasingly

difficult to find a tenant who fulfilled the use requirements of retail or Pedestrian Serving Uses. Potential tenants proposing office or neighborhood serving uses were turned away because they did not fulfill the criteria of retail or Pedestrian Serving Uses, as defined by the Specific Plan. Although there exists no quantifiable methodology to verify the extent of this problem, staff responsible for administering the Specific Plan verified having to inform potential tenants, on several occasions, that they did not meet the use requirements in POAs. Their only alternative would have been to file for a Specific Plan Exception. This would have been a costly and timely endeavor during an economic recession.

In order to provide greater leasing opportunities to property owners and avoid lengthy periods of storefront vacancies in POAs, two tiers of Pedestrian Serving Uses have been established as "Pedestrian Serving Uses - Tier I" and "Pedestrian Serving Uses - Tier II."

Pedestrian Serving Uses - Tier I consists of the existing Pedestrian Serving Uses with additional commercial neighborhood type uses.

Pedestrian Serving Uses - Tier II is a new category which consists predominately of office type uses. Tier II Uses shall be permitted when the vacancy rate in a POA increases to 12 percent or higher. A Director's administrative review and approval to access Tier II uses will expedite such requests. This process will reduce financial hardships for property owners during economic recessions.

Providing a two-tiered approach to the uses permitted in POAs will maintain a delicate balance between the Specific Plan goal of encouraging pedestrian activity while preserving the economic viability of these areas.

Specially Designated Areas - Use Restrictions (Sec. 5 C 2): As a result of the workshop and public hearings held in connection with the amendment of the Specific Plan, certain areas demonstrated unique circumstances and needs as addressed below:

- Regionally Impacted Area - Studio City/Cahuenga Pass: This area is greatly impacted by uses and traffic affiliated with its close proximity to Universal Studios. In order to address the traffic impacts, several Interim Control Ordinances (ICO #171,095, effective 5/29/96, and #171754, effective 10/17/97) were approved for this area. The ICOs established interim regulations related to the issuance of building permits for auto-intensive uses on lots located in whole or in part of that portion of the Sherman Oaks-Studio City-Toluca Lake Community plan. The ICOs area was generally bounded by Woodrow Wilson Drive on the east and Vineland Avenue on the west

(Cahuenga Pass area). The uses identified in the ICOs requiring additional review were hotels/motels, theaters/auditoriums, drive-throughs, and convenience markets. The ICOs also required a minimum of 250 feet between driveways on very large parcels. The latest ICO was extended one final time in October 1998 and expired in April 1999.

The Specific Plan prohibition of auto-related and drive-through uses and hotels/motels is intended to provide relief to the surrounding residential areas by reducing automobile traffic.

- Pedestrian Development District - Sherman Oaks: Based on input from the Plan Review Board and public testimony, comments had been provided to the Department of City Planning to designate the area along Ventura Boulevard, between Fulton Avenue and Tyrone Avenue/Beverly Glen, as a POA.

  Staff conducted several field checks to determine the feasibility of such a designation. The field checks revealed that of the 330 uses identified, 50 percent were service or office related, 40 percent were retail, and 10 percent were vacant or other (e.g. residential). Although the area contains favorable elements to designate it as a POA (i.e., direct access from the street, landscape plantings, and a high concentration of retail clusters), the designation of this area as a POA would have created an environment where 50 percent of the uses were non-conforming.

  The area in question, therefore, was designated as a Pedestrian Development District, not a POA. This designation will prohibit auto-related uses without prohibiting a variety of other uses, including service and office uses. The intent is to prohibit uses contrary to pedestrian activity while allowing the area to develop into a pedestrian area. The area will be reevaluated in the future to determine if a change in designation is warranted.

- Restricted Use Area - Sherman Oaks: The designation of the area along Van Nuys Boulevard, between Moorpark Street and the 101 Freeway as a Use Restricted Area, was prompted by concerns voiced by individuals in the surrounding residential neighborhoods. Their concerns were voiced as part of the public hearing process regarding the traffic generated by the close proximity of the on and off ramps of the 101 Freeway. The request had been made to assign a POA designation to this area in order to keep out "undesirable" uses, such as auto-related uses which are contrary to furthering the goals of a pedestrian environment.

After staff conducted field surveys to assess the POA request, it was determined that a POA designation would not be appropriate. Several stores have direct access to the street but have their doors locked for security reasons, thus requiring customers to enter their stores through rear doors from the parking lot area. Furthermore, there are many service and office type uses which would become non-conforming. Some of the offices are small, and although appropriate for office professionals such as accountants, the office sizes would be inappropriate for retail because of their limited space and inaccessibility.

A designation of "Restricted Use Area" was determined to be the most appropriate to address the concerns of the residential neighborhood regarding traffic congestion and auto-oriented uses. The prohibition of auto-related and drive-through uses will, at a minimum, not further exacerbate traffic conditions in an already congested area.

Other Limitations within the Ventura/Cahuenga Boulevard Corridor (Sec. 5 C 3):

- Cargo Container Restrictions - Permanent: The prohibition of permanent cargo containers or storage containers was necessary to reduce illegal placement of containers in parking areas, taking up required parking places. These containers are not considered as structures by the Department of Building and Safety because they do not have foundations; building permits are not issued for them. Although these containers are used during tenant improvements to haul away debris, they are often used permanently for incidental storage at an existing commercial use, becoming a permanent fixture in the parking area and occupying valuable parking spaces. For those who seek permits, Building and Safety will issue a "Use of Land" permit (in accordance with policy guidelines stipulated in a memo dated July 8, 1997, from Vic Penera, Chief of the Engineering Bureau). This prohibition will assist Building and Safety in identifying and citing the illegal and permanent use of these containers.

- Cargo Container Restrictions - Temporary: Despite the concerns prompting the prohibition of permanent cargo containers, the public hearing process revealed a need for the temporary use of cargo containers. As stated above, "temporary" containers serve a purpose for commercial uses because they are used during construction or to store a temporary increase in commercial inventory. "Temporary" in Specific Plan Sec. 5 C 3 (b) allows only two

consecutive permits, for up to six months each, within a three year period. The Specific Plan permits the use of temporary containers subject to the same requirements established under Building and Safety policy memo, dated July 8, 1997, for permanent containers, which requires an applicant to acquire a "Use of Land" permit and meet requirements for safety, visibility, size and location. These requirements are established in the Specific Plan (Sec. 5 C 3 (b)).

(e) Section 6 (Building Limitations)

Floor Area Limitations (Sec. 6 B 2) : On May 13, 1998, the City Council approved the Sherman Oaks-Studio City/Cahuenga Pass- Toluca Lake Community Plan Update (CPC 95-0356 CPU). As part of the update, the area bounded by the north and south of sides of Ventura Boulevard, east of Radford Avenue and west of Colfax Avenue, was redesignated from Neighborhood to Community Commercial.

The corresponding area within the Specific Plan was amended to Community Commercial to achieve consistency with the Community Plan Update (CPU) program. It was determined that a change in the existing FAR of 1.0:1 was unwarranted; an increase in the FAR correlated with the Community Commercial designation (i.e., 1.25:1) would have provided for an increase in building square footage resulting in additional traffic, vehicular and pedestrian safety, and parking impacts within a heavily congested area.

Exemptions from Limitations (Sec. 6 H, subdivisions 1 and 2): This section was deleted because the projects referenced in these two paragraphs received their entitlements when the Specific Plan was being prepared in 1991. These following projects subsequently received their entitlements and have been constructed:

- **Ordinance No. 164,115** - The project site located on the north side of Ventura Boulevard, west of Winnetka and east of Del Moreno Drive at 20205-20239 Ventura Boulevard. The site received approval for a zone change, effective November 21, 1988. Two extensions were filed, but the project was abandoned, and the zone change expired. A subsequent zone change and Specific Plan Exception was filed and approved by the City Planning Commission on September 24, 1998, (CPC 98-0057 ZC/CPC 98-0065 SPE) to permit the construction of a hotel. The hotel has since been completed and is currently in operation.

- **Ordinance No. 164,219** - The subject property is located on the north Ventura Boulevard, west of De Soto Avenue and east of Winnetka. The

property has implemented its entitlements and is developed as commercial shopping area.

- **Ordinance No. 158,865** - The subject property is located at 17421 Ventura Boulevard east of Encino Avenue. The site is currently developed as a shopping center with parking in the rear.

The intent of this provision has been fulfilled. Any further modification to the projects will be evaluated for nonconforming rights and applicable Specific Plan requirements.

(f) Section 7 (Land Use Regulations)

Yard Requirements for Lots Adjacent to the Los Angeles River (Sec. 7 A 1 (d)): In accordance with the Los Angeles River Master Plan dated June, 1996, one of the goals for "Reach 5: San Fernando Valley [Page 259]" is to "Ensure that new development adjacent to the river is compatible with, and complementary, to the river." These landscaping requirements will further this goal by establishing provisions for a landscaped area along the river that is aesthetically pleasing to pedestrians and cyclists. Requiring businesses abutting the river to provide access to pedestrians will further enhance the potential of the river as a recreational destination, while attracting customers to these businesses.

Front Yard Requirements in all Plan Designations (Sec. 7 A 2 (a)): A restriction prohibiting parking areas or driveways directly in front of buildings was necessary to ensure direct pedestrian access from the sidewalk into buildings. Locating parking areas in front of buildings is contrary to the purpose of the Specific Plan to encourage a pedestrian friendly environment.

Rear Yard Requirements in all Plan Designations (Sec. 7 A 2 (c)) : The intent of the rear yard requirements is to buffer commercial uses from adjacent residential uses. The reduction of the rear yard minimum from 25 feet to 15 feet in width, if the lot is adjacent to a street, continues to provide a buffer between residential and commercial uses. Given the need for parking along Ventura/Cahuenga Boulevard, the extra 10 feet in width will assist in providing additional spaces in the project's parking area to alleviate parking shortages.

Driveways (Sec. 7 C): A new provision has been added to ensure project review of sites with multiple driveways and a linear lot frontage of less than 250 feet. This provision was prompted by ICO #171,754 which required additional review for large parcels to ensure driveways were at least 250 feet apart. The juxtaposition of

multiple driveways on such narrow lots results in vehicles queuing along surface streets awaiting ingress and egress to the parking areas. The intent of this requirement is to ensure the effects of driveway traffic are addressed and appropriately mitigated as part of the environmental review process.

Landscaping Requirements for Parking Lots (Sec. 7 D 1) : The ten-foot wide buffer on the coterminous lot line in adjacent, lot-tied, properties shall not be required in abutting parking lots in order to permit use of the buffer area for additional parking spaces. Because parking is a major concern of residential and commercial property owners, this buffer zone reduction, combined with other provisions of the Plan, attempts to alleviate the lack of parking within the Corridor.

Landscaping Requirements for Parking Structures (Sec. 7 D 2): Although the landscaping requirements for parking structures address planting requirements, a new provision requiring a minimum total of four percent of the roof area devoted to landscaping, will ensure that the perimeter of the roof will be planted. The intent is to provide a more aesthetically pleasing environment for parking structures that would normally be barren and visually unattractive.

Landscaping Requirements for Yards, Setbacks and Building Frontages (Sec. 7 D 3): An alternative has been included to reduce the percentage of required front yard setback landscaping from 60 percent to 30 percent if sidewalk dining or a water feature is provided. This requirement applies to any front yard area in excess of the required 18 inch setback. The intent of this alternative is to provide incentives for furnishing pedestrian-friendly features.

Landscaping Requirements for Gas Stations (Sec. 7 D 4): The intent of this provision is to create a more visually appealing environment for uses which are not in and of themselves attractive. Concerns regarding automobile oriented uses, raised as part of the public hearing process by surrounding residential communities, indicated an acknowledgment that although these uses serve a purpose, they can be designed to be more sensitive to the surrounding residential areas. Buffer requirements were included in the Specific Plan to protect any adjacent residential areas and implement the purpose of the Specific Plan to enhance community aesthetics.

Landscaping Requirements for Auto Repair (Sec. 7 D 5) : Public testimony revealed a desire by the communities adjacent to Ventura/Cahuenga Boulevard to curtail the activities of, and even prohibit, auto repair shops along the Boulevard. Auto-related uses are prohibited within designated areas of the Specific Plan. However, in areas where a prohibition does not exist, the use of landscaping serves to buffer the adjoining residential uses. The intent is also to use landscaping to create a positive

aesthetic environment. This requirement was also derived from the Landscape Guidelines (Guidelines K - Vehicular Use Areas) which accompanied Landscape Ordinance No. 170,978, effective on May 12, 1996 and which became operational on July 12, 1996. This provision also furthers the purpose of the Specific Plan by establishing guidelines to promote a harmonious and compatible relationship between residential and commercial uses.

Landscaping Requirements for Vacant Lots (Sec. 7 D 6) : The intent of this provision is to reduce unsightly vacant lots which often become temporary landfills. The number of vacant lots within the Specific Plan is minimal; monitoring compliance with this requirement would not be anticipated to be an onerous task. The landscaping of vacant lots will create a more visually attractive Boulevard, thus promoting the purpose of the Specific Plan.

Exemptions for Mixed-Use Projects in the Regional Commercial Plan Designation Area East of the San Diego Freeway (7 E 2): The height limit in this area, as set forth in Sec. 7 E 1 (b) (iv) of the Specific Plan, is 75 feet. However, Sec. 7 E 2 of the Specific Plan provides a process by which an Applicant, with a mixed-use project, could request a height increase of up to 87 feet through a Director's sign-off. As part of the amendment process, the maximum height granted under Sec. 7 E 2, was reduced from 87 feet to 82 feet in order to allow the applicant to request a Specific Plan Adjustment, as set forth in Sec. 11.5.7 E of the LAMC. These new Project Permit Adjustment procedures permit a maximum height adjustment up to ten percent. The reduced 82 foot provision falls within the ten percent maximum.

Parking Requirements for Real Estate/Insurance Uses (Sec. 7 F 1 (b) (i)): The Specific Plan permits real estate and insurance office uses to locate within a POA, pursuant to a Director's approval based on the vacancy rate in that POA. As part of any approval determination, additional parking would be required (one parking space for every 200 square feet of floor area for real estate and insurance office uses instead of one parking space for each 300 square feet of floor area for general commercial) to mitigate potential impacts resulting from the increased employee parking demand commonly associated with real estate/insurance uses. General parking surveys have shown that real estate and insurance office uses generate higher parking demand based on employees needing to have access to their own automobiles (flexibility in meeting clients, going to properties, etc.), thereby making public transportation, car pooling and other standard "parking reduction" programs non-viable options. The additional parking is necessary to address fluctuating levels of staff based on cycles of the economy and related growth or decline in real estate business activity; the higher parking ratio established for these uses compensates for such variations and provides for peak levels of parking demand.

Parking Requirements for Hotels/Motels (Sec. 7 F 1 (d)): The intent of this requirement is to address the need for providing additional employee parking in hotels/motels by requiring one additional employee parking space for every ten guest rooms. This provision is intended to curtail spillover parking by employees into surrounding residential areas.

Parking Requirements for a Combination of Uses (Sec. 7 F 1 (i)): The Specific Plan attempts to maximize the number of required parking spaces for projects with a variety of uses. The intent is to calculate parking requirements based on individual uses and then aggregate the parking based on square footage, e.g., office and retail combination use, to determine the appropriate number of required parking spaces. In past, the staff person responsible for administering the Specific Plan has noted attempts by applicants, with multi-use projects to calculate parking spaces based on the least intensive use, in order to minimize the number of parking spaces required which would result in inadequate provision of parking.

Parking Requirements for Public Parking Facilities (Sec. 7 F 2): A requirement has been added to this subsection capping the number of municipal parking spaces that can be dedicated to off-site parking for cumulative relief from parking requirements to no more than one-third of the municipal parking facility. The intent of this provision is to preserve the function of a municipal parking facility as a "public" parking site. As public parking structures are constructed, within or in the immediate vicinity of the Specific Plan area, it is important to ensure businesses will continue to provide as much on-site parking as required by the Specific Plan and the LAMC. Those projects for which more than six off-site parking spaces in a public facility are permitted may be subject to a fee to pay for the new construction of public parking spaces in order to offset potential impacts associated with parking deficits. Impacts would not be considered significant for those projects requiring fewer than six replacement spaces; no fee is established for those projects. .

Parking Requirements for Off-Site Parking (Sec. 7 F 3): The Specific Plan requires approval of off-site parking in accordance with Sec. 12.21 A 4(g) of the LAMC, which restricts the location of the off-site parking area to be located at a distance not to exceed 750 feet. Reference was also made to Sec. 12.26 E 1 (b) of the LAMC, which ties the Certificate of Occupancy to the fulfilment by the Applicant of off-site parking requirements. The intent of these provisions is to ensure off-site parking requirements are adhered to by the Applicant.

Parking Requirements - Shared Parking Agreements (Sec. 7 F 4): An alternative has been included in the Specific Plan to permit shared parking with administrative approval by the Director of Planning if the application meets all the requirements of

LAMC Section 12.24 X 20 (a). The intent of this provision is to streamline any additional discretionary requests for shared parking by permitting the approval by the Director, thus granting a determination in a more timely manner.

(g) Section 8 (Signs)

Sign Regulations - Prohibited Signs: Additional signs have been prohibited including sandwich signs, windblown devices, flags, stretchers, signs having flashing, mechanical, strobe or blinking lights or moving parts, and supergraphic displays. This provision was necessary to reduce the visual blight in the Specific Plan area resulting from the proliferation of these types of signs. The prohibition of these signs received strong support from both the residential and business communities during the public hearing process.

Signage Regulations - Off-Site Commercial Signs (Sec. 8 A 3): Historically, the placement of off-site commercial signs has been an issue in the Specific Plan area. In the past, a property owner or sign company could negotiate moving off-site commercial signs to other agreed-upon locations. However, the Specific Plan will no longer permit the relocation of off-site commercial signs to other lots. In addition to reducing the proliferation of visual blight, this provision assists Building and Safety in identifying illegal off-site commercial signs. The replacement of the off-site commercial sign at the same site will be permitted, provided the replacement sign does not exceed the area or height of the existing sign. Movement to other locations within the Specific Plan area will now require the discretionary review and approval of a Specific Plan Exception by the South Valley Area Planning Commission.

Sign Regulations - Number of Signs (Sec. 8 B-deleted): The provisions dealing with the number of signs was reorganized and the number of signs is now addressed in each subsection dealing with the specific type of sign. Based on the experience of staff administering the Specific Plan, many Applicants found the provisions confusing. It was determined that it was easier for the public to read and understand specific sign provisions when all sign requirements, defined by the type of sign, were listed in one location.

Sign Regulations - Walls Signs (Sec. 8 B): Previously, one wall sign was permitted *per building*. However, in instances where the proposed sign was located within a multiple tenant site, this created a problem for tenants who were last to arrive at a site. Applicants had no choice but to file for a Specific Plan Exception. In order to accommodate multiple-tenant sites, the provision was amended to permit one wall sign *per tenant* in order to alleviate any hardship caused by the previous restriction. The provision also will streamline the review process for a sign permit because the

tenant will no longer be required to file for a Specific Plan Exception to obtain an additional sign.

Sign Regulations - Wall Signs (Area) (Sec. 8 B 1 (a) (ii)): The sign area provision was clarified to include a wall sign alone or a combination of a wall sign and a projecting sign. The intent is to reduce the variety of signs at one location to create a less cluttered environment.

Monument Signs (Sec. 8 B 1 (b)): The Specific Plan attempts to regulate the number of monument signs, permitting one monument sign per 200 feet of lot frontage. The intent of this provision is to provide some flexibility for wide lots that would otherwise be required to pursue authorization for additional monument signs via the Specific Plan Exception process. The total area of monument signs is also capped at 60 square feet for each side of the monument sign to ensure that a sign is visible but not overwhelming for the site. This provision is more restrictive than the monument provisions in Sec. 91.6206 (Div. 62-Building Code), which allow for a maximum of 75 square feet for the sign face visible to the same director of traffic. The cap of 60 square feet is more appropriate in an area with a high concentration of signs, such as Ventura/Cahuenga Boulevard Corridor.

Banners (Sec. 8 1 (d) (4)): Due to the inordinate number of temporary banners which have become permanent fixtures to the sides of buildings in the Specific Plan area, a provision was necessary to address the proliferation of this signage. This provision regulates the number, size, installation, and removal of banners. Although enforcement of illegal banners has been difficult in the past, monies generated by violations of the Specific Plan will assist in enforcing these new regulations.

Sign Regulations - Multiple-tenant Shopping Centers (Sec. 8 C): In order to create more attractive and consistent signage in multiple tenant shopping centers, the Specific Plan includes regulations which address the type, design and color of multiple-tenant signs. The Director will review proposed signage to ensure that a cohesiveness in signage, contributing to the aesthetic quality of the commercial environment has been incorporated in the proposed project.

Sign Regulations - Non-Conforming Pole Signs (Sec. 8 E 4): The Specific Plan allows for the refacing or remodeling of existing, non-conforming pole signs, provided the remodeled or refaced pole sign adheres to the height and area of the previous pole sign. The intent of this provision is to allow the property owner the opportunity to create a more attractive pole sign by replacing outdated and dilapidated pole signs with more attractive ones without requiring the owner to undergo a costly permit process.

(h) Section 9 (Project Permit Compliance)

The language has been updated to reflect the new requirements of the recently amended LAMC Section 11.5.7.

Project Permit Compliance Process - Integration of Streetscape Guidelines (Sec. 9 A): The Specific Plan attempts to integrate approved Streetscape guidelines from each of the five Specific Plan communities into the project review process. Two Streetscape plans have been approved (Woodland Hills-2/27/97, Tarzana-5/25/00) while three are in the process of being approved (Sherman Oaks, Studio City/Cahuenga Pass, Encino). The integration of the Streetscape guidelines will generate projects which are consistent with three purposes of the Specific Plan including enhancing landscaping, promoting attractive pedestrian environments, and promoting and enhancing the distinct character of each community.

Project Permit Compliance Process - Photographs of Signs (Sec. 9 A 1 (d)) : The Specific Plan requires photographs depicting the size and location of all existing signs on the site to be submitted with the application. This will assist the Director of Planning in better assessing the cumulative visual and aesthetic impact of the new signs on the existing environment. It is often difficult to determine the impacts with only manually drawn site plans as a reference.

Project Permit Compliance Process - Environmental Clearance (Sec. 9 A 1 (f)): The Specific Plan requires an environmental clearance, whether it be a categorical exemption, negative declaration, mitigated negative declaration, or an environmental impact report, for any project requiring a project permit. The intent of this provision is to ensure that all feasible mitigation measures are imposed.

Project Permit Compliance Process - Additional Submittals for Multiple Tenant Shopping Centers (Sec. 9 A 1 (h) (1), (2), and (3)): The Specific Plan requires additional submittals for multiple tenant shopping centers including a plot plan of the entire site, allocation of signage for the shopping complex, and design elements of the proposed signage. The additional requirements will better inform the Director of the proposed project. The intent of these requirements is to reduce the eclectic mixture of signage and promote commercial environments which are visually pleasing to the customers and surrounding residents.

Project Permit Compliance Process - Proof of Payment of PIA Fees (Sec. 9 A 2 (b)): In order to ensure that the Applicant has provided payment to the Department of Transportation of Project Impact Assessment Fees, as required by Sec. 11 of the Specific Plan, proof of payment is required prior to the issuance of a permit by the

Department of Building and Safety. In the past, payment of these fees has been deferred by the Applicant and once a permit is issued, it has been difficult and costly for the City to recover the fees.

Project Permit Compliance Process - Modification to Architectural Plans (Sec. 9 A 2 (c)): A requirement has been added to the Specific Plan requiring that any modification to approved architectural plans be resubmitted to the City Planning Department for review. This requirement is a result of a motion brought forth from then Councilman Zev Yaroslavsky of Council District 5, on August 4, 1992 (CF 91-0779-S10), requesting such a requirement be incorporated into the Specific Plan. The rationale for the motion was based on the length of time it often takes an applicant to secure a building permit from Building and Safety once a project permit has been issued. During the review process by Building and Safety, architectural modifications are often made to the original plans, which the Director of Planning may not be aware of, and which could have an impact on the issuance of a project permit. This requirement is tied to the modification of a Project Permit Compliance in accordance with Sec. 11.5.7 D of the LAMC.

Project Permit Compliance - Consistency with Sec. 11.5.7 of LAMC: Additional amendments to this section were necessary to achieve consistency with Ordinance No. 173,455 (Charter Implementation - Specific Plans) effective September 22, 2000. Although some procedures are explained in detail in Ordinance No. 173,455, it was determined that rather than delete the procedure from the Specific Plan, a reference to the procedure in the municipal code would be more appropriate for the Applicant's purposes; providing section numbers would facilitate Applicant compliance.

(i) Section 10 (Transportation Mitigation Standards and Procedures)

Transportation - Mitigation Standards and Procedures (Sec. 10) : Language was amended to make this section consistent with the intent of the provisions of the Charter adopted by the voters at the general municipal election held on June 8, 1999. Under these Charter revisions, the Director of City Planning no longer has quasi-judicial authority in determinations similar to conditional use permits, but rather, the decisions are to be based on clearly defined standards and criteria.

One factor which led to the initiation of the Ventura/Cahuenga Boulevard Corridor Specific Plan was the impact of development on the transportation system. Previously authorized by the Director of Planning or the Department of Transportation, the revised Specific Plan language now identifies that mitigation measures associated with traffic impacts are to be addressed as part of the environmental review process. The initial traffic study, completed as part of the

environmental clearance, will identify the transportation impacts and requisite mitigation measures of a project, for implementation by decisionmakers as part of any applicable discretionary determination. Transportation mitigation measures will assist in promoting the several purposes of the Specific Plan, including assuring an equilibrium between land development and the transportation infrastructure, providing effective local circulation systems, and reducing conflicts between motorists, pedestrians and transit riders.

(j) Section 15 (Plan Review Board)

Plan Review Board - Authority of and Duties of the Board (Sec. 15 A 1): Additional language was added related to the management staff or their designees attending Plan Review Board (PRB) meetings to address specific plan development and traffic mitigation intersection improvements as determined by the PRB and the Director's Designee. The intent of the language is to provide expertise from the Departments of Transportation and City Planning to the PRB should the need arise.

Plan Review Board - Appointments (Sec. 15 A 2 (a)): This subsection was amended to achieve consistency with Section 16.50 D of the LAMC dealing with Design Review Boards. The context of the appointments remains unchanged. It was simply moved to a separate subsection.

Plan Review Board - Composition (Sec. 15 A 2 (b)): The Specific Plan language ensures that a balanced representation of community interests (i.e., business, residential, environmental, etc.) are included in the PRB membership. The Councilmembers of the Districts in which the Specific Plan is located and the Mayor are the designated appointing authorities.

Plan Review Board - Expiration of Term (Sec. 15 A 5): New language was necessary to ensure that once a member's term expired, a post would not remain vacant for an extended period of time. The new language provides an opportunity for a member whose term has expired to remain on the Board until a new member can be appointed. This provision was intended to ensure that all communities and Council Districts have a fair representation at the PRB meetings.

Plan Review Board - Meeting Schedule (Sec. 15 A 7): The language was amended to require a minium number of meetings per month, set at one per month, so the members of the PRB can be kept abreast of any issues regarding the Ventura/Cahuenga Boulevard Corridor.

Plan Review Board - Elections (Sec. 15 A 8): New language was added to clarify elected Board positions and period of office. The format is consistent with that of LAMC Sec. 16.50 D. The intent is to achieve consistency between the various boards associated with planning processes.

Environmental Clearance

The proposed Mitigated Negative Declaration No. 99-0014 SP prepared for the Ventura/Cahuenga Boulevard Corridor Specific Plan, which incorporates by reference the analysis and environmental findings under Environmental Impact Report #88-0719, determined that the impacts of the subject Specific Plan amendments would be mitigated to less than significant levels. The additional regulations imposed by the subject Specific Plan amendments pertain to signage, landscaping, administrative guidelines, and procedural changes. While facilitating implementation of the Specific Plan, these amendments emphasize improving the aesthetic and visual quality of the Corridor, resulting in beneficial effects on both the physical environment and general welfare of the community.

Conclusion

The proposed amendments for the Ventura/Cahuenga Boulevard Corridor Specific Plan achieve a balance between creating the opportunities for viable business communities while protecting the needs of the surrounding residential communities. In balancing these concerns, the proposed Specific Plan amendments will also contribute to a better quality of life for the business and residential communities by prohibiting unattractive signage, requiring additional landscaping for sensitive uses, and providing procedures for business to sustain economic viability. The proposed Specific Plan streamlines administrative procedures and requirements, the proposed changes and clarifications provided in an effort to facilitate comprehension and implementation of the Specific Plan.

Exhibits and Figures to Staff Report:
1. City Attorney Draft Ordinance dated June, 2001, as transmitted
2. Determination of the City Planning Commission dated March 13, 2000
3. Figures 1-6

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
221 N FIGUEROA STREET
LOS ANGELES, CA 90012-2601

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MAR 13 2000

James K. Hahn, City Attorney
City of Los Angeles
Room 1800, City Hall (East)

Attention: Claudia McGee-Henry, Deputy City Attorney

CITY PLAN CASE NO. 99-0001 SP **Council District Nos. 2, 3, 4, 5, and 11**

Transmitted herewith, pursuant to Section 11.5.7, of the Los Angeles Municipal Code, is a draft ordinance amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, modify Specific Plan boundaries, establish specially designated areas to address traffic congestion impacting residential communities, and amend regulations pursuant to enforcement, use limitations, setbacks, landscaping, parking and signage.

At its meeting of December 16, 1999, following a public hearing, the City Planning Commission concurred in the recommendation of the Planning Department and;

APPROVED the proposed amendments to the Ventura/Cahuenga Boulevard Specific Plan with a modification to the use limitations in Pedestrian Oriented Areas (POAs) whereby a vacancy rate of 15 percent or more in the project's community plan area shall suspend the requirement of 75 percent of the building frontage be dedicated to retail or Pedestrian Serving Uses.

APPROVED the attached Findings.

ADOPTED the proposed Negative Declaration No. 99-0014 SP.

AMENDED the Specific Plan land use designation of "Neighborhood Commercial" to "Neighborhood and General Commercial (C1.5, C2, C4 and CR)" to achieve nomenclature consistency between the Specific Plan, the Community Plan and the General Plan Framework.

2. Designation of both sides of Cahuenga Boulevard West, bounded by Woodrow Wilson Drive on the west and Lankershim Boulevard on the east as a "Regionally Impacted Area" in that the area is heavily impacted by regional traffic associated with Universal Studios and therefore, auto-related drive-through establishments and hotels/motels shall be prohibited in order to lessen the local cumulative effect of regional traffic impacts to the surrounding residential neighborhoods.

3. Designation both sides of Van Nuys Boulevard bounded by Moorpark Street on the south and the Ventura Freeway (101) on the north as a "Restricted Use Area," which will prohibit auto-related uses and drive-through establishments in order to encourage pedestrian oriented activity and reduce traffic impacts to the surrounding residential neighborhoods.

APPROVED AND RECOMMENDED that the City Council adopt the redesignation of the north side of Ventura Boulevard between Radford Avenue to Colfax Avenue from Neighborhood Commercial to Community Commercial to achieve consistency between the Specific Plan land use designation and the current Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. The area is also recommended to be designated as an eastern extension of the existing Studio City POA in that the Community Commercial designation and the renewed community focus in the adjacent area along Ventura Place, creates the potential for greater pedestrian activity.

APPROVED AND RECOMMENDED that the City Council adopt the reduction of the Encino POA by approximately 59 percent between Sherman Oaks Avenue and Noeline Avenue on the south side of Ventura Boulevard and between Orion Avenue and just east of Noeline Avenue on the north side of Ventura Boulevard in order to permit a greater diversity of uses on the ground floor and at the rear portion of multiple-story office buildings predominately located in Encino.

APPROVED AND RECOMMENDED that the City Council adopt the expansion of the western boundary of the Sherman Oaks POA from just west of Columbus Avenue to the San Diego Freeway (405) on both sides of Ventura Boulevard in that this expansion will incorporate into the POA streetscape improvements resulting from the Sherman Oaks Galleria renovation project; and the expansion of the of the Sherman Oaks eastern boundary from Van Nuys Boulevard to Tyrone Avenue on the north side of Ventura Boulevard and from Van Nuys Boulevard to Beverly Glen Boulevard on the south side of Ventura Boulevard in that this area attracts a high volume of pedestrians.

City Plan Case No. 99-001 SP

Findings:

1. That in accordance with Charter Sections 96.5(5) and 97.2(1)(a), the subject ordinance conforms with the purposes and intent and provisions of the General Plan in that the proposed amendments will clarify administrative procedures, amend land use regulations for use limitations, setbacks and parking and enforcement mechanisms which will contribute to the economic, social and physical health, safety and welfare and convenience of the Specific Plan area and surrounding residential neighborhoods.

2. That the proposed ordinance conforms with all applicable portions of the General Plan in that the regulations in the Ordinance are consistent with the policies and objects of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, Encino-Tarzana Community Plan, and the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.

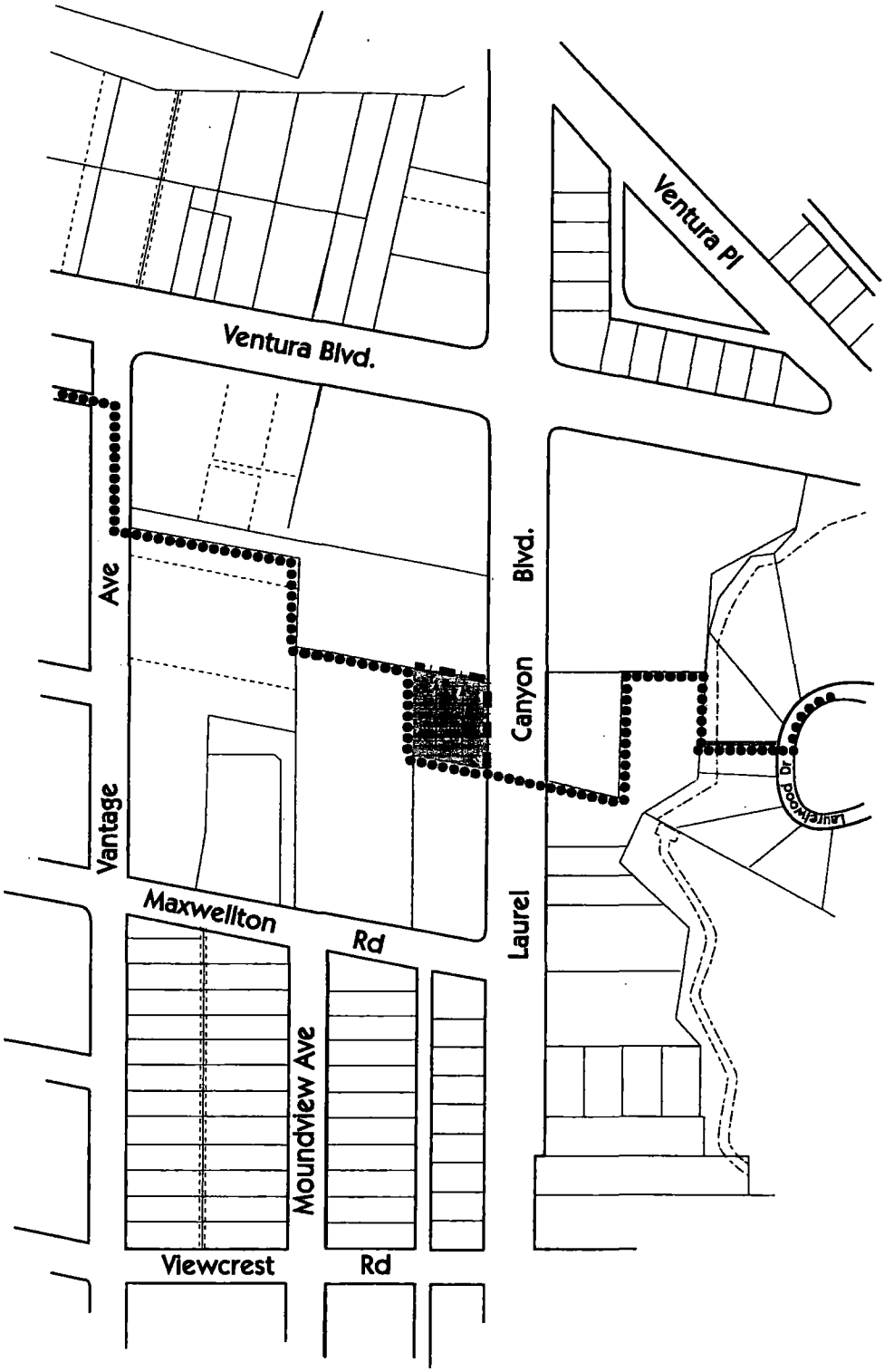
3. That in accordance with Charter Section 97.2(1)(b), the proposed Ordinance is in conformance with the public necessity, convenience, general welfare and good zoning practice in that the proposed amendments will improve the aesthetic quality of the Corridor by requiring additional landscaping, reducing visual sign clutter, and reducing traffic impacts to residential neighborhoods. The plan amendments are in response to instructions by the City Council, input from the Ventura/Cahuenga Boulevard Corridor Specific Plan Review Board, and additional information generated at the open house and public hearing.

4. That the establishment of an enforcement funding mechanism, consisting of a written citation with graduated fines, is necessary to ensure the requirements and regulations of the Ventura/Cahuenga Boulevard Corridor Specific Plan are enforced.

5. That the current requirement of 100 percent of the ground floor in the Pedestrian Oriented Areas be dedicated to retail or Pedestrian Serving uses be reduced to 75 percent of the linear frontage of building. Furthermore, if the vacancy rate of the community in which the project is located is demonstrated to be 15 percent or higher, the use limitation requirements for POAs shall be temporarily waived in order to provide greater economic viability to property owners by expanding their opportunities to lease or rent to a variety of uses.

6. Based upon the above findings, the recommended Specific Plan Amendment action is deemed consistent with the public necessity, convenience, general welfare, and good zoning practice.

Figure 1
OSULA Education Center



●●●●●●●● Existing Specific Plan Boundary

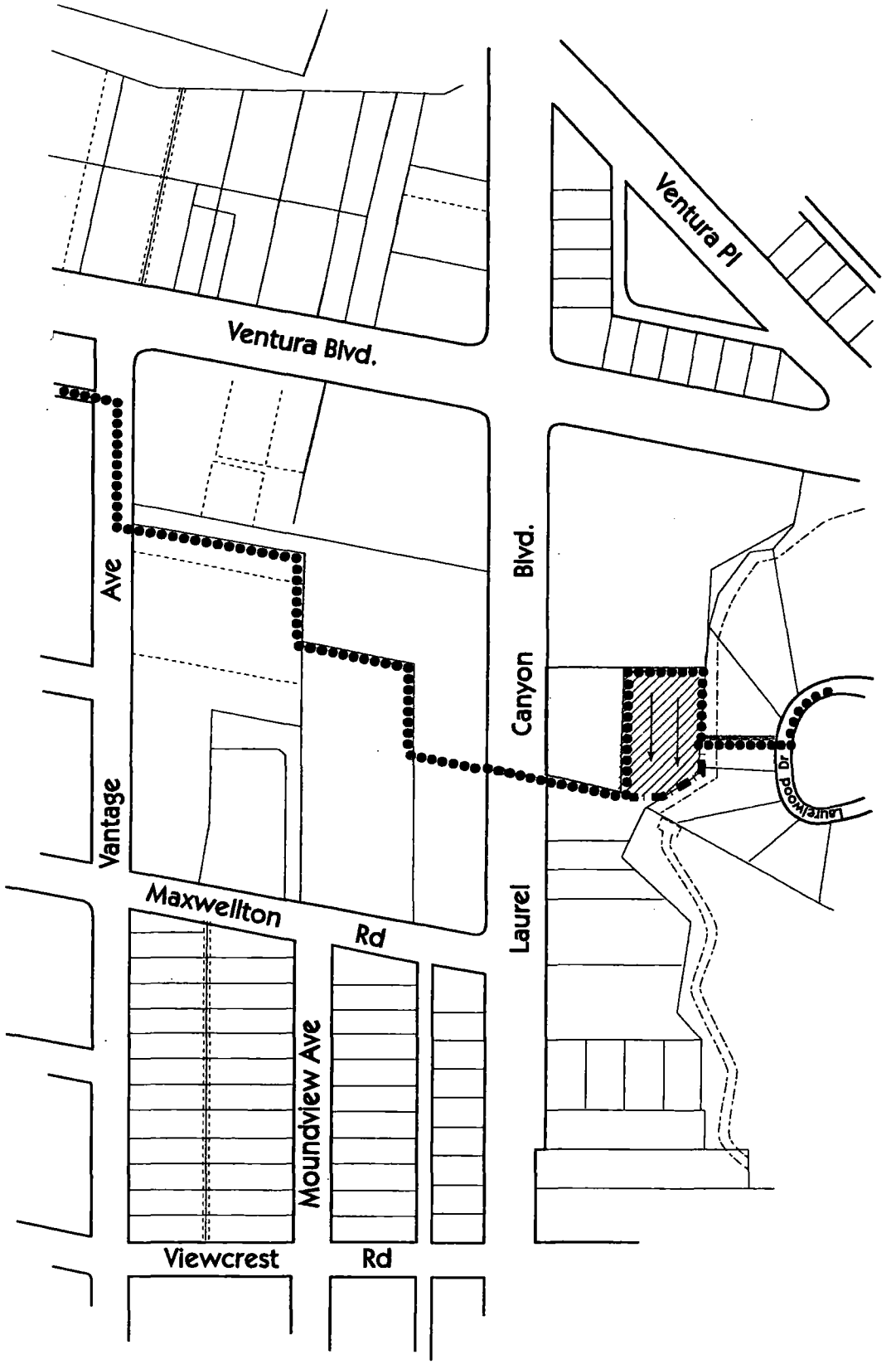
■+■+■+ Proposed boundary Adjustment

Area not to be included in Specific Plan

N
Not to Scale

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Figure 2
Studio City-Post Office



●●●●●●●● Existing Specific Plan Boundary

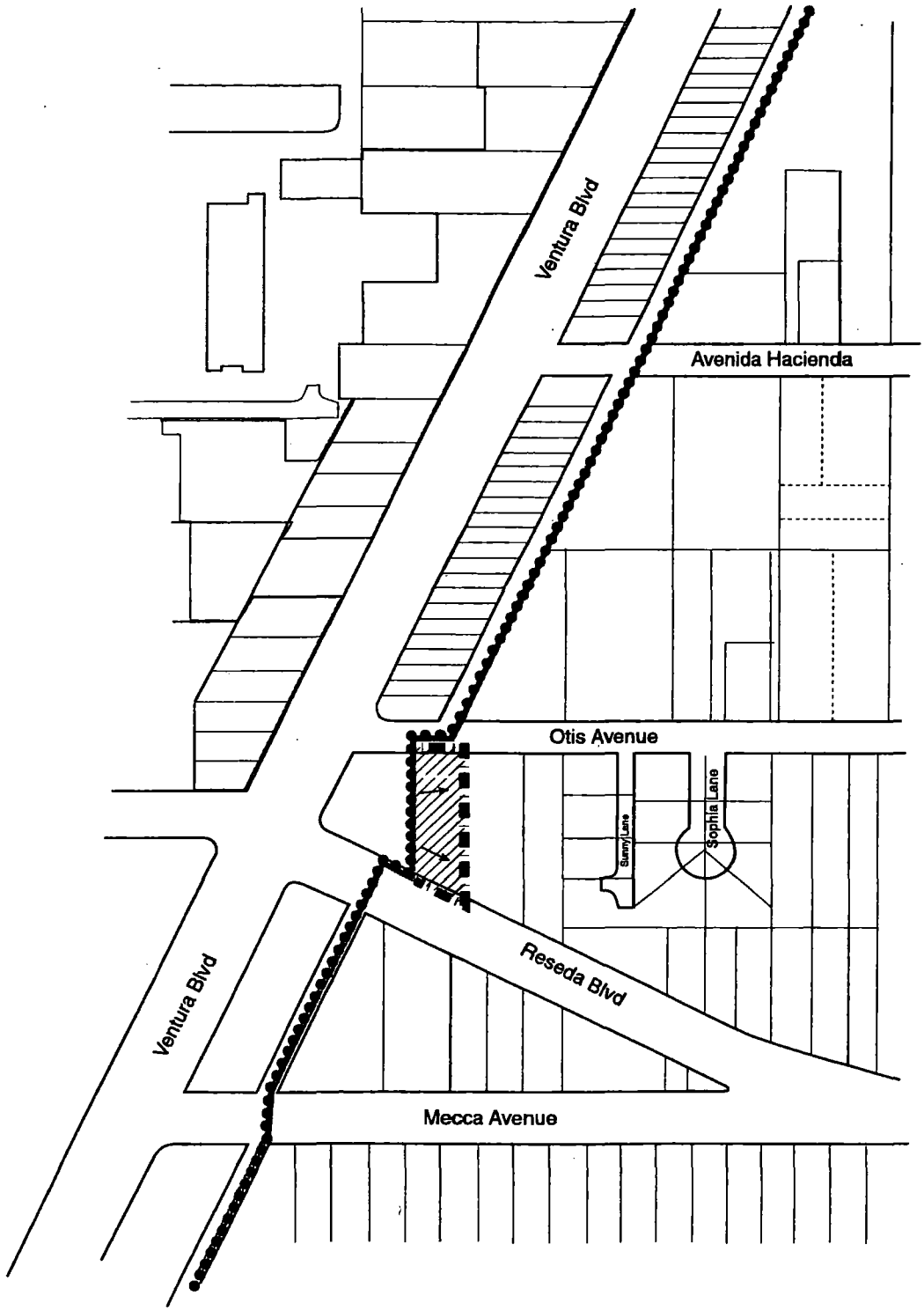
■+■+■+ Proposed boundary Adjustment

Area to be included in Specific Plan

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Figure 3
Automobile Service Station
18500 Ventura Blvd

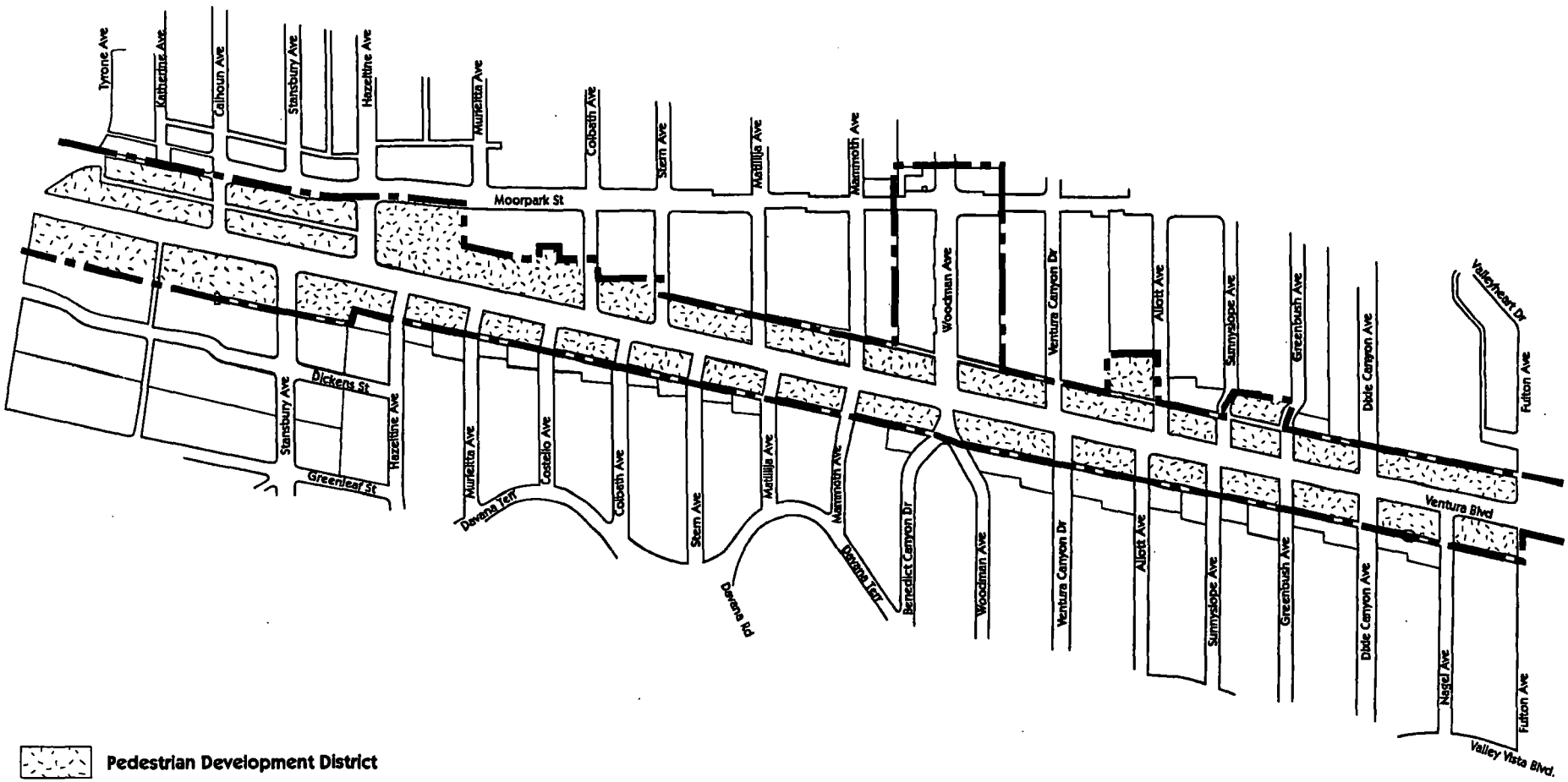


●●●●●●●● Existing Specific Plan Boundary
■+■■+■+■ Proposed Boundary Adjustment
▨ Area to be included in Specific Plan

N
Not to Scale

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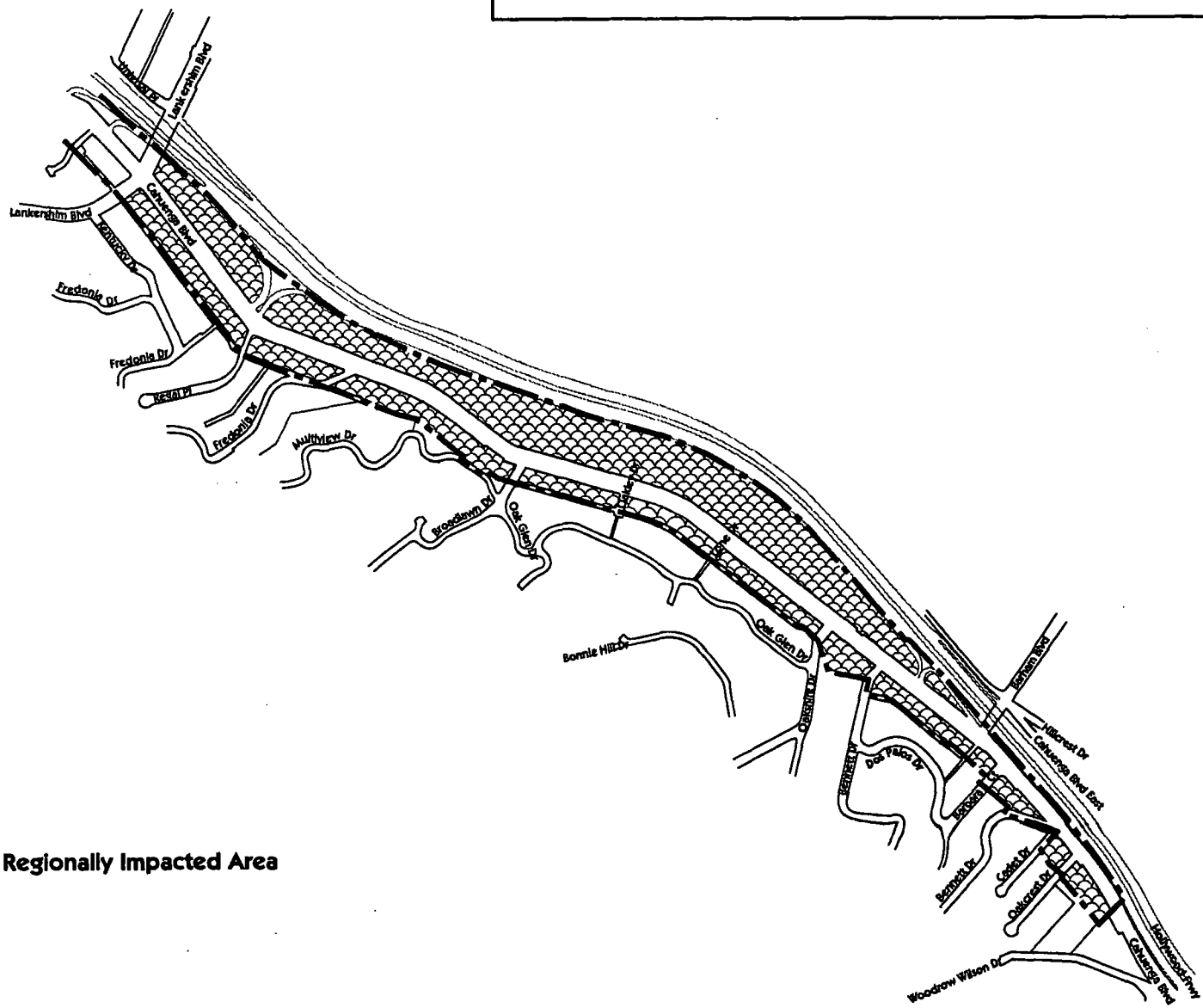
Figure 4
Sherman Oaks Pedestrian Development District



Not to Scale

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Figure 5
Regionally Impacted Area - Cahuenga Pass

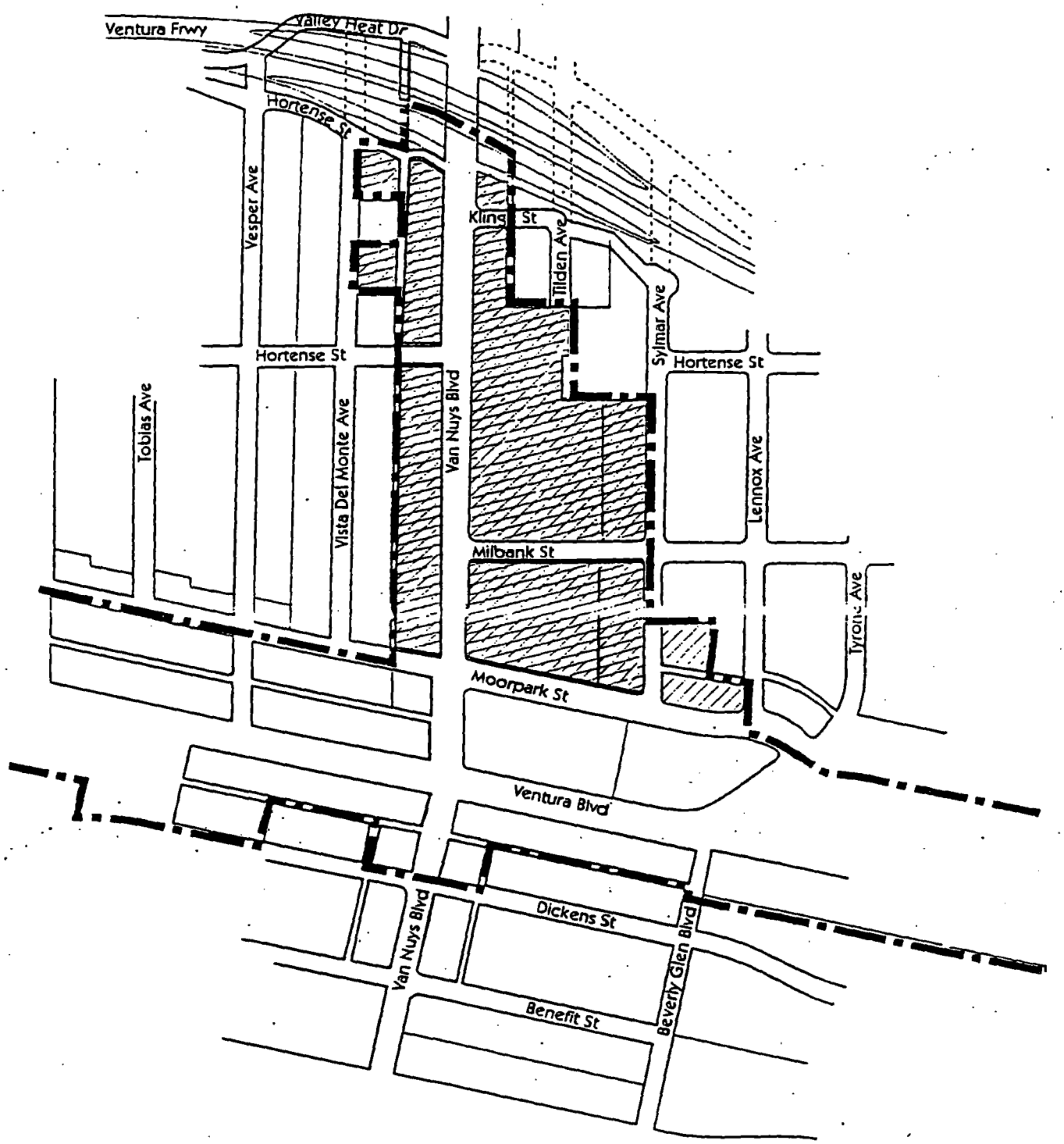


Regionally Impacted Area

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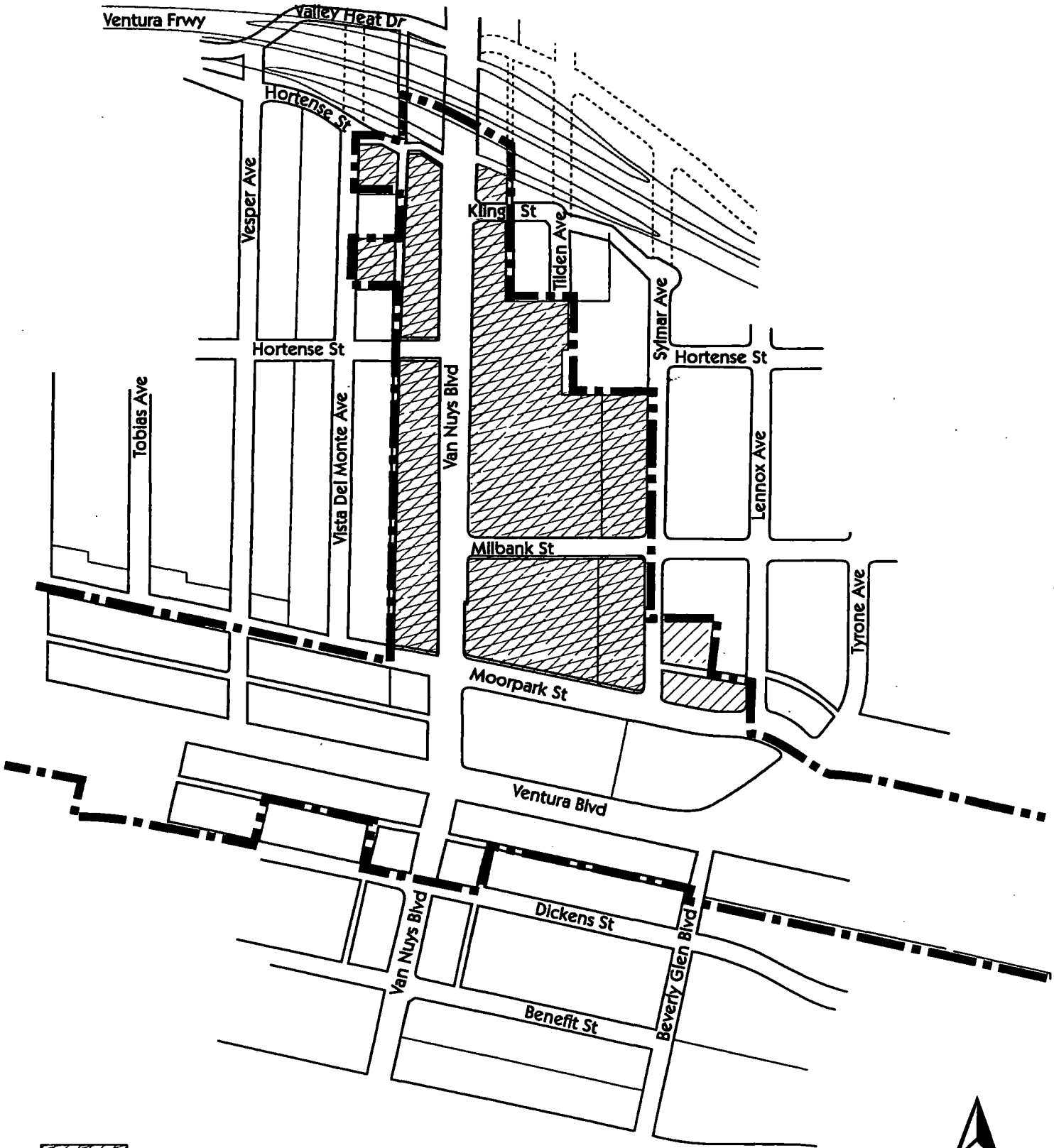
Figure 6
Restricted Use Area



Restricted Use Area

Not to Scale

Figure 7
Restricted Use Area



D:Ven_Cah:439_001

00-0561

ELLER

1550 West Washington Boulevard
Los Angeles, California 90007
Telephone 323/731-5111
Fax 323/734-5038
www.ellermedia.com

July 20, 2000

OCT 16 2000

Honorable Hal Bernson
Chairman Planning and Land Use Com
City Hall Room 319
Los Angeles, CA 90012

Via Fax

Re: CF 00-0561
CPC 99-0001 SP

Dear Councilman Bernson:

Please include the following letter into the public record:

The proposed amendment to the Ventura Specific Plan pertaining to legally erected off-site commercial signs states that: "signs may be replaced on the same site at the option of the property owner by a sign that is neither larger in area or greater in total height provided that the location and sign otherwise meet all current requirements of Section 91.6220 (off-site Signs) of Division 62 of LAMC."

In the spirit of the new City Charter, I respectfully request that a provision be added which would allow for consolidation of outdoor advertising structures. That is, that three standard 12x25 structures could be replaced on a site that meets all current requirements of Section 91.6220 by one standard 14x48 structure, either by a Specific Plan Exception or by Project Permit Adjustment. This would have the net effect of reducing the number of advertising structures on Ventura Blvd. by discretionary action.

Please direct any questions to me at 323, 730-4244.

Sincerely,

ELLER MEDIA COMPANY

Ed Dato

Edward Dato
Vice President/Director of Public Affairs

ED:ar

cc. Councilmember Cindy Miscikowski
Councilmember Mike Hernandez

PLANNING AND USE MANAGEMENT COMMITTEE SPEAKERS

☒ SUPPORT Project/Proposal

AGENDA ITEM # 4 Date 7/25

☐ OPPOSE Project/Proposal

Council File # CF 00-0561

Phone No. 818 769-7774

Name Mort Allen

Address 12528 Ventura Blvd

City Studio City Zip Code 91604

Representing Self

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING AND LAND USE MANAGEMENT COMMITTEE SPEAKERS

☑ SUPPORT Project/Proposal

AGENDA ITEM # 4 Date 7-25-00

☐ OPPOSE Project/Proposal

Council File # CPC-99-0001-SP

Phone No 818-705-7370

Name Lillian Wall

Address 18663 Ventura Bl.

City Tarzana Zip Code 91356

Representing Ventura Blvd Coalition

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☑ Organization

PLANNING AND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal + Amendment
☐ OPPOSE Project/Proposal

AGENDA ITEM # 4

Date July 25, 2000

Council File # 00-0561

Name Dash Stolarz

Phone No. _____

Address 1550 W. Washington Bl

City LA

Zip Code 90007

Representing Eller Media Company

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

7-25-00

4

City Plan Case No. 99-0001 SP
Council File No. 00-0561
Council Districts 2, 3, 4, 5 and 11

July 24, 2000

TO: Honorable Councilman Hal Bernson, Chairman
Planning and Land Use Management Committee

FROM: Robert H. Sutton, Deputy Director
Department of City Planning
MS: 395

SUBJECT: **SUPPLEMENTAL STAFF REPORT - RECOMMENDATIONS FOR AMENDMENTS TO THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN**

On May 30, 2000, the Planning and Land Use Management Committee instructed the Department of City Planning to research alternatives regarding problems presented in public testimony regarding permitted land uses in the Pedestrian Oriented Areas (POAs) of the Ventura/Cahuenga Boulevard Corridor Specific Plan. The Committee also requested staff to review permitted uses, as well as parking facility alternatives in the Tarzana POA.

In response to the Committee's directive, staff has further reviewed the uses in various POAs and revised the list of such permitted uses. Staff therefore recommends:

- Utilize a two-tier approach to Pedestrian Serving Uses, whereby additional uses could be added to the current "Pedestrian Serving Uses as Tier I" to provide property owners with additional leasing opportunities subject to trip fee reductions when vacancy rates are of major concern.

- Reduce the City Planning Commission approved 15 percent vacancy rate threshold and permit additional uses identified as "Pedestrian Serving Uses - Tier II," at a vacancy rate threshold of 12 percent, with suspension of Tier II uses when the vacancy rate drops to 8 percent.

- Introduce new "Pedestrian Serving Uses - Tier II" to permit predominately pedestrian-oriented office-type uses during periods of economic recession, when vacancy rate are between 12 or higher and 8 percent.

Staff also recommends amendments to enhance the aesthetic quality of Pedestrian Oriented Areas by requiring all businesses to maintain pedestrian friendly storefronts, to provide direct pedestrian access from the sidewalk into the businesses, and to allow a Project Permit

Adjustment in lieu of a Specific Plan Exception for structures within a POA which are setback or raised above grade. The Planning Department has added additional parking requirements for real estate and insurance companies, as defined under Pedestrian Serving Uses - Tier II uses, and as permitted pursuant to vacancy rate thresholds. Staff has also provided a list of potential private and municipal parking sites in Tarzana

Additionally, there are directives for the City Attorney to work with the Department of City Planning to review the proposed Specific Plan amendments for consistency with new project permit processing requirements (LAMC 11.5.7) and to clarify fee requirements for Pedestrian Serving Tier II uses.

The Department of City Planning presented these proposals to the Plan Review Board for the Ventura-Cahuenga Boulevard Corridor Specific Plan on Monday, July 17, 2000. The Plan Review Board voted to support the proposed revisions to the Specific Plan contained in the Supplemental Staff Report, as elaborated in Section C below, with two exceptions:

- The vacancy rate threshold should remain at 15 percent and not be reduced to 12 percent.
- Child care facilities should not be contained in either Pedestrian Serving Uses - Tier I or Tier II.

The Plan Review Board also indicated that it may further review the Tier I and Tier II uses and present proposed changes in the future.

The following Specific Plan Ordinance amendments are, therefore, recommended:

A. USE PROVISIONS

1. Staff recommends the following alternative language changes to replace Section 5 C 1 a (i) in order to address the use provisions within all five POAs:

> (i) If any Pedestrian Oriented Area has a vacancy rate of 12 percent or higher, as confirmed by the Director of Planning, additional uses as defined under "Pedestrian Serving Uses - Tier II," shall be permitted within that Pedestrian Oriented Area. The approval of these additional

uses shall be granted as long as the vacancy rate in that POA remains above 8 percent. The administrative authority for review and approval of this provision shall rest with the Director of Planning or his designee.

2. Staff recommends that the definition of "Pedestrian Oriented Uses" approved by the City Planning Commission on December 16, 1999, be amended by inserting additional uses delineated in bold print as follows:

(ii) **PEDESTRIAN SERVING USES-TIER I:** Academic tutoring or learning centers; art Galleries, **barber shops; beauty salons and nail shops;** book stores; **boutiques;** cafes; **candy shops; cell phone stores;** coffee houses; **community facilities including chamber of commerce office; computer sales, day spas and tanning salons; dress making and tailoring; dry goods and notions; copying services; carrousels (as an accessary use to a retail or Pedestrian Serving Use);** financial services without drive-through facilities which provide check cashing, ready cash and money orders; **furniture; grocery stores; hardware stores (less than 5,000 square feet); hobby shops;** ice cream parlors; martial arts/dance center; **pet shops; pharmacies; photographers; shoe repair; travel agencies;** restaurants without drive-through facilities; theaters; **toy stores; video or music stores;** and stores providing other small consumer items or pedestrian oriented services, as determined by the Director of Planning.

3. Staff recommends that a definition of "Pedestrian Oriented Uses - Tier II" be inserted on Page 19 of the Ordinance (2/23/2000) as follows:

PEDESTRIAN SERVING USES -Tier II: Accounting, architects, doctors, dentists, dry cleaners, chiropractors, short term day care, insurance companies (with additional parking), interior decorating, law and legal aid, locksmith, mortgage companies, real estate offices (with additional parking).

4. Staff recommends addition of a definition of Pedestrian Friendly Storefronts to Sec. 4 based on Sec. 13.07 of the LAMC (Pedestrian Oriented Districts) as follows:

PEDESTRIAN FRIENDLY STOREFRONTS: Windows that face the street or courtyard within a Pedestrian Oriented Area shall afford views into retail, office, or lobby space. Nonreflective glass shall be used to allow maximum visibility from sidewalk or courtyard areas into interior of buildings. Window displays shall conform with sign requirements of this Ordinance and the Los Angeles Municipal Code.

5. Staff recommends that additional requirements be added in Sec. 5 C 1 (Page 26), to promote a pedestrian friendly environment:

c. All businesses in a POA fronting a street or courtyard shall maintain direct pedestrian access to the sidewalk or courtyard.

d. All businesses located within a POA shall maintain Pedestrian Friendly Storefronts.

e. Where a structure is setback and raised above grade so as not to be pedestrian friendly, the applicant may apply for a Project Permit Adjustment in lieu of a Specific Plan Exception.

6. Staff also recommends additional parking requirements for real estate and insurance office uses, if approved pursuant to Sec. 5 C 1 a (i); these would be added to Sec. 7 F 1 b (Page 47) as follows:

b. For general office, at least one parking space for each 300 square feet of floor area.

(i) For real estate and/or insurance office uses approved pursuant to Sec. 5 C (i), at least one parking space for every 200 square feet of floor area.

7. Staff recommends language to clarify the Project Impact Assessment (PIA) Fee for Pedestrian Serving Uses - Tier II be added to Sec. 11 D 2 as follows:

2 a. The PIA Fee rates for Pedestrian Serving Uses - Tier II, shall be as set forth in the PIA Fee Table. No reduction in the PIA Fee shall be permitted for said uses.

8. Staff recommends that the Planning and Land Use Committee direct the City Attorney to work with the Department of City Planning to review and modify sections of the Specific Plan related to the Project Permit, Specific Plan Exception, and Project Permit Adjustment procedures and fees to assure consistency with the adopted Charter Amendment Zone Code requirements in Section 11.5.7 of the LAMC.

- **TARZANA PARKING ISSUES**

Based on staff review, there are several possible locations which could be used to add parking and several means to provide funding for either private or municipal parking facilities in Tarzana: a) The newer Brown Center parking lot, built as part of the requirement for the expanded movie theater, could be redesigned to include a second level; b) The same can be done above the older Brown Center parking lot directly behind the movie theater; c) There are other small lots off the alley on the south side of Ventura Boulevard that could be considered.

The City could use revenue bonds to build these or other parking facilities. The bonds could be paid off in one of three ways: 1) Parking meter funds from the Tarzana portion of Ventura Boulevard; 2) Assessments through the Tarzana Business Improvement District; 3) Funds collected in the "Special Parking Revenue Fund" from parking within the Ventura/Cahuenga Boulevard Specific Plan Area.

The Los Angeles Department of Transportation (LADOT) has indicated they will undertake a comprehensive review of parking conditions in the Tarzana POA this month. City Planning staff will work with DOT to address parking needs in this area, including research on local sites proposed for municipal parking facilities.

- **PLAN REVIEW BOARD RECOMMENDATIONS**

On July 19, 2000, the Ventura/Cahuenga Boulevard Corridor Specific Plan Review Board (PRB) conducted special meeting to review the draft supplemental staff report to the Planning and Land Use Management Committee.

Upon careful consideration of the issues, the Board approved a series of motions supporting the Department of City Planning's supplemental staff report with the following exceptions and recommendations:

1. Amend the vacancy rate threshold, to permit Tier II Pedestrian Serving Uses, at 15 percent, not 12 percent.

2. Delete "child care facilities" from the definition of Pedestrian Serving Uses - Tier II.

3. Delete "Assessments through the Tarzana Business Improvement District" as a source of funding for municipal parking structures in Tarzana.

RECOMMENDATION: That the Planning and Land Use Management Committee:

Adopt the City Planning Commission approved Ventura/Cahuenga Boulevard Corridor Specific Plan Amendments and Staff Report, as modified by this Supplemental Staff Report, and instruct

the City Attorney to draft an ordinance reflecting these amendments.

- The Department of City Planning is supporting the 12 percent vacancy rate based on a Tarzana field check that was taken after the City Planning Commission acted.

- The Department of City Planning recommends modifying the child care to short term daycare.

- The Department of City Planning sees no reason to delete the option of a BID Assessment for parking. If there is no support it will not happen anyway.

If you have any questions or comments, please contact Dick Platkin at (818) 756-9166 or Elva Nuno-O'Donnell at (818) 756-9173.

N:\EXEC\DEPUTY\SUTTON\PLUM725b.wpd July 24, 2000

(8)

CONTINUED FROM 7-11-2000

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

DISPOSITION TO BE CONTINUED TO JULY 25, 2000

(9)

CONTINUED FROM 7-11-2000
COUNCIL: 7-26-2000; TIME LIMIT FILE: 7-31-2000

CF 00-0885
BZA 1999-2331
ZA 99-0346-RV
CD 9

Appeal filed by Alfredo Wong, owner/operator/Ross Hotel (Allen Golden) of the entire determination of the Board of Zoning Appeals to impose corrective conditions as the first step of the discontinuance process in order to mitigate adverse impacts on persons and property associated with its operation located at 640 San Julian Street.

Applicant: City of Los Angeles

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(10)

CONTINUED FROM 7-11-2000
COUNCIL: 7-26-2000; TIME LIMIT FILE: 7-31-2000

CF 00-0884
BZA 1999-2329
ZA 99-0344-RV
CD 9

Appeal filed by James Bonar/Skid Row Housing Trust/The Simone Hotel Ltd. Partnership/The Simone Hotel, owner-operator (Mark E. Haddad, Esq., Robert A. Holland, Esq./Sydney & Austin) of the entire determination of the Board of Zoning Appeals to impose corrective conditions as the first step of the continuing review of the revocation process and to modify existing corrective conditions in order to mitigate adverse impacts on persons and property associated with its operation located at 520 San Julian Street.

Applicant: City of Los Angeles

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

COUNCIL: 7-19-2000; TIME LIMIT FILE: 7-26-2000

00-1317
CD 10

Motion (Holden - Hernandez) asserting Council jurisdiction [pursuant to Charter Section 245 (e)] over the April 11, 2000 (Determination Report dated June 28, 2000) Board of Zoning Appeals action relative to a theater, restaurant, retail and community room at 4708, 4712 and 4722 West Washington Boulevard and recommendations to modify the Board's action, and to thereby grant a conditional permit to exceed the 40 foot building height limit so that a fly tower of up to 75 feet can be erected and to grant a conditional use to permit public parking in the RD2 Zone.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(6)

CF 98-1317
CPC 98-0229 HPOZ
CD 10

Communication from the Planning Commission and Ordinance establishing the La Fayette Square Historical Preservation Overlay Zone within the area generally bounded by Venice Boulevard on the north, Washington Boulevard on the south, the rear lot lines of the properties fronting Victoria Avenue on the east, and the rear lot lines of the properties fronting Buckingham Road on the west.

(Commission Vote: 3 - 0)

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(7)

CF 00-1278
CPC 99-2784 zc
CD 11

Communication from the Planning Commission and Ordinance effecting zone change from R1-1-VL-D and R2-1-VL-D to (T)(Q)C2-1-VL for the proposed construction of a 88,465 gross square-feet gated and enclosed, three-story self-storage facility at 22222 Ventura Boulevard.

Applicant: Resco Self Storage

(Commission Vote: 3 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(8)

CF 00-1023
CPC 99-2569 ZC/GPA
CD 11

Communications from the Mayor and Director of Planning and Ordinance effecting zone change R1-1 to (T)(Q)RD3-1 and denial of a proposed General Plan Amendment to the Brentwood-Pacific Palisades Community Plan from Low Medium I Density Residential to Low Medium II Density Residential land use designation for a two-unit condominium complex at 11966 Gorham Avenue.

Applicant: Azita Arghavan

(Commission Vote: 3 - 0) MND

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(9)

COUNCIL: 6-21-2000; TIME LIMIT FILE: 6-26-2000

CF 00-1141
CPC 2000-1224 DRB, MSP
CD 5

Appeal field by Cooper Layne, et al, protestants, of the determination of the Director of Planning to concur in the action of Mulholland Scenic Parkway Design Review Board to conditionally approve the proposed construction of a 7,828 square-foot three-story house with an attached garage and a maximum height of 45 feet and a detached garage, screening studio room, and guest house located at 2670 Bowmont Drive.

Applicant: Bill James MND

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(10)

CONTINUED FROM 5-30-2000

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

DISPOSITION Cont to 6-20-00

COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

IF YOU CHALLENGE THIS COMMITTEE'S ACTION(S) IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY CLERK AT OR PRIOR TO, THE PUBLIC HEARING. ANY WRITTEN CORRESPONDENCE DELIVERED TO THE CITY CLERK BEFORE THE CITY COUNCIL'S FINAL ACTION ON A MATTER WILL BECOME A PART OF THE ADMINISTRATIVE RECORD.

pl0613.agd

(7)

COUNCIL: 7-26-2000; TIME LIMIT FILE: 7-31-2000

CF 00-0884
BZA 1999-2329
ZA 99-0344-RV
CD 9

Appeal filed by James Bonar/Skid Row Housing Trust/The Simone Hotel Ltd. Partnership/The Simone Hotel, owner-operator (Mark E. Haddad, Esq., Robert A. Holland, Esq./Sydney & Austin) of the entire determination of the Board of Zoning Appeals to impose corrective conditions as the first step of the continuing review of the revocation process and to modify existing corrective conditions in order to mitigate adverse impacts on persons and property associated with its operation located at 520 San Julian Street.

Applicant: City of Los Angeles

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION TO BE CONTINUED TO 7-18-2000

(8)

CONTINUED FROM 6-13-2000

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

DISPOSITION TO BE CONTINUED TO 7-18-2000

COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

IF YOU CHALLENGE THIS COMMITTEE'S ACTION(S) IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY CLERK AT OR PRIOR TO, THE PUBLIC HEARING. ANY WRITTEN CORRESPONDENCE DELIVERED TO THE CITY CLERK BEFORE THE CITY COUNCIL'S FINAL ACTION ON A MATTER WILL BECOME A PART OF THE ADMINISTRATIVE RECORD.

pl0711.agd

(5)

COUNCIL: 7-26-2000; TIME LIMIT FILE: 7-26-2000

CF 00-0770
BZA 1999-2317
CD 9

Appeal filed by Dhanjibhal and Shantaben Patel, property owners-operator/Lyndon Hotel (Frank A. Weiser) of the entire determination of the Board of Zoning Appeals to impose corrective conditions as the first step in the continuing review of the revocation process in order to mitigate adverse impacts on persons and property associated with its operation located at 413 East 7th Street.

Applicant: City of Los Angeles

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION TO BE CONTINUED TO 7-18-2000

(6)

COUNCIL: 7-26-2000; TIME LIMIT FILE: 7-31-2000

CF 00-0885
BZA 1999-2331
ZA 99-0346-RV
CD 9

Appeal filed by Alfredo Wong, owner/operator/Ross Hotel (Allen Golden) of the entire determination of the Board of Zoning Appeals to impose corrective conditions as the first step of the discontinuance process in order to mitigate adverse impacts on persons and property associated with its operation located at 640 San Julian Street.

Applicant: City of Los Angeles

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION TO BE CONTINUED TO 7-18-2000

(10)

CONTINUED FROM 5-2-2000

CF 00-0753

Planning Department report relative to developing a pilot project to determine guidelines for posting Environmental Impact Reports (EIRs) on the internet, including a discussion of costs, level of anticipated community interest and access, and whether such internet postings will potentially delay the release of draft EIRs, pursuant to Motion (Wachs-Bernson).

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(11)

CONTINUED FROM 6-13-2000

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

DISPOSITION cont to 7-11-00

(12)

TIME LIMIT FILE: 6-28-00

CF 00-1092
ZA 99-2673 A
BZA 2000-1401
CD 14

Planning Department to report, pursuant to Prop 5 Motion (Pacheco-Miscikowski), relative to a May 30, 2000 Board of Zoning Appeals action to approve the issuance of building permit to allow the re-installation of roll-up doors and re-striped parking and the expansion of an auto service repair area into an existing retail space by Rantz Automotive located at 1941 Colorado Boulevard.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(7)

CF 99-0611
CPC 98-0271 ZC
CPC 98-0272 BL
CD 12

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)CM-1, and a 28-foot building line removal to permit an immediate use for open storage of metal and rebar, parking of trucks, and for future construction of an office/commercial manufacturing building at 10108 Canoga Avenue.

Applicant: Robert E. Main

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(8)

CF 00-1080
CPC 2000-528 GPA
CD 12

Communications from the Mayor, the Director of Planning, and the Planning Commission relative to General Plan Amendments to the Chatsworth-Porter Ranch Community Plan to include language and map changes to effect the preservation of the scenic rock formations known as the Stoney Point Rock Outcroppings, pursuant to Motion (Bernson-Flores).

(Commission Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(9)

CF 00-0623
CD 3

Communication from the Department of Transportation relative to a claim for a partial refund in the amount of $105,375 from the Warner Center Transportation Impact Assessment Fee for the Home Depot Store located at 6345 Variel Avenue.

Applicant: Home Depot

Fiscal Impact Statement Submitted: Yes, by the Department

DISPOSITION _____

(14)

CONTINUED FROM 5-16-2000

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

DISPOSITION Cont'd 6-13-00

(15)

COUNCIL: 6-2-2000; TIME LIMIT FILE: 6-5-2000

CF 00-0979
CD 12

Appeal filed by MWH Development, Inc. (Mark Handel), applicant, from the entire decision of the Planning Commission to sustain the action of the Advisory Agency approving Tentative Tract No. 52816 for the proposed development of a condominium complex with no more than sixteen units at 13470-13480 Dronfield Avenue.

Applicant: MWH Builders/Developers

(Commission Vote: 3 - 0) MND

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(16)

COUNCIL: 6-2-2000; TIME LIMIT FILE: 6-5-2000

CF 00-980
CD 2

Appeal filed by William McChesney and Mr. And Mrs. Michael Graf, appellants from part of the determination of the Planning Commission approving Tentative Tract No. 47357 limiting the proposed project to 23 detached single family units at 9945 Wheatland Avenue, subject to conditions as modified.

Applicant: Dan Lahave

(Commission Vote: 3 -0) MND

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(9)

TIME LIMIT FILE: 6-30-2000

CF 00-0982
CD 11

Communication from the Mayor relative to the appointment of Ms. Flora Gil Krisiloff to the West Los Angeles Area Planning Commission for the new term ending June 30, 2005.

Fiscal Impact Statement Submitted: Not applicable.

DISPOSITION _____

(10)

TIME LIMIT FILE: 6-30-2000

CF 00-0990
CD 12

Communication from the Mayor relative to the appointment of Mr. Sandor L. Winger to the North Valley Area Planning Commission for the new term ending June 30, 2005.

Fiscal Impact Statement Submitted: Not applicable.

DISPOSITION _____

(11)

TIME LIMIT FILE: 6-30-2000

CF 00-0981
CD 13

Communication from the Mayor relative to the appointment of Ms. Beverly Ziegler to the Central Area Planning Commission for the new term ending June 30, 2004.

Fiscal Impact Statement Submitted: Not applicable.

DISPOSITION _____

(12)

TIME LIMIT FILE: 6-30-2000

CF 00-0995
CD 13

Communication from the Mayor relative to the appointment of Ms. Helmi A. Hisserich to the East Area Planning Commission for the new term ending June 30, 2003.

Fiscal Impact Statement Submitted: Not applicable.

DISPOSITION _____

(13)

TIME LIMIT FILE: 6-30-2000

CF 00-0991
CD 15

Communication from the Mayor relative to the appointment of Mr. Jerry L. Gaines to the Harbor Area Planning Commission for the new term ending June 30, 2004.

Fiscal Impact Statement Submitted: Not applicable.

DISPOSITION _____

PLANNING AND LAND USE MANAGEMENT COMMITTEE SPEAKERS

☑ SUPPORT Project/Proposal

AGENDA ITEM # 14 Date 5/30/06

☐ OPPOSE Project/Proposal

Council File # _____

Phone No. MR 769-4444

Name Mort Allon

Address 1252 Vantura Blvd

City Sherman Oaks Zip Code 91604

Representing Self

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING AND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal

☒ OPPOSE Project/Proposal

AGENDA ITEM # 14 Date 5-30-00

Council File # CPC 99-0001 SP

Ven

Phone No. (818) 343-6900

Name Susan Comden

Address 5567 Reseda Blvd #105

City Tarzana Ca Zip Code 91356

Representing Ventura Blvd. Coalition

☐ Applicant ☑ Property Owner(s) ☑ Assoc. ☐ Other

☐ Appellant ☑ Surrounding Property Owner(s) ☑ Organization

PLANNING [illegible] AND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal

☒ OPPOSE Project/Proposal

AGENDA ITEM # 14 Date 5-30-00

Council File # _____

POA - use limitations

Phone No. (818) 996-4536

Name Kathy Delle Donne

Address 4157 Nogales Dr

City Tarzana Zip Code 91356

Representing Tarzana Property Owners

☐ Applicant ☐ Property Owner(s) ☒ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal

☒ OPPOSE Project/Proposal

AGENDA ITEM # 14 Date 5/30/00

Council File # CPC 99-000-1 SP

Phone No. 818-762-1221

Name ART GINSBURG - ART'S DELICATESSEN

Address 12224 VENTURA Blvd.

City Studio City Zip Code 91604

Representing Ventura Blvd. Coalition

☐ Applicant ☒ Property Owner(s) ☒ Assoc. ☒ Other

☐ Appellant ☒ Surrounding Property Owner(s) ☒ Organization

PLANNING AND USE MANAGEMENT COMMITTEE SPEAKERS

☒ SUPPORT Project/Proposal

AGENDA ITEM # 14 Date 5/30/00

☐ OPPOSE Project/Proposal

Council File # _____

Phone No. _____

Name Tony Lucente

Address 11245 Valley Spring Lane

City Studio City Zip Code 91602

Representing Studio City Residents Assn.

☐ Applicant ☐ Property Owner(s) ☒ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☒ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal

AGENDA ITEM # 14 Date 5-30-2000

☒ OPPOSE Project/Proposal

Council File # 99-0001 SP

Phone No. _____

Name IRVING RUBIN

Address 4829 TOPEKA DR.

City TARZANA CA Zip Code 91356

Representing _____

☐ Applicant ☒ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal

AGENDA ITEM # X 14 Date 5/30/00

☒ OPPOSE Project/Proposal

Council File # _____

Phone No. 818 705 3305

Name Clare Short

Address 18768 1/2 VENTURA BLVD

City TARZANA Zip Code 91356

Representing _____

☐ Applicant ☒ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal

AGENDA ITEM # 14 Date May 30 00

☒ OPPOSE Project/Proposal

Council File # 00-0561

Phone No. 818-996-8863

Name Jonathan Sidy

Address 18520 Burbank Blvd Ste 103

City Tarzana Zip Code 91356

Representing Plan Review Board Chairman 3rd District Rep.

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☒ Organization

PLANNING [illegible] AND USE MANAGEMENT COM[illegible]TEE SPEAKERS

☐ SUPPORT Project/Proposal

☒ OPPOSE Project/Proposal

AGENDA ITEM # 14 Date 5-30-00

Council File # CPC 99-0001 SP

Phone No. 818-705-7370

Name Lillian Wall

Address 18663 Ventura Bl.

City Tarzana Zip Code 91356

Representing

☐ Applicant ☑ Property Owner(s) ☑ Assoc. ☑ Other

☐ Appellant ☑ Surrounding Property Owner(s) ☑ Organization

Edward Dato
Vice President / Public Affairs
1550 W. Washington Blvd.
Los Angeles, CA 90007
Phone (323) 730-4244
Fax (323) 734-5038

ELLER MEDIA COMPANY

Fax

To: Councilman Hal Bernson **From:** ED DATO

ATTN: PHYLLIS

Fax: 213, 473-6925 **Pages:** 2

Phone: **Date:** 5-30-00

Re: **CC:**

● ☐ **Urgent** ☐ **For Review** ☐ **Please Comment** **Please Reply** ☐ **Please recycle**

PHYLLIS:

Please make sure the Councilman sees the attached before the PLUM today.

Thank you.

ELLER SM

1550 West Washington Boulevard
Los Angeles, California 90007
Telephone 323/731-5111
Fax 323/734-5038
www.ellermedia.com

May 30, 2000

Honorable Hal Bernson
Chairman Planning and Land Use Committee
City Hall Room 319
Los Angeles, CA 90012

Via Fax

Re: CF 00-0561
CPC 99-0001 SP

Dear Councilman Bernson:

Please include the following letter into the public record:

The proposed amendment to the Ventura Specific Plan pertaining to legally erected off-site commercial signs states that: "signs may be replaced on the same site at the option of the property owner by a sign that is neither larger in area or greater in total height provided that the location and sign otherwise meet all current requirements of Section 91.6220 (off-site Signs) of Division 62 of LAMC."

The key provision is that an existing off-site sign can only be replaced if it conforms to current regulations regarding height, spacing, and setback. That is, an off-site sign cannot be replaced on the same site if the height, spacing, and setback do not conform to the current requirements. This understanding must be retained in the final ordinance.

Please direct any questions to me at 323, 730-4244.

Sincerely,

ELLER MEDIA COMPANY

Ed Dato

Edward Dato
Vice President/Director of Public Affairs

ED:ar

cc: Councilmember Cindy Miscikowski
Councilmember Mike Hernandez

Ventura Boluevard Coalition

FAXED 5/26/00

(14)

******FACSIMILE TRANSMISSION******

****

DATE: 5-26-00

TO: Councilman Hal Bernson

FROM: Lillian Wall

FAX NO: 818-362-4857

COMMENTS: Re. Hearing 5-30-00
Please read prior to Hearing

2 PAGES TO FOLLOW COVER SHEET

18653 Ventura Blvd., PMB 323, Tarzana, CA 91356
(818) 705-4420 - Fax (818) 776-0134

Ventura Boluevard Coalition

May 25, 2000

Councilman Hal Bernson
Council District 1
Los Angeles City Council
13517 Hubbard Street
Sylmar, CA 91342

VIA FAX 818 362-4857

SUBJECT: May 30 Planning & Land Use Management Committee – Ventura Blvd. Use Limitations In Pedestrian Oriented Areas

Dear Councilman Hal Bernson:

We are writing to on behalf of property owners and real estate interests in Tarzana, Encino and Sherman Oaks, Studio City and Woodland Hills to urge you to **vote no on the planning department proposal to imposed use restrictions in pedestrian oriented areas (POAs) on Ventura Blvd.**

A summary of our position is attached. It includes:

1. It will undermine the success that owners have achieved so far and it does not take into account the fluctuations that we experience in property management.

2. The private sector has already successfully developed POAs in Tarzana, Sherman Oaks, Encino, Woodland Hills and Studio City with out government imposed restrictions.

3. In several POAs, owners are funding PBIDs to enhance pedestrian amenities and streetscape improvements. Despite the fact that they perceive this to be the cities' responsibility as adjacent cities such as Burbank and Glendale fund these same improvements.

4. This proposal creates a competitive disadvantage for property owners. It gives unfair advantage to adjacent blocks not subject to the restrictions.

5. If owners can't fill vacancies due to use restrictions, they will not be in a position to vote to continue PBIDS.

6. **We support an alternative strategy requiring non-conforming ground floor businesses comply with pedestrian friendly store front design.**

Please vote no on this proposal and instruct the planning department to work with the communities to develop consensus for a business friendly plan that would achieve the pedestrian oriented objectives we all aim for.

Sincerely,

Lillian Wall,
Ventura Boulevard Coalition

CC: Councilwoman Cindy Miscikowski
Councilman Mike Hernandez

18653 V ntura Blvd., PMB 323, Tarzana, CA 91356
(818) 705-4420 - Fax (818) 776-0134

Use Limitations in Pedestrian Oriented Areas
Ventura Blvd. Boulevard Coalition

- The coalition represents the majority of Boulevard commercial property owners and real estate interests in Tarzana, Encino and Sherman Oaks,Studio City and Woodland Hills.

- We do not support the proposal because it undermines the successful free enterprise methods we used to build the pedestrian oriented areas to where they are today.

- The city designated POAS proposed are already pedestrian friendly. Tarzana and Sherman Oaks created PBID funded streetscape programs that will add owner funded pedestrian amenities such as seating, trees, landscaping, public art and street furniture.

- We have successfully developed and maintain POAs with economic incentives – not city imposed restrictions.

- The planning department proposal does not take into account the distinct demographic differences that distinguish the Tarzana, Encino & Sherman Oaks, Studio City and Woodland Hills pedestrian zones.

- This proposal imposes restrictions that would create a competitive disadvantage for property owners. It will pit one block against the other. It will give unfair advantages to the adjacent blocks that are not subject to the restrictions.

- The proposed hardship exemption is unrealistic. It will not happen fast enough for owners and brokers to close a deal.

- If owners can't fill vacancies due to use restrictions, they will not vote to continue PBIDS, which they perceive as the cities' responsibility anyway.

- We support an alternative strategy requiring non-conforming ground floor businesses comply with pedestrian friendly storefront design.

- We all agree with restrictions on automotive and drive through establishments.

- **We ask you to vote no and instruct the planning department to work with the communities to develop consensus for a business friendly plan that would achieve the pedestrian oriented objectives we all aim for.**

(3)

Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

Information Technology Agency to report relative to an appeal filed by Anjani Mandavia, Karna Ruskin, and Marsha Barron, protestants, from the entire determination of the Board of Zoning Appeals regarding a conditional use for the development, use, and maintenance of an automated, roof-mounted, wireless telecommunications facility on the roof of an existing two-story retail/office building at 10549 Pico Boulevard, subject to Conditions of Approval.

Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

Cont 2 wks. 5-30-00

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

Note: Assistive listening devices are available at the meeting; upon 72 hour advance notice, other accommodations, such as sign language interpretation, and translation services will be provided. Contact the Legislative Assistant listed above for the needed services. TDD available at (213) 485-4735.

FILE NO.	SUBJECT
	(1)
CF 00-0470 CPC 99-0542 ZC CD 6	Communication from the Planning Commission and Ordinance effecting zone change from P-1 to (T)(Q)C2-1 for the proposed construction of a one-story, 8,366 square-foot addition to an existing 7,840 square-foot unoccupied tenant space which is part of an existing 68,177 square-foot retail shopping center located at 115-251 Lincoln Boulevard. Applicant: Deutsch SDL Lincoln (Commission Vote: 3 - 1) MND Fiscal Impact Statement Submitted: Yes, by the Commission DISPOSITION _____
	(2)
CF 97-1168	Motion (Ferraro-Bernson), relative to modifying the "Q" condition contained in Ordinance 168334 to change the [Q]C1-1VL zone for Larchmont Boulevard between Beverly Boulevard and First Street, in order to define and restrict the number of area food service establishments and other matters related to local coffee stores, yogurt shops, bagel shops, and similar uses which are actually functioning as restaurants. Fiscal Impact Statement Submitted: No DISPOSITION _____

Did not speak

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☒ SUPPORT Project/Proposal

☐ OPPOSE Project/Proposal

AGENDA ITEM # 6 Date 5/16/00

Council File # 00-0561

Phone No. 818-347-8058

Name HERMALEE SCHMIDT

Address 5411 SADRING AVE

City WOODLAND HILLS Zip Code 91367

Representing AS FORMER MEMBER OF VENTURA BLVD PRB

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☒ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

00-0561
CPC 99-0001 SP
CD 4, 2, 3, 5 & 11

March 28, 2000

PLANNING & LAND USE MANAGEMENT COMMITTEE

In accordance with Council Rules, communication from the Director of Planning relative to Ventura/Cahuenga Boulevard Corridor Specific Plan Amendment, was referred on March 28, 2000, to the PLANNING & LAND USE MANAGEMENT COMMITTEE.

J. Michael Carey

City Clerk
amm
reports\032800.ltr

HB

300a

Recyclable and made from recycled waste.

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

RICHARD J. RIORDAN
MAYOR

RECEIVED
APR 07 2000
Cindy Miscikowski
Councilwoman, 11th District

CF 00-0561
CPC 99-0001 SP
CD 11

April 6, 2000

Honorable Cindy Miscikowski
Councilmember, Eleventh District

Dear Councilmember Miscikowski:

The City Planning Department has provided the Council with copies of the Planning Commission action and the Department staff report relative to the draft ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan, in order that each of the involved Council Districts may have an opportunity to review the information at the same time. This matter has been referred to the Planning and Land Use Management (P&LUM) Committee.

A full set of materials relative to the draft ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan is being presented to your office, accompanying this letter. Once you are satisfied that this matter is ready to be scheduled for hearing by the P&LUM Committee, please place your initials on this letter, in the same manner you would initial a Council file that has been reviewed by your office, and return the letter to the Committee's Legislative Assistant. This procedure will allow each Council District office to review this information simultaneously in a more timely manner.

Staff of the City Clerk's Office and the Planning Department are at your service, should you have any questions on this procedure.

John A. White
Legislative Assistant
Planning and Land Use
Management Committee, 213.485.5707
e-mail: jwhite@clerk.ci.la.ca.us

#000561.d11

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

RICHARD J. RIORDAN
MAYOR

CF 00-0561
CPC 99-0001 SP
CD 2

April 6, 2000

Honorable Joel Wachs
Councilmember, Second District

Dear Councilmember Wachs:

The City Planning Department has provided the Council with copies of the Planning Commission action and the Department staff report relative to the draft ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan, in order that each of the involved Council Districts may have an opportunity to review the information at the same time. This matter has been referred to the Planning and Land Use Management (P&LUM) Committee.

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John A. White
Legislative Assistant
Planning and Land Use
Management Committee, 213.485.5707
e-mail: jwhite@clerk.ci.la.ca.us

Noted: DT

#000561.cd2

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

RICHARD J. RIORDAN
MAYOR

CF 00-0561
CPC 99-0001 SP
CD 3

April 6, 2000

Honorable Laura Chick
Councilmember, Third District

Dear Councilmember Chick:

The City Planning Department has provided the Council with copies of the Planning Commission action and the Department staff report relative to the draft ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan, in order that each of the involved Council Districts may have an opportunity to review the information at the same time. This matter has been referred to the Planning and Land Use Management (P&LUM) Committee.

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John A. White
Legislative Assistant
Planning and Land Use
Management Committee, 213.485.5707
e-mail: jwhite@clerk.ci.la.ca.us

#000561.cd3

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

RICHARD J. RIORDAN
MAYOR

CF 00-0561
CPC 99-0001 SP
CD 5

April 6, 2000

MF

Honorable Mike Feuer
Councilmember, Fifth District

Dear Councilmember Feuer:

The City Planning Department has provided the Council with copies of the Planning Commission action and the Department staff report relative to the draft ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan, in order that each of the involved Council Districts may have an opportunity to review the information at the same time. This matter has been referred to the Planning and Land Use Management (P&LUM) Committee.

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John A. White
Legislative Assistant
Planning and Land Use
Management Committee, 213.485.5707
e-mail: jwhite@clerk.ci.la.ca.us

#000561.cd5

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
221 N. FIGUEROA STREET
LOS ANGELES, CA 90012-2601

CITY PLANNING
COMMISSION

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PRESIDENT
ROBERT L. SCOTT
VICE-PRESIDENT
JORGE JACKSON
MARNA SCHNABEL
NICHOLAS H. STONNINGTON

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 580-5234

RICHARD J. RIORDAN
MAYOR

EXECUTIVE OFFICES
16TH FLOOR
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DIRECTOR
(213) 580-1160
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(213) 580-1163
GORDON B. HAMILTON
DEPUTY DIRECTOR
(213) 580-1165
ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 580-1167
FAX: (213) 580-1176
INFORMATION
(213) 580-1172

March 27, 2000

City Plan Case No. 99-0001 SP
Council Districts 2, 3, 4, 5, and 11

The Honorable Los Angeles City Council
of the City of Los Angeles
Room 615, City Hall East
Los Angeles, CA 90012

RECEIVED
CITY CLERK'S OFFICE
00 MAR 27 AM 10: 34
BY
CITY CLERK
DEPUTY

Dear Honorable Members:

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN AMENDMENT

Transmitted herewith is a draft ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan which originally became effective February 16, 1991 and has been amended three times since adoption (Ordinance Nos. 166,560, 166,837, 168,644, and 171,240). Pursuant to the latest amendment, August 1996, this ordinance corrects outdated language, adjusts boundaries of the Specific Plan and establishes specially designated areas to address traffic congestion impacting residential neighborhoods. In addition, the Plan amends regulations pursuant to enforcement, use limitations, setbacks, landscaping, parking and signage which due to time constraints were not addressed as part of the August 1996 amendment.

On December 16, 1999, following a limited public hearing, the City Planning Commission adopted the attached report and findings of the Planning Department staff as its report and findings. In addition, the Commission amended "Exhibit A" and recommended the City Council adopt the ordinance as drafted. The Commission deleted the hardship exemption permitting an applicant to request a use on the ground floor of a Project in a Pedestrian Oriented Area other than retail or pedestrian serving. The Commission requested new language be added to waive the ground floor requirements in Pedestrian Oriented Areas if the community, in which the Project is located, has a vacancy rate of 15 percent or greater.

PLAN & LAND USE MGT.
MAR 27 2000

In order to expedite review of this draft ordinance the Department of City Planning requests the Planning and Land Use Management Committee (Committee) review the Ordinance prior to transmitting to the City Attorney. The draft ordinance will be transmitted to the City Attorney for review of form and legality upon the Committee rendering its recommendation.

RECOMMENDATION: That the City Council

1. Concur in the attached action of the City Planning Commission; and

2. Adopt the Findings of the City Planning Commission, including a consistency Finding, as the Findings of the Council; and

3. Adopt the Ordinance (Exhibit A) amending the Ventura/Cahuenga Boulevard Corridor Specific Plan; and

4. Find that the proposed project will not have a significant effect on the environment for the reasons set forth in the Mitigated Negative Declaration No. 99-0014 (Exhibit B).

If you have any questions or comments, please do not hesitate to contact Dick Platkin at (818) 756-9166, Tom Rath (818) 756-9195 or Elva Nuno-O'Donnell (818) 756-9173 at your convenience.

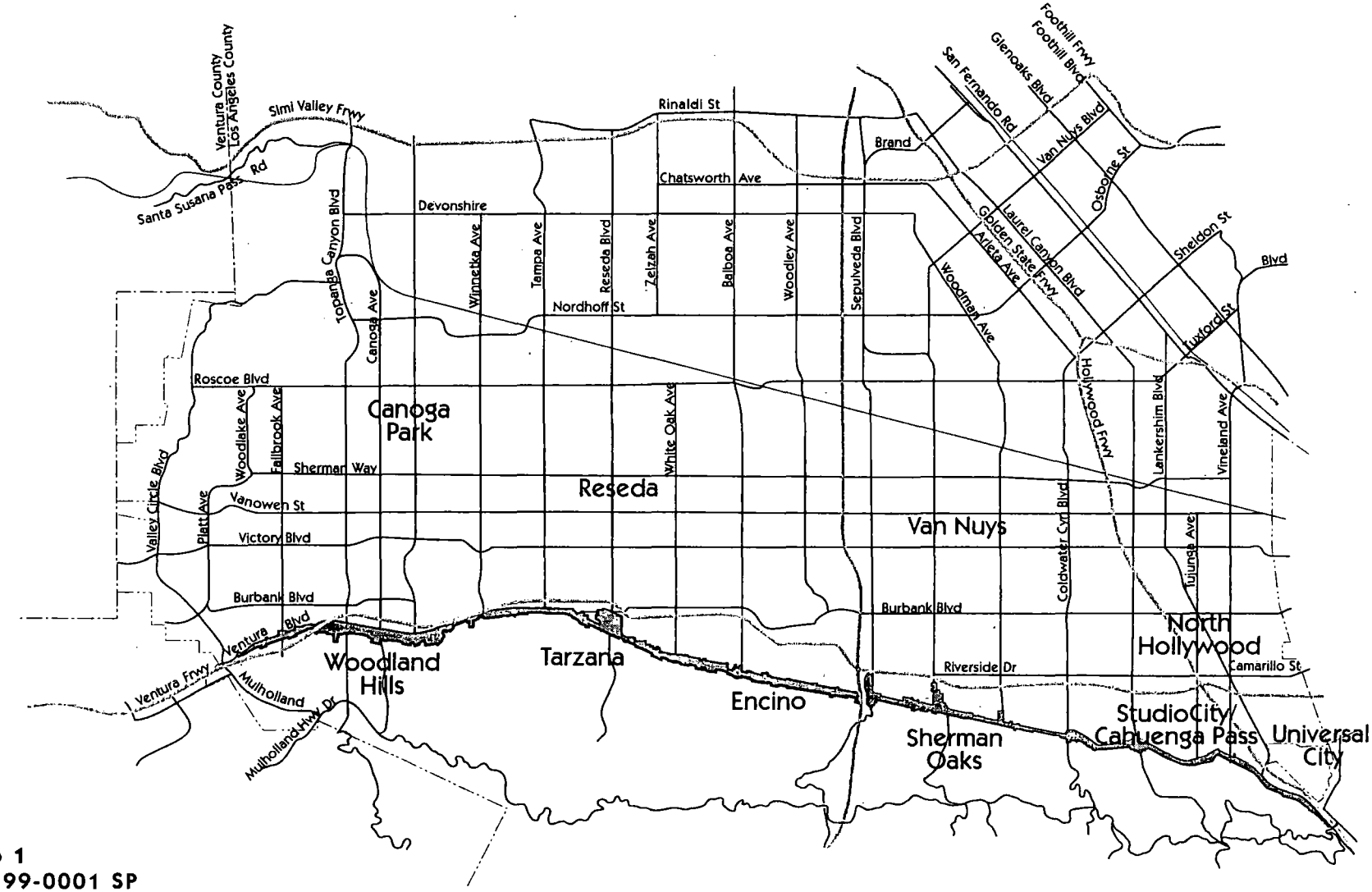
Very truly yours,

CON HOWE
Director of Planning

Robert H. Sutton
Deputy Director

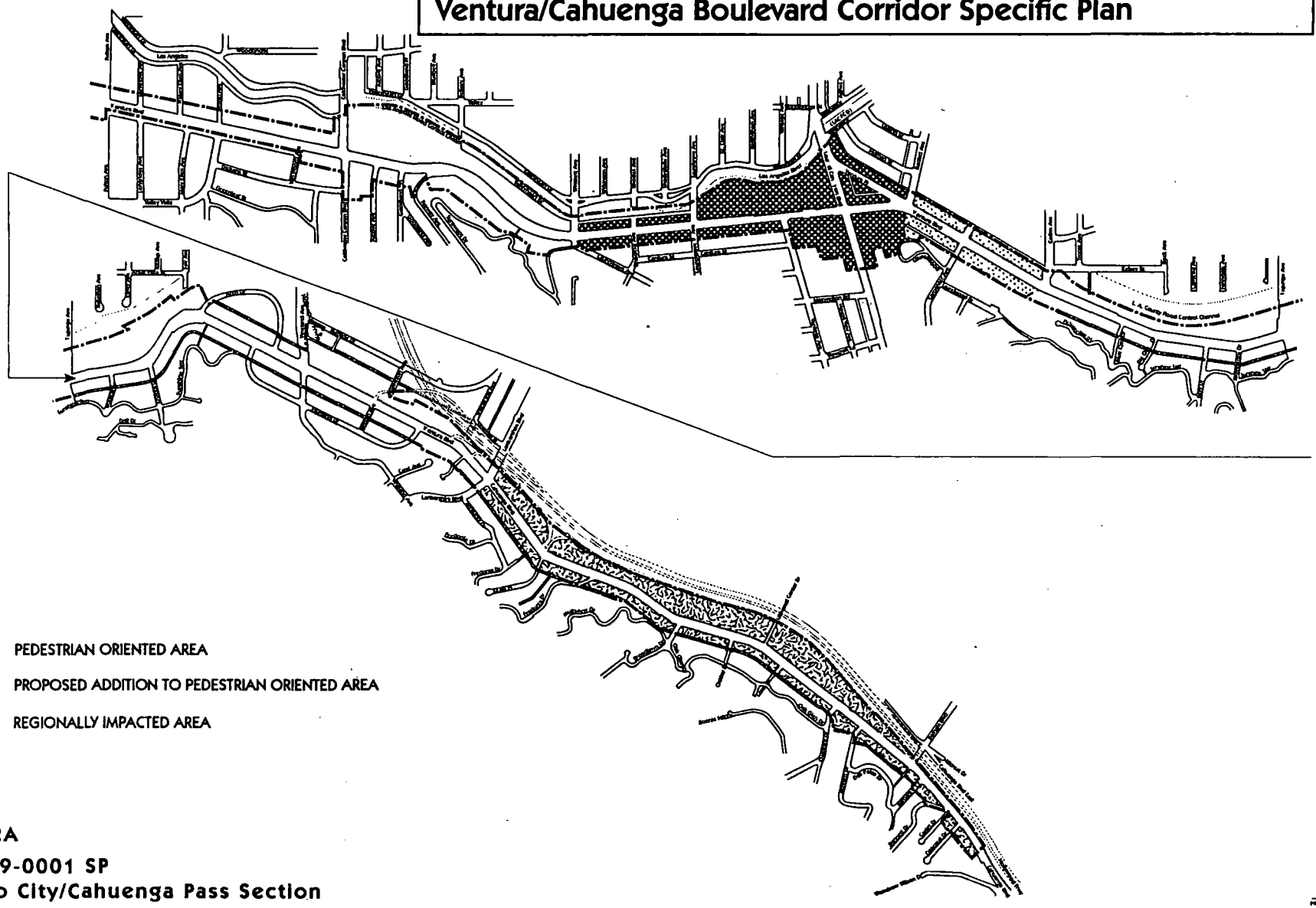
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3-24-00

Ventura/Cahuenga Boulevard Corridor Specific Plan



Map 1
CPC 99-0001 SP

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

PROPOSED ADDITION TO PEDESTRIAN ORIENTED AREA

REGIONALLY IMPACTED AREA

Map 2A

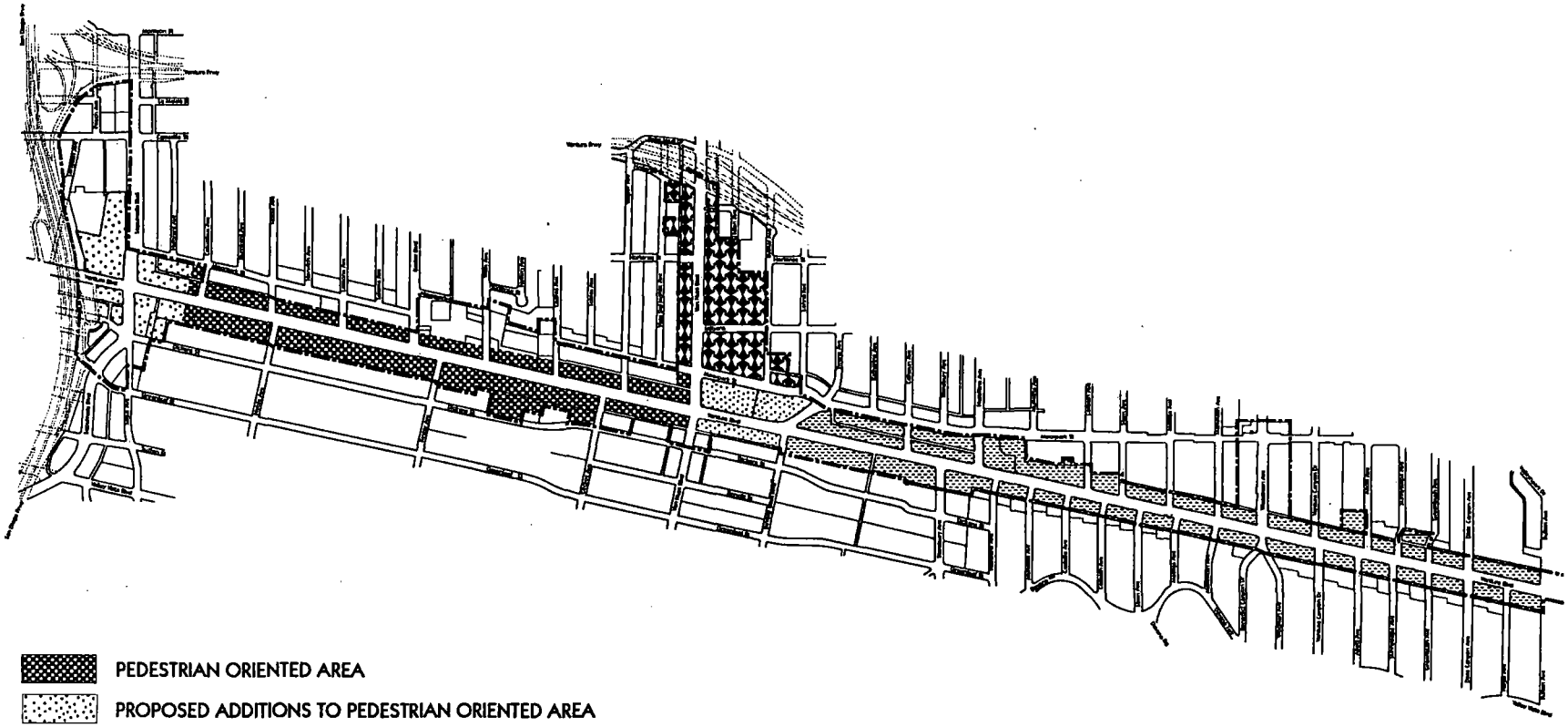
CPC 99-0001 SP

Studio City/Cahuenga Pass Section

Not to Scale

869.013

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

PROPOSED ADDITIONS TO PEDESTRIAN ORIENTED AREA

PEDESTRIAN DEVELOPMENT DISTRICT

RESTRICTED USE AREA

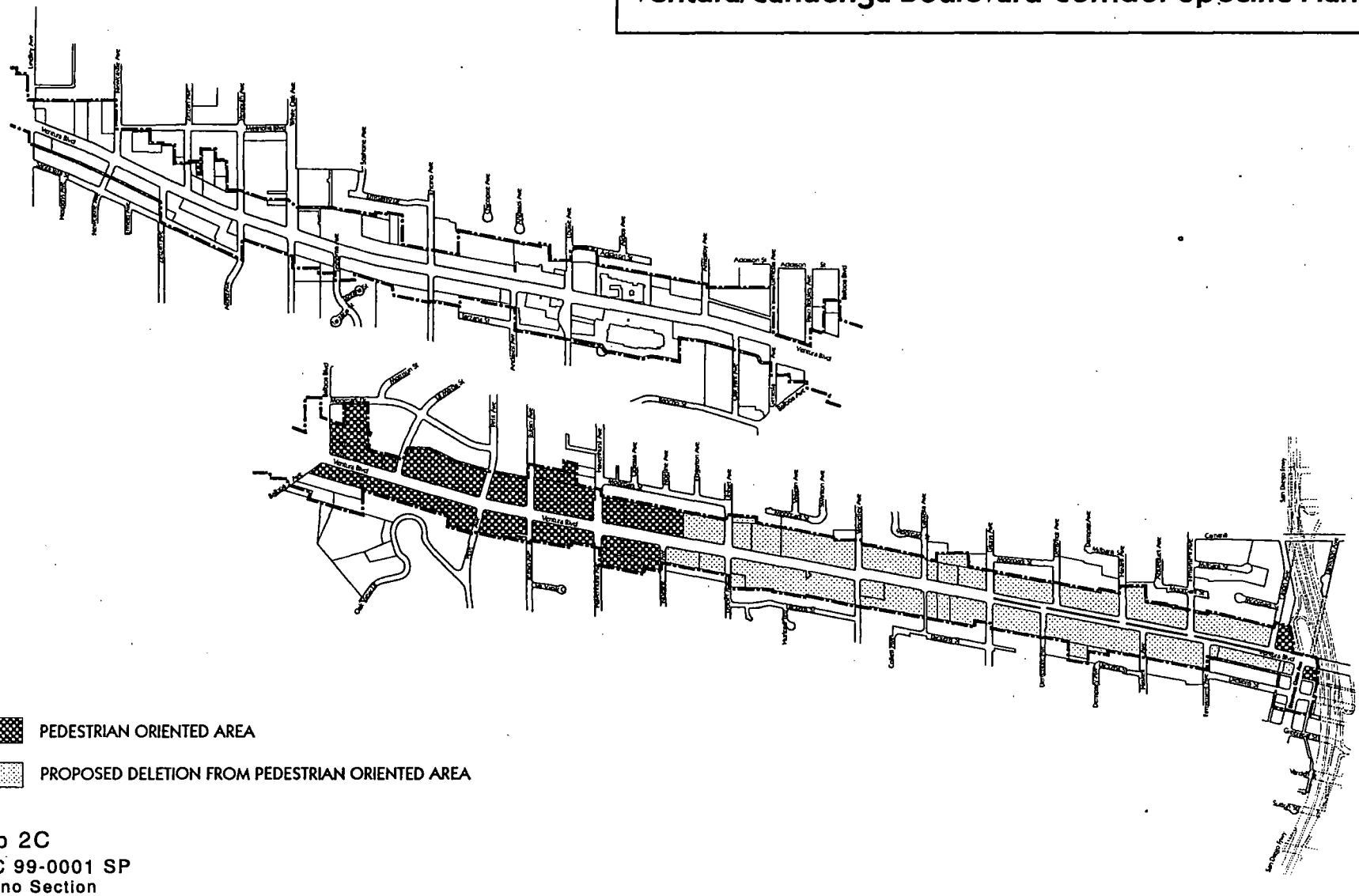
Map 2B

CPC 99-0001 SP
Sherman Oaks Section

Not to Scale

899.007

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

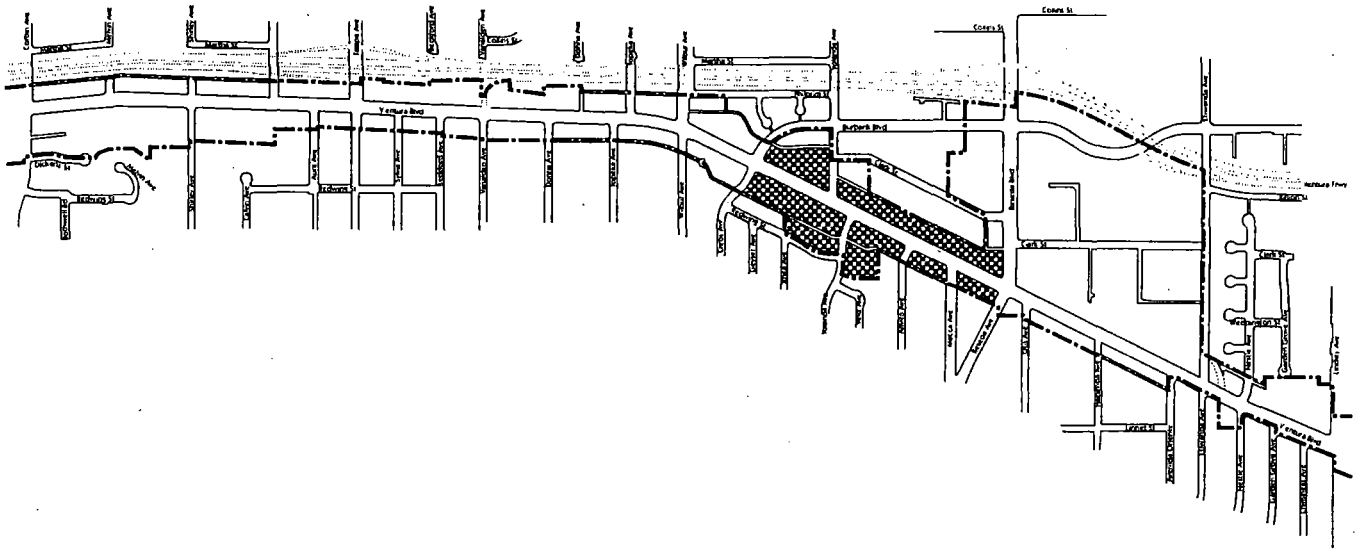
PROPOSED DELETION FROM PEDESTRIAN ORIENTED AREA

Map 2C
CPC 99-0001 SP
Encino Section

Not to Scale

899.011,12

Ventura/Cahuenga Boulevard Corridor Specific Plan



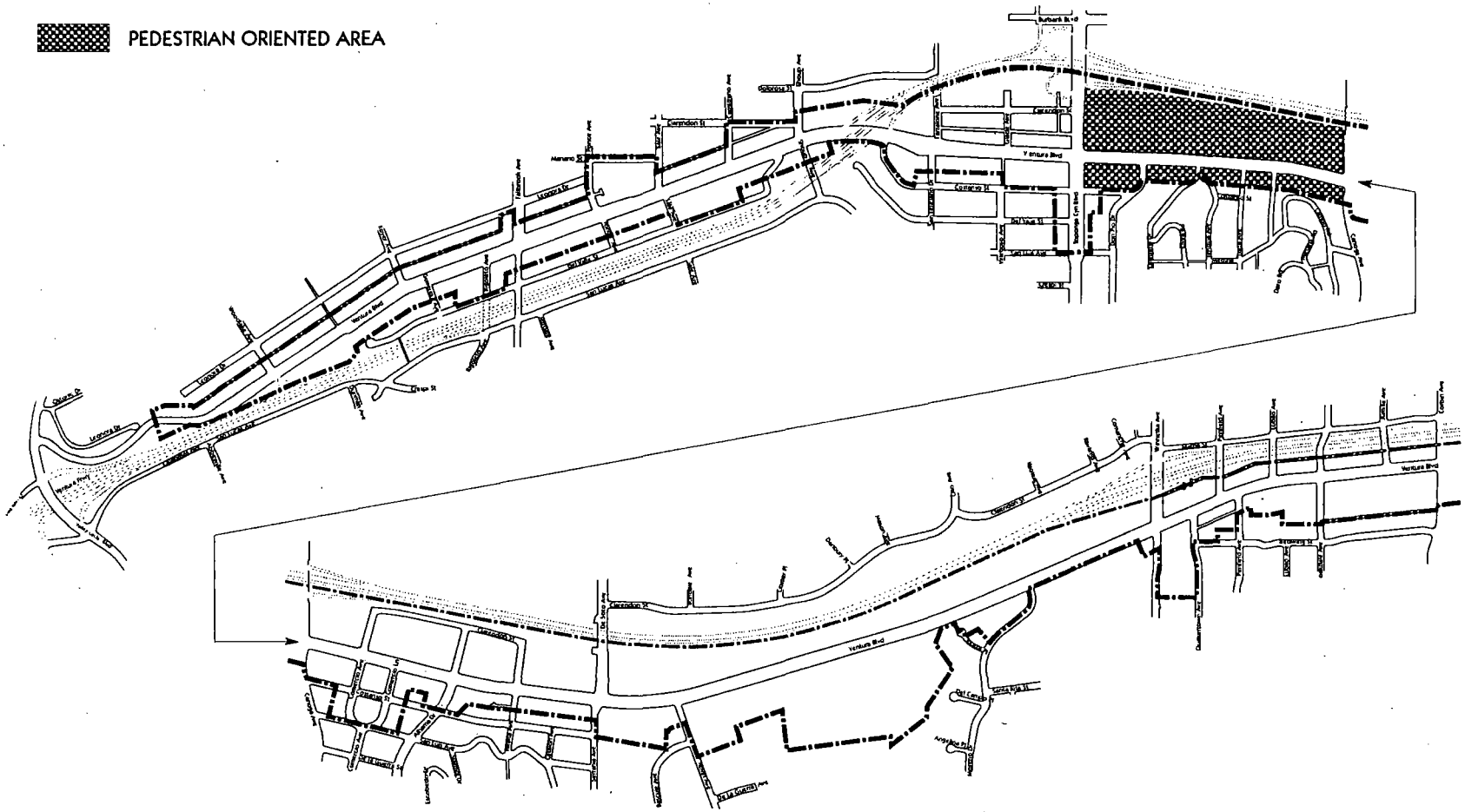
PEDESTRIAN ORIENTED AREA

Map 2D
CPC 99-0001 SP
Tarzana Section

Not to Scale

Ventura/Cahuenga Boulevard Corridor Specific Plan

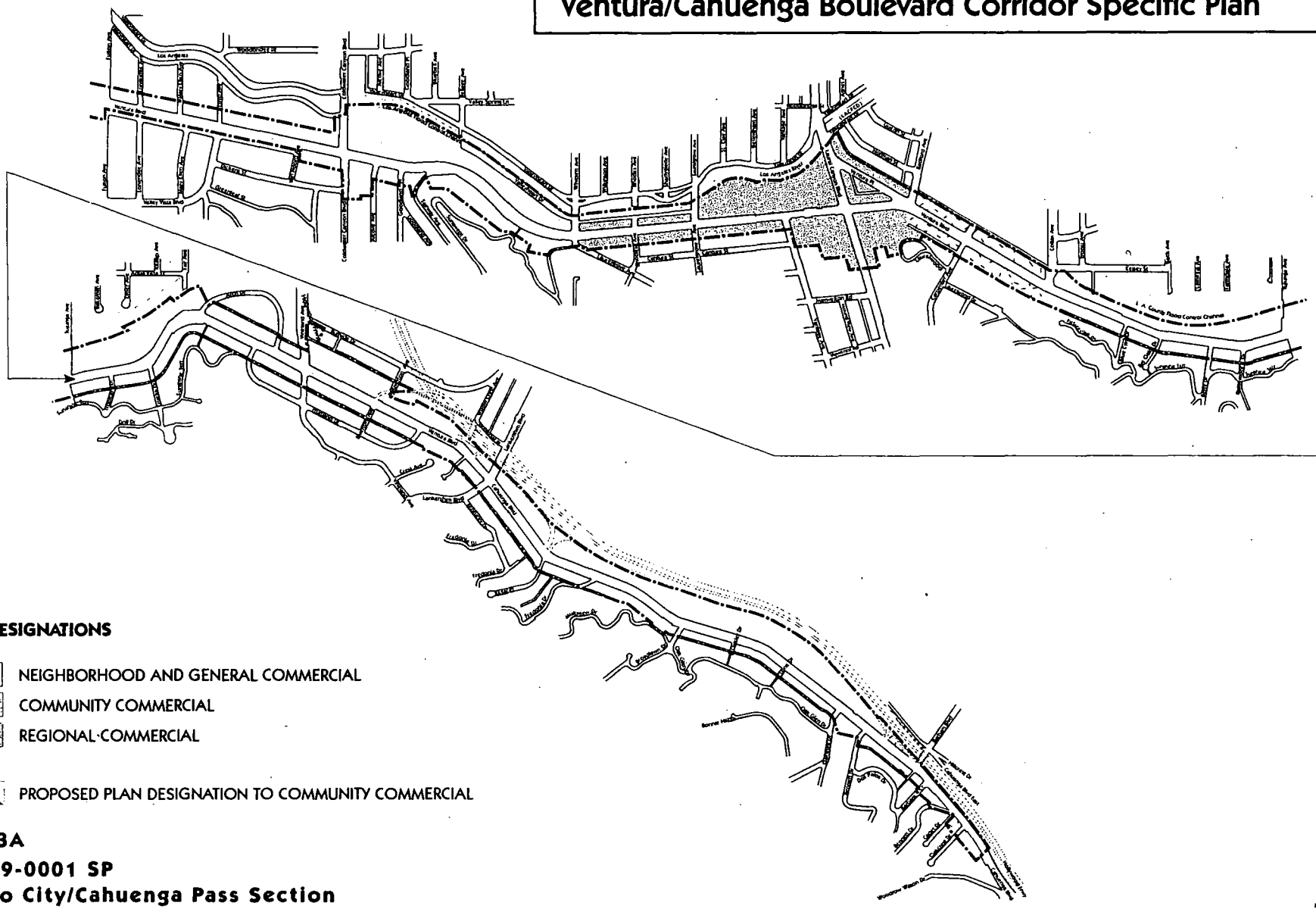
PEDESTRIAN ORIENTED AREA



Map 2E
CPC 99-0001 SP
Woodland Hills Section

Not to Scale

Ventura/Cahuenga Boulevard Corridor Specific Plan



PLAN DESIGNATIONS

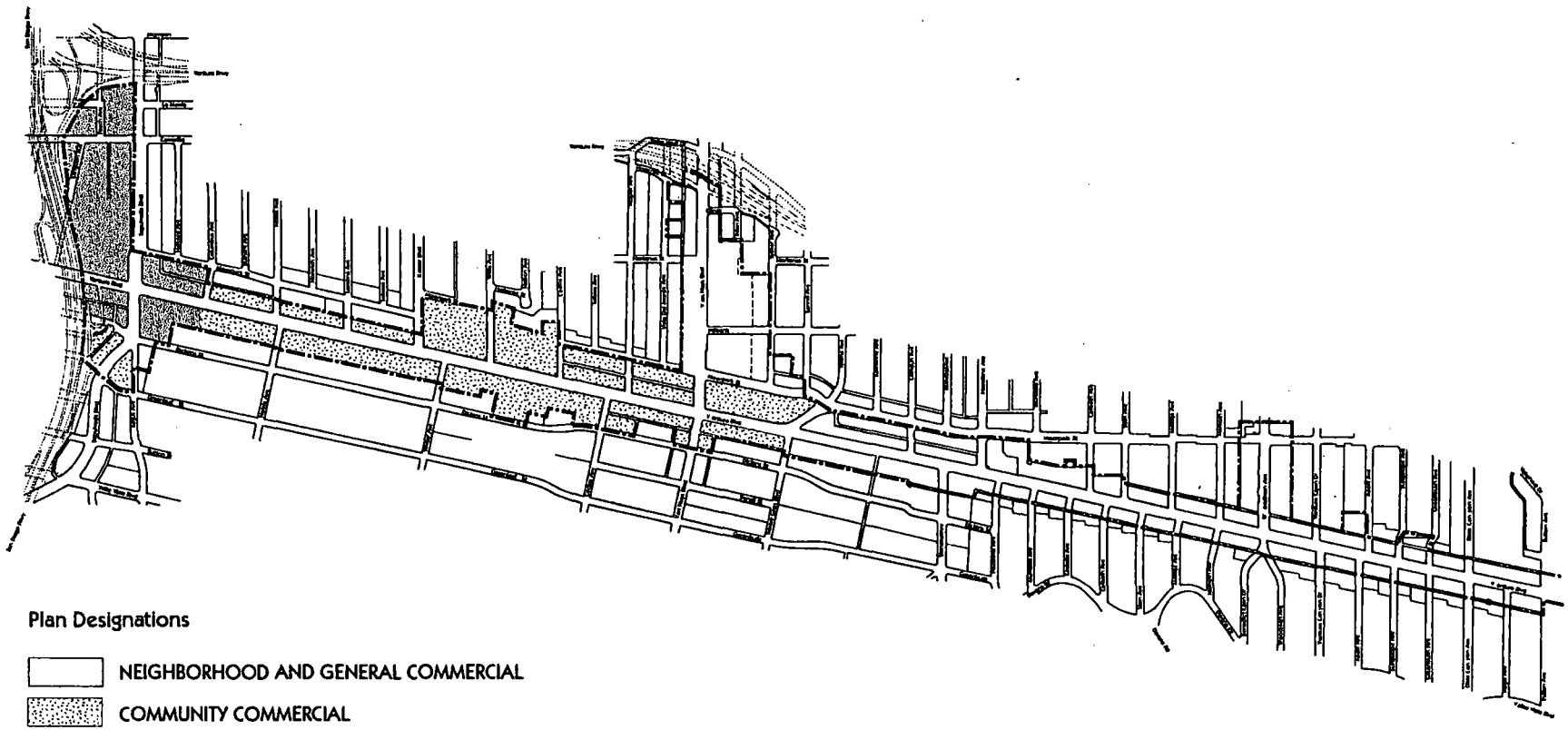
- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL

- PROPOSED PLAN DESIGNATION TO COMMUNITY COMMERCIAL

Map 3A
CPC 99-0001 SP
Studio City/Cahuenga Pass Section

Not to Scale

Ventura/Cahuenga Boulevard Corridor Specific Plan



Plan Designations

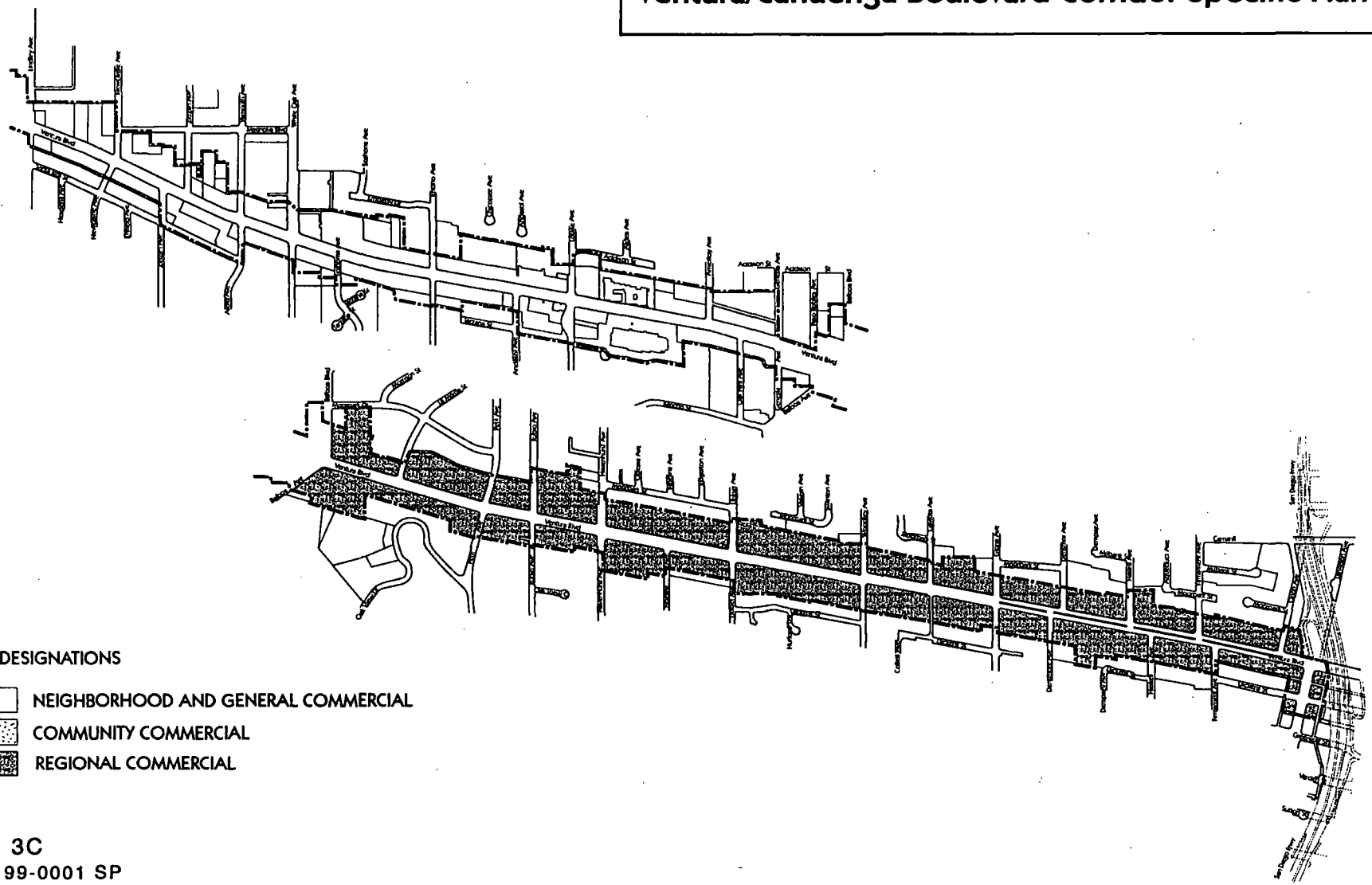
- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL

Map 3B
CPC 99-0001 SP
Sherman Oaks Section

Not to Scale

899.010

Ventura/Cahuenga Boulevard Corridor Specific Plan



PLAN DESIGNATIONS

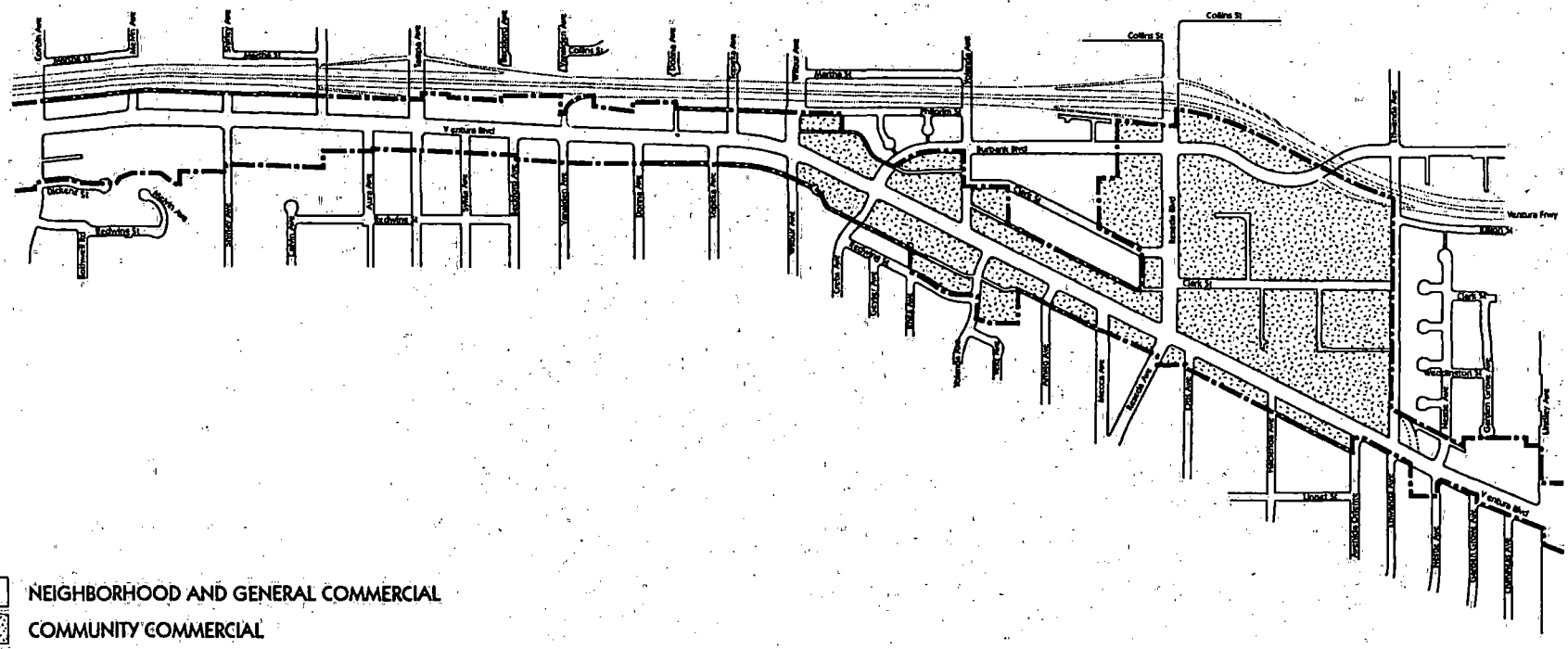
- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL

Map 3C
CPC 99-0001 SP
Encino Section

Not to Scale

899_011.eps

Ventura/Cahuenga Boulevard Corridor Specific Plan



NEIGHBORHOOD AND GENERAL COMMERCIAL

COMMUNITY COMMERCIAL

REGIONAL COMMERCIAL

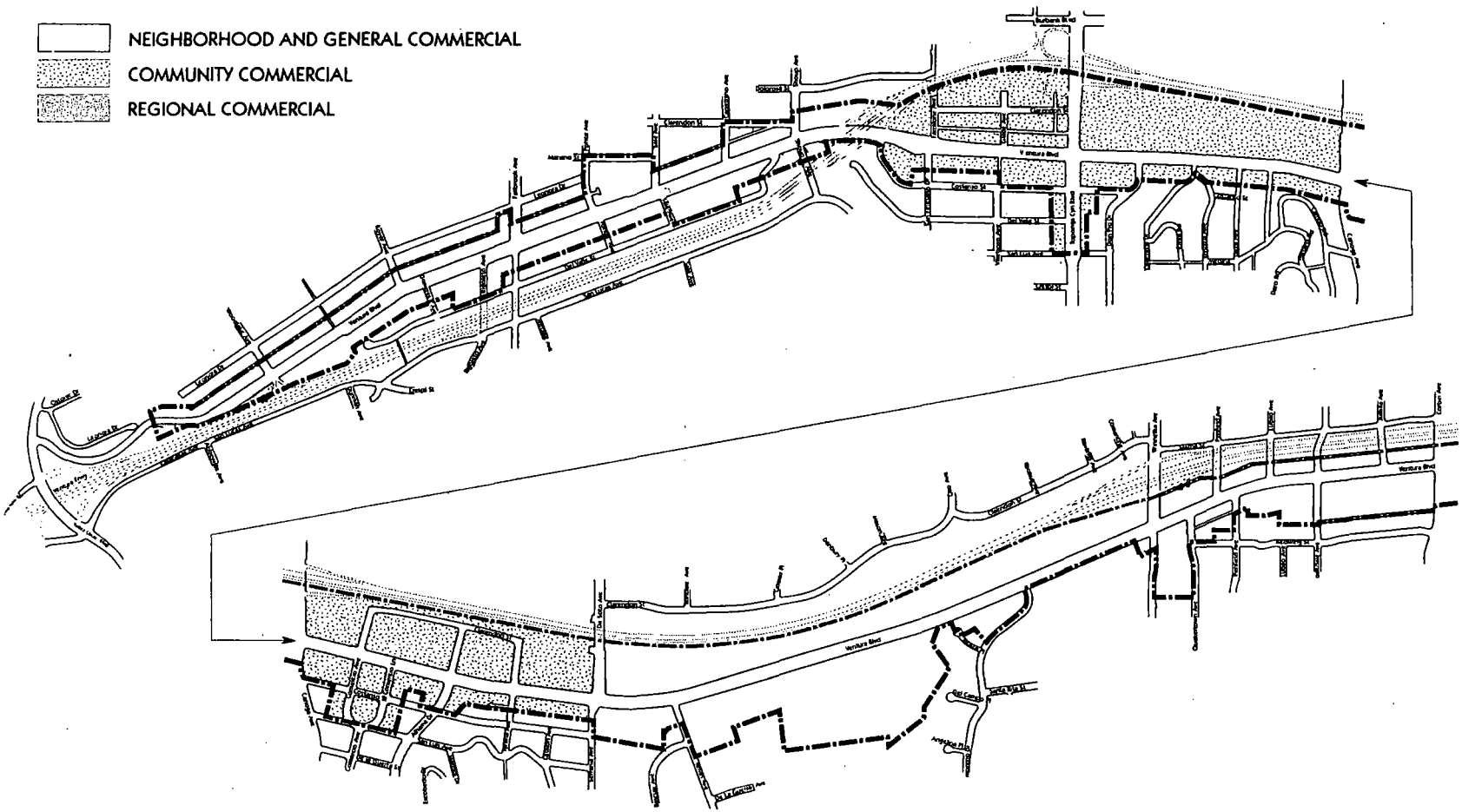
Map 3D
CPC 99-0001 SP
Tarzana Section

Not to Scale

Ventura/Cahuenga Boulevard Corridor Specific Plan

PLAN DESIGNATIONS

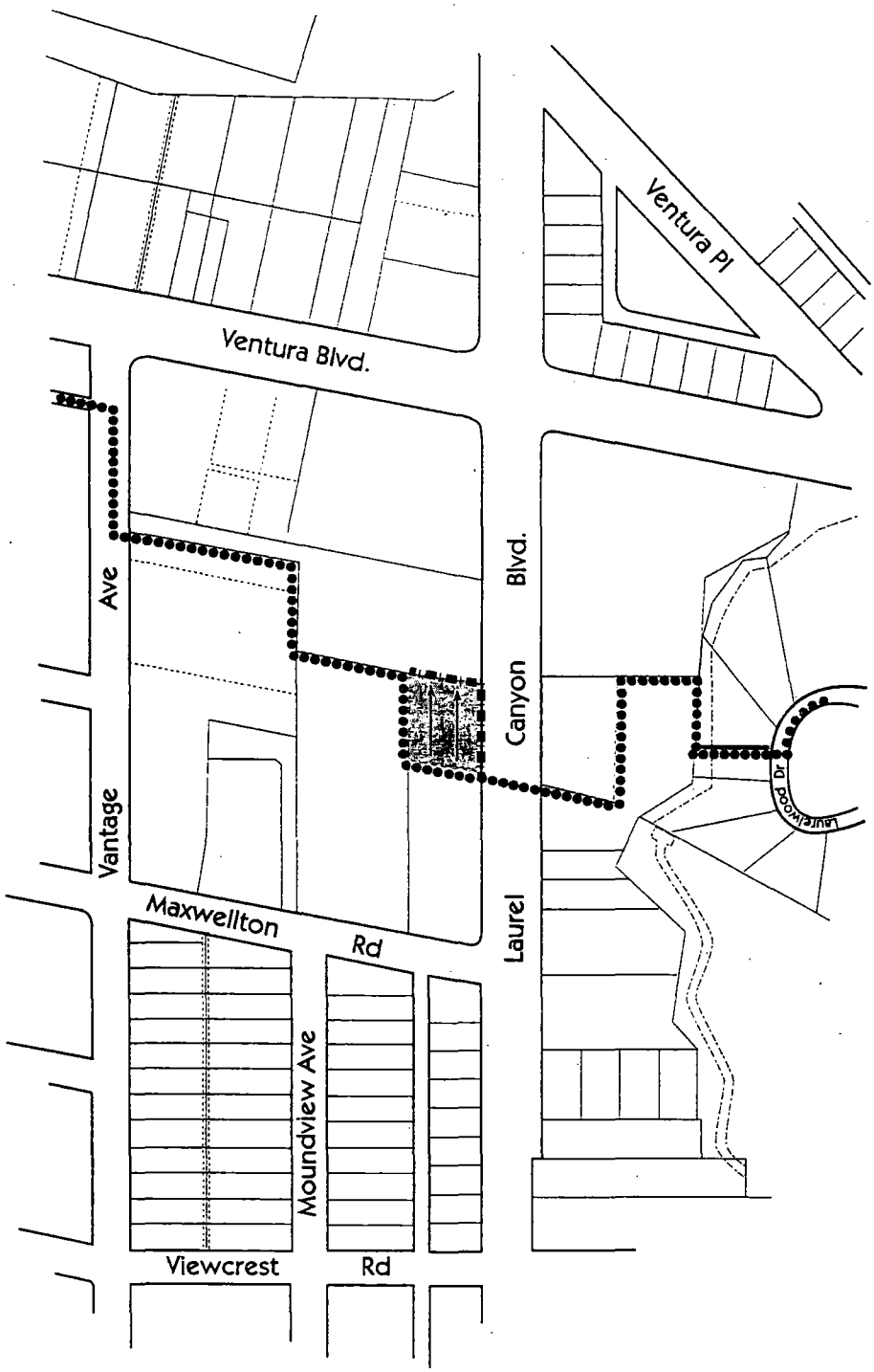
- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL



Map 3E
CPC 99-0001 SP
Woodland Hills

Not to Scale

Figure 1
OSULA Education Center



●●●●●●●● Existing Specific Plan Boundary

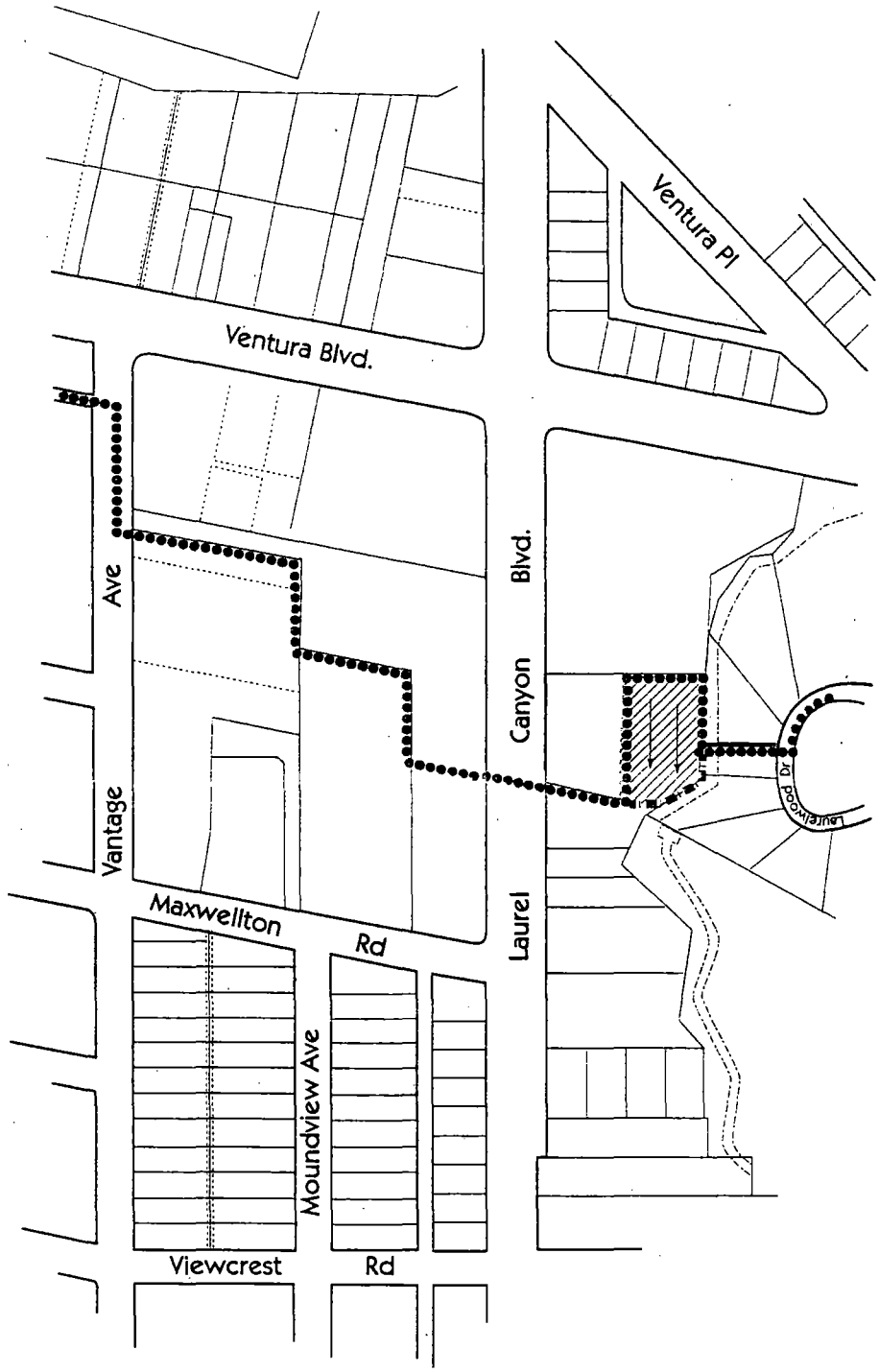
▪+▪+▪+▪+ Proposed boundary Adjustment

Area not to be included in Specific Plan

Not to Scale

899_005a

Figure 2
Studio City-Post Office



●●●●●●●● Existing Specific Plan Boundary

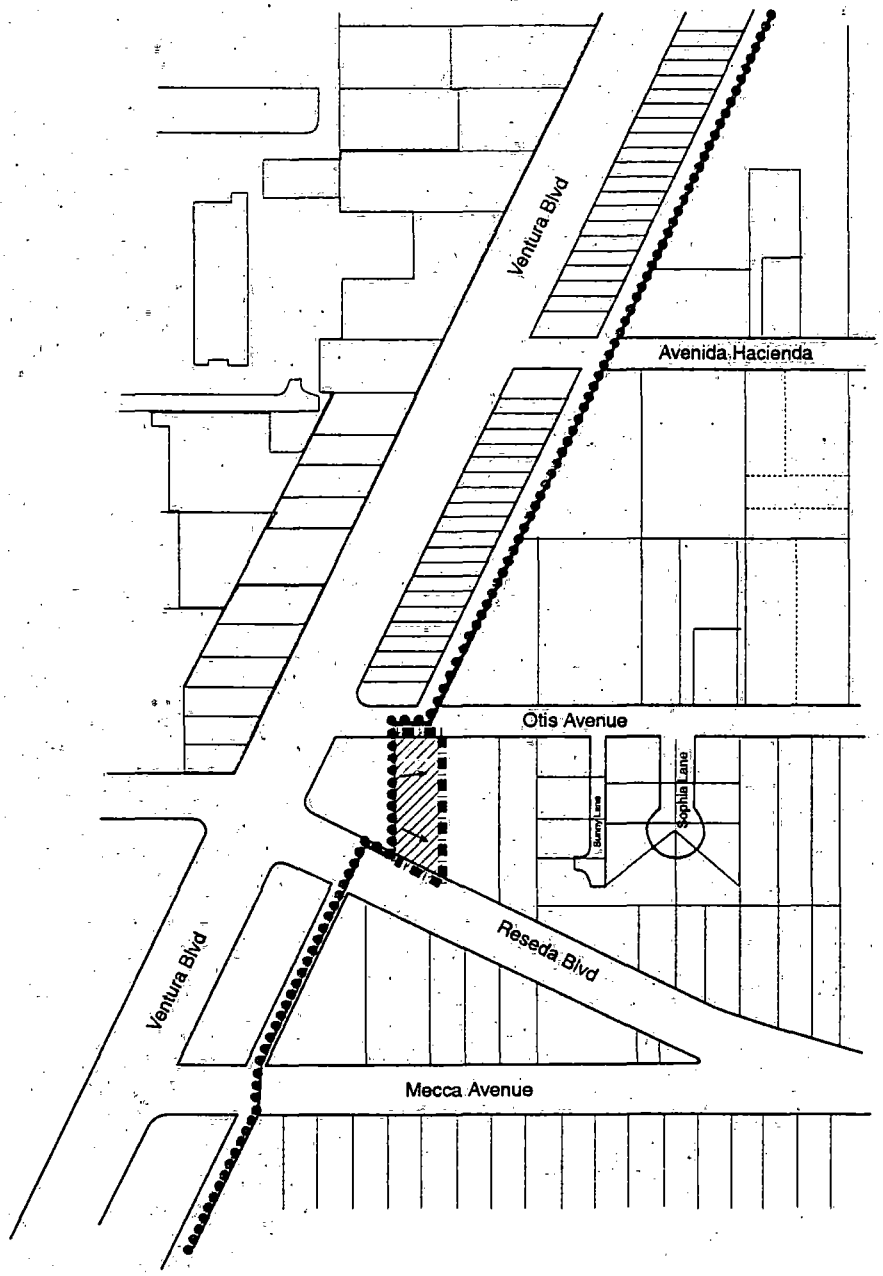
■+■+■+■+ Proposed boundary Adjustment

▨ Area to be included in Specific Plan

N
Not to Scale

899_006

Figure 3
Automobile Service Station
18500 Ventura Blvd

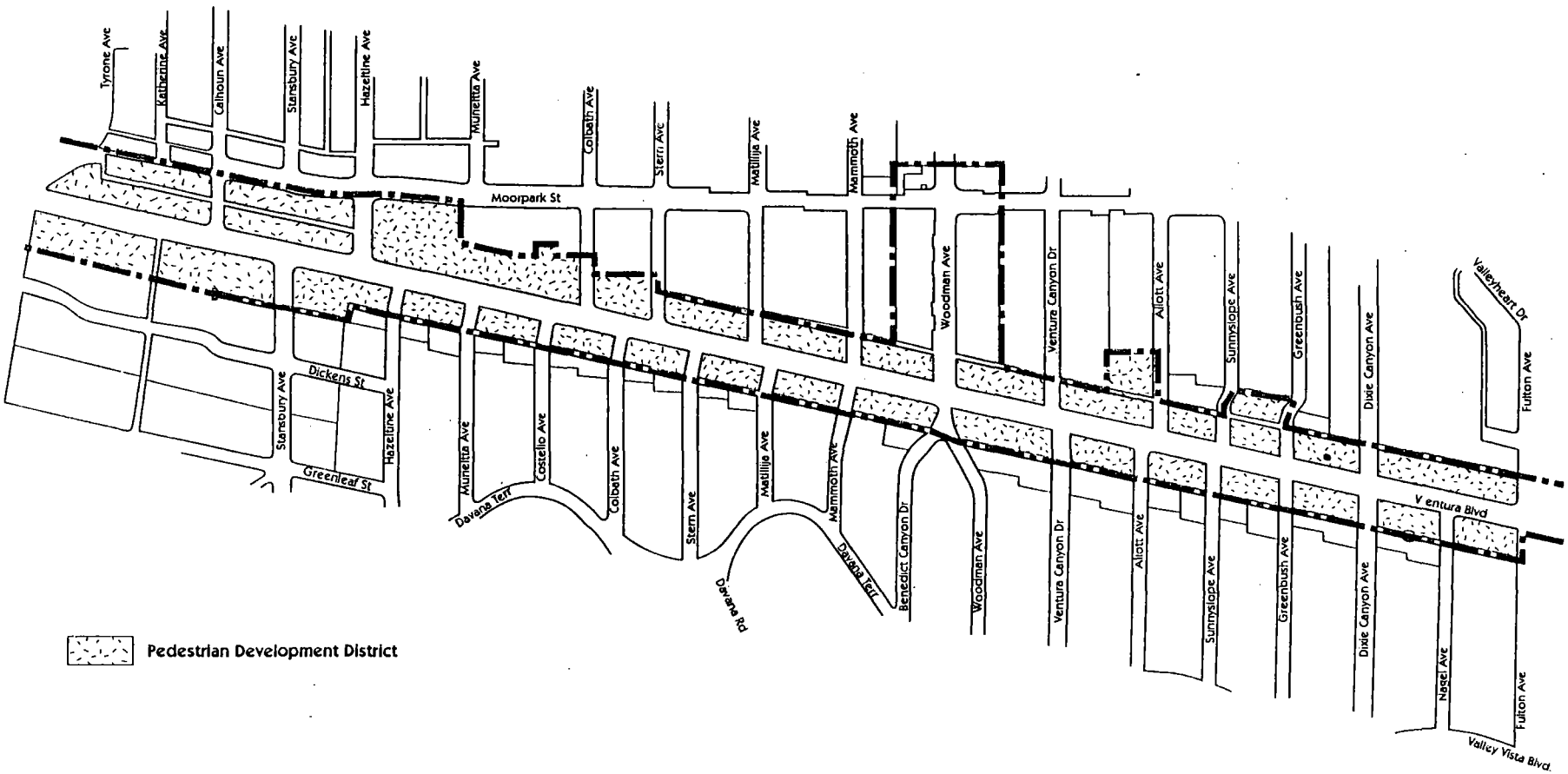


Existing Specific Plan Boundary
Proposed Boundary Adjustment
Area to be included in Specific Plan

Not to Scale

399_14

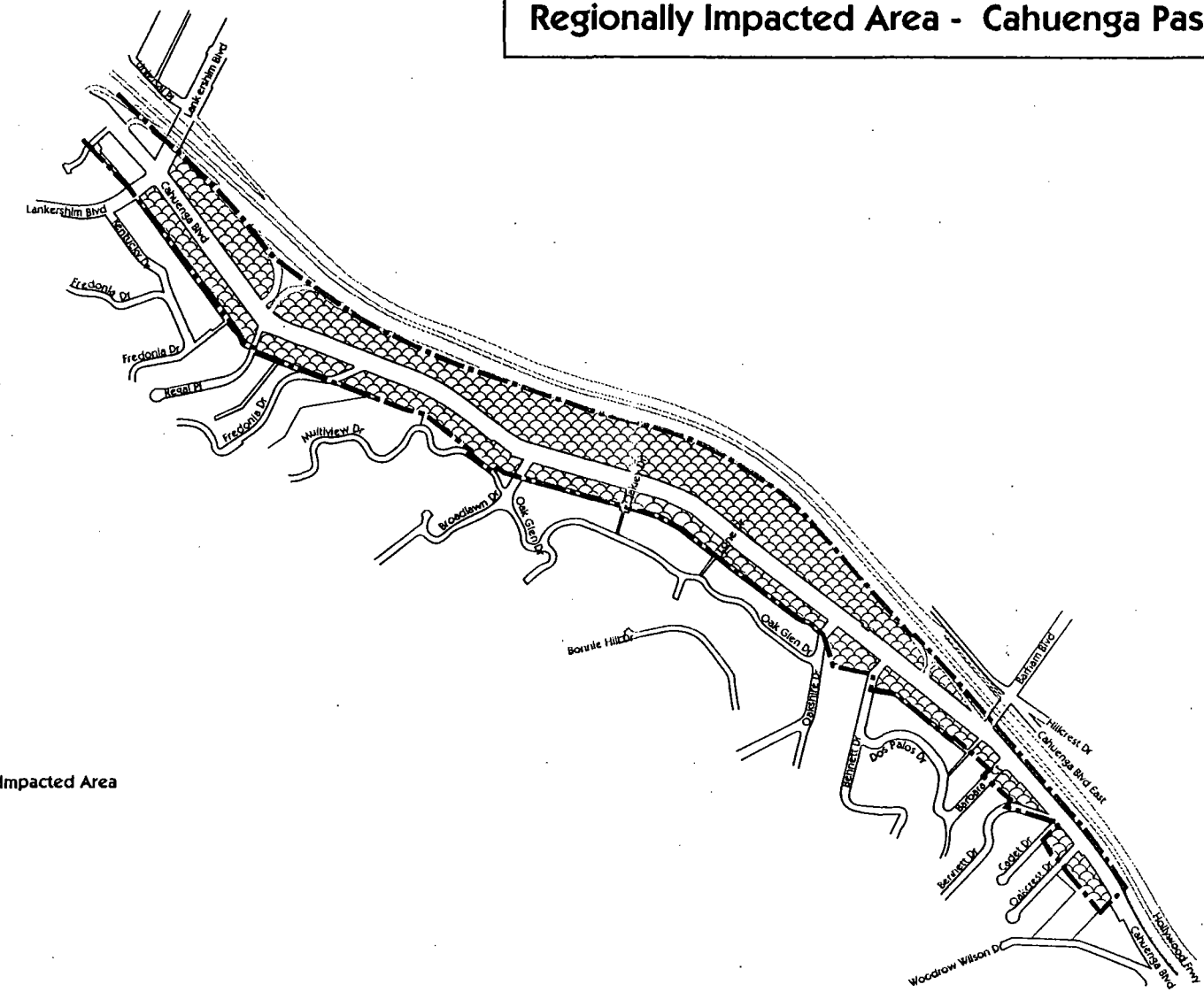
Figure 4
Sherman Oaks Pedestrian Development District



CPC 99-0001 SP

899.003a

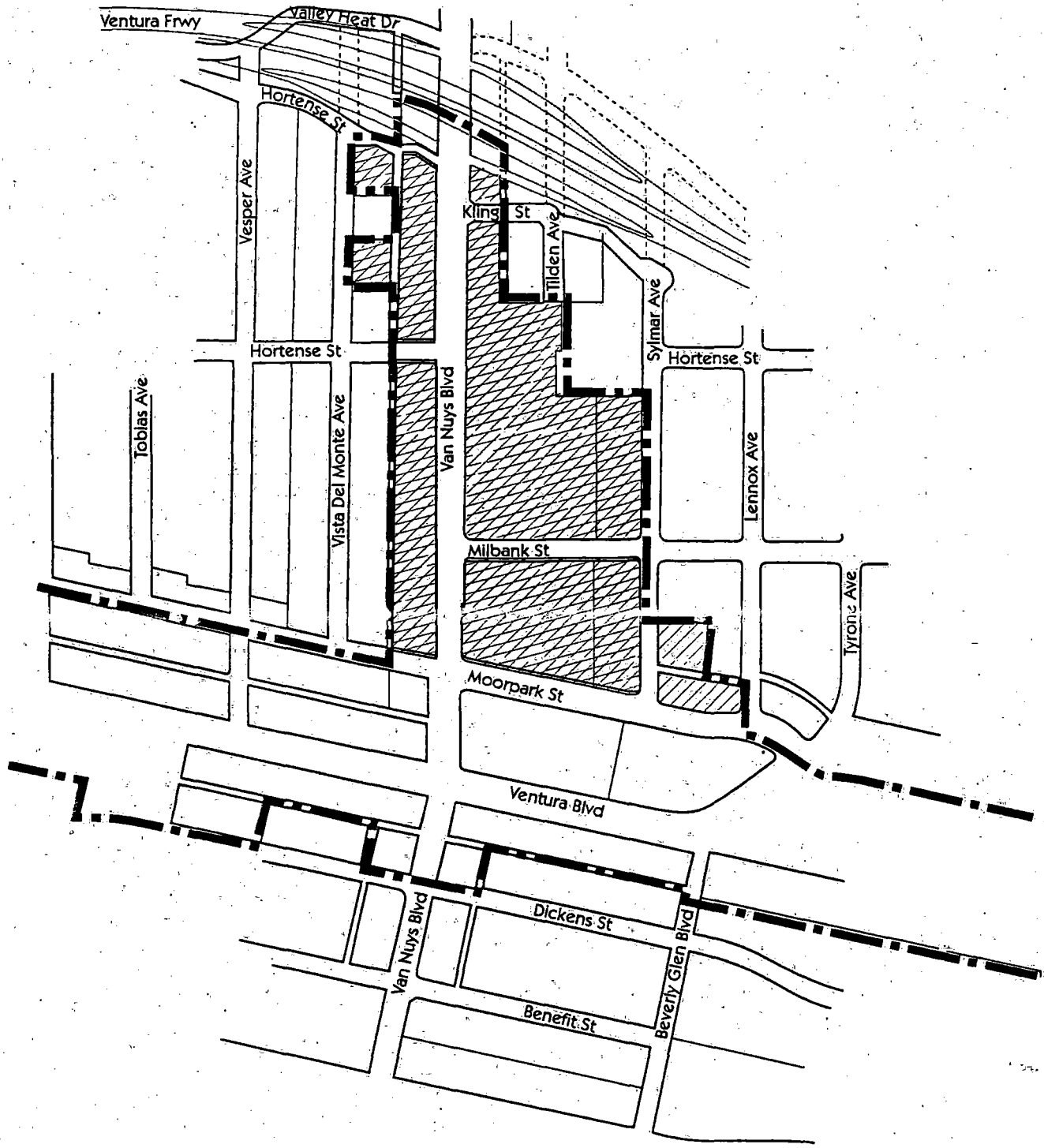
Figure 5
Regionally Impacted Area - Cahuenga Pass



Regionally Impacted Area

899.004a

Figure 6
Restricted Use Area



Restricted Use Area

N

Not to Scale

899.001

DEPARTMENT OF
CITY PLANNING
221 N. FIGUEROA STREET
LOS ANGELES, CA 90012-2601

CITY PLANNING
COMMISSION

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ITY OF LOS ANGELE
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James K. Hahn, City Attorney
City of Los Angeles
Room 1800, City Hall (East)

Attention: Claudia McGee-Henry, Deputy City Attorney

CITY PLAN CASE NO. 99-0001 SP **Council District Nos. 2, 3, 4, 5, and 11**

Transmitted herewith, pursuant to Section 11.5.7, of the Los Angeles Municipal Code, is a draft ordinance amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, modify Specific Plan boundaries, establish specially designated areas to address traffic congestion impacting residential communities, and amend regulations pursuant to enforcement, use limitations, setbacks, landscaping, parking and signage.

At its meeting of December 16, 1999, following a public hearing, the City Planning Commission concurred in the recommendation of the Planning Department and;

APPROVED the proposed amendments to the Ventura/Cahuenga Boulevard Specific Plan with a modification to the use limitations in Pedestrian Oriented Areas (POAs) whereby a vacancy rate of 15 percent or more in the project's community plan area shall suspend the requirement of 75 percent of the building frontage be dedicated to retail or Pedestrian Serving Uses.

APPROVED the attached Findings.

ADOPTED the proposed Negative Declaration No. 99-0014 SP.

AMENDED the Specific Plan land use designation of "Neighborhood Commercial" to "Neighborhood and General Commercial (C1.5, C2, C4 and CR)" to achieve nomenclature consistency between the Specific Plan, the Community Plan and the General Plan Framework.

APPROVED AND RECOMMENDED that the City Council adopt the modifications to the Specific Plan Boundaries as shown on Figures 1, 2, 3 as described below:

1. That the property located at 3921 Laurel Canyon Boulevard is to be excluded from the Specific Plan in that only a small portion (0.43 acres) of this total 4.54 acre site (Osaka Sangyo University, Los Angeles Education Center) property was previously included in the Plan. The subject property is currently zoned [Q]RD2-1 and the property has no frontage on or access onto Ventura Boulevard.

2. That the rear portion of the properties located at 3950, 3940 and 3934 Laurel Canyon Boulevard be included within the Specific Plan in that the frontage of these properties is currently within the Plan and that the Sherman Oaks-Studio City/Toluca Lake-Cahuenga Pass Community Plan designates this area as Community Commercial and as such should be included within the Specific Plan.

3. That the western boundary of the Ventura/Cahuenga Boulevard Corridor Specific Plan currently identified as Leonora Drive be moved easterly to Dry Canyon-Calabasas Flood Control Channel west of Woodlake Avenue in that Leonora Drive no longer intersects with Ventura Boulevard due to the construction of a sound wall. The flood control channel would provide an easily identifiable physical demarcation.

4. That the rear portion of the property located at 18500 Ventura Boulevard, currently an automobile service station, be included within the Specific Plan boundary in that the current Encino-Tarzana Community Plan re-designated the property from Low II Residential to Community Commercial with a corresponding zone of (Q)C2-1VL.

APPROVED AND RECOMMENDED that the City Council adopt the designations of the Sherman Oaks Pedestrian Development District, the Cahuenga Pass Regionally Impacted Area, and the Sherman Oaks Restricted Use Area as shown respectively in Figures 4, 5 and 6, and described as follows:

1. Designation of both sides of Ventura Boulevard between Beverly Glen Boulevard/ Tyrone Avenue on the west and Fulton Avenue on the east as a "Pedestrian Development District" in that this area contains elements, such as access from the street, a significant amount of retail uses and drive-through establishments, which create the potential for a future POA.

2. Designation of both sides of Cahuenga Boulevard West, bounded by Woodrow Wilson Drive on the west and Lankershim Boulevard on the east as a "Regionally Impacted Area" in that the area is heavily impacted by regional traffic associated with Universal Studios and therefore, auto-related drive-through establishments and hotels/motels shall be prohibited in order to lessen the local cumulative effect of regional traffic impacts to the surrounding residential neighborhoods.

3. Designation both sides of Van Nuys Boulevard bounded by Moorpark Street on the south and the Ventura Freeway (101) on the north as a "Restricted Use Area," which will prohibit auto-related uses and drive-through establishments in order to encourage pedestrian oriented activity and reduce traffic impacts to the surrounding residential neighborhoods.

APPROVED AND RECOMMENDED that the City Council adopt the redesignation of the north side of Ventura Boulevard between Radford Avenue to Colfax Avenue from Neighborhood Commercial to Community Commercial to achieve consistency between the Specific Plan land use designation and the current Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. The area is also recommended to be designated as an eastern extension of the existing Studio City POA in that the Community Commercial designation and the renewed community focus in the adjacent area along Ventura Place, creates the potential for greater pedestrian activity.

APPROVED AND RECOMMENDED that the City Council adopt the reduction of the Encino POA by approximately 59 percent between Sherman Oaks Avenue and Noeline Avenue on the south side of Ventura Boulevard and between Orion Avenue and just east of Noeline Avenue on the north side of Ventura Boulevard in order to permit a greater diversity of uses on the ground floor and at the rear portion of multiple-story office buildings predominately located in Encino.

APPROVED AND RECOMMENDED that the City Council adopt the expansion of the western boundary of the Sherman Oaks POA from just west of Columbus Avenue to the San Diego Freeway (405) on both sides of Ventura Boulevard in that this expansion will incorporate into the POA streetscape improvements resulting from the Sherman Oaks Galleria renovation project; and the expansion of the of the Sherman Oaks eastern boundary from Van Nuys Boulevard to Tyrone Avenue on the north side of Ventura Boulevard and from Van Nuys Boulevard to Beverly Glen Boulevard on the south side of Ventura Boulevard in that this area attracts a high volume of pedestrians.

RECOMMENDED that the City Council adopt the proposed amendments to the Ventura/Cahuenga Boulevard Corridor Specific, as modified.

This action was taken by the following vote:

Moved:	Scott
Seconded:	Schnabel
Ayes:	Landau, Weil
Absent:	Jackson

Gabriele Williams, Commission Executive Assistant II
City Planning Commission

Attachments: Findings, Figures (1-6), Draft Ordinance

City Plan Case No. 99-001 SP

Findings:

1. That in accordance with Charter Sections 96.5(5) and 97.2(1)(a), the subject ordinance conforms with the purposes and intent and provisions of the General Plan in that the proposed amendments will clarify administrative procedures, amend land use regulations for use limitations, setbacks and parking and enforcement mechanisms which will contribute to the economic, social and physical health, safety and welfare and convenience of the Specific Plan area and surrounding residential neighborhoods.

2. That the proposed ordinance conforms with all applicable portions of the General Plan in that the regulations in the Ordinance are consistent with the policies and objects of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, Encino-Tarzana Community Plan, and the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.

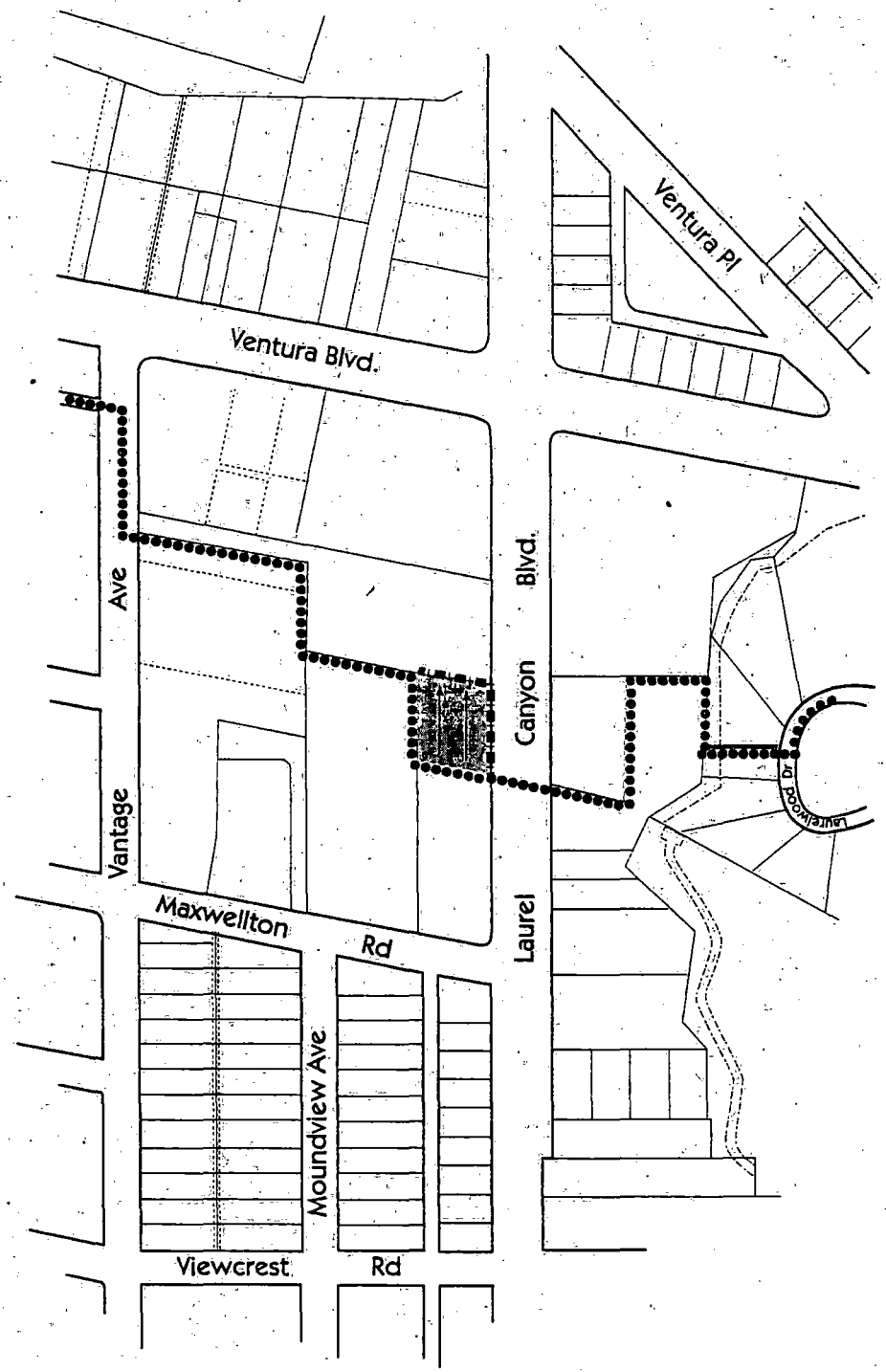
3. That in accordance with Charter Section 97.2(1)(b), the proposed Ordinance is in conformance with the public necessity, convenience, general welfare and good zoning practice in that the proposed amendments will improve the aesthetic quality of the Corridor by requiring additional landscaping, reducing visual sign clutter, and reducing traffic impacts to residential neighborhoods. The plan amendments are in response to instructions by the City Council, input from the Ventura/Cahuenga Boulevard Corridor Specific Plan Review Board, and additional information generated at the open house and public hearing.

4. That the establishment of an enforcement funding mechanism, consisting of a written citation with graduated fines, is necessary to ensure the requirements and regulations of the Ventura/Cahuenga Boulevard Corridor Specific Plan are enforced.

5. That the current requirement of 100 percent of the ground floor in the Pedestrian Oriented Areas be dedicated to retail or Pedestrian Serving uses be reduced to 75 percent of the linear frontage of building. Furthermore, if the vacancy rate of the community in which the project is located is demonstrated to be 15 percent or higher, the use limitation requirements for POAs shall be temporarily waived in order to provide greater economic viability to property owners by expanding their opportunities to lease or rent to a variety of uses.

6. Based upon the above findings, the recommended Specific Plan Amendment action is deemed consistent with the public necessity, convenience, general welfare, and good zoning practice.

Figure 1
OSULA Education Center



●●●●●●●● Existing Specific Plan Boundary

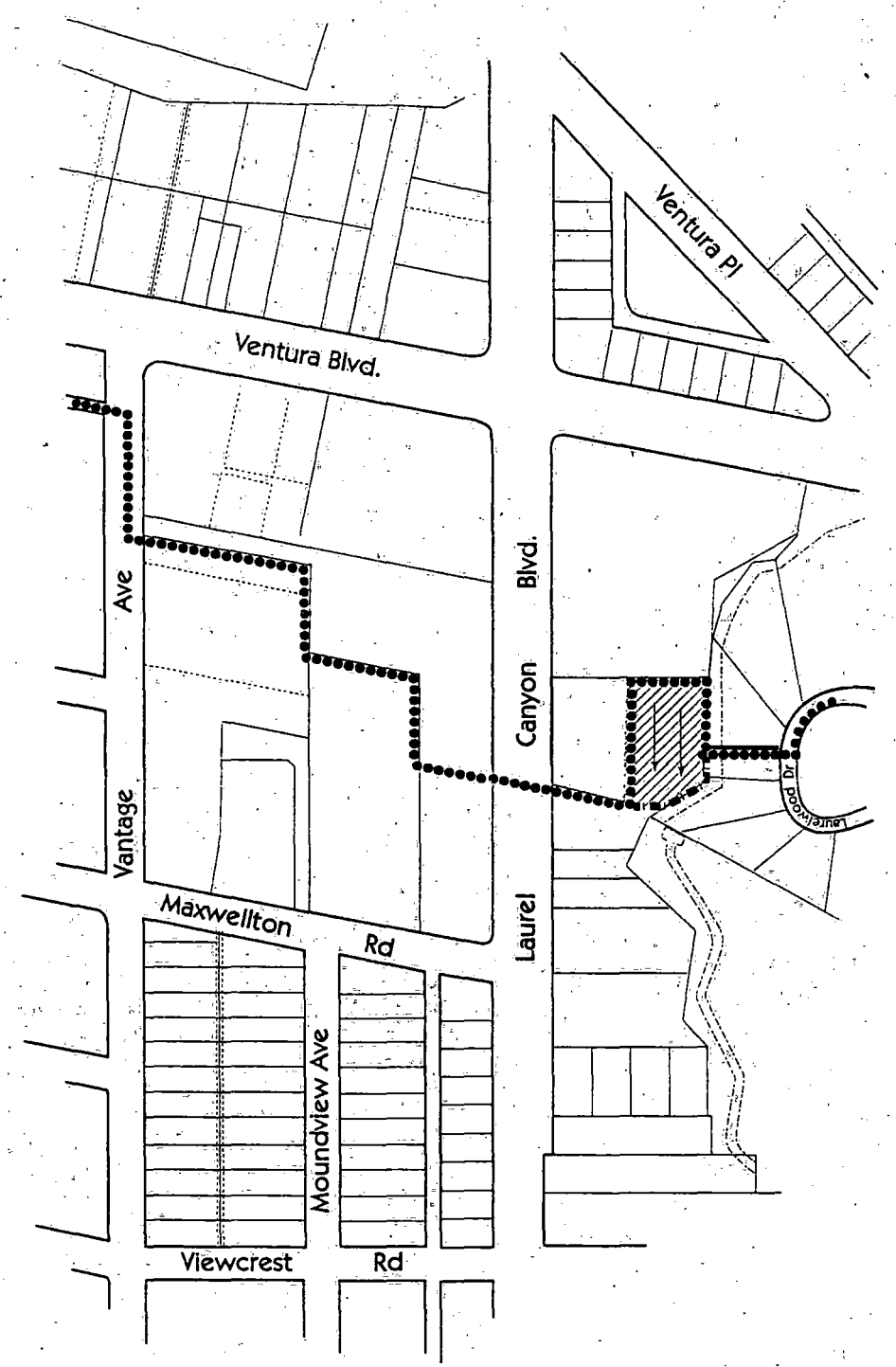
■+■+■+■+ Proposed boundary Adjustment

Area not to be included in Specific Plan

N
Not to Scale

899_005a

Figure 2
Studio City-Post Office



Existing Specific Plan Boundary

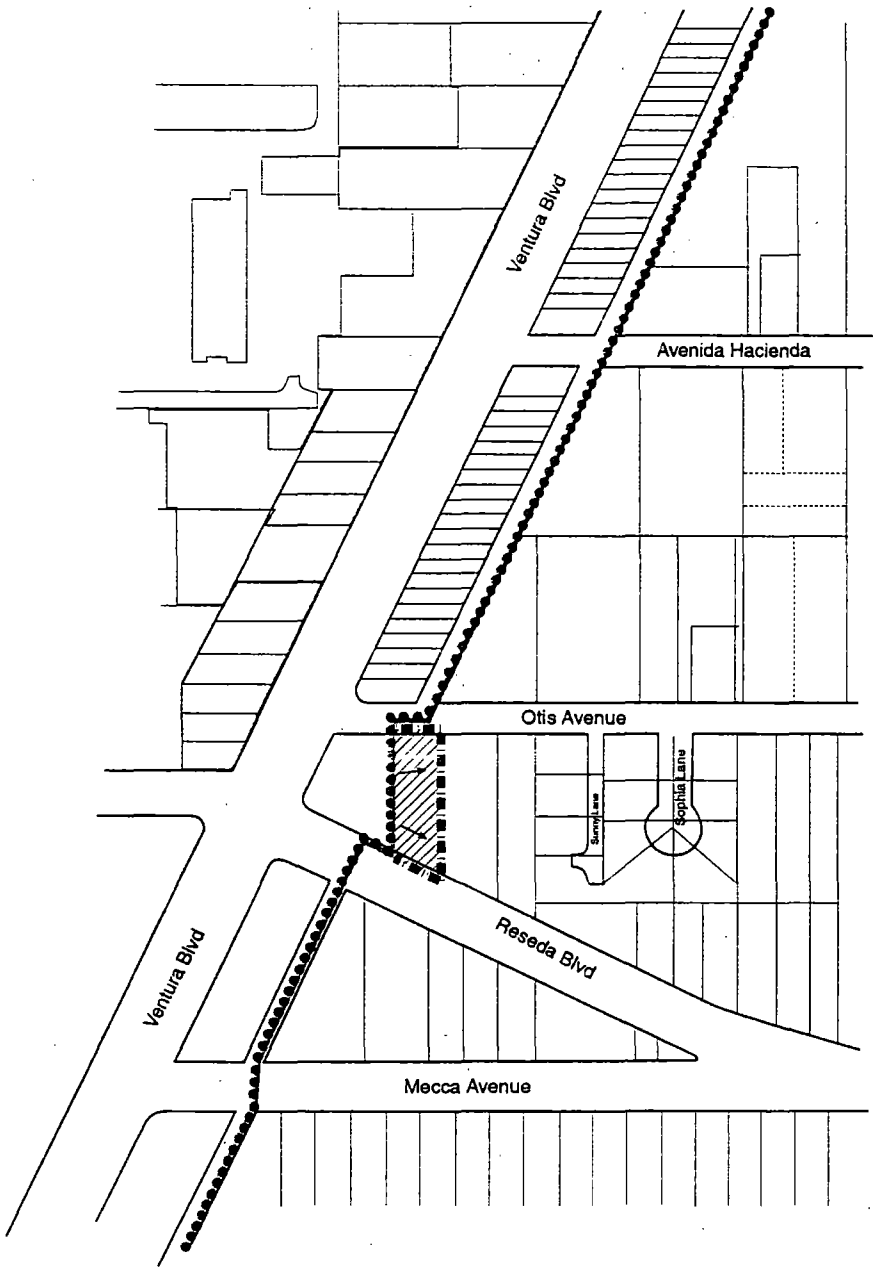
Proposed boundary Adjustment

Area to be included in Specific Plan

Not to Scale

899_006

Figure 3
Automobile Service Station
18500 Ventura Blvd



●●●●●●●● Existing Specific Plan Boundary

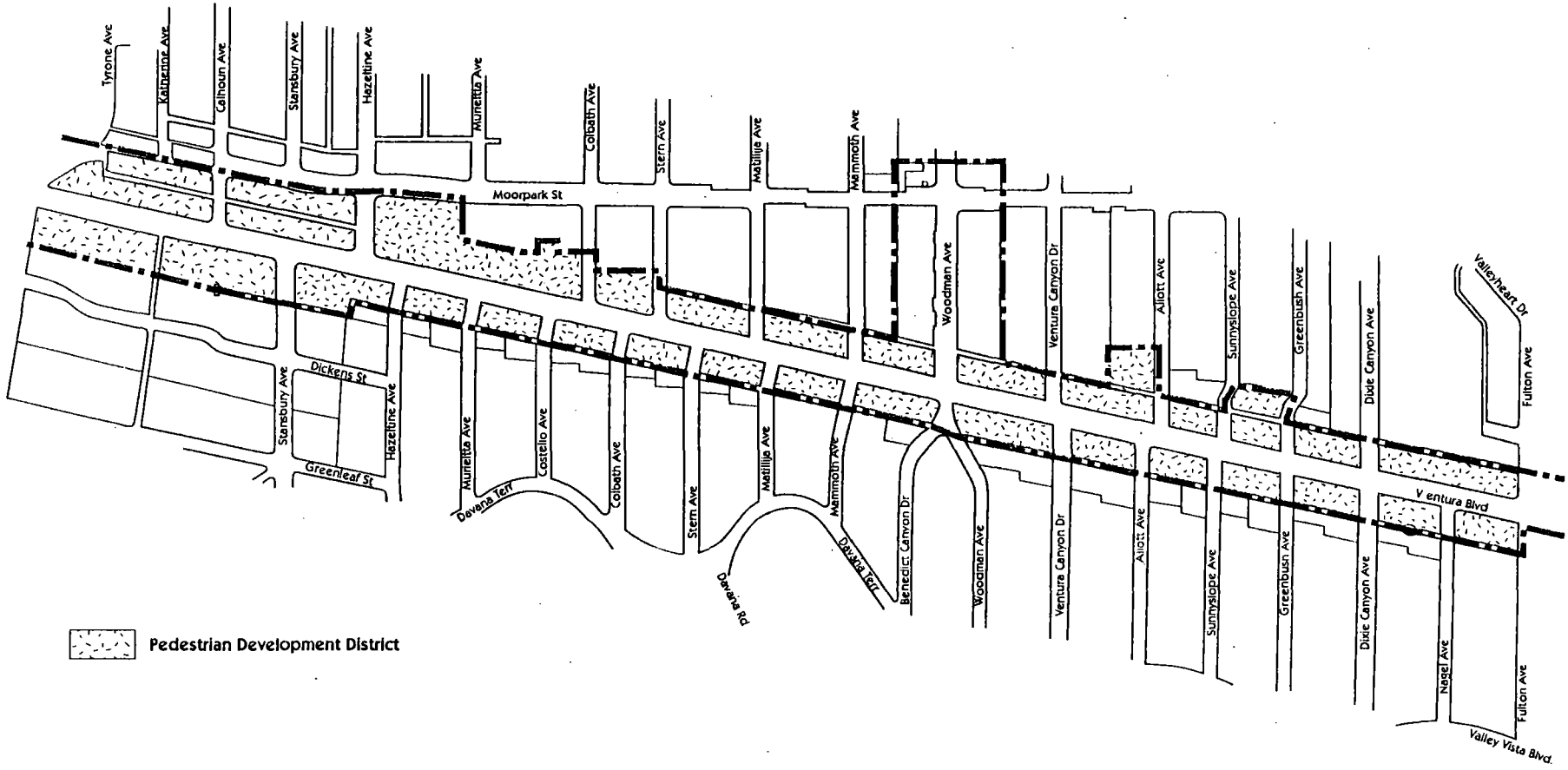
■-■-■-■-■ Proposed Boundary Adjustment

Area to be included in Specific Plan

Not to Scale

399_14

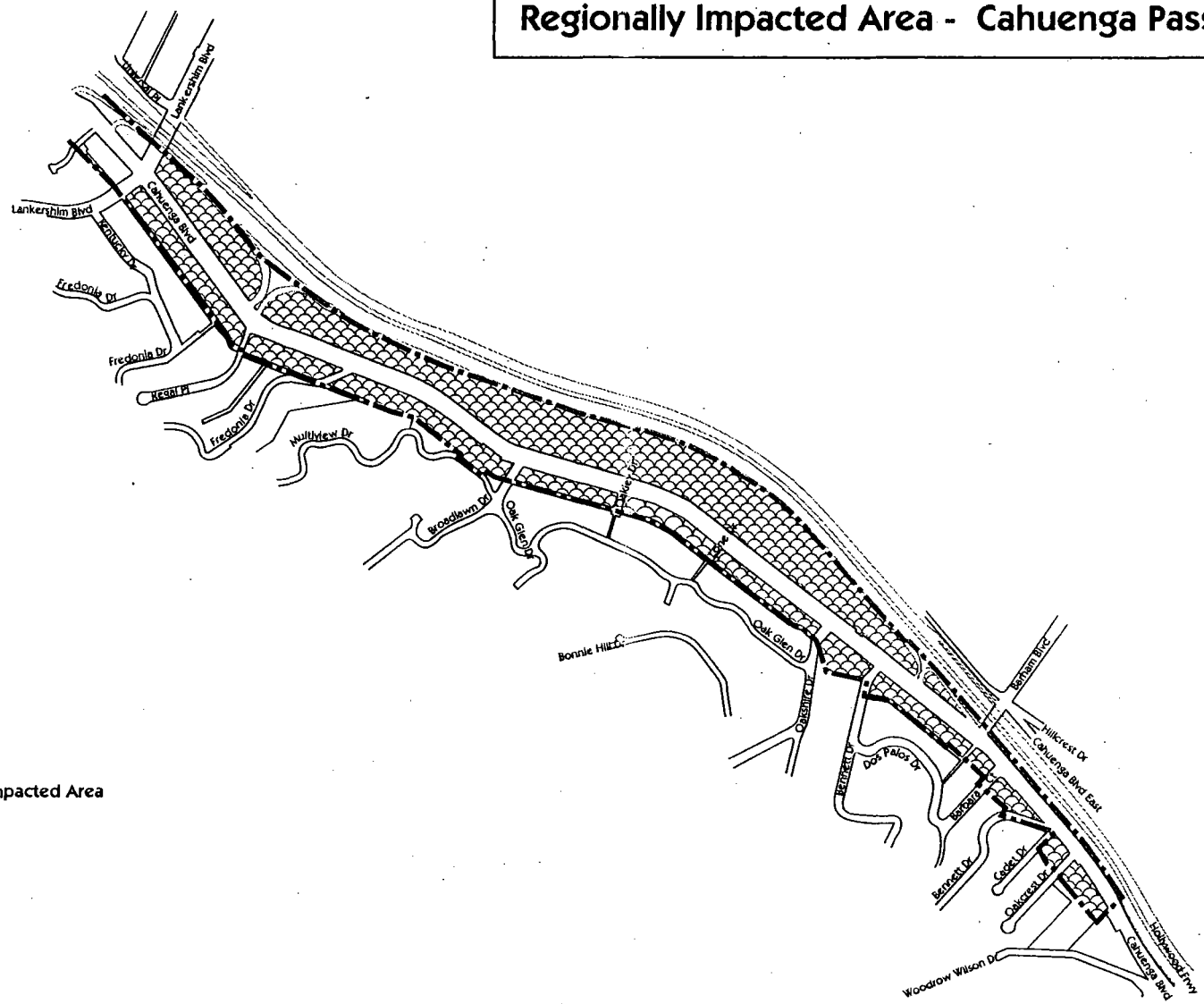
Figure 4
Sherman Oaks Pedestrian Development District



CPC 99-0001 SP

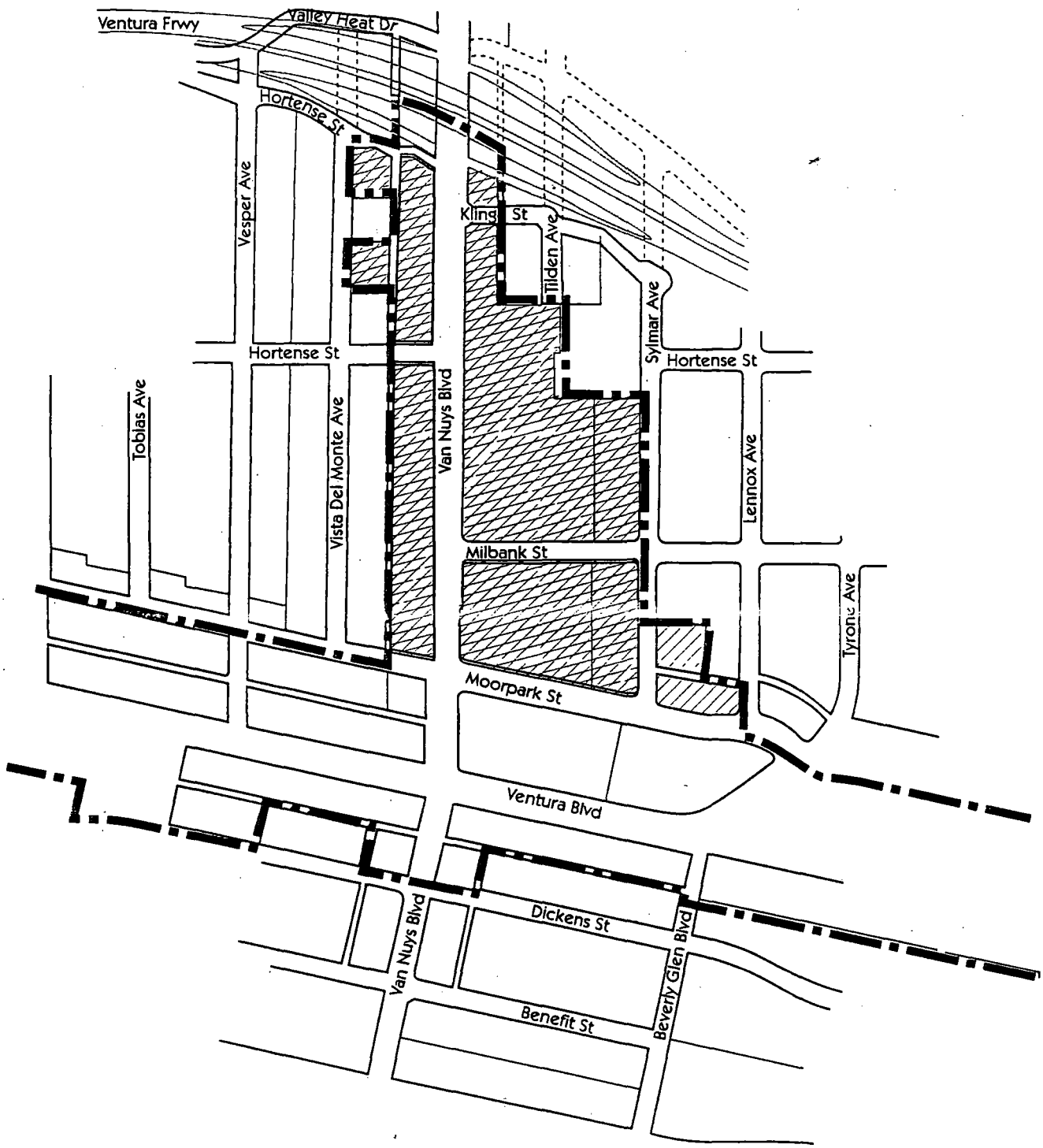
899.003a

Figure 5
Regionally Impacted Area - Cahuenga Pass



899.004a

Figure 6
Restricted Use Area



Restricted Use Area

Not to Scale

899.001

ORDINANCE NO. _____

An ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan, for portions of the Sherman Oaks-Studio City/Cahuenga Pass -Toluca Lake ~~District~~ Community Plan, the Encino-Tarzana ~~District~~ Community Plan, ~~Encino-Ventura Boulevard Specific Plan,~~ and the Canoga Park-Winnetka-Woodland Hills-West Hills ~~District~~ Community Plan.

WHEREAS, the Ventura/Cahuenga Boulevard Corridor Specific Plan is ~~four~~ nine years old; and

WHEREAS, ambiguous language regarding policies needs to be clarified and procedural changes amended to effect such policies; and

~~**WHEREAS,** during that time serious traffic and transportation problems have persisted; and~~

WHEREAS, the Ventura/Cahuenga Boulevard Corridor is still experiencing serious traffic, transportation and density problems, which in a number of locations are classified as unacceptable, and after the slow pace of development during the recent recession, new development in the Corridor is once again developing beyond the capacity of the transportation infrastructure; and

WHEREAS, the amendments, expanses of pedestrian oriented areas and designation of the Regionally Impacted Area, Pedestrian Development District and Use Restricted Area, address the increase in traffic generated by increased development by encouraging pedestrian activity and minimizing multiple automobile trips; and

~~**WHEREAS,** mathematical errors in the calculation of the Project Impact Fees have been discovered; and~~

WHEREAS, historical approaches to building and financing transportation capital improvements no longer appear sufficient to meet the needs of the corridor. As a result, new approaches, including restrictions on future development, must be devised to ensure that Ventura Boulevard remains viable as the San Fernando Valley's premier commercial corridor; and

~~**WHEREAS,** the City Planning Commission instructed staffs from the City Planning Department and the Department of~~

~~Transportation to draft the necessary amended ordinance; and~~

WHEREAS, the adoption and implementation of community streetscape plans will contribute to improving streetscape amenities as well as enhance the aesthetic atmosphere along the Ventura/Cahuenga Boulevard Corridor while creating individual and distinct identities for the five communities within the Corridor; and

~~**WHEREAS,** the Commission further instructed staff to consider changing the unit of measure for the Project Impact Fee from trips to floor area; and~~

~~**WHEREAS,** the Planning and Land Use Committee of the City Council is currently holding a number of appeals to the trip fee bills originally ailed to property owners by the Department of Transportation until this matter is cleared up;~~

NOW THEREFORE,

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

Sec. 1. ESTABLISHMENT OF THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN.

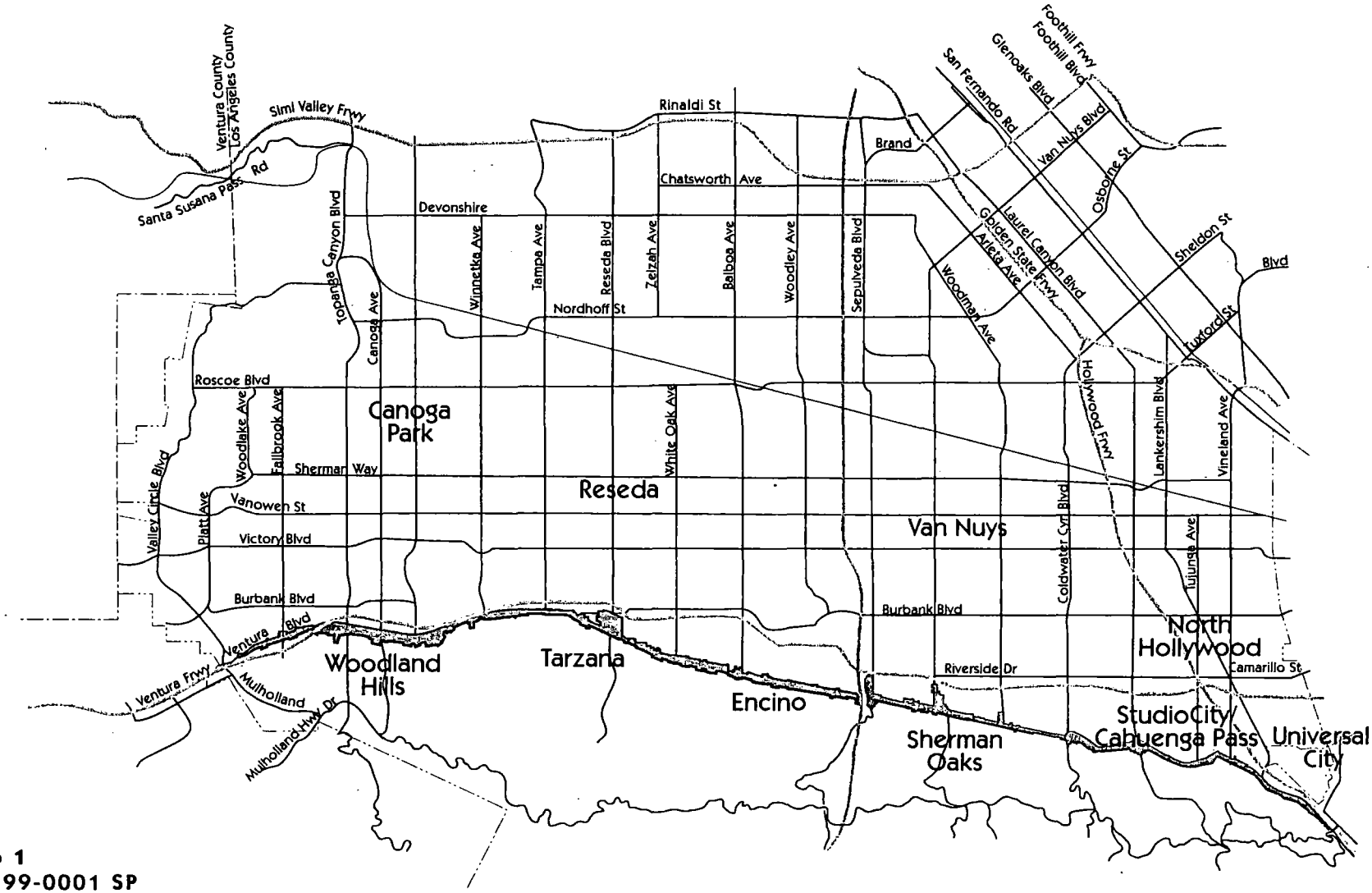
A. The Council hereby establishes the Ventura/Cahuenga Boulevard Corridor Specific Plan. The Corridor extends from ~~Leonora Drive~~ Dry Canyon-Calabasas Flood Control Channel on the west of Woodlake Avenue, to Woodrow Wilson Drive on the east as shown in Map 1. The Specific Plan is applicable to that area of the City of Los Angeles within the dashed, heavy black lines on Maps 2A through 2E.

B. As shown in Maps 2A through 2E, the Ventura/Cahuenga Boulevard Corridor Specific Plan is divided into five major communities: (1) the Studio City/Cahuenga Pass Community (west of Woodrow Wilson Drive to Fulton Avenue), (2) the Sherman Oaks Community (Fulton Avenue to the San Diego Freeway), (3) the Encino Community (San Diego Freeway to Lindley Avenue), (4) the Tarzana Community (Lindley Avenue to Corbin Avenue), and (5) the Woodland Hills Community (Corbin Avenue to ~~Leonora Drive~~ Dry Canyon-Calabasas Flood Control Channel, west of Woodlake Avenue).

C. The Pedestrian Oriented Areas (POA) within each of the five major communities are indicated by grey shading on Maps 2A through 2E.

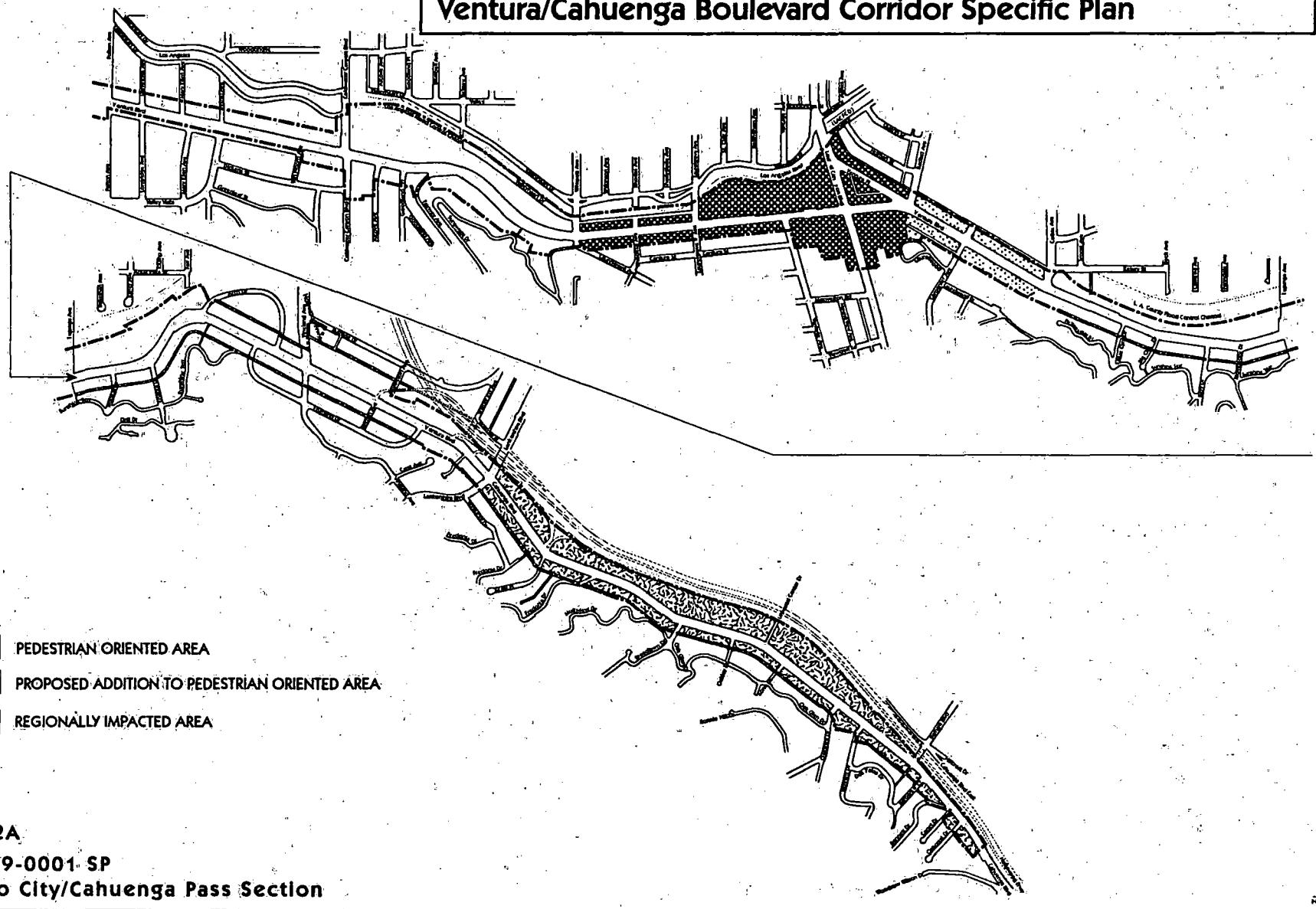
D. As shown in Maps 3A through 3E, the Ventura/Cahuenga Boulevard Corridor Specific Plan utilizes three plan designations: (1) Regional Commercial; (2) Community Commercial, and (3) Neighborhood~~/Office~~ and General Commercial.

Ventura/Cahuenga Boulevard Corridor Specific Plan



Map 1
CPC 99-0001 SP

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

PROPOSED ADDITION TO PEDESTRIAN ORIENTED AREA

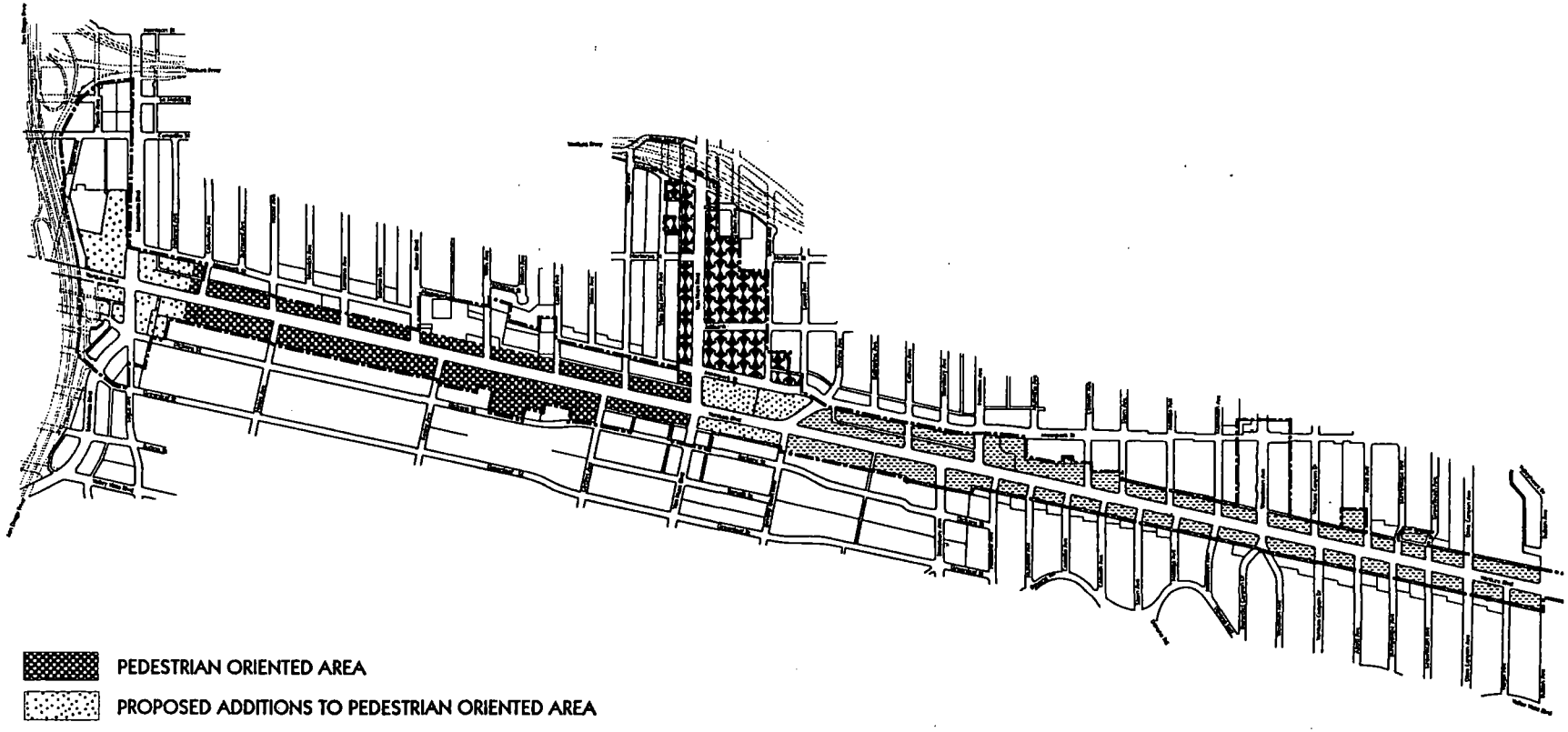
REGIONALLY IMPACTED AREA

Map 2A
CPC 99-0001 SP
Studio City/Cahuenga Pass Section

Not to Scale

899.013

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

PROPOSED ADDITIONS TO PEDESTRIAN ORIENTED AREA

PEDESTRIAN DEVELOPMENT DISTRICT

RESTRICTED USE AREA

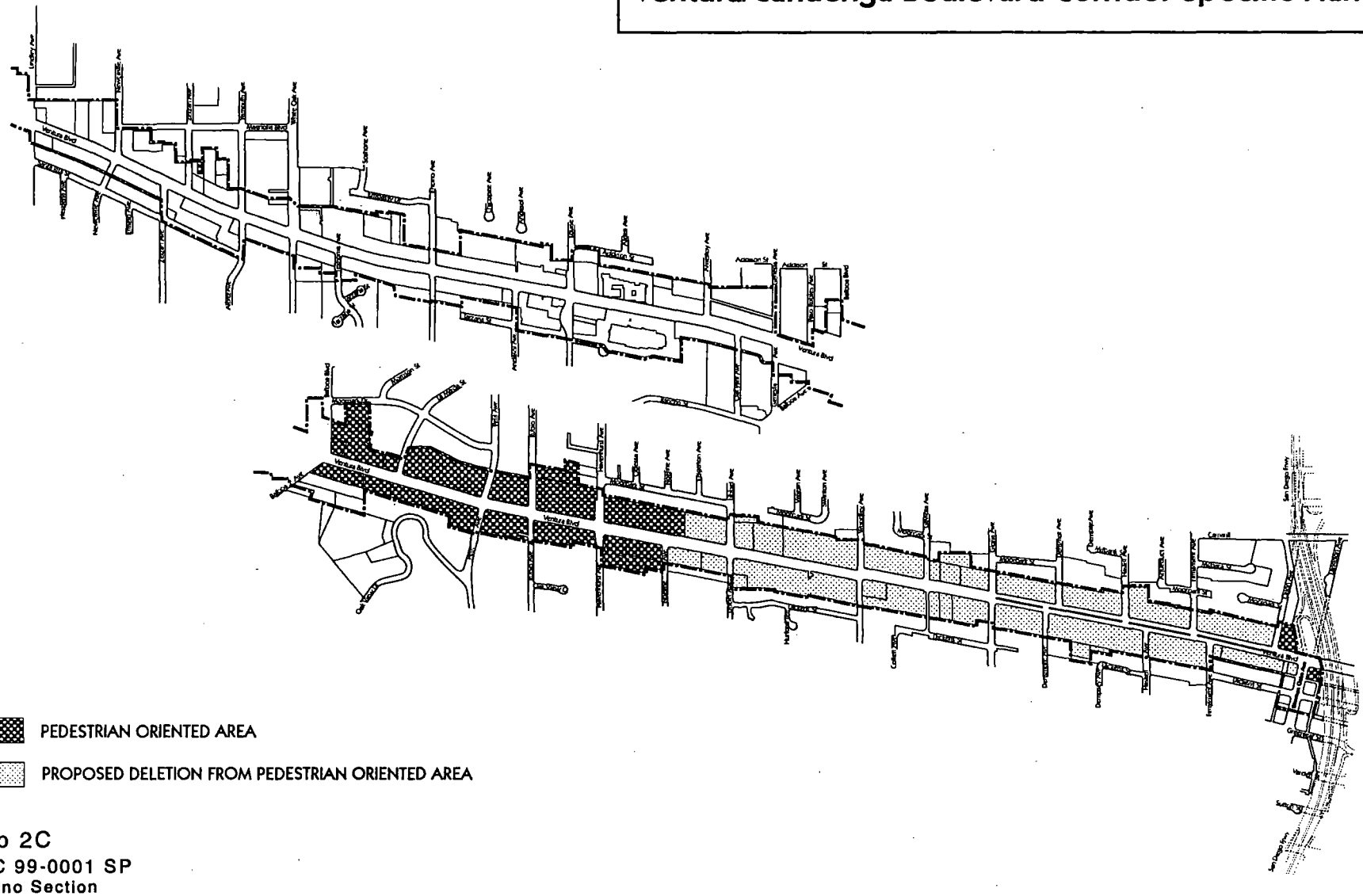
Map 2B

CPC 99-0001 SP
Sherman Oaks Section

Not to Scale

899.007

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

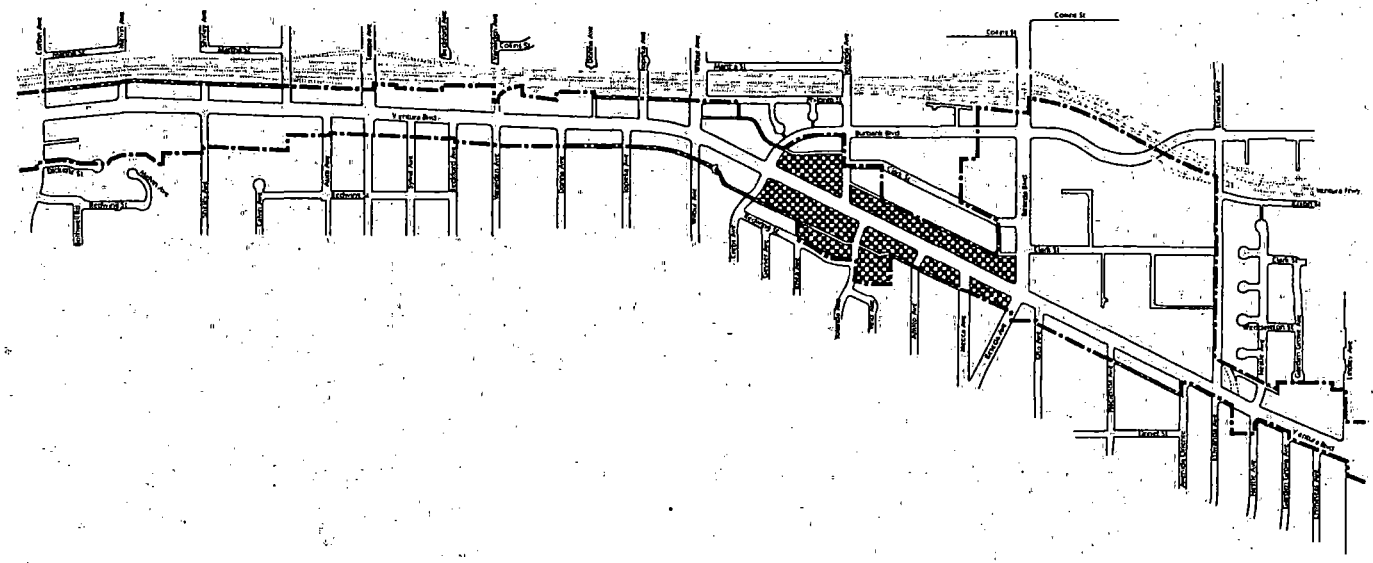
PROPOSED DELETION FROM PEDESTRIAN ORIENTED AREA

Map 2C
CPC 99-0001 SP
Encino Section

Not to Scale

899.011.12

Ventura/Cahuenga Boulevard Corridor Specific Plan



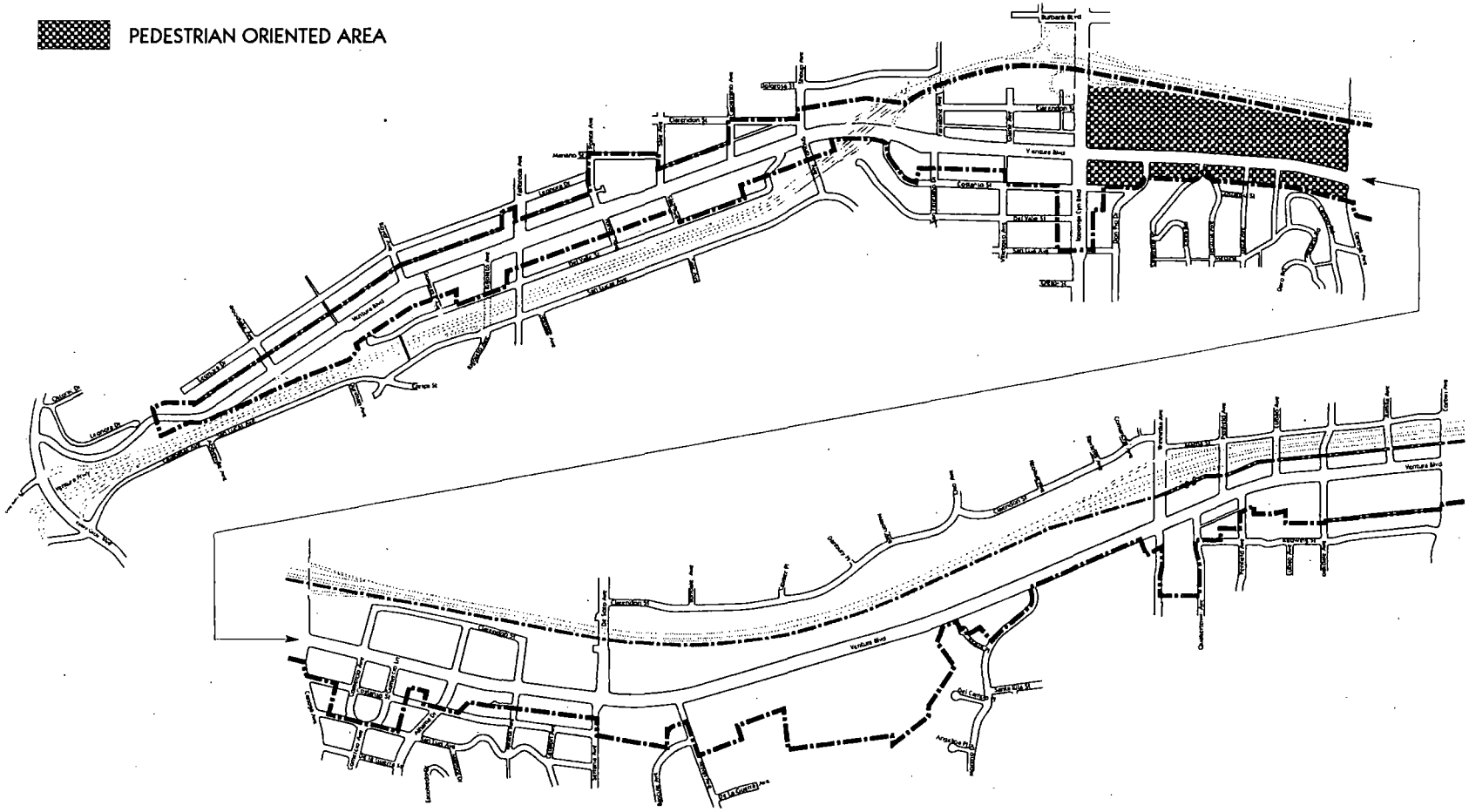
PEDESTRIAN ORIENTED AREA

Map 2D
CPC 99-0001 SP
Tarzana Section

NOT TO SCALE

Ventura/Cahuenga Boulevard Corridor Specific Plan

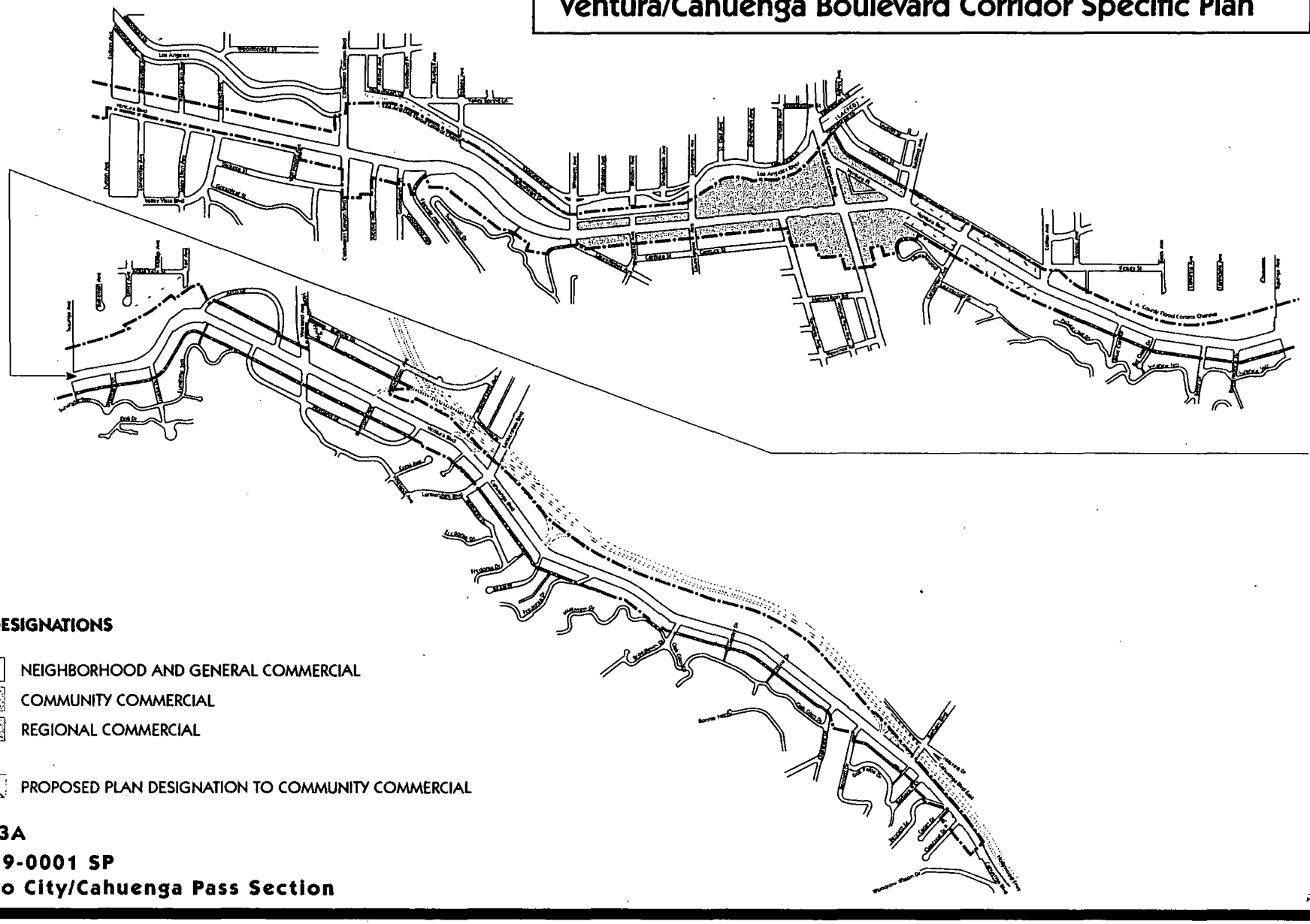
PEDESTRIAN ORIENTED AREA



Map 2E
CPC 99-0001 SP
Woodland Hills Section

Not to Scale

Ventura/Cahuenga Boulevard Corridor Specific Plan



PLAN DESIGNATIONS

- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL

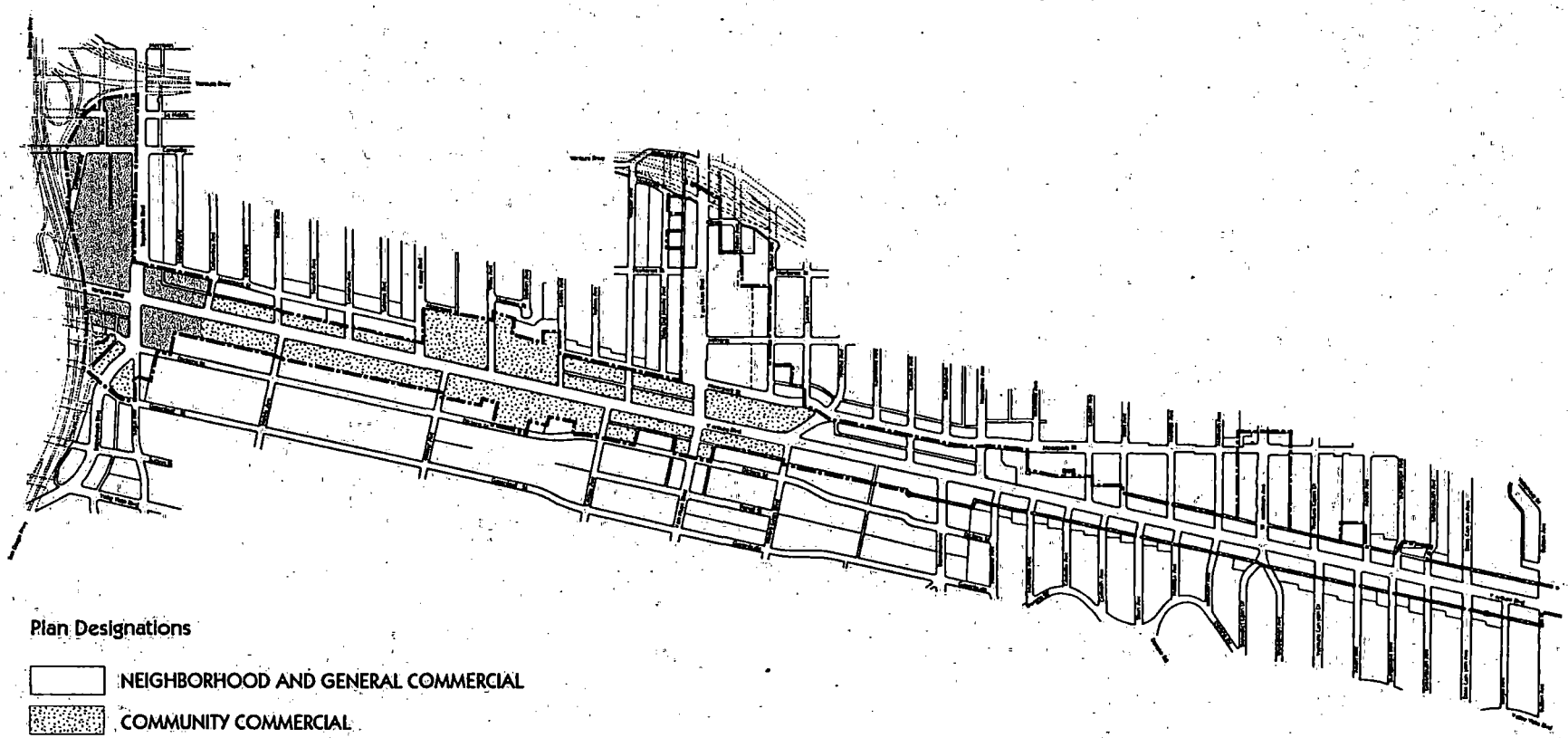
- PROPOSED PLAN DESIGNATION TO COMMUNITY COMMERCIAL

Map 3A
CPC 99-0001 SP
Studio City/Cahuenga Pass Section

N
Not to Scale

899.008

Ventura/Cahuenga Boulevard Corridor Specific Plan



Plan Designations

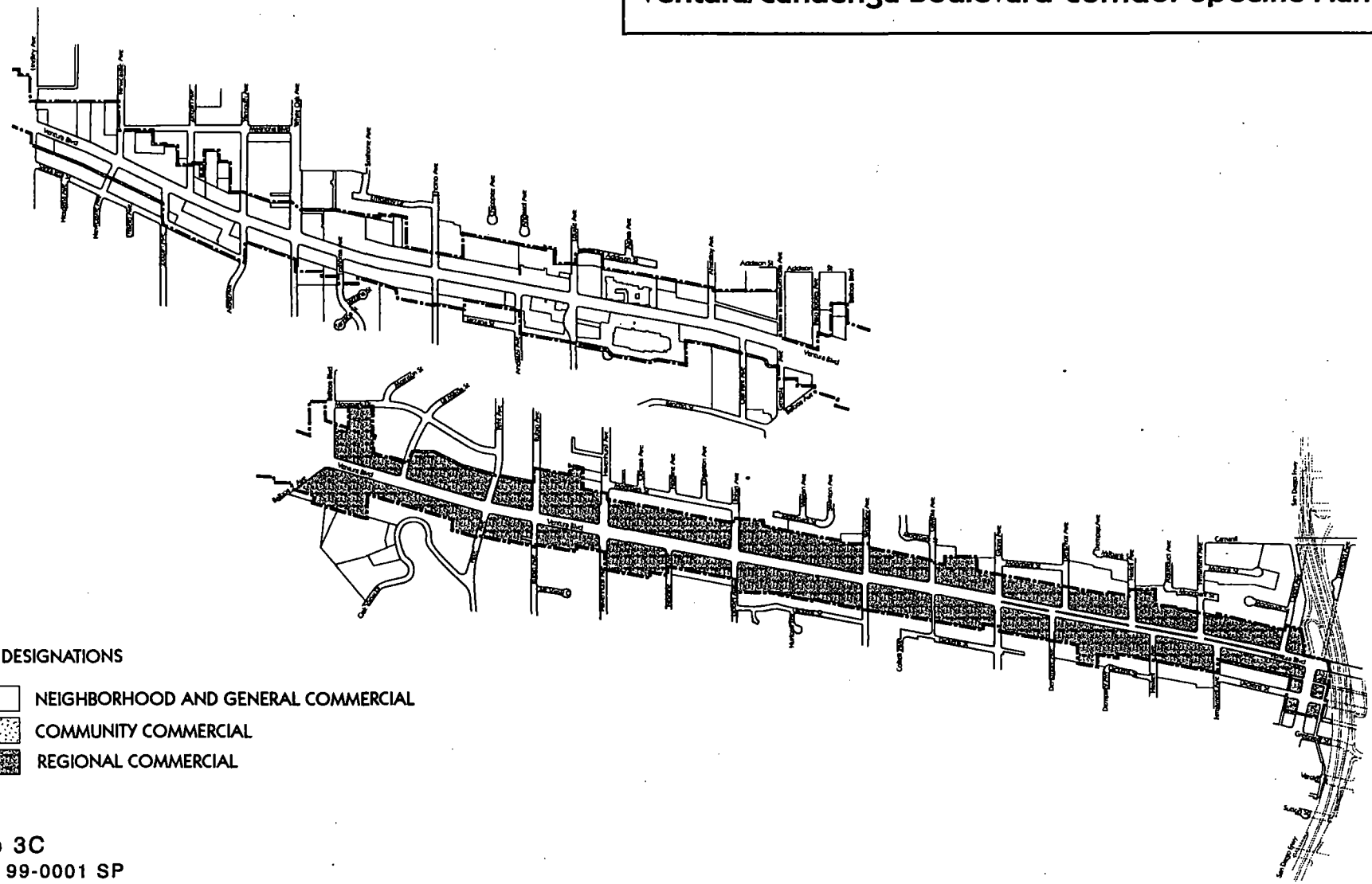
- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL

Map 3B
CPC 99-0001 SP
Sherman Oaks Section

NOT TO SCALE

699.010

Ventura/Cahuenga Boulevard Corridor Specific Plan



PLAN DESIGNATIONS

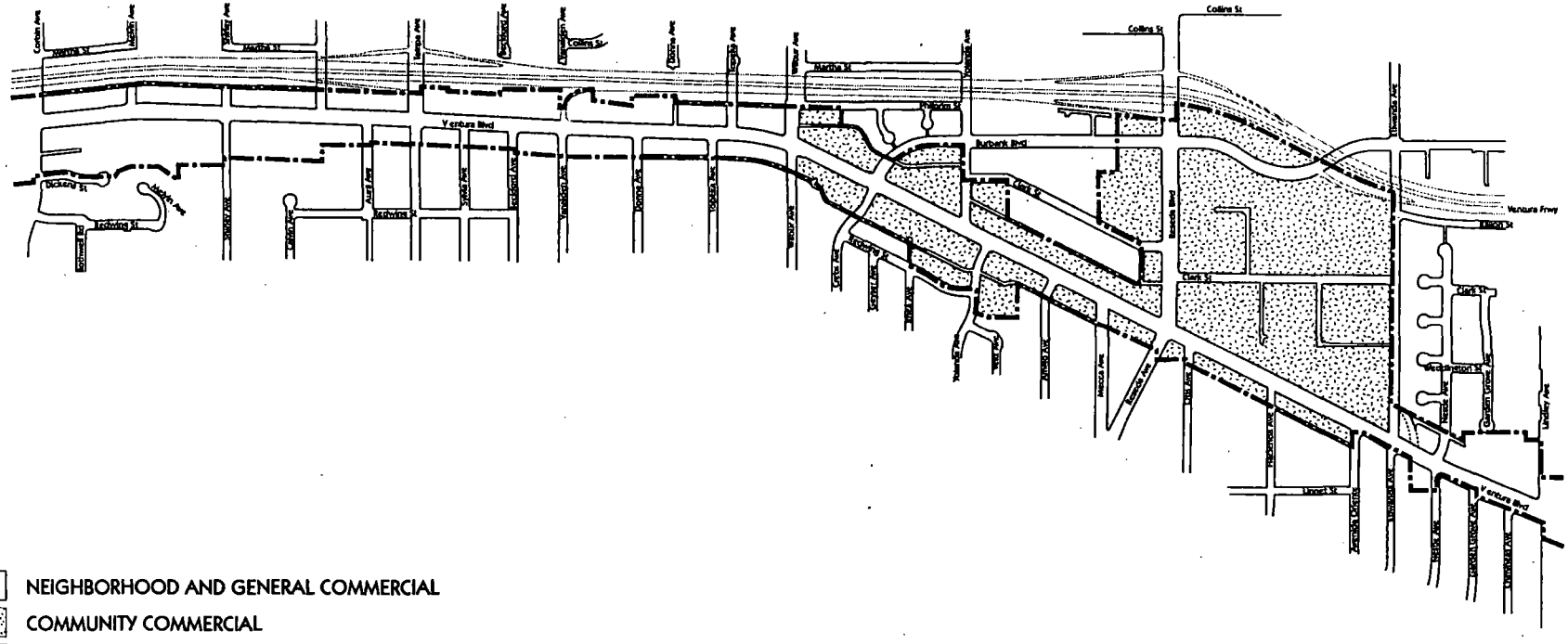
- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL

Map 3C
CPC 99-0001 SP
Encino Section

Not to Scale

899_011.eps

Ventura/Cahuenga Boulevard Corridor Specific Plan



NEIGHBORHOOD AND GENERAL COMMERCIAL

COMMUNITY COMMERCIAL

REGIONAL COMMERCIAL

Map 3D
CPC 99-0001 SP
Tarzana Section

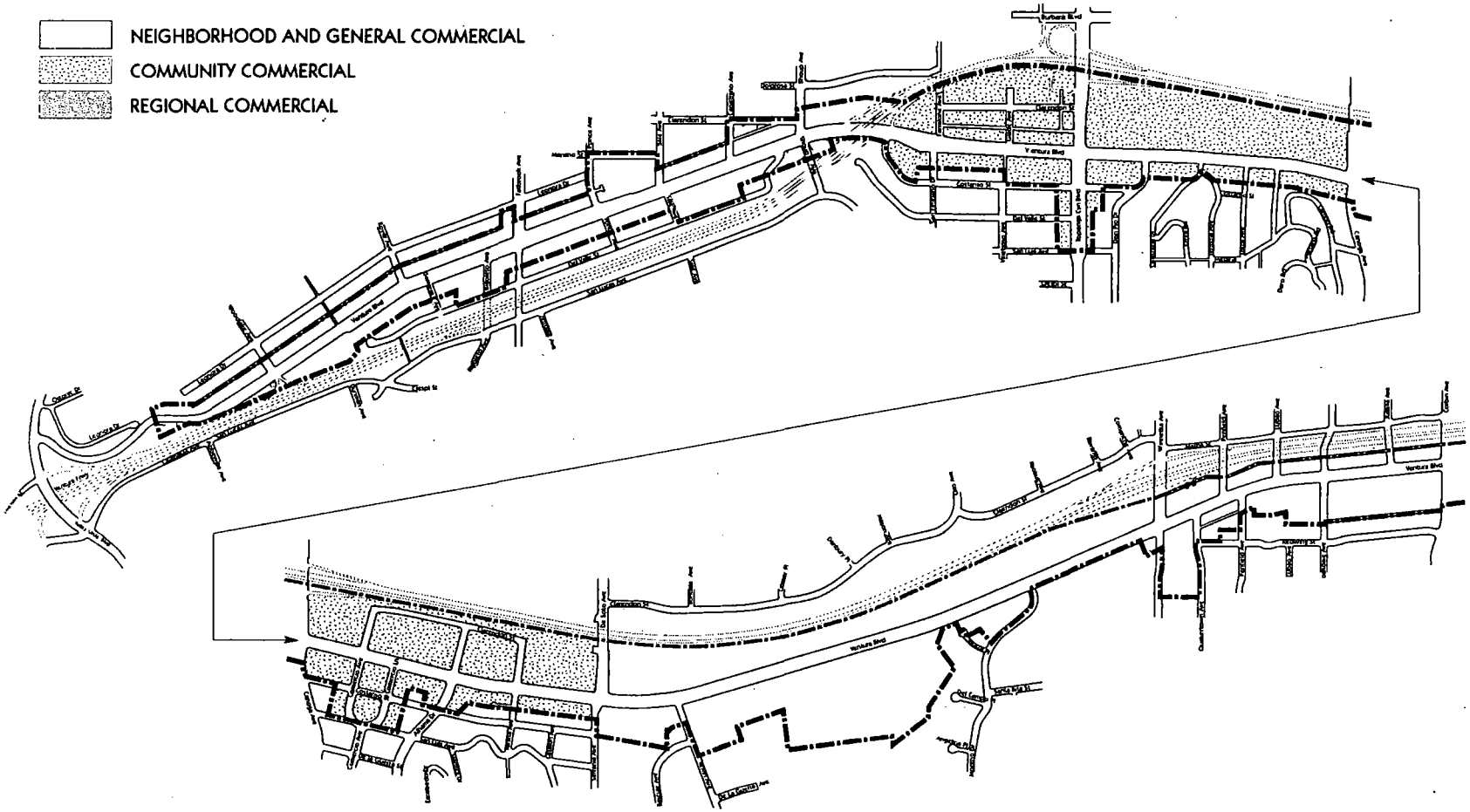
Not to Scale

898.009

Ventura/Cahuenga Boulevard Corridor Specific Plan

PLAN DESIGNATIONS

- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL



Map 3E
CPC 99-0001 SP
Woodland Hills

Not to Scale

Sec. 2. PURPOSES. The purposes of this Specific Plan are as follows:

A. To assure that ~~an~~ equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura/Cahuenga Boulevard Corridor Specific Plan area.

B. To provide for an effective local circulation system of streets and alleys which is minimally impacts~~ed~~ by the regional circulation system and reduces conflicts among motorists, pedestrians, and transit riders.

C. To provide building and site design guidelines to promote attractive and harmonious multi-family and commercial development.

D. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.

E. To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.

F. To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping.

G. To enhance the plan area landscaping by providing guidelines and a process for a coordinated landscaping program of public and private property for the Specific Plan's communities.

H. To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.

I. To promote and enhance the distinct character of each of the five Specific Plan communities by establishing design guidelines and community development limitations.

J. To establish guidelines and a process for implementing regulatory controls, providing incentives, ~~and~~ funding mechanisms, and enforcement for the systematic execution of the policies and goals of the General Plan within the Specific Plan area.

~~**K. To ensure sufficient financing to implement**~~

~~improvements called for in the Specific Plan.~~

K.~~L.~~ To promote a high level of pedestrian activity in the ~~Regional Commercial and Community Commercial areas~~ Pedestrian Oriented Areas by regulating the placement of buildings and structures to accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.

L.M. To provide community development limitations based on the community infrastructure's transportation capacity.

M.N. To preserve alleys, wherever possible, in the corridor to facilitate traffic flow.

N. To enhance Community Streetscape Plans by encouraging the undergrounding of utilities.

Sec. 3. RELATIONSHIP TO OTHER PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

A. Relation To Los Angeles Municipal Code.

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

2. Wherever this Specific Plan contains provisions which require different setbacks, restricted yards, lower densities, lower heights, restricted uses, greater parking requirements or other greater restrictions or limitations on development than would be allowed pursuant to the provisions contained in LAMC Chapter I, the Specific plan shall prevail and supersede the applicable provisions of that Code.

B. Exceptions To A Geographic Specific Plan. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7 D. In approving an exception to this Specific Plan, pursuant to Section 11.5.7 D, the City Planning Commission, and the City Council on appeal, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

1. **Exception.** Wireless Telecommunication Facilities shall not require a Specific Plan Exception and shall be subject to conditional use requirements pursuant to Los Angeles Municipal Code Section 12.24-C-18.

Sec. 4. DEFINITIONS. The following words or phrases, whenever used in this Specific Plan, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Sections 12.03, 91.0402 through 91.0423 and 91.6203.

APPLICANT: Any person, as defined in LAMC Section 11.01, submitting an application for a building permit, demolition permit, excavation permit, foundation permit, grading permit or sign permit for a Project.

ASSESSMENT DISTRICT: For the purposes of this Specific Plan Ordinance, an area established within the boundaries of this Ordinance by the City Council for the purpose of levying assessments on property owners within the area to fund certain improvements and activities as identified within this Ordinance.

AUTO-RELATED USES: Auto-related uses for the purposes of this Ordinance shall be defined as car washes, motor and/or recreational vehicle sales rentals, maintenance, repair and accessory installation.

BUILDABLE AREA: Notwithstanding LAMC Section 12.03, all of the area of a lot located within the proper zone for the proposed main building, including those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses.

CITY BUILDING COST INDEX: An index for tracking the rate of inflation in building costs. For the purposes of this Specific Plan, that component of the index for the Los Angeles Metropolitan Area, published by Marshall and Swift relative to "metal frame and walls" will be used to define the City Building Cost Index. If for any reason, this Index ceases to be published, then a similar building cost index will be utilized.

COMMERCIAL FLOOR AREA: Floor area devoted to non-residential uses. Hotels and motels shall not be considered residential uses for purposes of this definition.

COMMUNITY COMMERCIAL: A land use designation in the Community Plan which is a focal point for surrounding residential neighborhoods and containing a diversity of uses such as small offices and overnight accommodations , cultural facilities, schools and libraries, in addition to neighborhood oriented services.

COMMUNITY PLAN(S): The adopted Community Plans for the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake-Cahuenga Pass Community Plan area, Encino-Tarzana Community Plan area, and Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area include all portions of the Ventura/Cahuenga Boulevard Corridor Specific Plan. These plans are all part of the General Plan of the City of Los Angeles.

CONVENIENCE MARKET: A retail market which has a floor area of less than 5,000 square feet and which sells an assortment of packaged food and small, non-food carry-out items.

COURT/COURTYARD: A space, open to the sky, located within three feet above or below curb level on a lot and bounded on three or more sides by walls of a building.

DIRECTOR: The Director of Planning or his or her designee.

~~**DISTRICT PLAN (S):** The adopted Plans for the Sherman Oaks-Studio City-Toluca Lake District Plan area, Encino-Tarzana Community Plan area, and Canoga Park-Winnetka-Woodland Hills District Plan area. They are all parts of the General Plan of the City of Los Angeles.~~

DRIVE-THROUGH CONVENIENCE PREMIUM: The fixed component of the Project Impact Assessment (PIA) Fee charged when drive-through facilities are included in retail sales/service, restaurant, and bank use regardless of the number of ATM, teller, and service windows; and for gasoline stations regardless of the number of fueling positions. Convenience markets are always charged this drive-through/convenience premium.

DRIVE-THROUGH ESTABLISHMENT: Any establishment which dispenses food or services for consumption or use on or off the premises to an individual in a vehicle. Such establishments may include, but not be limited to, restaurants, pharmacies, banks, and dry cleaners.

FLOOR AREA RATIO: A multiplier applied to the Buildable Area of a commercially or residentially zoned lot

in order to determine the maximum allowable floor area of all buildings on a lot. The ratio is a calculation of the maximum allowable buildable floor area of all buildings to the total square footage of the lot.

FOOD SERVICE ESTABLISHMENT: An establishment containing six seats or more or any food service establishment having the space capability of providing six seats or more shall be considered a restaurant and will be subject to the parking requirements in Sec. 7 F 1 (c).

FRONT YARD: The front yard shall be defined as the area of the lot facing Ventura or Cahuenga Boulevard between the front lot line and those portions of the building at ground level, exclusive of over-hangs or extensions. Where there is no established building line on Ventura or Cahuenga Boulevard, then the lot line contiguous with Sepulveda, Van Nuys, Reseda or Laurel Canyon Boulevards shall be deemed the front lot line.

GROUND FLOOR: The lowest story within a building which is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on or is primarily facing any public street, and which is at least 50 feet in depth or the total depth of the building, whichever is less.

IN-LIEU CREDIT: A credit toward payment of the Project ~~Transportation~~ Impact Assessment Fee, pursuant to the provisions of Section 11 ~~9~~ of this specific plan.

INTERIM CONTROL ORDINANCE (ICO) PROJECTS: Projects for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, ~~160,506~~ 160,514 and 166,313).

LEVEL OF SERVICE (LOS): An indicator, designated "A" through "F", of the degree of traffic saturation of a lane segment or intersection. For purposes of this Ordinance, "LOS" shall pertain to intersectional level of service which is determined by the ratio of critical lane volume "V" to the intersection's capacity "C" or "V/C" ratio.

MIXED-USE DEVELOPMENT: A project which combines office or other commercial uses with a residential use with at least 25 percent of the total Project floor area as residential and at least 33 percent of the total Project floor area as commercial.

NEIGHBORHOOD AND GENERAL COMMERCIAL: A land use

designation in the Community Plan which is a focal point for surrounding residential neighborhoods and containing a diversity of land uses such as restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar services.

PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume.

PEDESTRIAN DEVELOPMENT DISTRICT (PDD): A Pedestrian Development District is the area identified by staff and the community as shown on Map 2B bounded by both sides of Ventura Boulevard between Beverly Glen Boulevard/Tyrone Avenue and Fulton Avenue, and identified as an area containing elements consistent with a future designation as a Pedestrian Oriented Area (POA). Drive-through establishments and auto-related uses shall be prohibited in this area.

PEDESTRIAN ORIENTED AREA: ~~One of the five areas~~ Areas within the Specific Plan ~~area~~ boundaries, as shown in ~~black~~ grey shading on the maps in Section 1 of this Specific Plan, in which greater pedestrian activity is encouraged.

PEDESTRIAN SERVING USES: Art Galleries; ~~B~~book stores; martial arts/dance centers, academic tutoring or learning centers; cafes; coffee houses; ice cream parlors; restaurants without drive-through facilities; theaters; ~~and~~ specialty stores which primarily sell records, electronic tapes, compact discs, and audio cassettes; financial services without drive-through facilities which provide check cashing, ready cash and money orders; and stores selling other small consumer items, or providing similar services, as determined by the Director of Planning.

PERMITTED FLOOR AREA, APPROVED: Commercial Floor Area of a Project which has been granted a Project Permit or a clearance from the Department of City Planning and Department of Transportation pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or a Project ~~Approval~~ Permit pursuant to the provisions of this Specific Plan.

PHASES OF DEVELOPMENT: A schedule of development for Projects in this Specific Plan area which limits development by correlating incremental increases in the total Approved Permitted Floor Area of all commercial Projects with the implementation of certain transportation objectives and actions, as specified in this Specific Plan.

PHASING PROGRAM: A schedule which is applicable to Projects for the purpose of dividing into stages the construction of Projects and the construction of related transportation infrastructure.

P.M. PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume occurring during the hours of 3:00 P.M. to 7:00 P.M.

PORTABLE SIGN: A sign not permanently affixed either to land or to a structure on land.

PRELIMINARY TRAFFIC ASSESSMENT: The Department of Transportation's initial determination of the requirements for review of the Project's compliance with transportation-related Ordinance provisions, including the necessity for a traffic study.

PRIOR SPECIFIC PLAN (PSP PROJECTS). Projects permitted during the period from February 16, 1991 to the effective date of this plan amendment amending the Ventura/Cahuenga Boulevard Corridor Specific Plan.

PROJECT: Any grading, construction, erection, addition to or structural alteration of any building or structure, a use of vacant land, or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of any ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. A Project shall not include interior construction or a change of use unless it (a) increases the floor area; or (b) increases the number of Trips; or (c) increases parking requirements pursuant to Section 7 ~~E~~ F of this Specific Plan; or (d) includes a change of use which is not consistent with those permitted by Section 5 A 3 of this Specific Plan.

PROJECT ~~APPROVAL~~ PERMIT: An application submitted to the Director of Planning for a determination that the proposed Project meets the Specific Plan requirements and the Design Guidelines ~~and requirements~~ of this Ordinance and, where applicable, that the Department of Transportation has determined in writing that the Project is in conformance with the transportation provisions of this Ordinance.

PROJECT IMPACT ASSESSMENT FEE: The monies required to be paid into the Ventura/Cahuenga Boulevard Corridor Specific Plan Revenue Fund by an Applicant for a Project, based on the Project's floor area and land use, pursuant to

the requirements of this ordinance.

REGIONAL COMMERCIAL: A land use designation in the Community Plan which is a focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services.

REGIONALLY IMPACTED AREA: A Regionally Impacted Area is the area identified on Map 2A bounded by both sides of Cahuenga Boulevard West between Woodrow Wilson Drive on the east and Lankershim Boulevard on the west, and identified as an area which could benefit from traffic relief by prohibiting auto-related use, drive-through establishments and hotels/motels which could otherwise, in aggregate with the regional impacts as the result of the adjacent regional attraction, have a significant detrimental effect on the adjacent residential neighborhood.

RESTRICTED USE AREA: A Restricted Use Area is the area identified on Map 2B bounded by both sides of Van Nuys Boulevard between Moorpark Street on the south and the Ventura (101) Freeway on the north, and identified as an area which could benefit from limited traffic relief by prohibiting auto-related use and drive-through establishments which combined with the pass-through freeway traffic could otherwise negatively impact the adjacent residential neighborhood.

SANDWICH SIGN: A portable sign consisting of two sign faces which connect at the top and extend outward at the bottom.

SHOPPING CENTER: A building or group of buildings on a lot or lots which has 10,000 or more square feet of commercial retail uses with more than one commercial retail use.

SIGNIFICANT TRANSPORTATION IMPACT: The transportation impact, measured either as an increase in volume to capacity (V/C) ratio at an intersection, or an increase in the number of average daily vehicle trips (ADT) on a local residential street, which equals or exceeds the following significant thresholds, as determined by the Department of Transportation.

1. At an intersection:

If Final V/C is	Significance Threshold

0.701 - 0.800	0.04
0.0801 - 0.900	0.02
0.901 or greater	0.01

2. On a residential street:

If Final ADT is	Significance Threshold
1,000 or greater	12.5% of Final ADT

STRETCHERS: Replacement or enhancement of signs which exceed height and/or area of initially permitted sign face by the Department of Building and Safety.

SUPERGRAPHIC DISPLAY: A sign, consisting of an image printed or painted on vinyl, mesh or other material with or without written text, and which does not comply with the provisions in Section 91.6201 et. seq. of the Los Angeles Municipal Code relating to Wall Signs, Mural Signs, Off-Site and Temporary Signs.

SUPERMARKET: A retail store which has a floor area equal to or greater than 5,000 square feet and which sells an assortment of foods, as well as items for food preparation, household cleaning, and personal care.

TRAFFIC ASSESSMENT: The Department of Transportation's written determination of the likely traffic impacts resulting from the Project and its mitigation measures, considering the estimate of Project-generated trips, ambient growth, related developments, and levels of service at adjacent intersections.

TRAFFIC STUDY: A written report prepared at the applicant's expense and submitted by the applicant according to DOT's traffic study guidelines, discussing the traffic engineering investigation and analysis of Project-related traffic impacts, including recommendations to mitigate the traffic impacts, if any.

TRANSPORTATION DEMAND MANAGEMENT (TDM): A program promoting ridesharing and transit use to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

TRIP: An arrival at or a departure from a Project during the A.M. or P.M. Peak Hour by a motor vehicle as calculated by the Department of Transportation using the Trip generation formulas and/or table provided in technical references published by the Institute of Transportation Engineers (ITE) and other transportation and traffic engineering industry sources.

Sec. 5. PROHIBITIONS, VIOLATIONS, ~~AND~~ ENFORCEMENT, USE LIMITATIONS AND RESTRICTIONS, AND EXEMPTIONS.

A. Prohibitions.

1. Violations and Penalties. Any violation of this Ordinance shall be subject to the provisions of Section 11.00 (m) and Section 12.04.01 of the LAMC.

a. Existing Violations. No Project Permit approvals shall be issued for subject properties until such time as cited violations of the Specific Plan regulations are corrected.

b. Certificate of Occupancy. Prior to the issuance of a certificate of occupancy, and in addition to all other requirements by Building and Safety, the property owner shall provide a letter of certification by a licensed landscape architect to the Director of Planning or his designee, that all required landscape and relevant streetscape elements have been implemented.

2. Specific Plan Compliance Required For~~,~~ Building, Demolition, Excavation, Foundation, Grading and Sign Permits. Notwithstanding any provision of the LAMC to the contrary, no building, demolition, excavation, foundation, grading or sign permit shall be issued for a Project, unless the Applicant complies with all sections of this Specific Plan. No sign permits shall be issued unless the sign conforms to the requirements of Sections 8 and 9 ~~13~~ of this Specific Plan. In general, a Project shall be subject to a Department of Transportation mitigation approval described in Section 10 and a Department of City Planning Project ~~Approval~~ Permit described in Section ~~8~~ 9.

B. Enforcement.

1. Responsible Department. The Department of Building and Safety shall be responsible for enforcing the provisions of this Ordinance.

2. Citations. Notwithstanding the provisions of Subsection A 1 above, violation of the provisions of this Ordinance, subsequent to the initial warning, shall be punishable by an administrative citation to the property owner in the amount of Two Hundred and

Fifty Dollars ($250.00).

a. Repeat Violations. Fines shall be increased for repeat violations of any provision of this Ordinance and calculated from the date of the initial citation as follows:

i. First violation: Warning to correct violation within 30 days of citation.

ii. Second violation within 60 days: $250.00

iii. Third violation within 90 days: $500.00

iv. Fourth violation within 120 days: $1,000.00 and each subsequent violation thereafter.

b. Establishment of Fund. The Department of Building and Safety shall establish a Community Enforcement Revenue Fund for each of the following communities: Studio City/ Cahuenga Pass, Sherman Oaks, Encino, Tarzana, Woodland Hills.

c. Exclusivity of Funds. The monies generated as a result of the citations issued shall be used exclusively to fund enforcement of the regulations of the Ventura/Cahuenga Boulevard Corridor Specific Plan and the PACE Program.

3. Pro-Active Code Enforcement Survey (PACE). The Department of Building and Safety shall conduct a PACE survey, at least every six months, in each of the five major communities as shown on Maps 2A through 2E to issue citations for any violations of the provisions of this Ordinance involving permanent structures or signs.

C. Use Limitations and Restrictions.

~~3~~1. Use Limitations In Pedestrian Oriented Areas.

a. In addition to the prohibition in Subdivision 2 above, in the Pedestrian Oriented Areas identified on Maps 2A-E in Section 1 of this Specific Plan, no ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit shall be issued for any Project unless the Project

includes floor area on the Ground Floor of the building along at least 75 percent of the frontage of a building, excluding the frontage along vehicular access to on-site parking, devoted ~~a Ground Floor which is restricted in its entirety~~ to retail uses or any Pedestrian Serving Use. Office and retail uses cannot be combined within one tenant space unless a physical, stationary barrier is constructed or installed. Office uses accessory to retail will be combined with the retail square footage for the purposes of determining parking requirements.

The Applicant shall guarantee the continued restriction to retail or Pedestrian Serving Uses for at least 75 percent of the frontage of a building by executing and recording a covenant and agreement. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning, recorded with the County Recorder, and a certified copy delivered to the Departments of City Planning and Transportation prior to the issuance of any ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit.

(i). If the Pedestrian Oriented Area in which the Project is located has a vacancy rate of 15 percent or higher, the provisions in Sec.5 C 1 a. of this Ordinance, i.e., requirement of retail or Pedestrian Serving Uses for 75 percent of the frontage of a building on the ground floor in a Pedestrian Oriented Area, shall be waived for that Project. The administrative authority for review and approval of this provision shall rest with the Director of Planning or his designee. Prior to granting an approval, the Director or his designee must find that the Applicant has provided evidence to the satisfaction of the Director or his designee that the Pedestrian Oriented Area in which the Project is located has a vacancy rate of 15 percent or more.

(ii). A Project approved pursuant to (i) above shall constitute approval for that particular Project only. Any subsequent requests to waive Sec. 5.C.1.a of this Ordinance, for the same location, shall require a new approval as specified in (i)

above.

b. No drive-through establishments, motor and recreational vehicle sales and rentals, maintenance, repair and accessory installation, or car washes shall be permitted in Pedestrian Oriented Areas.

c. ~~**b.**~~ Subdivision 3 above shall not apply to a Project which consists of construction, erection, addition to or structural alteration of a hospital located in the Pedestrian Oriented Area identified on Map 2 C of Section 1 C, so long as the Project does not exceed 160,000 square feet of Floor Area and any new uses in the Project within 100 feet of Ventura Boulevard are retail or Pedestrian Serving Uses.

2. Use Restrictions in a Regionally Impacted Area, Pedestrian Development District and Use Restricted Area within the Ventura/ Cahuenga Boulevard Corridor Specific Plan Area.

a. Regionally Impacted Area - Studio City/Cahuenga Pass. The following uses shall be prohibited in the Regionally Impacted Area on both sides of Cahuenga Boulevard West bounded by Woodrow Wilson Drive on the east and Lankershim Boulevard on the west as shown on Map 2A:

i Drive-through establishments.

ii Auto-related uses.

iii Hotels/Motels.

b. Pedestrian Development District - Sherman Oaks. The following uses shall be prohibited in the Potential Pedestrian Oriented Area on both sides of Ventura Boulevard bounded by Fulton Avenue on the east and Beverly Glen Boulevard/ Tyrone Avenue on the west as shown on Map 2B:

i Drive-through establishments.

ii Auto-related uses.

c. Use Restricted Area - Sherman Oaks. The following uses shall be prohibited in the Use Restricted Area on both sides of Van Nuys Boulevard bounded by the Ventura Freeway (101) on the north and Moorpark Street on the south as

shown on Map 2B:

i Drive-through establishments.

ii Auto-related uses.

3. Other Limitations within the Ventura/Cahuenga Boulevard Corridor Specific Plan Area.

a. Permanent Cargo Containers. Cargo containers used permanently for incidental storage to an existing commercial use shall be prohibited within the Ventura/Cahuenga Boulevard Corridor Specific Plan area.

b. Temporary Permits for Cargo Containers. Only two consecutive temporary permits, for up to six months each, shall be permitted within a three year period and shall be subject to the following regulations after approval by the Planning Department and Building and Safety:

(i). Temporary containers shall be located on that portion of a lot where open storage is allowed by the LAMC.

(ii). The use of a temporary container shall be limited to incidental storage for an existing commercial use.

(iii). The use of a temporary container shall not allow human occupancy.

(iv). The temporary container shall not be located so as to block, obstruct, or reduce any required parking spaces of the existing buildings on the lot, loading area or required exits, windows or vent shafts.

(v). The temporary container shall not be visible from Ventura Boulevard, Cahuenga Boulevard, Reseda Boulevard, Sepulveda Boulevard, Van Nuys Boulevard or Laurel Canyon Boulevard.

(vi). A site shall be limited to one temporary container with a maximum 400 square foot of floor area for each 5,000 square foot of lot area (permitted for open storage).

(vii). Each temporary container shall not exceed 10 feet in height, 10 feet in

width and 40 feet in length and shall have no wall openings except for an access door opening at one end of the unit. Temporary containers shall not be stacked on each other.

(viii). Access for the disabled shall meet Title 24 requirements relating to handicap access.

~~B~~ D. **Total Exemptions From Specific Plan Provisions.** Any Project for which a ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign 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 shall be exempt from the provisions of this Specific Plan. This exemption shall not apply to a change of use or an addition of floor area except as such increase in floor area is required to meet ~~ADA~~ Americans with Disabilities Act (ADA) requirements.

Sec. 6. BUILDING LIMITATIONS.

A. Basic Development Rights. All Projects which involve new construction, or additions of more than one hundred square feet of floor area to existing buildings shall be limited by the floor area ratios in Subsection B and the Commercial Floor Area buildout limitations in Subsection C. However, notwithstanding the limitations in Subsections C, D and E below, each lot shall have development rights of at least a 0.35:1 Floor Area Ratio in the Neighborhood~~/Office~~ and General plan designation areas and a 0.5:1 Floor Area Ratio in the Regional Commercial and Community Commercial plan designation areas.

B. Floor Area Ratio Limitations.

1. The following Floor Area Ratios shall apply to Projects within the Community Commercial plan designation, and within the Regional Commercial plan designation west of the San Diego freeway:

a. No Project may exceed a maximum Floor Area Ratio of 1.25:1.

b. However, an additional Floor Area Ratio of 0.25:1 may be granted by the Department of City Planning during the Project ~~Approval~~ Permit process for a Mixed-Use Project, pursuant to Section ~~8~~ 9.

2. The following Floor Area Ratio shall apply the to Projects within the Community Commercial Plan designation on the north and south side of Ventura Boulevard bounded by Radford Avenue on the east and Colfax Avenue on the west:

i. No Project may exceed a maximum Floor Area Ratio of 1.0:1.

~~2~~ 3. The following Floor Area Ratio shall apply to Projects within the Neighborhood~~/Office~~ and General Commercial Plan designation:

No Project may exceed a maximum Floor Area Ratio of 1.0:1.

~~3~~ 4. The following Floor Area Ratio shall apply to Projects within the Regional Commercial Plan designation east of the San Diego Freeway:

No Project may exceed a maximum Floor Area Ratio of 1.5:1.

C. Cumulative Permitted Commercial Floor Area And Existing Floor Area.

Phases of Development. The Cumulative Permitted Floor Area and the existing floor area prior to any Ventura/Cahuenga Boulevard Interim Control Ordinance for all commercial square footage in this Specific Plan shall not exceed the following cumulative square footage, by Phase of Development:

Phase I - 23,400,000 square feet;
Phase II - ~~27,900,000~~ 27,898,000 square feet.

D. Project Limitations Based On Commercial Floor Area For Phase I and Phase II. In Phase I, no project shall be permitted which would result in creating more than the cumulative total Commercial Floor Area in any community that exceeds the following limits:

~~1. Studio City - 728,000 square feet of additional Commercial Floor Area;~~

~~2. Sherman Oaks - 399,000 square feet of additional Commercial Floor Area;~~

~~3. Encino - 614,000 square feet of additional Commercial Floor Area;~~

~~4. Tarzana - 666,000 square feet of additional~~

~~Commercial Floor Area; and~~

~~**5.** Woodland Hills - 1,703,000 square feet of additional Commercial Floor Area.~~

~~**E. Project Limitations Based On Commercial Floor Area For Phase II.**~~

~~**1.** Studio City - 797,000 square feet of additional Commercial Floor Area;~~

~~**2.** Sherman Oaks - 436,000 square feet of additional Commercial Floor Area;~~

~~**3.** Encino - 672,000 square feet of additional Commercial Floor Area;~~

~~**4.** Tarzana - 728,000 square feet of additional Commercial Floor Area; and~~

~~**5.** Woodland Hills - 1,864,000 square feet of additional Commercial Floor Area.~~

ADDITIONAL FLOOR AREA ALLOCATIONS FOR EACH COMMUNITY AND CUMULATIVE TOTALS FOR EACH PHASE OF DEVELOPMENT

COMMUNITY	PHASE I ADDITIONAL FLOOR AREA (SF)	PHASE II ADDITIONAL FLOOR AREA (SF)
Current Developed Floor Area	19,290,000	23,400,000
Studio City/Cahuenga Pass	728,351	797,185
Sherman Oaks	398,670	436,323
Encino	614,445	672,395
Tarzana	665,526	728,183
Woodland Hills	1,703,008	1,863,914
Subtotals:	4,110,000	4,498,000
~~Total:~~		~~8,608,000~~
Cumulative Totals:	23,400,000	27,~~900~~,898,000

~~1. Studio City - 797,000 square feet of additional Commercial Floor Area;~~

~~2. Sherman Oaks - 436,000 square feet of additional Commercial Floor Area;~~

~~3. Encino - 672,000 square feet of additional Commercial Floor Area;~~

~~4. Tarzana - 728,000 square feet of additional Commercial Floor Area; and~~

~~5. Woodland Hills - 1,864,000 square feet of additional Commercial Floor Area.~~

E ~~F~~. Project Limitations Based On Traffic Impact. When 4,110,000 square feet of additional Commercial Floor Area ~~has~~ have been permitted in the entire Specific Plan area during Phase I and 12 of the intersections listed in Subsection ~~G~~ F below are operating at the unacceptable Level of Service of E or F, as determined by the Department of Transportation, then each Project shall be limited to the Basic Development Rights as set forth in Subsection A of

Section 6.

F G. Critical Intersections: The following corridor intersections are critical intersections:

Studio City/ <u>Cahuenga Pass</u>

1. Barham Boulevard and Cahuenga Boulevard

2. 101 Ramps, Regal Place and Cahuenga Boulevard

3. Lankershim Boulevard and Ventura Boulevard

4. Vineland Avenue and Ventura Boulevard

5. Tujunga Avenue and Ventura Boulevard

6. Colfax Avenue and Ventura Boulevard

7. Laurel Canyon Boulevard and Ventura Boulevard

8. Coldwater Canyon Avenue and Ventura Boulevard

Sherman Oaks

9. Woodman Avenue and Ventura Boulevard

10. Beverly Glen Boulevard and Ventura Boulevard

11. Van Nuys Boulevard and Ventura Boulevard

12. Kester Boulevard (east and west jog) and Ventura Boulevard

13. Sepulveda Boulevard and Ventura Boulevard

Encino

14. 101/405 Ramps, Sherman Oaks Avenue and Ventura Boulevard

15. Hayvenhurst Avenue and Ventura Boulevard

16. Balboa Boulevard and Ventura Boulevard

17. White Oak Avenue and Ventura Boulevard

Tarzana

18. Lindley Avenue and Ventura Boulevard

19. Reseda Boulevard and Ventura Boulevard

20. Wilbur Avenue and Ventura Boulevard

21. Vanalden Avenue and Ventura Boulevard

22. Tampa Avenue and Ventura Boulevard

23. Corbin Avenue and Ventura Boulevard

Woodland Hills

24. Winnetka Avenue and Ventura Boulevard

25. Canoga Avenue and Ventura Boulevard

26. DeSoto Avenue and Ventura Boulevard

27. Topanga Canyon Boulevard and Ventura Boulevard

28. 101 Ramps near Shoup Avenue and Ventura Boulevard

29. Shoup Avenue and Ventura Boulevard

30. Fallbrook Avenue and Ventura Boulevard

31. 101 Ramps, Woodlake Avenue and Ventura Boulevard

~~**H. Exemptions From The Limitations In Subsections B, C And D.**~~

~~1. The provisions of Subsections B, C and D above shall not apply to any Project which is subject to a (Q) Qualified Zone Classification adopted after November 9, 1985, and before the effective date of this ordinance, provided, the (Q) Qualified Zone Classification includes specific limitations on building height, Floor Area Ratio and Trips. Projects described in Ordinance No. 164,115 and Ordinance No. 164,219 are the only cases subject to this partial exemption.~~

~~2. The provisions of Subsections B, C and D above shall not apply to the Project located at 17421 Ventura Boulevard which was the subject of City actions under Ordinance No. 158,865, BZA 4157 and ZA 89-0811 (ZV)(YV), so long as the Project shall be no larger than 107,000 square feet in floor area and will not change the footprint of the existing building.~~

G.~~I.~~ General Requirement. The Department of City Planning shall establish, monitor, and maintain an official record of all Cumulative Permitted Floor Area, by Phase of Development, within the Specific Plan area. The Floor Area record shall be maintained at the parcel and Community level.

H. ~~J.~~ Certification of Compliance with the Phases of Development Requirements.

1. No Project ~~Approval~~ Permit shall be granted for any Project which would cause the Cumulative Permitted Floor Area to be increased from Phase I to Phase II until the City Council has done one of the following: certified that all requirements of the current Phase of Development have been implemented or assured; or, adopted findings to justify the reasons why the requirements are not necessary to mitigate any significant environmental impacts; or, adopted appropriate Specific Plan amendments and accompanying findings.

2. The City Planning Commission, based upon a report and recommendations from the Department of City Planning, with the assistance of the Department of Transportation and the advice of the Plan Review Board shall report to the City Council whether all the requirements of Phase I have been implemented. The report shall also address any requirements that have not proven to be unnecessary.

If the City Council determines that the requirements of Phase I are not necessary in order to mitigate significant environmental impacts, then it shall adopt findings to justify the reasons why the requirements are not necessary. If the Council determines that not all of the requirements of Phase I have been implemented or assured and that this Specific Plan should be amended or revised based on the review process, then it shall adopt findings accordingly and request staff to report on what appropriate amendments should be adopted.

Sec. 7. LAND USE REGULATIONS. A Project shall comply with the following land use regulations:

A. Yards and Setbacks. An entrance to the business shall provide direct access from the sidewalk without crossing a parking lot or driveway.

1. General. Notwithstanding LAMC Sections 12.12.2, 12.13, 12.13.5, 12.14 and 12.16 to the contrary, the following requirements for yards and setbacks shall apply to all Projects which consist of construction of a new building or an addition of square footage to an existing building:

a. If a lot has a coterminous lot line with Ventura or Cahuenga Boulevard, then for the purposes of this ~~subsection~~ ordinance, the lot ~~line~~ shall be deemed to ~~be the~~ front ~~lot line~~ on Ventura or Cahuenga Boulevard. If a lot has a coterminous lot line with Sepulveda, Van Nuys, Reseda or Laurel Canyon Boulevards, but not with Ventura or Cahuenga Boulevards, then for the purposes of this ~~subsection~~ ordinance, the lot shall be deemed to front on Sepulveda, Van Nuys, or Reseda or Laurel Canyon Boulevards.

b. The exceptions in LAMC Section 12.22 C 20 shall be applicable to yards and setbacks required pursuant to this Specific Plan.

c. For purposes of this ~~subsection~~, the term setback shall only refer to a setback of floors below the first 15 feet in height of a building.

d. All lots which have a coterminus lot line with the Los Angeles County Flood Control District (the Los Angeles River), shall make provisions for public access from the bike path to the building when the bike path and any public open space along the river is built and greenbelt for the Los Angeles River with the following landscaping and access requirements:

(i) A landscaped area of ten feet shall be required for all rear yards fronting the river's edge. Landscaping shall be compatible with riparian plantings.

(ii) All buildings adjacent to the Los Angeles River landscape area, shall make provisions for access from the bike path to the building when the bike path is built.

2. Regional Commercial and Community Commercial Areas.

a. Front Yards and Setbacks. A maximum 10 foot front yard shall be permitted for lots in the Regional Commercial and Community plan designation areas. No parking area or driveway shall be placed directly in front of the building except where a driveway is located to provide direct access through the building to a parking area located in the building or to the rear of the building.

No Project ~~may~~ shall be built within 18 inches of the front lot line. This 18 inch setback shall be landscaped to the satisfaction of the Director of Planning.

Alternatives:

(i) Notwithstanding Paragraph a. above, except for areas required for vehicular access to parking, a front yard of ~~up to 40~~ between 10 feet and 40 feet in depth for a maximum of 50 percent of the length of the front lot line or a maximum width of 50 feet, whichever is less, may be provided. If this ~~a~~ Alternative No. (i) ~~1~~ is utilized, then the Project shall not be subject to the requirements in Subsection 7 ~~D~~ E 1 f and g.

(ii) If at least 50 percent of the length of the building frontage is built less than 18 inches from the front lot line, then

(a) 25 percent of the length of the building frontage shall be setback ~~up to a maximum of~~ ten feet ~~with a minimum 18 inch setback~~; and

(b) The remaining 25 percent of the length of the building frontage shall be setback ~~up to a maximum of~~ between ten and twenty feet ~~with a minimum 18 inch setback~~; and if ~~this~~ ~~a~~ Alternative (ii) ~~No. 2~~ is utilized, then the Project shall not be subject to the requirements in Subsection 7 ~~D~~ E 1 f and g.

(iii) Lots may have a maximum 25 foot front setback for the Project's first 15 feet in height , so long as the entire setback area is used for outdoor dining with appropriate landscape and hardscape in accordance with the adopted community

streetscape plan. Portions of a building over 15 feet need not be setback. If ~~this a~~ Alternative ~~No. 3~~ (iii) is utilized, then the requirements in Subsection B shall not apply.

b. Side Yards. No side yard shall be permitted at the Ground Floor, except ~~where~~ that an accessway, which may include a maximum 20 foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the accessway ~~is~~ may be ~~necessary~~ provided for vehicular access to parking and pedestrian access to the building, ~~for other required exits~~ or as specified in Subsection D [Parking] below, or where the Projects contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11 and 12.12 shall apply.

For corner lots, the side of the lot facing the side street intersecting with Ventura or Cahuenga Boulevard shall require a minimum 18 inch and maximum 15 foot landscaped setback.

c. Rear Yards.

(i) Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum ~~25~~ 15-foot rear yard.

(ii) If the rear lot line of a lot is adjacent to a residential use ~~residentially zoned lot~~, then the lot shall have a minimum 20-foot rear yard, unless more is required by LAMC Section 12.21.1 A 10.

(iii) If an alley separates ~~abuts~~ a residential use from a commercial rear lot line, and the alley is at least 20 feet wide, then the 20 foot rear yard setback shall be measured from the midpoint of the abutting alley.

3. Neighborhood~~/Office~~ and General Commercial Areas.

a. Front Yards and Setbacks. No parking area or driveway shall be placed directly in front of the building except where a driveway is located to provide direct access through the building to a

parking area located in the building or to the rear of the building.

(i) For lots which are 100 or ~~fewer~~ less feet in width:

(a) No Project may be built within 18 inches of the front lot line. This 18 inch setback shall be landscaped.

(b) Each lot shall have a maximum ~~front~~ yard or front yard setback of 60 feet, or an average front yard of all existing structures on the block in which the lot is located, whichever is less. ~~The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.~~

(ii) For lots which are more than 100 but no more than 200 feet in width:

(a) No Projects may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18 inch setback shall be landscaped.

(b) Each lot shall have a maximum front yard of 20 feet for a minimum of 33 percent of the length of the front lot line. The balance of the lot frontage may have a maximum front yard of 60 feet, or a front yard equal to the average of all existing structures on the block in which the lot is located, whichever is less. ~~The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.~~

(iii) For lots which are wider than 200 feet.

(a) No Project may be built within 18 inches of the front lot line; however, floors above 15 feet may be

built to the lot line. This 18 inch setback shall be landscaped.

(b) Each lot shall have a maximum front yard of 20 feet for a minimum of 50 percent of the length of the front lot line. The balance of the lot line may have a maximum front yard of 60 feet, or a front yard equal to the average of all existing structures on the block in which the lot is located, whichever is less. ~~The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.~~

b. Side Yards. A side yard of 10 feet may be permitted, except that an accessway, which may include ~~where~~ a maximum 20 ~~feet~~ foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the accessway, ~~is~~ may be ~~permitted to~~ provided for vehicular access to parking and pedestrian access to the building, ~~for required exits~~ or as specified in Subsection ~~D~~ F [Parking] below, or where the Projects contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11, and 12.12 shall apply.

For corner lots, the side of the lot facing the side street intersecting with Ventura or Cahuenga Boulevard shall require a minimum 18 inch and maximum 15 foot landscaped setback.

c. Rear Yards.

(i) Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum ~~25~~ 15 foot rear yard.

(ii) If the rear lot line of a lot is adjacent to a residential use ~~residentially zoned lot~~, then the lot shall have a minimum 20 foot rear yard unless more is required by LAMC Section ~~12.12.1 A 10~~ 12.21.1 A 10.

(iii) If an alley separates ~~abuts~~ a residential use from a commercial rear lot

line and the alley is at least 20 feet wide, then the 20 foot rear yard setback shall be measured from the midpoint of the abutting alley.

B. Lot Coverage.

1. Regional Commercial and Community Commercial Areas. Buildings and structures shall cover no more than 75 percent of the lot area.

2. Neighborhood/~~Office~~ and General Commercial Areas. Buildings and structures shall cover no more than 60 percent of the lot area.

C. Driveways. A project review shall be required on any site with multiple driveways where the linear frontage of the lot is less than 250 feet.

D. ~~C~~. Landscaping Requirements. These requirements shall apply to all Projects, including changes of use to existing buildings.

1. Parking Lots.

a. At least 15 percent of the total area of a surface parking lot shall be landscaped.

b. For surface parking lots, one tree shall be provided for every four parking spaces. The trees shall be shade producing trees of a minimum 30 inch box size, no less than ten feet in height at maturity with a minimum tree canopy of 50 percent of the height of the tree. These trees shall be evenly distributed throughout the parking lot so as to shade the surface parking area.

c. ~~In addition to the requirements of Subparagraph b above, a~~ A ten foot landscaped buffer shall be provided around any surface parking lots adjacent to any street, alley, residentially zoned lot, existing residential use, or other parking lots. This shall qualify as part of the 15 percent landscape requirement. ~~or parking structure.~~ When surface parking lots ~~or parking structures~~ are adjacent to other surface parking lots or parking structures, a ten foot landscaped buffer between the lots or structure shall be required. It shall incorporate walkways between the parking areas. When surface parking lots are adjacent to each other and are tied together to allow a common parking area to serve

multiple businesses, landscaping buffer requirements for the coterminous lot line shall not be required.

d. Exception: Where a project involves an existing building with equal or less than the minimum required number of parking spaces and the project does not generate additional requirements for parking, only such landscaping and walkways as will not cause a reduction in the existing number of parking spaces shall be required.

e. For portions of parking lots not facing a street, alley, residentially zoned lot, existing residential use, or other parking lots and structures, a minimum buffer zone of 2.5 feet (30 inches) shall be provided.

2. Parking Structures.

a. Parking structures or that portion of a building which is used for parking shall be designed ~~so as~~ to substantially screen automobiles contained in the garage from view by pedestrians and from adjacent buildings, except as may be recommended by the Los Angeles Police Department for purposes of safety. The facade of any parking building shall be designed so that it is similar in color, material, and architectural detail with the building(s) for which it serves for parking.

b. Parking structures shall have a landscape buffer of ten feet around the surface perimeter, except where immediately adjacent to another structure.

c. ~~b.~~ Parking structures shall be designed to include planting of trees, shrubs, flowers, or vines for a minimum total of 4 percent of the roof area, located principally around the perimeter of the roof level parking, ~~The facade, and setbacks~~ in order to provide additional screening and exterior landscaping.

~~c~~ d. Parking structures installed with air circulation vents and/or fans shall not have the vents and fans adjacent to or facing a residential area in order to avoid any adverse noise impact.

3. Yards, Setbacks, and Building Frontages.

a. At least 60 percent of all front yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers. ~~or tile or covered in gravel.~~

Alternative:

(i) Notwithstanding Paragraph a above, where sidewalk dining or a water feature is provided, at least 30 percent of all front yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers or tile or covered in gravel.

b. The Applicant shall install an automatic irrigation system to maintain all required landscaping.

4. Gas Stations. ~~Gas stations shall be landscaped to the satisfaction of the Director based on guidelines developed by the Director.~~ 10 percent of the exterior site area not covered by the footprint of any building shall be used as a landscape buffer adjacent to the street. Within the landscaped area there shall be one tree for every 250 square feet of landscaped area.

a. Buffers. Gas stations shall provide the following landscaped buffers:

(i) Buffers adjacent to lot line of uses (not streets): commercial (5 feet), residential (7 feet), alley (5 feet).

(ii) Buffers adjacent to streets: 5 feet (less than 50 feet of frontage);10 feet (50 feet -150 feet of frontage); 15 feet (over 150 feet of frontage).

(iii) One tree per 25 linear feet of buffer area.

5. Auto Repair. In addition to requirements set forth in Los Angeles Municipal Code Section 12.26 I and any conditions imposed pursuant to Section 12.24 C.44, auto repair uses, as defined in Section 12.03 of the

Los Angeles Municipal Code, shall be subject to the following requirements:

a. Buffers: Buffers shall be required per Subsection 7 D 4 of this Section and shall include a wall, fence, berm or a combination thereof, except across necessary driveways or walkways. Any wall or fence shall be planted with vines.

b. Outdoor Seating Area: Any outdoor seating area provided as a customer waiting area shall be landscaped with a minimum of 5 percent of the outdoor waiting area.

6. Vacant Lots. Any site issued a grading or demolition permit that results in a vacant lot with no project, shall be required to maintain a solid living green ground cover landscaping on the entire vacant lot. This requirement shall apply for all sites where no project is permitted by The Department of Building and Safety within 180 days of issuance of a demolition permit.

E. ~~D.~~ Height Limit.

1. Notwithstanding LAMC Section 12.21.1 B 2 and B 3, no building or structure shall exceed the following heights:

a. Studio City/Cahuenga Pass.

(i) From the intersection of Woodrow Wilson Drive and Cahuenga Boulevard to the intersection of Carpenter Avenue and Ventura Boulevard:

(a) On the north sides of Cahuenga and Ventura Boulevards - 45 feet.

(b) On the south sides of Cahuenga and Ventura Boulevards - 30 feet.

(ii) From the intersection of Carpenter Avenue and Ventura Boulevard to the intersection of Laurel Canyon Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.

(iii) From the intersection of Laurel Canyon Boulevard and Ventura Boulevard to the intersection of Whitsett Avenue and Ventura Boulevard:

(a) On the north side of Ventura Boulevard - 45 feet.

(b) On the south side of Ventura Boulevard - 30 feet.

(iv) From the intersection of Whitsett Avenue and Ventura Boulevard to the intersection of Fulton Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

b. Sherman Oaks.

(i) From the intersection of Fulton Avenue and Ventura Boulevard to the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(ii) From the intersection of Van Nuys Boulevard and Moorpark Avenue to the intersection of the Ventura Freeway overpass at Van Nuys Boulevard: On both sides of Van Nuys Boulevard - 30 feet.

(iii) From the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard to the intersection of Columbus Avenue and Ventura Boulevard:

(a) On the north side of Ventura Boulevard to 135 feet west of Columbus Avenue - 30 feet.

(b) On the south side of Ventura Boulevard - 30 feet.

(iv) In the area bounded by Dickens Street on the south to the San Diego Freeway and Specific Plan boundary on the west, the Specific Plan boundary on the north, Sepulveda Boulevard on the east to Moorpark Street and Moorpark Street on the north to 135 feet west of Columbus Avenue south to Ventura Boulevard, then east to the lot line which would be a continuation of Columbus - 75 feet.

(v) In the area bounded by Dickens Street on the north, Greenleaf Street on the south, the San Diego Freeway on the west and

the Specific Plan boundary on the east - 30 feet.

c. Encino.

(i) From the intersection of the San Diego Freeway overpass and Ventura Boulevard to the intersection of Balboa Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.

(ii) From the intersection of Balboa Boulevard and Ventura Boulevard to the intersection of Lindley Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

d. Tarzana.

(i) From the intersection of Lindley Avenue and Ventura Boulevard to the intersection of Etiwanda Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(ii) From the intersection of Etiwanda Avenue and Ventura Boulevard to the intersection of Wilbur Avenue and Ventura Boulevard:

(a) On the north side of Ventura Boulevard - 45 feet.

(b) On the south side of Ventura Boulevard - 30 feet.

(iii) From the intersection of Wilbur Avenue and Ventura Boulevard to the intersection of Corbin Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

e. Woodland Hills.

(i) From the intersection of Corbin Avenue and Ventura Boulevard to the intersection of Winnetka Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(ii) From the intersection of Winnetka Avenue and Ventura Boulevard to the

intersection of De Soto Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(iii) From the intersection of De Soto Avenue and Ventura Boulevard to the intersection of the Ventura Freeway overpass and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.

(iv) From the intersection of Ventura Boulevard and the Ventura Freeway overpass to the western end of Leonora Drive:

(a) On the north sides of Ventura Boulevard and Leonora Drive - 30 feet.

(b) On the south side of Ventura Boulevard and Leonora Drive - 45 feet.

f. In addition, in the Community Commercial and Neighborhood~~/Office~~ and General Commercial Areas, buildings abutting a major or secondary highway may only exceed 30 feet in height, if, for each 15 foot increment, or portion thereof, above 25 feet, at least a ten foot setback from the roof perimeter is provided.

g. In addition, in the Regional Commercial area, buildings abutting a major or secondary highway may exceed 45 feet in height, if, for each 10 foot increment above 45 feet, at least a ten foot setback from the roof perimeter is provided.

2. Exemptions For Mixed-Use Projects In The Regional Commercial Plan Designation Area East Of The San Diego Freeway.

a. If at least 25 percent of the floor area of a Mixed-Use Project in the Regional Commercial plan designation area east of the San Diego Freeway is devoted to non-hotel residential uses, then the Applicant may request permission to exceed the height limitation in the underlying height district regulations and in this Specific Plan. However, in no case, shall the height of a Mixed-Use Project in the Regional Commercial plan designation area east of the San Diego Freeway exceed 87 feet. This application for relief from the height limitation or any appeal from their determination on the application shall be in accordance with the procedures and time limits set

forth in Section ~~8~~ 9 of this Specific Plan. The application to exceed the height ~~shall~~ should be filed at the same time as an application for a Project ~~Approval~~ Permit. The filing fee for a Mixed-Use Project application for relief from the height restrictions shall be the same as the fee for a conditional use application as set forth in LAMC Section 19.01 (C).

b. In order to grant relief from the height limitation, the City Planning Commission shall make the following findings:

(i) The proposed Project is consistent with the scale and character of the existing neighborhood in terms of height, location, and orientation of buildings to adjacent residentially zoned parcels and rear yard setbacks.

(ii) The proposed Project will not have a substantial adverse impact on any residence which is within 600 feet from the site of the proposed Project.

F. ~~E.~~ Parking. Notwithstanding any less restrictive provisions of LAMC Section 12.21 A.4(c) to the contrary, the following parking provisions shall apply in the Specific Plan area:

1. Parking Requirements.

a. For commercial uses, other than offices, at least one parking space for each 250 square feet of floor area.

b. For general offices, at least one parking space for each 300 square feet of floor area.

c. For restaurants, banquet rooms and related uses, at least one parking space for each 100 square feet of floor area.

d. For hotels and motels, at least one parking space for each guest room plus one additional employee parking space for every ten guest rooms.

e. For hospitals, at least 2.5 parking spaces for each bed.

f. For auditoriums, convention facilities,

theaters, churches, general auditorium, stadiums, or other similar places of assembly, at least one parking space for every two seats. Where there are no fixed seats, there shall be at least one parking space for each 21 square feet of floor area, exclusive of the stage.

g. For child care facilities, preschool, and all other elementary and secondary schools, at least one parking space for each 300 square feet of floor area.

h. In addition to the requirements of LAMC Section 12.23 C 2, if a Project consists of a change of use or an addition to an existing building or structure, then the parking requirements of this paragraph shall apply only to:

(i) The square footage of floor area devoted to the change of use;

(ii) The square footage of floor area contained within the addition to the existing building or structure; and

(iii) The square footage of any remodeling if cumulatively over a five year period, it involves an area in excess of 50% of the building area.

i. Where a commercial project consists of a combination of uses, parking requirements shall be calculated for each individual use.

2. Public Parking Facilities. If there is a municipal off-street parking facility within 1500 feet of a Project or within a Pedestrian Oriented Area which can be shown by the Applicant as providing parking for a Project, then the Applicant may apply to the City for relief from the parking requirements in Paragraph 1 above. Such an application will be reviewed in conjunction with the Departments of City Planning and Transportation to determine if the Project is eligible for a reduction of the required number of parking spaces. Prior to any approval of this reduction, the Department of Building and Safety shall require covenants in conformance with LAMC Section 12.26 E 5.

The Departments may only grant a reduction of up to one-third of the required number of parking spaces. If a reduction in the number of parking spaces is approved for the Project by the General Manager of the

Department of Transportation and the Director of Planning, and an Exception to the Specific Plan for parking is approved, then the Applicant shall pay a one-time fee equal to $14,000 per parking space reduced, sufficient to pay for the new construction of parking spaces in a comparable municipal parking facility in the Specific Plan area. This fee shall be calculated and adjusted annually by the Department of Transportation to reflect the cost of providing replacement parking. The fees shall be added to the Community's Revenue Fund.

No more than one-third of the municipal off-street parking facility or lot shall be used for the cumulative relief from the parking requirements in Paragraph 1 above unless shared parking is approved.

Alternative:

(i) For projects where a change-of-use or a new addition of less than 1,000 square feet require additional parking requirements of up to 10 parking spaces that cannot be met on-site or through existing public parking facilities, the Applicant shall enter into a covenant and agreement with the Department of Transportation to pay one hundred dollars per month, per deficient parking space, to go into the Community's Parking Revenue Fund for as long as the project parking deficiency continues to exist.

3. **Off-Site ~~Valet~~ Parking.** If an Applicant wishes to utilize off-site ~~valet~~ parking to meet the parking requirements of LAMC Section 12.21 A and/or this subsection, then the Applicant shall submit an application to the Department of City Planning for approval of the off-site ~~valet~~ parking under the Specific Plan's Project ~~Approval~~ Permit Process set forth in Section ~~8~~ 9 of this Ordinance. The application shall include a map of where vehicles will be parked off-site.

Prior to Department of City Planning's approval of off-site ~~valet~~ parking, the off-site ~~valet~~ parking plan, including the accompanying map, shall be recorded as a Covenant and Agreement. The Covenant and Agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety, and Transportation prior to the issuance of

any ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. Off-site ~~and Valet~~ parking lots shall comply with all applicable LAMC provisions.

4. Shared Parking Agreements. Shared parking agreements shall be permitted for all uses subject to review and approval by the Department of City Planning. Application supporting documents for shared parking agreements shall be filed in the manner prescribed under LAMC Section 12.27 I 15(a), except administrative authority for review and approval shall rest with the Director of Planning. An application for shared parking approval shall be accompanied by a fee equal to that prescribed for the same purpose under LAMC Section 19.01 F, and may be processed separately or concurrent with an application for Project Approval.

Sec. ~~13~~ 8. SIGN REGULATIONS. The Department of Building and Safety shall not issue a permit for a sign unless the sign complies with this section. Signs and signage programs shall recognize the immediate and long-term impact of street plantings proposed in the relevant community streetscape plans. Integration of the streetscape elements with existing and proposed signage shall be subject to review by the Director of Planning. All signs shall comply with the provisions of LAMC Chapter II, Article 8, Section 28.00, et seq.; Chapter VI, Article 7, Section 67.00, et seq.; and Chapter IX, Article 1, Division 62. Exception: If a display is not construed as signage, it shall be subject to clearance and approval by the Department of Cultural Affairs in coordination with the Director of Planning or his/her designee.

For all new construction, change of use, or facade remodeling in commercial complexes or multi-tenant sites, the applicant may be required to submit a complete sign program, with the initial project application, to include placement, size, design, colors, including existing and proposed colors of the building, and illumination for approval.

A. Prohibited Signs. In addition to the signs otherwise prohibited in the LAMC, the following signs are prohibited:

1. Portable Signs and Sandwich Signs, other than sidewalk valet signs approved and permitted by the Department of Public Works not to exceed 2 feet x 3 feet.

2. Signs on free-standing walls, except directional signs for parking and ADA signage.

3. Off-site commercial signs (i.e., Billboards),

except that existing legally erected off-site commercial signs may be replaced on the same ~~or a new~~ site at the option of the property owner by a sign that is neither larger in area or greater in total height, provided that the location and sign otherwise meet all current requirements of Section 91.6220 (Off-site Signs) of Division 62 of the LAMC. Notwithstanding Los Angeles Municipal Code Section 12.23 A 5 to the contrary, advertising displays, as defined in Section 5202 of the State of California Business and Professions Code shall lose all legal non-conforming rights if the advertising structure or sign remains vacant for a period of six months. Vacant in terms of advertising structure shall mean any structure, or right to the structure, of any kind or character which remains unused for advertising purposes. Vacant in terms of sign shall mean a sign which remains unused for advertising purposes including blank, dilapidated, and deteriorated signs.

4. Window signs, except store names, store hours, security signs, logos, and holiday paintings, (provided they are not placed in the window more than 30 business days before a holiday and are removed within ten business days after the holiday). Identified exceptions may not, in aggregate, occupy more than 20 percent of any window in area.

5. Pole signs, including commercial flags mounted on poles, in the Regional and Community Commercial plan designation areas and on any corner lot in the Neighborhood and General Commercial plan designation area.

6. Electronic message boards.

7. Windblown devices, such as pennants, permanent banners and balloons/inflatables.

8. Signs located in the public-right -of-way, except for signs contained on or within bus benches or bus shelters as approved by the City Council and the Board of Public Works.

9. Stretchers.

10. Signs with blinking or chasing lights.

11. Supergraphic Displays.

~~**B. Number of Signs.**~~

~~1. A maximum of one sign is permitted on that portion of a building fronting on Ventura Boulevard or Cahuenga Boulevard, provided the sign conforms to the provisions of Subsection D below. This limitation shall not apply to wall signs.~~

~~2. A maximum of one sign is permitted on that portion of a building facing an alley or street other than Ventura or Cahuenga Boulevards, or facing a parking lot, provided the sign conforms to the provisions of Subsection D below.~~

~~C~~ **B. Further Sign Regulations.**

1. Regional and Community Commercial Areas.

a. Wall Signs. Height of facade to be used for signage above the roofline shall be limited to not more than 50 percent of the height of the first floor.

(i) Number of Signs. A maximum of one wall sign on that portion of a building fronting on Ventura Boulevard or Cahuenga Boulevard is permitted per tenant.

A maximum of one wall sign is permitted on that portion of a building facing an alley or street other than Ventura or Cahuenga Boulevards, or facing a parking lot.

~~(i)~~ **(ii) Area.** Notwithstanding LAMC Section 91.6209(a)(1),(2) and (4) to the contrary, the sign area of any wall sign, alone or in combination with any projecting sign shall not exceed two square feet for each one foot of lot frontage. Corner lots shall not exceed square footage permitted by lot frontage on Ventura or Cahuenga Boulevard on that portion of the lot frontage perpendicular to Ventura or Cahuenga Boulevard.

(iii) Type of Signage. The type of sign (channel, cabinet, illuminated etc...), the overall design, and the color shall be compatible with both the other signage in the immediate area and with the building on which it is mounted.

~~(ii)~~ **(iv) Projections.** Notwithstanding LAMC Section 91.6209(d)(2) to

the contrary, no wall sign may project from a building face more than 12 inches, or above the lowest elevation of the roof eave visible from the street.

Exception. Where the design of the roof prohibits wall signage above the doorframe such as a steeply sloping roof that ends at the top of the windows and doorway, a sign cabinet may be integrated into the roof beginning at the eave level not to break the rooftop line. This exception shall apply to parapet walls surrounding and extending above a flat roof provided that such parapet walls, mansard or steeply sloping roofs are integral to the design of the building rather than merely an extension for signage.

(v) Sign Program. Where more than one business has signage on a site, the property owner or tenant shall provide a sign program for the entire site, identifying style, color, illumination and signage area allotment.

b. Monument Signs.

(i) Number of Signs. Notwithstanding LAMC Section 91.6207 (b) to the contrary, no more than one monument sign shall be permitted per 200 feet of lot frontage.

(ii) Landscaping. Monument signs shall be located in maintained landscaped areas which are equal to or greater in area than the dimensions of the face of the sign.

(iii) Height. Notwithstanding LAMC Section 91.6207 (c) to the contrary, no monument sign may exceed six feet in height measured from grade.

(iv) Total Area. The total area of each side of the monument structure shall not exceed 60 square feet.

c. Projecting Sign.

(i) Number of Signs. No more than one projecting sign shall be permitted for each building.

(ii) Area. Notwithstanding LAMC Section 91.6208(b)(1) to the contrary, the sign area of a projecting sign shall be limited to 16 square feet.

(iii) Location. Projecting signs may only be placed at a public entrance to a building where the entrance fronts on a public street, private walkway, plaza, or alley.

(iv) Height. No projecting sign shall extend above the lowest point of the roof eave visible from the street.

(v) Projections. Notwithstanding LAMC Section 91.6208 to the contrary, no projecting sign shall project more than ~~18~~ *48* inches from the building face or a distance from the building face equal to one-half of the width of the adjacent public sidewalk or walkway, whichever is less.

d. Temporary Signs.

(i) Construction Signs.

(a) Number of Signs. No more than one non-illuminated construction sign (i.e., a temporary sign announcing and identifying a future use or Project under construction) shall be permitted for each lot frontage for which a building permit has been issued for a Project on the lot. Construction signs are permitted on a temporary basis only and notwithstanding LAMC Section 91.6215 to the contrary, shall be removed prior to the issuance of a certificate of occupancy or within 30 days of completion of the Project, whichever is sooner.

(b) Area and Height. Construction signs shall not exceed 25 square feet in sign area and 15 feet in height.

(c) Artwork. Artwork on fences surrounding construction sites shall be permitted and shall not be construed as signage; provided that no off-site advertising is part of the artwork.

(ii) Holiday Decorations. Holiday decorations or signs shall be permitted, provided they are not ~~posted~~ erected more than thirty (30) days preceding the holiday and are removed within ten (10) days following the holiday.

(iii) Real Estate Signs.

(a) Limitation. Real Estate Signs shall be limited to temporary non-illuminated signs which pertain to rent, lease, or sale of property only.

(b) Area. Real estate signs shall not exceed five square feet in sign area.

(c) Height. Real Estate signs shall not exceed a height of six feet above the ground level or adjacent sidewalk.

(d) Location. On vacant lots, real estate signs shall be located not less than five feet from the front property line.

(iv) Banners. A maximum of one banner of no more than 100 square feet shall be permitted to announce special events associated with seasonal holidays, provided they are not erected more than 30 days preceding the holiday and are removed 10 days following the holiday. No more than 2 banners per year per site shall be permitted.

(v) Store Hours Signs. Store hours signs shall be permitted so long as they are placed ~~in~~ on the front door or window closest to the front door and do not exceed three square feet in area.

e. Time and Temperature Signs. Any time and temperature sign which is not placed on a building roof, shall be permitted, provided it has no blinking lights, includes no advertising, electronic messages, or signage, the face of the sign is no larger than 16 square feet in area, and the sign conforms to the requirements for projecting signs.

2. Neighborhood/~~Office~~ and General Commercial Plan Designation Areas.

a. The regulations in Subsection C 1 above are applicable in Neighborhood/~~Office~~ and General Commercial plan designation areas. However, pole signs shall be permitted as described below.

b. Pole Signs.

(i) Number of Signs. No more than one pole sign for each lot shall be permitted. For Shopping Centers, only one pole sign per lot frontage shall be permitted, regardless of the number of individual lots in the Shopping Center.

(ii) Area. Notwithstanding LAMC Section 91.6211(b)(1) or (2) to the contrary, no pole sign shall exceed 35 square feet in sign area, for each face of the sign.

(iii) Location. No pole sign shall be permitted on corner lots.

(iv) Height. Notwithstanding LAMC Section 91.6211(d)(1), (2) or (3) to the contrary, no pole sign shall be greater than 20 feet in height.

(v) Landscaping. Pole signs shall be located in maintained landscaped areas which are equal to or greater in area than the dimensions of the face of the sign.

D. Exceptions. The provisions of this Section shall not apply to any sign required by law or by a governmental agency.

E. Amortization of Signs.

1. All signs rendered nonconforming by this Section shall be completely removed from the Specific Plan area within five years from the effective date of this ordinance; provided, however, that a funding source is established for the purpose of paying just compensation to the owner of the sign. This provision shall not apply to a sign which qualifies as an "advertising display" as defined in Section 5202 of the State of California Business and Professions Code.

2. If a nonconforming sign has been damaged or

partially destroyed by fire, flood, earthquake or other natural disaster, to the extent of more than 50 percent of its replacement value at the time of the damage or destruction, the damage or destruction is other than facial copy replacement, and the sign cannot be repaired within 30 days of the date of the damage or destruction, then the sign shall be totally removed within 45 days of the date of the damage or destruction.

3. Ninety days after the cessation of a business activity, service, or product, whose sign was lawfully erected, any related signs shall be removed, or the face of the sign shall be removed and replaced with blank panels or shall be painted out. This provision shall not apply to a sign which qualifies as an "advertising display" as defined in Section 5202 of the State of California Business and Professions Code.

4. Existing, non-conforming pole signs serving current businesses may be refaced or remodeled provided that they are no higher than, nor of greater area than the original pole sign and the sign remains in the same location and such refacing or remodeling is compatible with the Ventura/Cahuenga Boulevard Corridor Specific Plan Procedures Manual and done under a sign permit.

Sec. ~~8~~ 9. PROJECT ~~APPROVAL~~ PERMIT. No ~~demolition~~ permit, building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit for a Project shall be issued until the Project has received a Project ~~Approval~~ Permit pursuant to this Section.

A. Project ~~Approval~~ Permit Process. Applicants shall submit an application to the Director of Planning for a Project ~~Approval~~ Permit for a determination that the proposed Project meets the approved Community Streetscape Plan Design Guidelines, and the Specific Plan, ~~requirements of Sections 5, 6, 7, 8, and 9~~ and that the Department of Transportation has determined in writing that the Project is in compliance with the applicable requirements of ~~Sections 9, 10, 11 and 12 and 13 of this~~ the Specific Plan.

1. Application. All applications for a Project ~~Approval~~ Permit shall be submitted with applicable fees to the Director for review and a determination. This can be filed jointly with any discretionary request; or as a separate request. Applications shall be deemed complete only if all the following are included with the applications:

a. Plot Plans.

b. Landscape and irrigation drawings which show the placement and size of all trees, shrubs, and ground cover and the botanical and common names of all plants.

c. Building elevations shall be provided (at a scale of 1/8" = 1') showing building height, architectural forms and detailing, type of exterior materials, and general color scheme. The elevations shall also include an illustration of shadow impacts on December 22.

d. A site plan shall be provided for each sign (at a scale of 1/4" = 1') showing materials, colors, placements, size, lettering styles, and lighting methods of the proposed sign(s). Photographs depicting the size and location of all existing signs shall also be provided.

e. Samples of exterior building materials and/or sign construction materials, photographic renderings, view analysis, three dimensional models and other information shall be provided as required by the Director.

f. An environmental clearance shall be required for all Projects requiring a Project Permit.

2. Action of the Director. Upon application for a Project ~~Approval~~ Permit, the Director shall approve, disapprove, or approve the Project with modifications. The Director may require ~~an increase in~~ mitigation measures and/or limitations on size or uses ~~if he or she determines,~~ based on the recommendation of the Department of Transportation, that the Project's proposed mitigation measures are not adequate to reduce the Project's impacts to a level of insignificance.

a. The Director shall forward a copy of the determination with findings and conditions to the ~~Department of Building and Safety's~~ applicant within 30 working days following receipt of the application, payment of any Project Impact Assessment (PIA) fees and any required recorded covenant and agreements, or within such additional time as mutually agreed upon in writing between the Applicant and the Director.

b. The final Project ~~Approval~~ Permit and any related conditions shall be noted with a stamp and signature on the Applicant's corrected plans and a

sign-off on the permit application.

c. Any modification to architectural plans must be resubmitted to the Planning Department for review and approval.

3. **Appeals.** The Applicant may appeal the decision of the Director as well as the determination of the Department of Transportation to the City Planning Commission. This appeal shall be in writing upon forms provided by the City Planning Department. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 15 days from the date of mailing of the Director's determination. The time limits for the Commission's determination and the procedures and time limits for any appeal to the City Council from the Commission's determination shall be the same as the provisions set forth in LAMC Section 11.5.7 D 3 ~~2~~ through 7. ~~The fee for filing an appeal shall be $1,020.~~

B. Design Guidelines. Until such time that the City Planning Commission adopts a resolution containing permanent design guidelines for the Ventura/Cahuenga Boulevard Corridor Specific Plan area, City staff shall utilize the design guidelines in the Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," for Project ~~Approval~~ Permit contained in the Specific Plan Procedures Manual.

Any permanent design guidelines adopted by the City Planning Commission shall address the following design categories:

1. Compatibility between the proposed Project, the ~~current streetscape plan~~ adopted Community Streetscape Plan and existing development in the area.

2. Flexibility in implementing guidelines to avoid excessive architectural uniformity.

3. Detail and Ornamentation.

4. Decorative Roofs.

5. Compatibility of Colors.

6. Compatibility of Materials.

7. Application of Glass.

8. Walls.

9. Landscaping.

10. Signs.

11. Compatibility with Streetscape.

C. Fees.

1. The filing fee for Project ~~Approval~~ Permit determinations shall be the same as the fee for "Application For Specific Plan Design Review Board Approval" as set forth in LAMC Section 19.01 Q.

2. The filing fee for a Specific Plan Exception shall be the same as the fees in LAMC Section 19.01 J.

~~3~~ 2. The fees for appeals shall be the same as the fees in LAMC Section 19.01 ~~J~~ B.

Sec. 10. TRANSPORTATION MITIGATION STANDARDS AND PROCEDURES.

A. Limitations and Exemptions.

1. Limitations. Unless the Department of Transportation has determined in writing that the mitigation measures proposed by the applicant are sufficient to reduce the traffic impacts to a level of insignificance, no building permit, demolition permit, ~~grading permit,~~ excavation permit, ~~or~~ foundation permit or grading permit shall be issued for:

(a) Any Project with a Floor Area of 10,000 square feet or more; or

(b) Any Project which includes a convenience market, fast food restaurant or gas station; or

(c) Any Project which includes a retail or service establishment which has a drive-through or external automatic teller machine (ATM) facility.

If the Department of Transportation determines that the Project's proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend an increase in mitigation measures

and/or a reduction in size and/or a limitation on the proposed land uses to the Director of Planning. The Director may require such limitations on size or uses in the Project ~~Approval~~ Permit Process.

2. Exemptions. The following Projects are exempted from the requirements of this Section:

a. Single-family dwelling Projects.

b. Interior remodeling or tenant improvement within a Shopping Center provided that no drive-through or ATM addition is involved.

B. Project Trip Calculation. The Department of Transportation shall establish the number of Trips for a Project. Project Trips shall be calculated based on Trip Generation Formulas and/or Table provided in technical references published by the Institute of Transportation Engineers (ITE) and other transportation and traffic engineering industry sources. Where a Project has more than one use, the Trips shall be calculated by adding together the Trips generated by each use. When a Project includes a use that is not in the trip generation publications defined above, the Department shall use reasonable methods to establish the appropriate number of Trips for that use.

C. Review of The Transportation Impacts. DOT shall issue a Preliminary Traffic Assessment for each Project which either has a Floor Area of 10,000 square feet or more; or is a convenience market, fast food restaurant or gas station; or is a retail or service establishment use which has a drive-through or external automatic teller machine (ATM) facility. Prior to the issuance of a building permit, demolition permit, ~~building permit,~~ excavation permit, foundation permit, grading permit, or sign permit for a Project, the Applicant shall comply with the following requirements to the satisfaction of the Department of Transportation.

1. Project Application Fee. Applicant shall submit an application including Project plans to the Department of Transportation for its review of the number of Trips to be generated by the Project and pay the application fee to cover the cost for review of the Project according to the following fee schedule:

a. For Projects with 42 or fewer Trips where a Traffic Assessment is not required and where no street dedications or improvements or PIA Fee is required, the fee for review shall be $200.

b. 42 or Fewer Trips. For Projects with 42 or fewer Trips where a Traffic Assessment is not required and where street dedications or improvements or a PIA Fee are required, the application fee shall be $400.

c. 43 or More Trips. For Projects with 43 or more Trips where a Traffic Assessment is required and where street dedications or improvements or a PIA Fee may be required, the application fee shall be $500.

d. 43 or More Trips and Traffic Study. For Projects with 43 or more Trips and where the required Traffic Assessment indicates significant transportation impacts and where review of mitigation measure designs is required and where street dedications or improvements or PIA Fee may be required, the Applicant shall pay for a review ~~with~~ of the traffic study to the Department of Transportation. This fee shall be $2,100 plus $50 for each 1,000 square feet of floor area, with the fee not to exceed $25,000. Payment of the fee in Paragraph (c) above shall be credited to the fee required in this subdivision.

2. Highway Dedication and Improvement. The Applicant shall make street and highway dedications and improvements as identified in the Appendix, ~~II, Attachment C,~~ to the satisfaction of the Department of Transportation and the Bureau of Engineering if the Project is located within 370 feet, as measured from the lot line, after dedications, of any intersection identified in the Appendix ~~II, Attachment C~~. For the purposes of this paragraph, the procedures in LAMC Section 12.37 shall be followed. Notwithstanding LAMC Section 12.37 H, the street improvement standards contained in the Appendix, ~~II, Attachment C~~ shall be utilized, to the extent feasible, for any improvements of streets listed in that Appendix. The appeal procedure described in LAMC Section 12.37 I may also be used for review of improvements required pursuant to this section on the basis of claims that the requirements pose an unreasonable hardship or violate any person's constitutional rights.

3. Traffic Study. The Applicant shall submit a traffic study for the Project, if so required by the Department of Transportation based upon its Traffic Assessment of the Project, according to current Department of Transportation traffic study guidelines.

D. Mitigation of Project-Related Traffic Impacts.

Prior to the issuance of a building permit, foundation permit, excavation permit or grading permit for a Project with significant traffic impacts as determined by the Department of Transportation, the Applicant, at his, her or its own expense, shall comply with the following regulations:

1. Physical Transportation Improvements. The Applicant shall implement or otherwise establish suitable guarantees to implement traffic and parking mitigation measures at adjacent intersections and streets, as determined by the Departments of Transportation and City Planning, including those street dedications as may be required.

2. Transportation Demand Management Program. The Applicant shall implement or otherwise establish suitable guarantees to implement a Transportation Demand Management (TDM) Program to reduce Project Trips as determined by the Departments of Transportation and City Planning according to the following requirements:

a. Preliminary TDM Plan. Prior to the issuance of any ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit, the Applicant shall submit a preliminary TDM Plan to the Department of Transportation. This Plan shall address the Project's unique characteristics and provide detailed measures to achieve and maintain an Average Vehicle Ridership (AVR) goal of at least 1.5, for all uses, except shopping centers and retail businesses, as defined in SCAQMD's Regulations within five years of the issuance of any temporary or permanent certificate of occupancy. The preliminary TDM Plan shall include the following elements:

(i) Building and site design to facilitate trip reduction such as convenient loading/unloading for high occupancy vehicles (HOV), on-site transit stops and bicycle rider facilities and preferential parking for car/vanpoolers.

(ii) Consideration of establishment and participation in a Transportation Management Organization (TMO) that shall develop and implement ridesharing and transportation demand management related activities within the Specific Plan area.

(iii) Establish a rideshare coordinator

and develop methods to provide ridesharing information and services to employees.

(iv) Trip reduction incentives.

(v) Measures to enforce TDM on tenants such as lease terms and conditions.

(vi) Cooperative TDM plan among tenants as alternative to individual tenant TDM plans.

(vii) Parking cash-out option.

(viii) TDM Plan monitoring reports.

b. Final TDM Plan. At least 60 days prior to the issuance of any certificate of occupancy, The Applicant shall submit a final TDM Plan to the Departments of Transportation and City Planning for their review and approval. The final TDM Plan shall include:

(i) Changes requested by the Departments;

(ii) Changes, if any, in incentives proposed by Applicant;

(iii) Tenant TDM Plans; and

(iv) Cooperative TDM Plan among tenants, if any, with letters of commitment.

c. TDM Plan Enforcement. The Applicant or successor in interest must submit an annual TDM status report for at least five years. The reports and any TDM Plan revisions shall be submitted within 30 days of due date. Failure to do so shall constitute non-compliance which will subject the Applicant to sanctions, after due notice and hearing, by the City Council acting upon the recommendation of the Department of Transportation. The sanctions may include, but not be limited to, revocation of any credits allowed based on the TDM Plan and drawing on the letter of credit established to guarantee the TDM Plan to fund or reimburse the City's cost of implementing alternative mitigation measures in lieu of the TDM Plan.

3. Guarantee of Mitigation Measures. Prior to

the issuance of any building permit, demolition permit, ~~building permit,~~ excavation permit, foundation permit, grading permit, or sign permit, the Applicant shall guarantee completion of the required transportation mitigation measures to the satisfaction of the Departments of Transportation and City Planning. The guarantees may consist of one or more of the following:

a. Bonded construction B-Permits for improvements on City rights-of-way.

b. Encroachment Permits for improvements on State rights-of-way.

c. Cash payments for Automated Traffic Surveillance and Control (ATSAC) system improvements.

d. Irrevocable letter of credit for transit and TDM Plans.

Prior to the issuance of any certificate of occupancy, the Applicant shall have completed all required transportation mitigation, including the construction of street and highway improvements.

4. Projects with More than 500 Trips. In addition to the above requirements applying to all Projects, the Departments of Transportation and City Planning may require an Applicant to submit a Phasing Program for Projects which generate more than 500 Trips. The Departments of Transportation and City Planning may require the Applicant, upon receipt and review of the proposed Phasing Program, to implement the recommendations of that proposed program. The Department of Transportation shall not approve any subsequent phase of a Project until the Department, with the concurrence of the Department of City Planning, is satisfied that the transportation impacts of the prior phase have been adequately mitigated.

5. Inadequate Mitigation. If the Department of Transportation determines that the Applicant's proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend an increase in mitigation measures and/or a reduction in size or limitation on the proposed land use to the Director of Planning.

Sec. ~~9~~ 11 PROJECT IMPACT ASSESSMENT FEE.

A. Establishment of the Project Impact Assessment

(PIA) Fee. Prior to the issuance of any building permit, demolition permit, ~~building permit,~~ excavation permit, foundation permit or grading permit for a Project or each phase of a multi-phased Project, an Applicant shall pay or guarantee a Project Impact Assessment (PIA) Fee.

1. Purpose of the PIA Fee. The PIA Fee is hereby established for the purpose of funding the Specific Plan improvements and services listed in Section 12, as well as pedestrian improvements, which are intended to mitigate the cumulative impacts of new development within the Specific Plan area.

2. Projects Subject to the PIA Fee. All Projects, except as exempted by this Ordinance must pay or otherwise guarantee to pay the Project Impact Assessment (PIA) Fee prior to the issuance of any building permit, demolition permit, ~~building permit,~~ excavation permit, foundation permit or grading permit.

B. Fee Payment Procedures. Except as provided for ICO Projects in this Ordinance, the Applicant shall pay the PIA Fee to the Department of Transportation based on the following options:

1. Single Payment. Pay the PIA Fee in one lump sum cash payment prior to the issuance of the building permit, demolition permit, ~~building permit,~~ excavation permit, foundation permit, grading permit, or sign permit.

2. Installment Option. Pay a deposit equal to 20 percent of the PIA Fee prior to the issuance of the ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. The Applicant shall pay the balance of the PIA Fee including accrued interest, within four years after the date on which the cash deposit was due. Those payments shall be made in four equal annual installments.

If the Applicant uses a covenant/equitable servitude as security, then the Applicant shall record that instrument in the County Recorders Office. The recorded covenant/equitable servitude may be terminated and removed by the Department of Transportation so long as all PIA Fee payments have been received.

If the applicant chooses the deferred payment plan in option (2) above, the Applicant shall, in conjunction with that choice, provide security for payment of the balance due to the City in the form of either a bond, a letter of credit, or an executed

covenant/equitable servitude which runs with the land, to the satisfaction of the Department of Transportation. Payment of the balance of the PIA Fee, including interest due, shall be made according to the schedule above. However, if an Applicant chooses the deferred payment plan and decides to prepay in advance of the schedule, then the only interest due shall be that which has accrued at the time of payment of the balance.

If the Applicant chooses to pay under option (2) above, interest shall begin to accrue on the cash deposit due date, and shall be compounded annually beginning on the anniversary of the date the first payment is due. The initial interest rate shall be the effective yield that the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the date of issuance of the building permit. The interest rate shall be adjusted annually and shall be the effective yield on the City's investment pool as reported for the month preceding the anniversary date of the building permit issuance date.

C. Calculation of the PIA Fee.

1. PIA Fee Formula. The PIA Fee shall be calculated based on the following formula:

PIA FEE = (FA x FR) + P

Where FA = Floor Area in square feet
FR = Community PIA Fee Rate per PIA Fee Table
P = Drive-Through Convenience Premium, if applicable

2. Fee Rates and Premiums. The fee rates and Use Premiums listed in the following PIA Fee Table shall be used in the calculation of the PIA Fee. The City Council may revise the PIA Fee Table based upon the recommendation of the Department of Transportation.

PIA FEE TABLE

LAND USE CATEGORY (Check with DOT for land uses not listed)	COMMUNITY PIA FEE RATE ($ Per Square Foot of Floor Area)					DRIVE-THROUGH CONVENIENCE PREMIUM*
	WOOD-LAND HILLS	TARZANA	ENCINO	SHERMAN OAKS	STUDIO CITY/ CAHUENGA PASS	
CATEGORY A College Hospital Industrial Institutional Manufacturing R & D Lab School Sound Studio Storage Rental Warehouse	~~$0.57~~ $0.56	~~$1.02~~ $1.00	~~$0.99~~ $0.97	~~$1.34~~ $1.32	~~$0.73~~ $0.72	$0.00
CATEGORY B Business Park Hotel Motel Office	~~$1.07~~ $1.05	~~$1.92~~ $1.89	~~$1.86~~ $1.83	~~$2.51~~ $2.47	~~$1.38~~ $1.36	$0.00
CATEGORY C Bank Car Wash Cinema Convenience Mkt. Credit Union Gas Station Retail Savings & Loan Service Shopping Center Supermarket Theater	~~$1.97~~ $1.94	~~$3.51~~ $3.45	~~$3.40~~ $3.34	~~$4.60~~ $4.52	~~$2.53~~ $2.49	As specified: $20,000 $15,000 -- $12,000 $20,000 $15,000 -- $20,000 -- -- -- --
CATEGORY D Café Clinic Gym Health Club Medical Office Restaurant	~~$2.21~~ $2.17	~~$3.95~~ $3.88	~~$3.83~~ $3.77	~~$5.18~~ $5.09	~~$2.85~~ $2.80	As Specified: -- -- -- -- -- $20,000

*NOTE: The Drive-Through Convenience Premium is a fixed amount charged per business, regardless of size. It is added only when a drive-through facility or external ATM is included in a restaurant or a Category C land use. Car washes, convenience markets and gas stations are always charged this premium.

3. Annual Indexing. In order that the Project Impact Assessment Fee levied pursuant to this Specific Plan keep pace with the cost of the improvements and services, including land acquisition and transportation mitigation the fee rates listed in the PIA Fee Table shall be periodically increased (or decreased) as follows.

The PIA fee rates listed in the PIA Fee Table shall be increased (or decreased) as of July 1 of each year by the amount of the percent increase (or decrease) in the City Building Cost Index as determined by the Department of Transportation. To reflect the revised fee rates, a new PIA Fee Table shall be published by the Department of Transportation in a newspaper before July 1 of each year.

If the Department of Transportation 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 such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the PIA fee rates.

4. Potential Adjustments of Fee Rates. The PIA fee rates may be adjusted by the City Council independent of the annual indexing mandate based on whether or not an Assessment District is established by the City Council for a Community or a portion of a Community to fully or partially fund the Specific Plan improvements and services. The PIA Fee shall be reduced for those Projects within the Assessment District to the extent that the assessment generates funds.

5. Responsible Agency. The City agency responsible for calculating, receiving, recording and depositing the PIA Fee is the Department of Transportation.

D. Adjustments to the PIA Fee. The PIA Fee, as calculated above, shall be modified for any of the following:

1. Existing Use Credit. The Department of Transportation shall reduce the PIA Fee based on a credit for existing land uses on the same lot. For the purpose of this credit, "existing" shall be

defined as any legally-permitted occupancy on the same lot for a minimum of one year between November 9, 1985 and the date of review by the Department of Transportation. The amount of this credit is calculated by applying the PIA Fee Formula to the existing use. Existing Use Credit cannot be transferred to any other lot.

2. The PIA Fee For Pedestrian Serving Uses. The PIA Fee for Pedestrian Serving Uses shall be calculated by multiplying the total floor area devoted to Pedestrian Serving Uses placed at the ground floor in Pedestrian Oriented Areas by 50% of the rate as set forth in the formula in Section ~~9~~ 11 C above. Any application for this adjustment shall be accompanied by a covenant and agreement/equitable servitude which runs with the land guaranteeing that at least 75 percent of the frontage of the building ~~the ground floor~~ shall be restricted ~~in its entirety~~ to retail or Pedestrian Serving Uses. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder. The applicant shall deliver a certified copy to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit. Upon a change of use from pedestrian serving uses to a use or uses which are not so designated in this Specific Plan, the property shall no longer qualify for the prior fee adjustment. The Department of City Planning shall terminate the covenant and agreement upon payment of the PIA Fee as recalculated by DOT for non-pedestrian serving use or uses.

E. In Lieu Credits. The PIA Fee may be further reduced through an In Lieu credit for Specific Plan improvements and services completed or guaranteed by the Applicant. However, In Lieu credit for a particular item of improvement or service as listed in Section ~~11~~ 12 shall not exceed that item's percentage allocation in relation to the PIA Fee, as established in the Specific Plan Trust Fund Ordinance.

1. The Department of Transportation shall calculate In Lieu credits for all or a portion of the cost of transportation improvements guaranteed or completed by the Applicant, if these improvements are included in the cost analysis for the PIA Fee. The proposed improvements are listed in Section ~~11~~ 12. The amount of In Lieu credit shall be credited at the time the building permit is issued.

2. The Applicant shall be required to prepare preliminary plans and a detailed cost of the qualifying transportation improvements to the satisfaction of the Department of Transportation and City Engineer. The Department of Transportation shall approve credit for the B-Permit construction costs, including an additional 15 percent for design and contingency costs as approved by the City Engineer.

3. The total PIA Fee, after deducting any applicable In Lieu credits, shall be paid pursuant to the procedures in Subsection B.

4. Restrictions on Use of In Lieu Credit.

a. Maximum Amount Usable. The total amount of In Lieu credit that may be applied toward the PIA Fee shall not exceed the net PIA Fee payable after deducting the Project's existing use credit and fee exemption.

b. Validity Period. Any amount of In Lieu credit in excess of the net PIA Fee payable may be applied toward any subsequent PIA Fee assessment on the same parcel of real property, so long as the subsequent PIA Fee is being assessed for a Project that will be permitted within five years of the original grant of In Lieu credit.

F. Appeals of the PIA Fee.

1. The City Council may hear appeals from decisions by the Departments of Transportation, or the Director of Planning relative to the PIA Fees assessed for the following Projects: those for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, 160,514, and 166,313) regarding the Project being subject to the Ventura/Cahuenga Boulevard Corridor Specific Plan's PIA Fee. If a person subject to a PIA Fee believes an error was made, then he or she may appeal the Department decision to the City Council. The Director of Planning with the assistance of the General Manager of DOT or their designees shall prepare and present to Council a report detailing the basis for the Department action and recommendations.

2. The appeal shall be in writing upon forms provided by DOT and shall be accompanied by the

appeal fee established by Section 19.01 B of the LAMC and payable to the Department of Transportation. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 30 days from the date of mailing (by certified mail) of the payment notice sent by the Department of Transportation after the effective date of this amendment.

3. The procedures and time limits for such an appeal shall be the same as those set forth in LAMC Section 12.24 B 3.

4. Appeal Findings. An appeal of the PIA Fee may be granted if one or more of the following findings is made:

a. That the assessed PIA Fee is based on an incorrect interpretation of land use;

b. That the assessed PIA Fee is based on an incorrect calculation of the PIA Fee;

c. That the Department or Departments erred in interpreting or applying the provisions of the Specific Plan.

Sec.~~11~~ 12. PIA Fee-Funded Improvements and Services.

A. Exclusivity. The funds collected as Project Impact Assessment (PIA) Fees shall be used exclusively for the improvements and services listed in this Section, or as amended by the City Council upon recommendation by the Director of Planning and the General Manager of the Department of Transportation.

B. Findings For Use of Fund. The funds collected as Project Impact Assessment Fees can be used for Community-wide or Corridor-wide improvements or services, listed in this section so long as the Director of Planning and the General Manager of the Department of Transportation jointly make the following findings:

1. The improvement or service to be funded will mitigate the cumulative, adverse impacts of new development within the Plan area and the PRB has had review and input was taken into consideration regarding the extent of the improvement and;

2. The improvement or service to be funded does

not involve maintenance of existing facilities; and

3. The street improvement or service to be funded is made only to public streets and highways, not to private streets or alleys or state freeways.

4. The funding of transit programs includes only capital expenditures and not operating and maintenance expenditures.

C. Phase I Improvements and Services. The following are the Community-Wide and Corridor-Wide Improvements and Services proposed under Phase I of the Specific Plan program:

1. Transit/TDM/TMO - Local public transit, TDM programs, and TMO programs;

2. Off street Parking - Peripheral parking lots or structures to serve each of the five communities; and

3. Intersection Improvements - Right-of-way acquisition, intersection flaring and signal improvements, at nineteen intersections as listed below shall be reviewed with the PRB on a case by case basis:

Studio City /Cahuenga Pass

(1) Lankershim Boulevard and Ventura Boulevard

(2) Tujunga Avenue and Ventura Boulevard

Sherman Oaks

(3) Woodman Avenue and Ventura Boulevard

(4) Beverly Glen Boulevard and Ventura Boulevard

(5) Kester Boulevard (West Jog) and Ventura Boulevard

Encino

(6) 101/405 Ramps, Sherman Oaks Avenue and Ventura Boulevard

(7) Balboa Boulevard and Ventura Boulevard

(8) White Oak Avenue and Ventura Boulevard

Tarzana

(9) Lindley Avenue and Ventura Boulevard

(10) Reseda Boulevard and Ventura Boulevard

(11) Vanalden Avenue and Ventura Boulevard

(12) Tampa Avenue and Ventura Boulevard

Woodland Hills

(13) Winnetka Avenue and Ventura Boulevard

(14) Canoga Avenue and Ventura Boulevard

(15) DeSoto Avenue and Ventura Boulevard

(16) Topanga Canyon Boulevard and Ventura Boulevard

(17) 101 Ramps near Shoup Avenue and Ventura Boulevard

(18) Shoup Avenue and Ventura Boulevard

(19) Fallbrook Avenue and Ventura Boulevard

4. Plan Administration. Up to 10% of PIA Fee revenues collected each year may be used for administering the Ventura/Cahuenga Boulevard Corridor Specific Plan, including but not limited to project review, program implementation, monitoring, analysis, evaluation and reporting on the performance of the Specific Plan.

Sec. ~~12~~ 13. PRIOR PROJECTS PERMITTED.

~~**A. Designation of Prior Projects.**~~

~~**1. "Interim Control Ordinance" Projects.** Projects for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, 160,506 and 166,313) are hereby designated ICO Projects.~~

~~**2. "Prior Specific Plan" Projects.** Projects permitted during the period from February 16, 1991 to the effective date of this latest plan amendment amending the Ventura/Cahuenga Boulevard Corridor Specific Plan are hereby designated PSP Projects.~~

A. ~~B.~~ Prior Projects Subject to the PIA Fee. Both ICO and PSP Projects shall be subject to the Ventura/Cahuenga Boulevard Corridor Specific Plan's PIA Fee.

1. PIA Fee Calculation. The Department of Transportation shall calculate the amount that each ICO or PSP Project Applicant or successor in interest shall be charged on the basis of provisions of Section 9, including any fee adjustments applicable to the Project.

2. Collection of PIA Fees. The Department of Transportation shall collect all PIA Fees assessed and outstanding on ICO Projects, and draw the amount equal to the PIA Fee upon any outstanding letters of credit or bonds established by PSP Projects to guarantee payment of the PIA Fee.

B. ~~C.~~ ICO Project Payment Options. If a person received an approval for a Project between November 9, 1985, and February 15, 1991, pursuant to the procedures set forth in Ordinance Nos. 166,313, 165,290, 162,907, 160,406, or ~~160,506~~ 160,514 and signed a covenant and agreement promising to pay the PIA Fee, then that person or any successor in interest shall pay this amount according to one of the following payment plans, at their option:

1. Pay the PIA Fee in one lump sum cash payment no later than 90 days after the date the Department of Transportation mailed, by certified mail, the notice to pay the PIA Fee or, if an appeal was filed within the time limits set forth in this Ordinance, no later than 30 days after the date the

determination on the appeal becomes final. The Applicant who chooses to pay under this option shall be obligated to pay only 95 percent of the PIA Fee assessed.

2. Pay in accordance with the 20% down payment plus the four equal installments payment schedule established in Section ~~9~~ 11.

~~**3. The Applicant may request temporary relief from the payment schedule provided in this Section based on the vacancy rate in the Applicant's Project in the same manner as described in Section 10.**~~

C. ~~D.~~ Refund of Overpayments. ICO Project Applicants or successors in interest who have paid PIA Fees based on trips and PSP Project Applicants will be refunded the amount paid in excess of the corresponding PIA Fee based on square feet of floor area, as set forth in the PIA Fee Table of this Ordinance, and the recalculation made by DOT.

1. Refund Amount. The Department of Transportation shall determine the amount that will be refunded for each ICO and PSP Project.

2. Claims for Refund. Any person may file a claim for refund of PIA Fees paid in excess of current PIA Fees on forms and according to procedures to be provided by the Department of Transportation. Each claimant must present proof of the PIA Fee amount paid and a copy of the current PIA Fee notice.

3. Refund Recipient. Refunds will be paid only to the person(s) or entity named in the official receipt issued for payment of the PIA Fee, regardless of who filed the claim for refund, unless otherwise ordered to do so by a court of competent jurisdiction.

D. ~~E.~~ PIA Fees Already Paid or Guaranteed. An ICO Project for which the PIA Fee has been fully or partially paid, or a PSP Project for which the PIA Fee has been fully paid or guaranteed through a letter of credit will not be reassessed a current PIA Fee based on floor area if that current fee is greater than the PIA Fee. The PIA Fee as previously assessed will be the current PIA Fee for that Project.

E. ~~F.~~ Appeals for Prior Permitted Projects. An appeal for a Prior Permitted Project shall be the same as established in Section ~~9~~ 11 F of this Ordinance.

Sec. 14. PUBLIC RIGHT-OF-WAY-IMPROVEMENTS.

A. Interim Streetscape Plan.

1. Until such time as ~~a~~ revised *community* streetscape plan~~s~~ for the Specific Plan area are ~~is~~ adopted, the Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," shall be the interim streetscape plan for the Specific Plan area.

2. In granting a Specific Plan Exception, zone change, height district change, variance, or conditional use permit within the Specific Plan area, the City may, to the extent otherwise permitted by law, include requirements to encourage pedestrian alternatives to automobile driving. These requirements may include a program of urban design improvements based on the interim streetscape plan described above or the adopted community streetscape plan ~~when the revised streetscape plan described below is adopted, based on that plan.~~ These improvements are intended to differentiate each of the five communities in the Specific Plan area, and within each community, the different commercial land use designations shown on each Community Plan map.

3. This interim streetscape plan shall be used by the Department of City Planning to review the design of private Projects and to the extent permitted by law, by all agencies of the City when reviewing public improvements in the Specific Plan area.

4. The interim streetscape plan shall include the preservation of the existing palm trees on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue.

B. Community ~~Revised~~ Streetscape Plan. ~~Within five years after the adoption of this ordinance, the Department of City Planning, after consultation with the Plan Review Board, and with the approval of the Board of Public Works and Board of Cultural Affairs, shall prepare a detailed streetscape plan for each Specific Plan community. These streetscape plans shall be effective when approved by resolutions of the City Planning Commission, Board of Public Works, and Board of Cultural Affairs.~~ Upon approval by the City Planning Commission, Board of Public Works, and Cultural Affairs Commission, each Community Streetscape Plan shall provide guidelines for all

streetscape improvements.

~~The revised community streetscape plans shall have the same purposes as the interim streetscape plan. The permanent streetscape plans shall also identify responsible parties, implementation processes, schedules, and funding mechanisms, and citizen participation mechanisms.~~

C. General Provisions. To the extent feasible, and until such time as ~~revised~~ community streetscape plans are adopted, the following provisions shall apply ~~incorporate the following provisions~~:

1. Street Trees.

a. Street trees shall be of at least a 36 inch box size at the time of planting. All street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance. In selecting types of trees and standards for spacing between trees, such factors as the appearance, shade producing quality, smog tolerance, irrigation requirements, and ability to withstand high winds shall be considered. The streetscape scheme for each community will include a detailed public landscaping plan, including a list of recommended trees.

b. Clusters of accent trees for architectural treatment shall be provided at key entries, intersections, or activity centers to identify these as special places in the Specific Plan area when to do so will not obstruct corner visibility.

c. Palm Trees. The existing palm trees in Studio City have created a distinctive image for the community and shall be preserved. The community streetscape plan ~~revised streetscape plan~~ shall incorporate the existing palm trees along with additional plantings on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue into a comprehensive program to enhance the character and environment of this community.

2. Planter Boxes. Planter boxes and other landscaping shall be installed along the sidewalks and plazas where there is sufficient width to maintain and encourage the flow, as well as safety of pedestrians. Placement of these planter boxes shall

be subject to the approval of the appropriate City agencies. Planter boxes shall be built in a sturdy manner and utilize common materials and colors. Sand blasted or textured concrete with tile or color accents may be considered.

3. Sidewalks. Sidewalks, crosswalks, and related pedestrian elements shall comply with Title 24 of the State of California Code of Regulations and the standards of the Department of Public Works, Bureau of Engineering and the Department of Transportation regarding design and width. They should be paved to create a distinction between each of the five communities in the Specific Plan area. Their design shall incorporate the use of texture, pattern, and may incorporate color. Aggregate, sandblasted, or scored concrete and brick pavers are examples of materials which may be used. The design may vary patterns to emphasize key locations (i.e., transit stops and approaches to street crossings). Materials shall be slip resistant and shall not constrain use by the visually impaired or person using wheelchairs. At intersections, crosswalks shall be paved to provide pedestrian continuity linking the sidewalks. The selected sidewalk materials and design shall be continued in the crosswalks, subject to the approval of the City Engineer.

4. Street Furniture. Each Community Streetscape Plan shall ~~and Implementation Program. The streetscape plan required to be prepared for each community in order to create an attractive pedestrian environment shall include programming and funding mechanisms, and~~ include, but not be limited to, provisions for the following elements: benches lighting, news racks, pursuant to Sec. 42.00 of the LAMC, and Community Streetscape Plan requirements, and trash receptacles. ~~, as well as the funding of off-site sign amortization.~~

Sec. 15. PLAN REVIEW.

A. Ventura Boulevard Plan Review Board. Upon adoption of this ordinance, the City Council and Mayor shall appoint members of a Ventura/Cahuenga Boulevard Corridor Plan Review Board as set forth in Paragraphs 2 and 4 below.

1. Authorities and Duties of the Plan Review Board.

a. Specific Plan Development and Implementation. Make recommendations to the Director of Planning and the General Manager of

the Department of Transportation concerning the development and implementation of the Specific Plan which shall include programming and funding mechanisms. Additionally, shall make recommendations to the Director at the Director's request on Specific Plan related items. ~~To assist in this process, the Plan Review Board will meet with City staff for presentation and review of the staff's annual Specific Plan report.~~ To assist in this process, the Director of Planning and the General Manager of the Department of Transportation, or their designees, shall meet with the Plan Review Board as determined by the Director's designee. A designee from the Department of Cultural Affairs shall brief the Board as determined by the Director's designee. A designee from the Bureau of Street Lighting and Street Trees shall meet with the Board as determined by the Director.

b. Annual Specific Plan Report. ~~To assist in this process~~ Prior to the completion of the annual report, the Plan Review Board will meet with City staff for presentation and review of the staff's proposed annual Specific Plan report.

~~**b.**~~ **c. Traffic Mitigation and Intersection Improvements.** Make recommendations to the Director and the General Manager of the Department of Transportation regarding the priorities and timing of intersection improvements and traffic mitigations in the Specific Plan area. To assist in this process, the Director of Planning and the General Manager of the Department of Transportation, or their designees, shall meet with the Plan Review Board as determined by the Director's designee.

~~**c**~~ **d. Community Streetscape Plans-Design Guidelines.** Make recommendations to the Director of Planning on the implementation and amendment of community ~~development of revised~~ design guidelines and ~~a revised~~ community streetscape plans for each community to encourage pedestrian activity. ~~as set forth in Section 15 B of this Specific Plan.~~

~~**d.** Make recommendations to the Director at the Director's request on Specific Plan related items.~~

e. Exceptions or Amendments to Specific

Plan. When an application is made for a Specific Plan Exception or when any proposal to amend the Specific Plan is introduced in City Council, the ~~Specific~~ Plan Review Board Chair shall receive a copy of the proposed amendment or application within seven calendar days of receipt by the Planning Department, and ~~shall~~ the PRB shall have ~~24~~ 30 calendar days running ~~simultaneously~~ concurrently with the City review process in which to review the matter. The Plan Review Board, at its option, may provide the City Planning Commission with written recommendations and comments regarding the matter under discussion.

2. Number of Members and Composition of ~~the Membership Plan Review Board~~.

a. Appointment of Members. Two members shall be appointed by each of the Councilmembers of the Council Districts in which the Specific Plan area is located. One member shall be appointed at-large by the Mayor.

b. Composition of Membership. ~~Two members shall be appointed by each of the Councilpersons members of the Council Districts in which the Specific Plan area is located.~~ One member must reside within one of the communities of the Specific Plan area and represent residential interests, and the other member must operate or own a business within the Specific Plan area and represent business interests. In the case of ~~communities located in~~ more than one Council District located in one community, each Councilmember shall select a Plan Review Board member from ~~each~~ said community. In addition, one member shall be appointed at-large by the Mayor.

3. Quorum/Action. The presence of one-half plus one of the total voting members shall constitute a quorum. An approval of any Board action shall require a majority of those present after a quorum has been declared. No member may vote by proxy.

4. Terms. Members of the Plan Review Board shall be appointed for terms of ~~three~~ four years, with only one ~~three~~ four year extension permitted, if the Councilmember, or the Mayor for the at-large members, so choose.

5. Expiration of Term. Upon expiration of the

term of any member of the Plan Review Board, the appointment for the next succeeding term shall be made by the appointing authority. No member of the Board shall serve more than two consecutive four year terms. Members of the Board whose terms have expired shall remain members until their replacements have been appointed.

~~5.~~ 6. **Vacancies.** In the event a vacancy occurs during the term of a member of the Board, the appointing Councilmember, or the Mayor for the at-large member, shall make an ~~interim~~ appointment of a person to ~~fill out~~ serve the unexpired term of ~~the~~ that member.

~~6~~ 7. **Meeting Schedule.** The Plan Review Board meetings shall be set by the Plan Review Board and participating City Departments which should set a definite date and time for such meetings at a minimum of once a month. ~~of City Planning and Transportation.~~

8. **Elections.** The Plan Review Board shall elect a chair and a first and second vice-chair at the December meeting who shall take office on January 1 of each year. The chair and two vice-chairs shall serve no longer than two consecutive one year terms.

B. Periodic Review of the Specific Plan.

1. **Annual Review of the Specific Plan.** The Department of City Planning and Department of Transportation shall jointly prepare an annual review of the Specific Plan addressing issues of plan implementation, including the transit program and plan financing. This annual report shall be prepared with consideration of any recommendations made by the Plan Review Board and submitted to the City Planning Commission and the City Council. The annual report shall include proposed amendments to the Specific Plan Ordinance and recommendations made by the Plan Review Board.

2. **Specific Plan Restudy.** When Phase I as described in this Ordinance has been reached, a restudy of all aspects of the Specific Plan shall be jointly undertaken by the Department of City Planning, ~~and~~ the Department of Transportation and the Plan Review Board. The costs of administering and implementing the infrastructure improvements of the Specific Plan, as well as a recalculation of the remaining commercial square footage which can be absorbed by the Boulevard with extensive mitigation,

shall be included in the restudy.

Sec. 16. ALLEY VACATIONS. Vacation of any alley within the Specific Plan area shall be in accordance with LAMC Section 15.00. A public hearing before either the City Planning Commission or the City Council shall be provided prior to any City Council action to vacate an alley. The Departments of City Planning and Transportation shall make recommendations to the City Planning Commission and the City Council as to any proposed alley vacations. In recommending an approval, the Departments shall find that: (1) The alley is not necessary for present or prospective public use; (2) The alley is not needed for vehicular circulation or access; (3) The alley is not needed for non-motorized transportation facilities; and (4) The proposed alley vacation is consistent with the general plan.

Sec. 17. OWNER'S ACKNOWLEDGMENT OF LIMITATIONS. The Department of Building and Safety shall not issue any building, demolition, excavation, foundation, sign, or grading permit for construction upon any property within the Specific Plan area until such time as the owners of the property have executed and recorded a covenant and agreement acknowledging the contents and limitations of this Specific Plan. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning, and then recorded with the County Recorder, with a certified copy delivered to the Departments of City Planning, Building and Safety, and Transportation prior to the issuance of any building permit, demolition permit, ~~building permit,~~ excavation permit, foundation permit, grading permit, or sign permit.

Sec. 18. SEVERABILITY. If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provisions, clause or application, and, to this end, the provisions and clauses of this ordinance are declared to be severable.

Sec. 19. Any Specific Plan Exception granted prior to the effective date of this Ordinance excepting a Project from any provisions of Ordinance No. 166,560 shall be deemed to be an exception from the relevant provisions of this Ordinance.

Sec. 20. Ordinance No. 171,240 is hereby repealed.

Sec.21 ~~20~~. The City Clerk shall certify to the passage of this ordinance and cause the same to be published by posting for ten days in three public places in the City of Los Angeles, to wit: one copy on the bulletin board located at the Main Street entrance to the City Hall of the City of Los Angeles; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department in the City; and one copy on the bulletin board located at the Temple Street entrance to the Hall of Records in the City.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, by a vote of **not less than two-thirds** of all its members, at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

By _____
Mayor

Approved as to Form and Legality

Pursuant to Sec. 97.8 of the City Charter, **approval** of this ordinance recommended for the City Planning Commission.....

See attached report

JAMES K. HAHN, City Attorney

.....
Director of Planning

By _____
CLAUDIA CULLING
Deputy City Attorney

File No. _____

LOS ANGELES CITY PLANNING DEPARTMENT
STAFF REPORT TO THE CITY PLANNING COMMISSION

CASE/FILE NUMBER: CPC	99-0001 SP	COMMISSION MEETING:	
		DATE:	December 16, 1999
		TIME:	After 8:30 A.M.
		PLACE:	Sherman Oaks Woman's Club 4808 Kester Avenue Sherman Oaks, CA 91403
RELATED FILE:	None		
ENV'L DOCUMENT:	MND. 99-0014 SP		_X_ LIMITED PUBLIC HEARING required (or) ___Public Hearing completed or not required (public comment may be taken) ___INFORMATION ONLY
COUNCIL DISTRICTS:	2, 3, 4, 5, 11		
PLAN AREA:	Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan Encino-Tarzana Community Plan Canoga Park-Winnetka-West Hills Woodland Hills Community Plan		
SUBJECT/REQUEST:	Staff Report - Recommendations for amendments to the Ventura/Cahuenga Boulevard Corridor Specific Plan.		
SUBJECT LOCATION:	Ventura and Cahuenga Boulevards.		
RECOMMENDATION:	Approve the Specific Plan Ordinance amendments to the Ventura/ Cahuenga Boulevard Corridor Specific Plan.		
STAFF, PHONE:	Deuk Perrin (818) 756-9166 and Elva Nuno-O'Donnell (818) 756-9173.		
ADVICE TO PUBLIC:	*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to: City Planning Commission, 221 N. Figueroa Street, Room 1600, Los Angeles, CA 90012-2601. It is suggested that letters be received in the Commission office at least 8 days prior to the meeting so that they will be included in the Commissioners' information packets for review; **however, all communications received before, and at the meeting, will be given to the Commission.** If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described here, or in written correspondence on the matter(s) delivered to this agency at or prior to the public hearing.		

CITY PLAN CASE NO. 99-0001 SP COUNCIL DISTRICT NOS. 2, 3, 4, 5, AND 11

COMMISSION HEARING DATE: December 16, 1999

TO: CITY PLANNING COMMISSION

FROM: CON HOWE
Director of Planning

REQUESTED BY: City Council

SUBJECT: SPECIFIC PLAN ORDINANCE AMENDMENTS TO THE VENTURA/ CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN

PROPERTY INVOLVED: Ventura and Cahuenga Boulevards

TABLE OF CONTENTS

SUMMARY AND RECOMMENDATIONS Page

Project Description..... 1
Recommendations..... 1
Findings..... 1

STAFF REPORT

Request..... 11
Background..... 11
Summary of Amendments..... 11
Summary of Public Hearing and Communications..... 15
Discussion of Major Issues..... 29
Conclusion..... 38

Figure 1 - OSULA Education Center..... 2
Figure 2 - Studio City Post Office..... 3
Figure 3 - Automobile Service Station..... 4
Figure 4 - Sherman Oaks Pedestrian Development District..... 5
Figure 5 - Regionally Impacted Area - Cahuenga Pass..... 6
Figure 6 - Restricted Use Area..... 7

ORDINANCE AND EXHIBITS

Exhibit A - Ventura/Cahuenga Boulevard Corridor Specific Plan Proposed Plan Text and Maps

Exhibit B - Mitigated Negative Declaration/Initial Study and Checklist

SUMMARY AND RECOMMENDATIONS

The Ventura/Cahuenga Boulevard Corridor Specific Plan Amendment clarifies administrative procedures, corrects outdated language, modifies and corrects Specific Plan boundaries, establishes specially designated areas to address traffic congestion impacting residential communities, and amends regulations pursuant to enforcement, use limitations, setbacks, landscaping, parking and signage.

ACTIONS RECOMMENDED BY STAFF: That the Commission

APPROVE AND RECOMMEND that the City Council adopt the proposed amendments to the Ventura/Cahuenga Boulevard Corridor Specific Plan Ordinance, attached as Exhibit "A";

APPROVE AND RECOMMEND that the City Council adopt the modifications to the Specific Plan boundaries as shown on Figures 1, 2, and 3 as described below;

1. The property located at 3921 Laurel Canyon Boulevard is recommended to be excluded from the Specific Plan in that only a small portion (0.43 acres) of this total 4.54 acre site (Osaka Sangyo University, Los Angeles Education Center) Property was previously included in the Plan, the subject property is currently zoned [Q]RD2-1 and the property has no frontage on or access onto Ventura Boulevard.

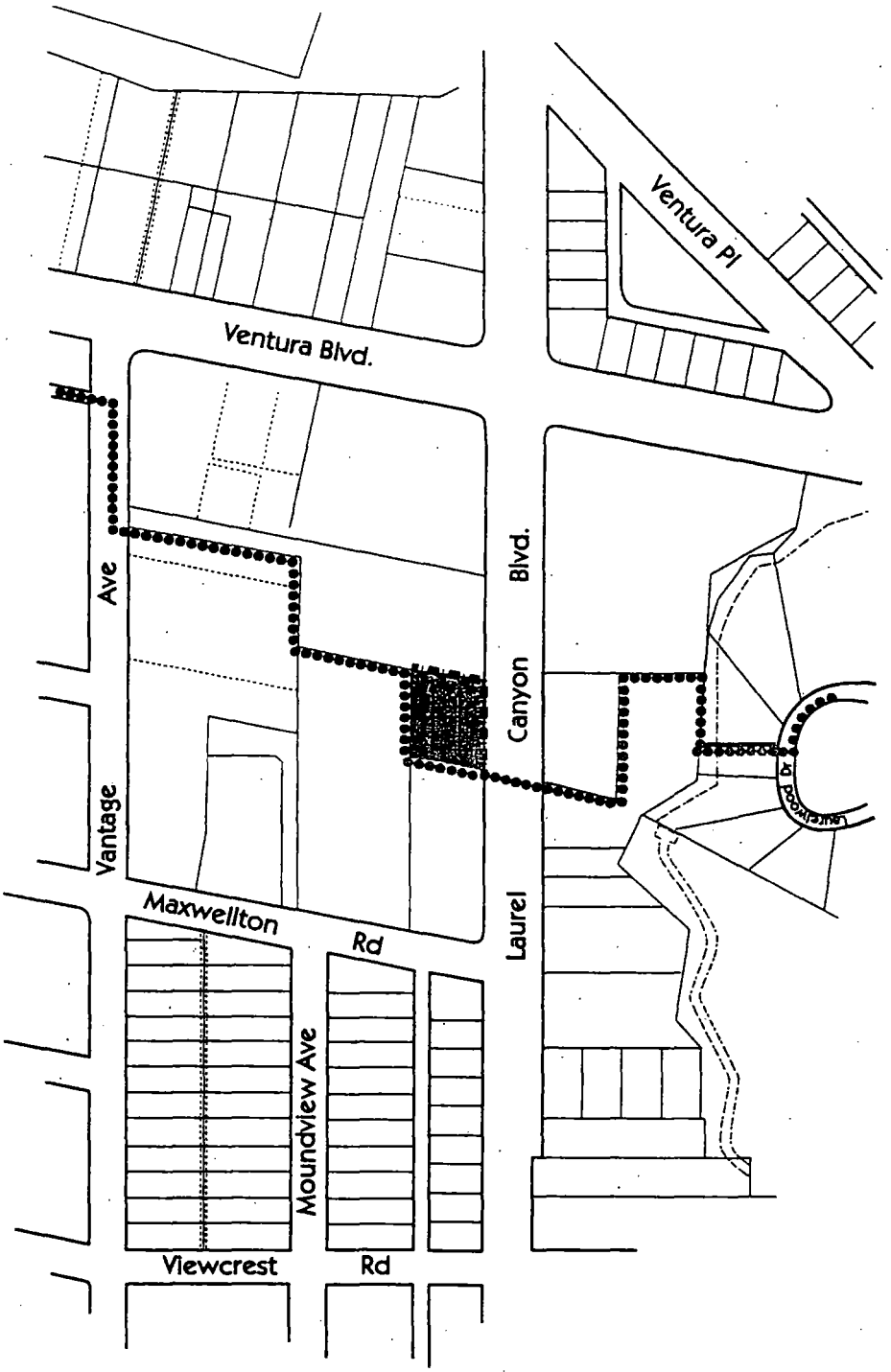
2. The rear portion of the properties located at 3950, 3940 and 3934 Laurel Canyon Boulevard are recommended to be included in that the frontage of these properties is currently included and the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan designates this area as Community Commercial and as such should be included within Ventura/Cahuenga Boulevard Corridor Specific Plan area.

3. The western boundary of the Ventura/Cahuenga Boulevard Corridor Specific Plan currently identified as Leonora Drive is recommended to be moved easterly to the Dry Canyon-Calabasas Flood Control Channel west of Woodland Lake Avenue in that Leonora Drive no longer intersects with Ventura Boulevard due to the construction of a sound wall and therefore, the flood control channel would provide an easily identifiable physical demarcation.

4. The rear portion of the property located at 18500 Ventura Boulevard, currently an the automobile service station, is recommended to be included in the Specific Plan in that the current Encino-Tarzana Community Plan re-designated the property from Low II Residential to Community Commercial with a corresponding zone of (Q)C2-1VL.

APPROVE AND RECOMMEND that the City Council adopt the designations of the Sherman Oaks Pedestrian Development District, the Cahuenga Pass Regionally Impacted Area and the Sherman Oaks Restricted Use Area as shown, respectively, in Figures 4, 5, and 6;

Figure 1
OSULA Education Center

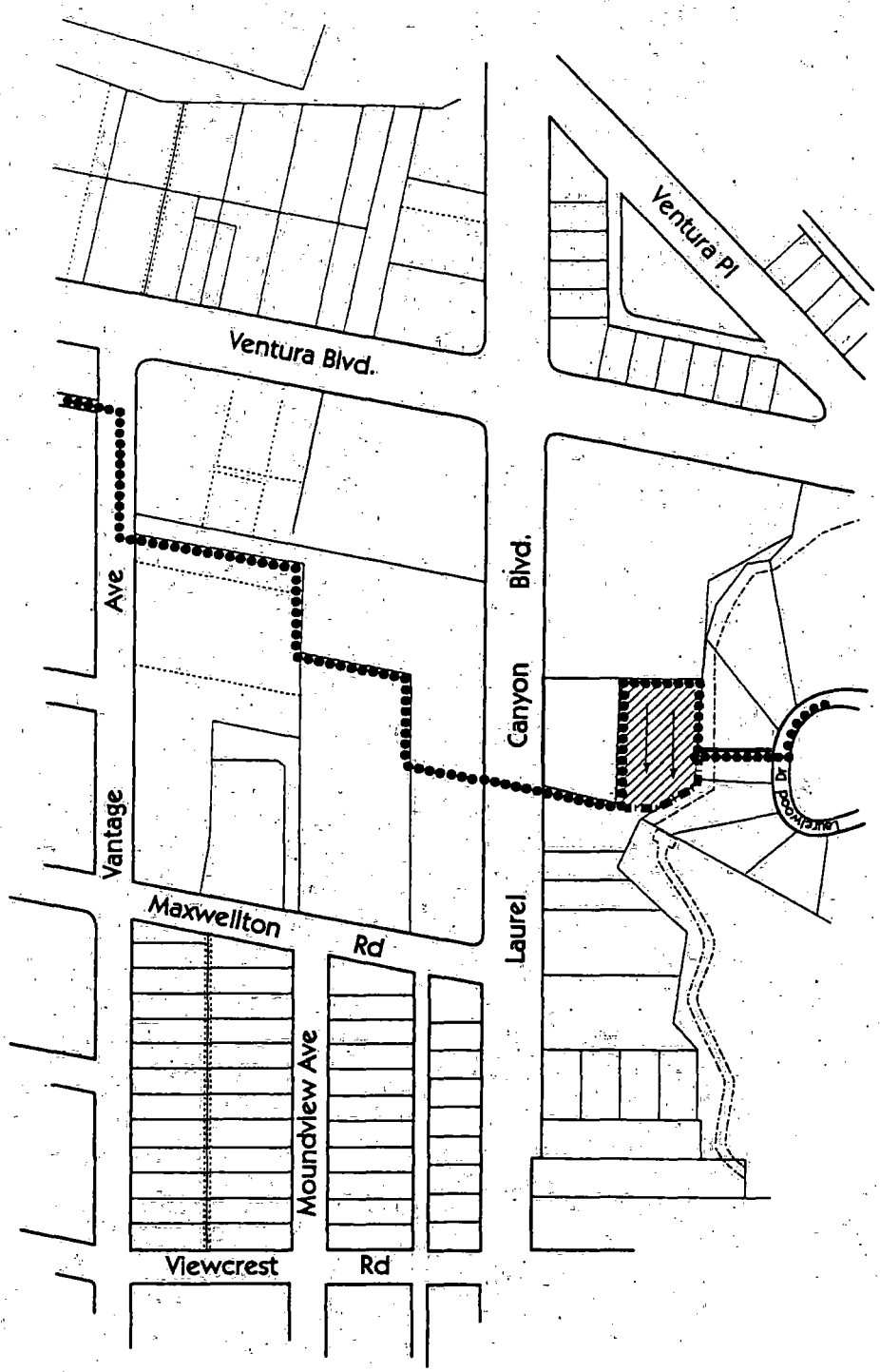


Existing Specific Plan Boundary

Proposed boundary Adjustment

Area not to be included in Specific Plan

Figure 2
Studio City-Post Office

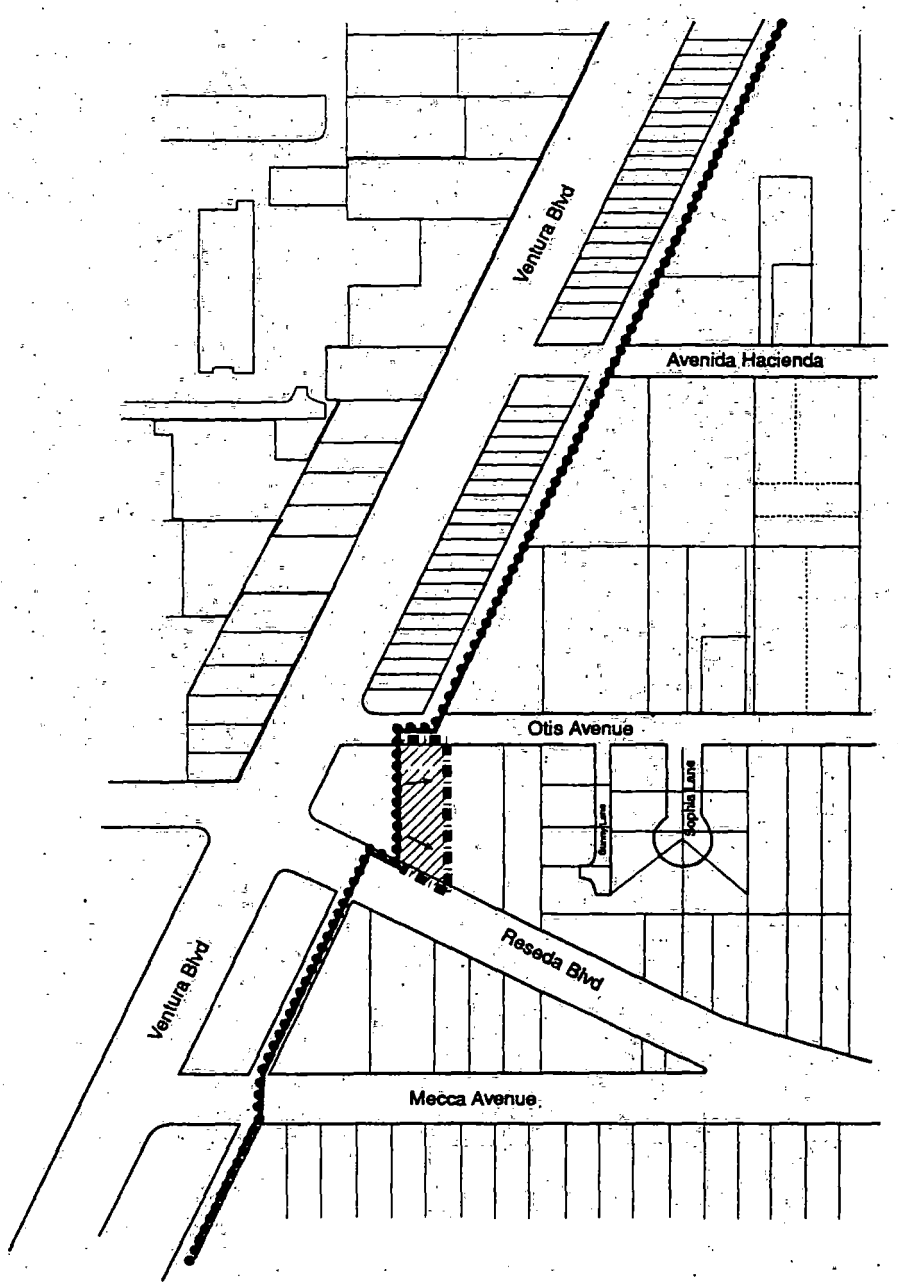


Existing Specific Plan Boundary

Proposed boundary Adjustment

Area to be included in Specific Plan

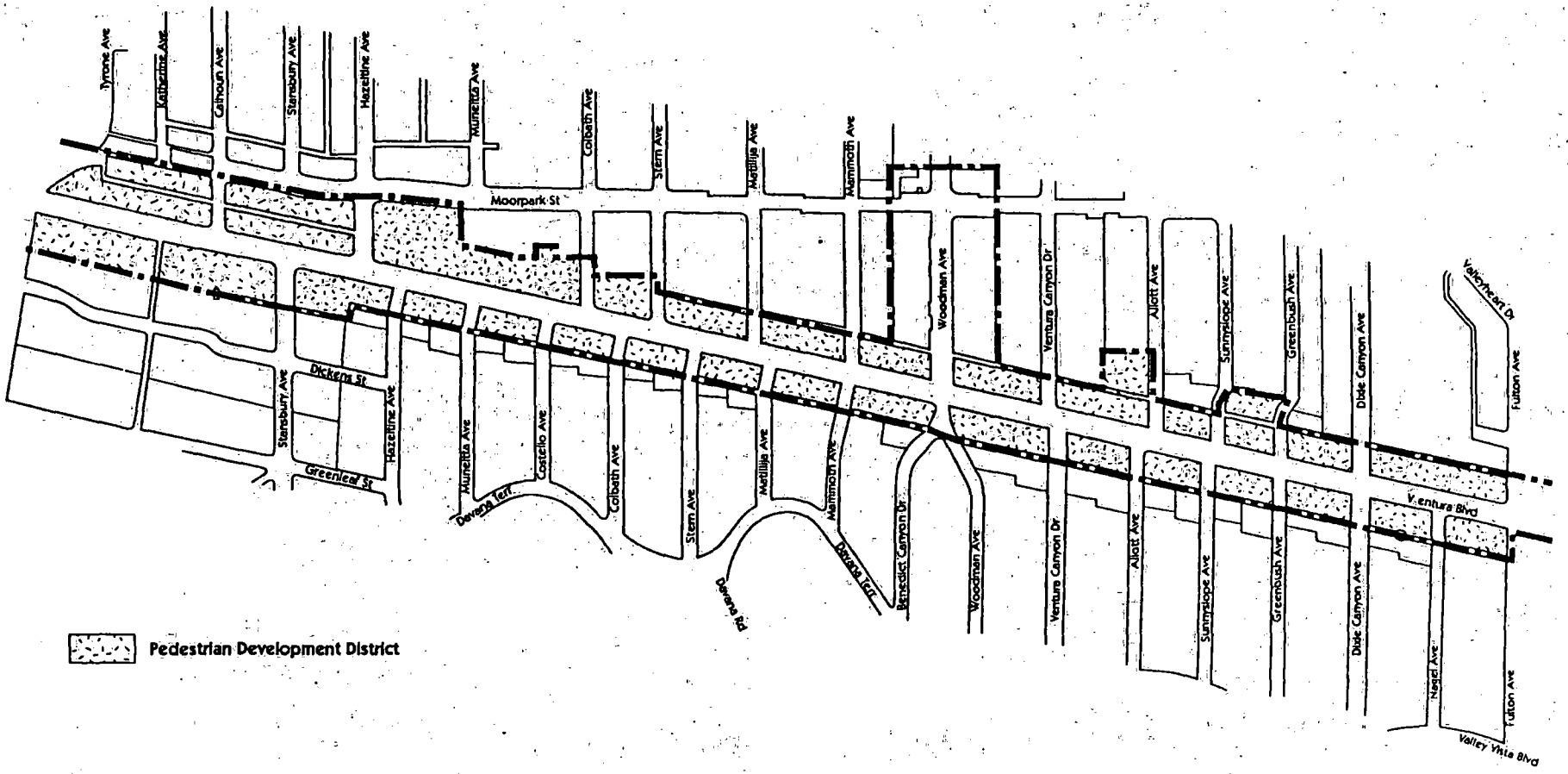
Figure 3
Automobile Service Station
18500 Ventura Blvd



Existing Specific Plan Boundary
Proposed Boundary Adjustment
Area to be Included in Specific Plan

Not to Scale

Figure 4
Sherman Oaks Pedestrian Development District



CPC 99-0001 SP

Figure 5
Regionally Impacted Area - Cahuenga Pass

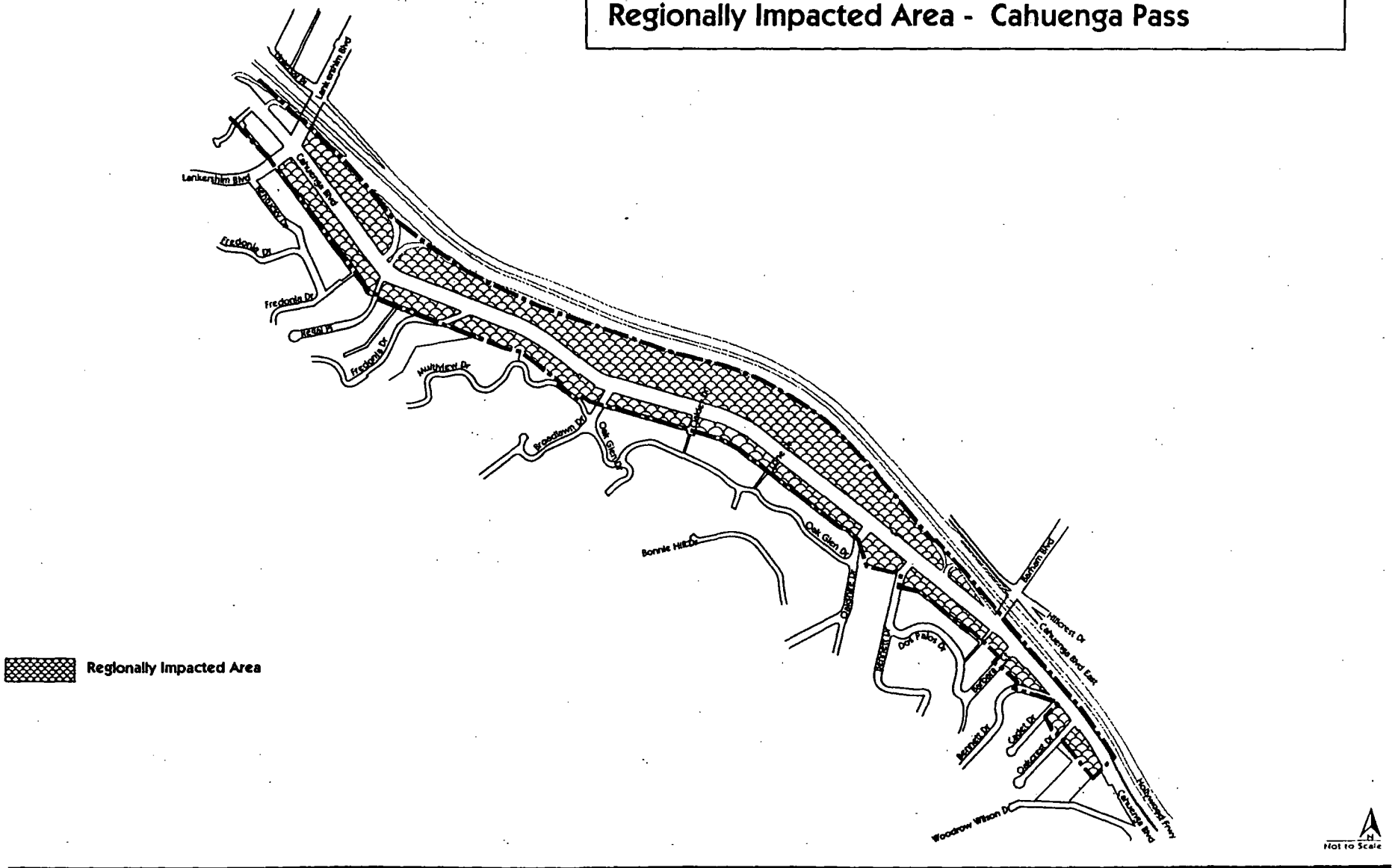
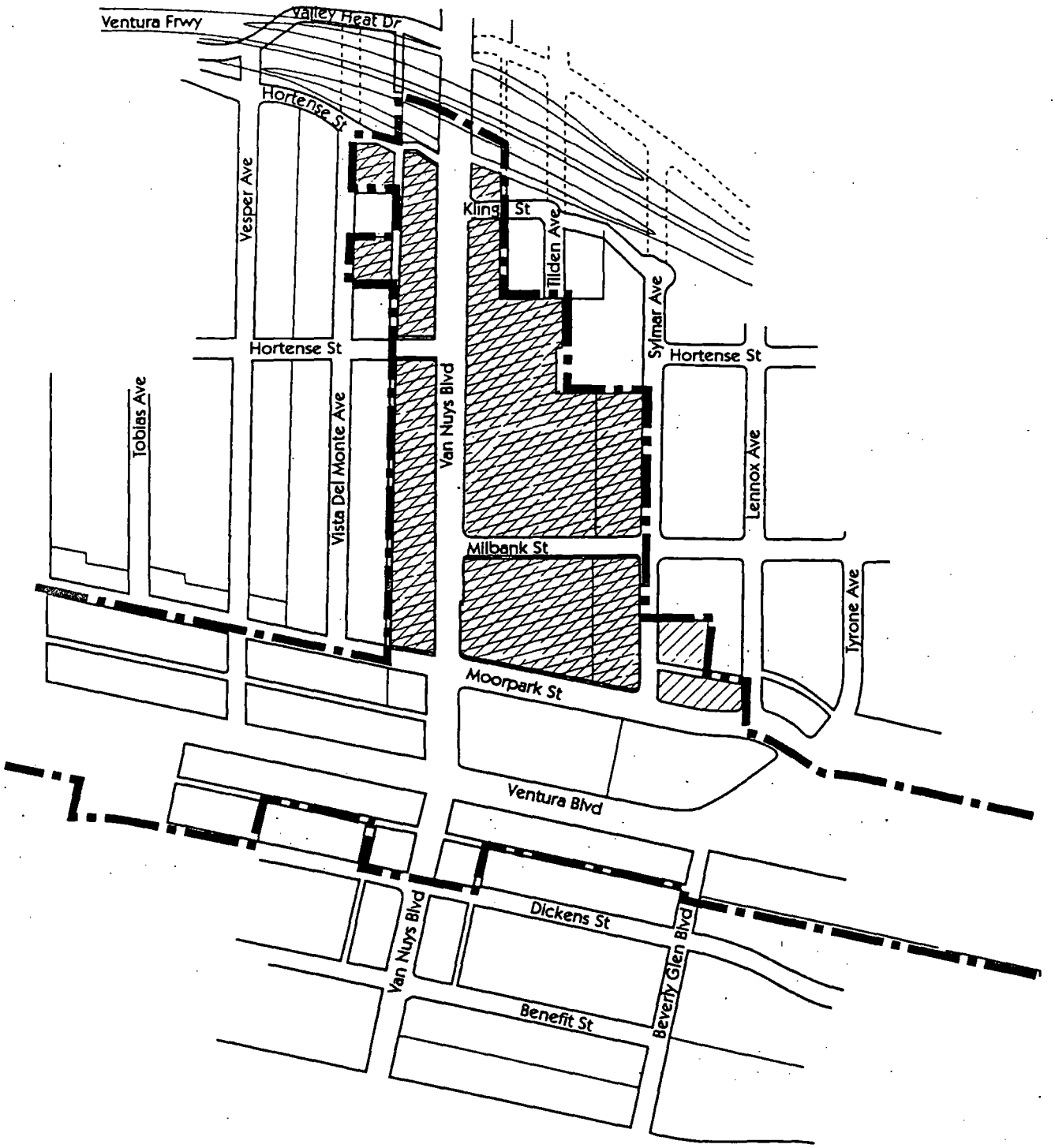


Figure 6
Restricted Use Area



Restricted Use Area

Not to Scale

899.001

CERTIFY Mitigated Negative Declaration No. 99-0014 (Exhibit "B") and determine that the impacts of the proposed Plan Amendment as mitigated are less than significant;

AMEND the Specific Plan Land Use Designation of "Neighborhood Commercial" to "Neighborhood and General Commercial (c1.5, C2, C4 and CR)" to achieve nomenclature consistency between the Specific Plan, the Community Plan and the General Plan Framework.

REDESIGNATE the north side of Ventura Boulevard between Radford Avenue and Colfax Avenue and the south side of Ventura Boulevard between Radford Avenue to Colfax Avenue from Neighborhood Commercial to Community Commercial to achieve consistency between the Specific Plan land use designation and the current Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan. The area is also recommended to be designated as an eastern extension of the existing Studio City POA in that the Community Commercial designation and the renewed community focus in the adjacent area along Ventura Place creates the potential for greater pedestrian activity.

DESIGNATE the following "special" areas:

1. Both sides of Ventura Boulevard between Beverly Glen Boulevard/Tyrone Avenue on the west and Fulton Avenue on the east are recommended as a "Pedestrian Development District" in that this area contains elements, such as access from the street, retail uses, and streetscape improvements, combined with the restriction of auto-related uses and drive-through establishments, which create the potential for this area to become a future POA.

2. Both sides of Cahuenga Boulevard West, bounded by Woodrow Wilson Drive on the west and Lankershim Boulevard on the east are recommended as a "Regionally Impacted Area" in that the area is heavily impacted by regional traffic associated with Universal Studios and therefore auto-related uses, drive-through establishments and hotels/motels shall be prohibited in order to lessen the local cumulative effect of traffic regional impacts to the surrounding residential neighborhoods.

3. Both sides of Van Nuys Boulevard bounded by Moorpark Street on the south and the Ventura Freeway (101) on the north are recommended as a "Restricted Use Area", which will prohibit heavy traffic generating auto-related uses and drive-through establishments in order to encourage pedestrian oriented activity and reduce traffic impacts to the surrounding residential neighborhoods.

REDUCE the Encino POA is by approximately 59 percent between Sherman Oaks Avenue and Noeline Avenue on the south side of Ventura Boulevard and between Orion Avenue and just east of Noeline Avenue on the north side of Ventura Boulevard in order to permit a greater diversity of uses on the ground floor and at the rear portion of multiple-story office buildings predominately located in Encino.

EXPAND the western boundary of the Sherman Oaks POA from just west of Columbus Avenue to the San Diego Freeway (405) on both sides of Ventura Boulevard in that this expansion will incorporate into the POA, streetscape improvements as a result of the Sherman Oaks Galleria

renovation project. It is also recommended to expand the eastern boundary from Van Nuys Boulevard to Tyrone Avenue on the north side of Ventura Boulevard and from Van Nuys Boulevard to Beverly Glen Boulevard on the south side of Ventura Boulevard in that this area attracts a high volume of pedestrians.

ADOPT the following findings:

1. That in accordance with Charter Sections 96.5 (5) and 97.2 (1) (a), the subject ordinance conforms with the purposes and intent and provisions of the General Plan in that the proposed amendments will clarify administrative procedures, amend land use regulations for use limitations, setbacks and parking which will contribute to the economic, social and physical health, safety and welfare and convenience of the Specific Plan area and surrounding residential neighborhoods particularly by providing an enforcement mechanism of said regulations.

2. That the proposed ordinance conforms with all applicable portions of the General Plan in that the regulations in the Ordinance are consistent with the policies and objectives of the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan, Encino-Tarzana Community Plan, and the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.

3. That in accordance with Charter Section 97.2 (1) (b), the proposed Ordinance is in conformance with the public necessity, convenience, general welfare and good zoning practice in that the proposed amendments will improve the aesthetic quality of the Corridor by requiring additional landscaping, reducing visual sign clutter, and reducing traffic impacts to residential neighborhoods. The Plan amendments are in response to instructions by the City Council, input from the Ventura/Cahuenga Boulevard Corridor Specific Plan Review Board, and additional information generated at the open house and public hearing.

4. That the establishment of an enforcement funding mechanism, consisting of a written citation and progressively higher fine program, is necessary to ensure the requirements and regulations of the Ventura/Cahuenga Boulevard Corridor Specific Plan are enforced.

5. That the current ground floor requirement in Pedestrian Oriented Areas of 100 percent to be dedicated to retail or Pedestrian Servicing Uses be reduced to 75 percent of the linear frontage of a building to be dedicated to retail or Pedestrian Serving Uses in order to provide economic viability to property owners by expanding the opportunities to lease or rent to a variety of uses.

6. Based upon the above findings, the recommended Specific Plan Amendment action is deemed consistent with the public necessity, convenience, general welfare, and good zoning practice.

CON HOWE
Director of Planning

Robert H. Sutton
Deputy Director

Date: 12/3-15

APPROVED BY:

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Principal City Planner

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Senior City Planner

PREPARED BY:

Deuk Perrin
City Planner

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Planning Associate

STAFF REPORT

REQUEST:

The City Planning Department is transmitting an amended ordinance for the Ventura/Cahuenga Boulevard Corridor Specific Plan which was prepared by the Department of City Planning with input from the Ventura/Cahuenga Boulevard Corridor Specific Plan Review Board (PRB) as well as input from the public and private sector.

BACKGROUND:

The Ventura/Cahuenga Boulevard Corridor Specific Plan became effective on February 16, 1991. It has since been amended three times, the latest amendment correcting mathematical errors in calculating the Project Impact Assessment Fees, simplifying the calculation of the fee, and reorganizing the phases of development.

During the last amendment in August, 1996, several issues were raised by members of the PRB dealing primarily with land use. Given the urgency to correct the mathematical errors, the Department determined that a plan amendment focusing on land use issues would be undertaken at a later date.

A Plan Amendment Committee was formed in June, 1996, comprised of four members of the PRB to prepare a preliminary amendment for the PRB's review. After numerous meetings and countless hours of careful review, the final approval of the Ventura/Cahuenga Boulevard Corridor Specific Plan Amendment was completed by the PRB on November 2, 1999. Except for the one issue of the percentage requirement of ground floor uses in Pedestrian Oriented Areas (POAs), the Department and the PRB were able to reach a full consensus on the proposed amendments.

SUMMARY OF AMENDMENTS:

The following is a summary of the major Specific Plan Amendments proposed:

1. Modify the Specific Plan boundaries in the following areas:

    a. The OSULA Education Center Property: Modify the Specific Plan boundary to exclude a small portion of the OSULA Education Center located at 3921 Laurel Canyon Boulevard on the west side of Laurel Canyon Boulevard and affiliated with the Osaka University. Although the Center consists of approximately 4.54 acres, only a small portion, approximately 0.43 acres, of the property fronting Laurel Canyon Boulevard is included within the Ventura/Cahuenga Boulevard Corridor Specific Plan boundary. Furthermore, the 0.43 acre portion is currently zoned [Q]RD2-1 as a result of a rezoning from C2-1VL by the General Plan

Consistency Program.

An existing conditional use approval over the entire site provides adequate protection for the residential neighborhoods south and west of the Center.

b. Post Office and Apartments: Modify boundary of the Studio City Branch post office located at 3950 Laurel Canyon Boulevard to the east to include the rear portion parking area. The rear portions of the properties located at 3940 Laurel Canyon Boulevard, a store building, and 3934 Laurel Canyon Boulevard, apartments should also be adjusted to include entire property. Although the rear portions of these properties are zoned R4-1-VL, the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan designates that area as Community Commercial which is consistent with the intent of including all commercial properties within Ventura/Cahuenga Boulevard Corridor Specific Plan area.

c. Ventura/Cahuenga Boulevard Corridor Specific Plan western boundary: Move the western boundary, currently identified as Leonora Drive, easterly to the Dry Canyon-Calabasas Flood Control Channel west of Woodland Lake Avenue. Leonora Drive no longer intersects with Ventura Boulevard due to the construction of a sound wall as a mitigation measure for the extension of Ventura Boulevard to Valley Circle Drive.

d. Modify the Specific Plan boundary to include property located on the eastside of Reseda Boulevard, south of Ventura Boulevard, currently developed with an automobile service station. The Encino-Tarzana Community Plan Update, approved by the City Council on December 16, 1998, identified this area as Sub-Area No. 61 on the Change Matrix with the recommendation that the land use designation be amended from Low II Residential to Community Commercial with no change to the existing zoning of (Q)C2-1VL.

2. Rename the Neighborhood Commercial Land Use Designation to "Neighborhood and General Commercial (C1.5, C2, C4 and CR) " to achieve consistency between the Specific Plan land use designations and the Community Plan designations.

3. Re-designate the following properties to achieve consistency between the Specific Plan land use designations and those areas recently amended as part of the Community Plan Update Program in the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan and the expansion of Pedestrian Oriented Areas: 1) The north side of Ventura Boulevard between Radford Avenue and Colfax Avenue; 2) The south side of Ventura Boulevard between Radford Avenue and mid-block to Colfax Avenue. The proposed amendment will re-designate these properties from Neighborhood Commercial to Community Commercial. These plan amendments result in:

a. A cap in the floor area ratio of affected properties from 1.25:1 to 1:1 as identified in the Sec. 6 B 2 of the Specific Plan;

b. An increase in the coverage of a lot by a building or structure from 60 percent to 75 percent;

c. A permitted allowance in the 18 inch front yard setback requirement to zero for up to 50 percent of the building frontage, 25 percent of the building frontage setback to ten feet and the remainder 25 percent of the building frontage setback between 10 and 25 feet.

d. A restriction of pole signs in the areas re-designated to Community Commercial areas consistent with current pole sign restrictions in Sec.8 of the Specific Plan.

Despite the increase in lot coverage, there is no increase in the floor area ratio or height limits set forth by the existing Specific Plan.

4. Designate the following areas with special designations:

a. Pedestrian Development District: Designate both sides of Ventura Boulevard between Beverly Glen Boulevard/Tyrone Avenue on the west and Fulton Avenue on the east as a "Pedestrian Development District" whereby auto-related use and drive-through establishments shall be prohibited. This area contains the elements, such as access from the street, high activity of retail and Pedestrian Serving Uses, and streetscape improvements which could develop into a Pedestrian Oriented Area given the opportunity without additional intrusion of auto-oriented uses .

b. Regionally Impacted Area: Designate both sides of the Cahuenga Pass, Cahuenga Boulevard West, bounded by Woodrow Wilson Drive on the east and Lankershim Boulevard on the east as a "Regionally Impacted Area" whereby auto-related uses, drive-through establishments and hotels/motels shall be prohibited.

c. Restricted Use Area: Designate both sides of Van Nuys Boulevard bounded by Moorpark Street on the south and the Ventura Freeway (101) on the north as a "Restricted Use Area" whereby auto-related use and drive-through establishments shall be prohibited.

The restrictions of auto-related use, drive-through establishments and hotels/motels in the aforementioned areas are anticipated to have a positive impact on Ventura/Cahuenga Boulevard as well as Van Nuys Boulevard in that the prohibitions would provide limited relief from traffic congestion, and at a minimum, not exacerbate the traffic impacts to residential neighborhood areas adjacent to Ventura/Cahuenga Boulevard. The designation of the Pedestrian Development District as a pre-cursor to a Pedestrian Oriented Area could assist in reducing multiple vehicle trips.

4. Prohibit the use of permanent cargo/storage containers within the Specific Plan boundaries. In addition, restrictions have been identified on design and location of

temporary cargo/storage containers. Although Building and Safety issues permits for these types of uses, the problem arises with the proliferation of illegal containers. These regulations will have a positive environmental impact as they will contribute to improving the visual and aesthetic quality of the Corridor and by assisting the Department of Building and Safety in identifying those cargo/storage containers which are established illegally.

5. Reduce the minimum rear yard setback requirements of properties adjacent to streets. The intent of the reduction from 25 feet to 15 feet is to encourage additional parking in the rear of buildings as required by the Specific Plan Amendment. This proposal does not affect rear yard setbacks for buildings adjacent to residential properties. The minimum 20 foot rear yard setback remains unchanged.

6. Require additional landscaping requirements for parking lots and parking structures, gas stations, auto repair uses and vacant lots.

7. Require additional parking requirements for banquet rooms and employee parking for hotels and motels in order to minimize the impact of overflow parking onto residential streets.

8. Provide an alternative for projects where a change of use or new addition of less than 1,000 square feet requires additional parking for up to 10 spaces which cannot be met has also been proposed. This alternative would allow the applicant to pay into a community parking revenue fund, administered by the Department of Transportation, as long as the project's parking deficiency continued to exist. This alternative would ease the burden on tenants or property owners who experienced hardship due to a lack of parking. By restricting the number of deficient parking spaces, the impact on the environmental shall be mitigated by the collection of funds into a revenue fund. In addition, every project shall be required to prepare its own environmental clearance whereby any impact shall be mitigated to a level of insignificance.

9. Add sign regulations that include requiring the submittal of sign programs with the application for a project permit, prohibit the relocation of off-site commercial signs, prohibition of electronic message boards, windblown devices and signs with blinking or chasing lights, stretcher signs and supergraphic signs.

SUMMARY OF PUBLIC HEARING, OPEN HOUSES AND COMMUNICATIONS

Approximately 14,035 notices were sent out to property owners regarding the two open houses and the public hearing conducted for the Ventura/Cahuenga Boulevard Corridor Specific Plan Amendment. The open houses were held on April 26, 1999 at Kaiser Hospital in Woodland Hills and on April 28, 1999 at the Van Nuys/North Sherman Oaks Senior Citizen's Center in Van Nuys. The public hearing was held on two consecutive nights at the Encino Recreation Center and CBS Studio Center on May 12 and May 13, 1999.

Public Hearing/Open Houses:

Present: Approximately 195

Speakers: 24 speakers

Communications Received:

34 written communications were received and 24 speakers provided oral testimony. It should be noted that out of the 58 written and oral communications, 15 were duplicated by speakers who also provided written comments.

ISSUES:

1. **General Comments on the Specific Plan Amendment**

One (1) written communication and two (4) speakers supported the intent of the Specific Plan.

One (1) speaker, who also provided written comments, requested greater access for individuals in wheelchairs by requiring automatic doors for projects or at least a kick-plate device.

Three (3) written communications and one (1) speaker supported the undergrounding of utilities.

One (1) written comment indicating that it was difficult to determine what the proposed changes were. The suggestion was made to mark up the existing ordinance with the amendments.

One (1) written communication was received opposed to readily granting Specific Plan Exceptions.

One (1) speaker put forth the following suggestions:

- Projects over 5,000 square feet should be required to install street trees;
- Sidewalks should be required as an improvement as part of the approval

process.
- Landscaping public medians within 1,500 feet of the project should fulfill the City's Arts Fee requirement;
- City should be required to spend a certain percentage of Project Impact Improvement Assessment Fees on improvements within the Plan area.

One (1) written comment received indicating that hazardous business practices took place on residential streets south of Ventura Boulevard between Ventura and the alley on Nagle Avenue.

One (1) speaker requested something be done regarding the dilapidated condition of small houses on Lindley Avenue, west to Reseda Boulevard. The speaker was also concerned with the graffiti problem.

One (1) speaker indicated there was no stopping progress. However, the surrounding residential uses should be taken into consideration.

One (1) written communication was received favoring a full exemption when requiring office space to convert to retail due to excessive costs as a result of additional parking.

One (1) written communication was received opposed to his property being included within the Business Improvement District.

> **Response**: Staff researched the subject property and concluded that the property was not included in the Tarzana Business Improvement District. However, the property is indeed located within the Ventura/Cahuenga Boulevard Corridor Specific Plan boundaries.

One (1) speaker provided the following suggestions:

- Divide Specific Plan into a Specific Plan East and a Specific Plan West
- Opposes big box retail.
- Opposes two-story retail because no one every goes to the second floor.
- Recommends an Entertainment Overlay between Laurel Canyon to Barham as an "Old Town" environment.
- Town Halls meetings should be conducted for input.
- A parking garage should be built over the river from Whitsett to Laurel Canyon with a park on the roof.

One (1) speaker was opposed to illegal operation of auto body and auto repair shops.

One (1) speaker expressed disbelief that the Plan recommends, and will maintain low commercial at Lankershim just north of Ventura Boulevard although the speaker is in support.

One (1) speaker indicated that cellular installations requests by Universal Studios should

be placed at Universal and not on Cahuenga Boulevard.

One (1) written communication favored windows and doors fronting Ventura Boulevard and was also opposed to industrial type solid steel doors and to too much diversity of retailers, tire shops and auto repair.

One (1) written communication favored the Planning Department requesting developers do more when a project is approved.

2. **Pedestrian Oriented Areas (POA)**

General Comments:

Three (3) written communications were received in favor of extending the Woodland Hills POA from DeSoto to Shoup.

One (1) speaker, representing the Homeowners of Encino, expressed opposition to the use of encouraging "high level" of pedestrian activity in POAs.

One (1) speaker was supportive of the POA amendments.

Two (2) speakers indicated opposition to the expansion of the POAs in general stating it was ill-advised and requested an economic analysis of the impact of POAs.

Original Specific Plan Language of 100 Percent Ground Floor Restrictions in a POA:

Three (3) speakers and three (3) written communications strongly supported maintaining the original verbiage in the Specific Plan regarding use limitations in POAs to preserve the original intent of the Plan.

Planning Department Alternative of 75 Percent Building Frontage in a POA:

Two (2) written communications and one (1) speaker expressed support for the Planning Department recommendation presented at the public hearing.

One (1) written comment supported maintaining the integrity of the POAs by maintaining the current uses and allowing flexibility in non-POA areas.

No Restrictions on Ground Floors in POAs

Six (6) speakers expressed opposition over any use limitations in POAs. They supported flexibility or combination of uses such as real estate, on-line trading, escrow companies, children's learning center, martial arts studio or dance studios, retail, office and service uses and dental suites, especially during a recession. One of those speakers supported allowing uses in POAs currently permitted by the Los Angeles Municipal Code while another one indicated that except for the Encino POA, which is primarily high-rise

financial and too long, the other POAs developed on their own.

Drive-through Establishments and Auto-related Uses - Prohibited in POAs:

Three (3) written communications and one speaker favored prohibiting auto-relating uses and drive-thru establishments in POAs.

Two (2) speakers spoke in favor of prohibiting drive-through establishments in POAs. However, in terms of auto-related uses, they would prefer auto-related uses were not located in Studio City. Nevertheless since they are, they prefer all garage doors providing access to repair bay not to face residential areas. Due to the proximity to the hillside, the noise reverberates right up to hillside residents.

One (1) written communication supported adding automobile sales as part of restricted auto-related uses.

Two (2) written communications expressed support of prohibiting service stations and any other automobile related uses in POAs as well as prohibiting all automotive uses along Ventura Boulevard because most of them back up to residential uses.

POA Extension along Van Nuys Boulevard:

Two (2) speakers were opposed to the north and south extension of the POA along Van Nuys Boulevard from Dickens Street to the 101 Freeway as well as the designation of the same area from Neighborhood Commercial to Community Commercial because of the increase in floor area ratio from 1.0:1 to 1.25:1. The increase in floor area ratio coupled with a density bonus would create a higher level of congestion.

One (1) speaker was not opposed to the POA extension along Van Nuys Boulevard but was opposed to the Community Commercial designation based on the increase in floor area ratio.

One (1) written communication was received in support of extending the Van Nuys POA north to the 101 Freeway.

POA Extension along Sepulveda Boulevard:

One (1) speaker was opposed to extending the POA along north and south of Sepulveda due to the increase in traffic this action would generate. Written comments were also provided

POA Proposed Between Vineland and Fruitland

Two (2) speakers requested the Department consider designating the area north and south side of Ventura Boulevard between Vineland Avenue and Fruitland Avenue as a POA. Comments indicated that this area contains a series of small businesses which are

primarily retail. They include a dance studio, an acting academy, two restaurants and an interior design shop. Several buildings were built in 1934 with two others built in 1957 and 1926. There is an effort to designate some of these buildings and historical as monuments. One of the speakers also indicated that most businesses have parking in the rear.

Response: Staff had an opportunity to conduct a land use survey on the proposed area which revealed the following:

The northern block of Ventura Boulevard between Vineland Avenue and Riverton Avenue (the freeway off-ramp) is currently under construction. The proposed project is for a 116,000 square foot, two-story 45 foot in height retail shopping center on a 5.38 acre site which will include the following: A 55,000 square foot supermarket, 10,500 square feet of restaurant space and approximately 50,500 square feet of general retail space, three on-site alcohol sales permits for the proposed restaurants, two off-site alcohol sales permits for the proposed supermarket and drug store and wine shop. The project received the following discretionary approvals: a concurrent zone change and plan amendment from High Medium Residential (R4 Zone) and Community Commercial (C2 Zone) to Community Commercial and the C2 Zone over the entire site, a conditional use permit for commercial corner review, conditional use permits for both on and off-site alcohol sales, a specific plan exception from the Ventura/Cahuenga Boulevard Corridor Specific Plan, a project permit under the same specific plan and a zone variance.

The south side of Ventura Boulevard between Vineland Avenue and Fruitland Avenue was observed east to west as follows: Vineland Avenue to Riverton - gas station, vacant one-story building, restaurant, garage door transmitters (rear), custom furnishings, café (restaurant and entertainment), vacant 2-story building, production office, performing arts academy, art gallery, florist, studio production, special effects production; Riverton Avenue to Fruitland Avenue - storage and truck rental facility, multiple units, café, sound recording, advertising agency.

The north side of Ventura Boulevard will evolve as a self-contained shopping area. It is anticipated that individuals will drive and park at the site and visit multiple shops within the shopping area. However, it does not appear likely that those individuals will venture to cross over to the south side of Ventura Boulevard. Furthermore, it should be noted that no cross walk linking the north and south side of Ventura Boulevard is proposed. Anyone wishing to cross the street will have to walk to Vineland Avenue to use the signalized crosswalk.

As noted above, the south side of Ventura Boulevard did contain some uses that are desireable in a Pedestrian Oriented Area. However, the dance studio mentioned at the public hearing has relocated to Lankershim Boulevard and the 2-story building is vacant. Several buildings had an unpleasant appearance as there was debris at the entrance of the building or in planters that were designated for landscaping which have been transformed into trash receptacles. A bus stop is located less than one hundred feet from Vineland Avenue. Several individuals were observed using the planters as seats because the bus

bench was already occupied. A trash receptacle by the bus bench was not observed.

It should also be noted that several properties between Vineland Avenue and Riverton Avenue are owned by one property owner. Staff had an opportunity to speak to this individual who indicated it was his intent to remodel the vacant dance studio and develop the building for office use. He stated that it was not his intent to land bank for the purpose of developing a shopping center. His intent in purchasing these properties had been to bring in retail because of the higher rents. He further stated that the flower shop generates almost 100 percent of their business by studio deliveries. The upholstery shop also conducts much of their business off-site.

Part of the efficacy of a Pedestrian Oriented Area depends on the pedestrian synergy within the designated node. Except for the individuals waiting for the bus and one lost Korean student who was looking for Universal Studios, there were no other pedestrians walking along the Boulevard. At this point in time, the pedestrian flow from the north side of Ventura Boulevard to the south appears to constrained by the lack of a cross walk. There is meter parking on some sections of the south side of Ventura Boulevard, and limited parking on-site. Parking appears to be an issue for some of the businesses with customers using parking spaces dedicated to a business other than the one they are patronizing.

Given the issues discussed, the Department recommends a Pedestrian Oriented Area **not** to be designated in the requested area at this time. Based on the information gathered, the south side of Ventura Boulevard appears better suited for office or production type businesses. These types of uses are an excellent buffer to abutting residential properties as they often require minimal parking, are quiet and still provide an economic resource to the community. The Department suggests property owners may want to participate in implementing their community streetscape plans to beautify this area.

3. Enforcement

One (1) speaker supported a cooperative enforcement program with the Department of Real Estate.

One (1) speaker recommended the following procedures to strengthen enforcement: Planning Department sign off for certificate of occupancy; Building and Safety should assign a full-time inspector to the Planning Department for full-time enforcement; a full-time computer programmer should be hired for record keeping on every property in the Plan area.

One (1) speaker favored enforcement of signage, landscaping and billboard regulations.

<u>New Enforcement Language:</u>

Two (2) speakers and three (3) written communications strongly supported new enforcement language in the proposed amendment and a clear delineation of which city

department was to enforce the regulations and with what funding mechanism.

One (1) written communication supported banning all advertising.

Lack of Sign Enforcement:

Three (3) speakers expressed concern with the lack of enforcement of sign regulations and requested an enforcement program.

Two (2) written comments were received expressing concern with the lack of enforcement of parking regulations, especially enforcement of preferential parking.

Lack of Enforcement of Conditional Use Conditions of Approval:

Two (2) speakers indicated a lack of enforcement of conditions of approval for auto-repair uses such as requiring bay doors facing residential uses to remain shut for auto repair uses adjacent to residential properties. One of the speakers called for an investigation of auto-repair and fast food establishments abutting residential uses.

One (1) speaker expressed concern for the lack of enforcement of the conditions of approval for the Encino Market Place such as noise abatement from delivery trucks and permanent cargo containers.

4. **Mixed use and Density Bonuses**

Three (3) speakers and one (1) communication were opposed to encouraging mixed use, especially if it was in lieu of multi-family development.

Two (2) speakers and one (1) written communication expressed opposition to mixed-use and density bonuses on Ventura Boulevard in Sherman Oaks and in general.

One (1) speaker spoke in favor of mixed use as it would decrease traffic on the Boulevard.

One (1) written communication was received expressing opposition to density bonuses.

5. **Street Numbers Not Visible from the Street**

One (1) written communication and one (1) speaker requested that all street addresses be clearly visible from the street citing that the visibility of street numbers would assist in maintaining the traffic flow. Who is responsible for street numbers?

Response: Department staff contacted the Bureau of Engineering who indicated that Section 63.113 of the Los Angeles Municipal Code requires that address numbers be read from the street. The Fire Marshall is the responsible entity for notifying the Bureau of Engineering that an address can not be read from the street. The Bureau then sends

notification requesting compliance with the Code requirements.

6. **Compatibility of Uses**

One (1) written communication stated the compatibility of commercial uses such as the Encino Market Place development adjacent to residential uses was not taken into account.

One (1) speaker expressed concern regarding restaurants abutting residential which emit all kinds odor and smoke which was reported to no avail.

7. **Wireless Antennae as a CUP Process.**

One (1) written communication and one speaker were in support of approval of wireless antennae as a conditional use process.

8. **"Overnight Accommodations" in Community Commercial Plan Designation Definition**

One (1) speaker was opposed to including overnight accommodations in the Community Commercial designation especially in areas designated as Community Commercial near the Cahuenga Pass and with close proximity to the Universal Studios Theme Park. The concern was that the language could encourage hotel and motels at the expense of true community serving uses.

Response: The inclusion of "overnight accommodations" is consistent with the Community Plan designation of the adopted Citywide General Plan framework.

9. **Theaters**

One (1) speaker was opposed to including theaters and major entertainment in POAs due to the excessive parking requirements.

One (1) speaker requested the definition of "theater." Did the Department mean movie theater or stage production? The speaker was opposed to theaters in POAs. One written communication was also received expressing opposition to theaters as well as major entertainment.

Response: The Department includes movie and stage productions in their interpretation of theaters. Although the Department understands the concern regarding traffic generated by theaters, it is also a use which brings in pedestrian activity into a POA area consistent with the Community Commercial land use designation.

10. **Cahuenga Pass Community Name**

One (1) written communication was received stating opposition to the use of "Cahuenga

Pass" in the official community name. "Studio City/Cahuenga Pass."

Response: The Chairman of the Plan Review received a communication, dated June 8, 1998, from Council John Ferraro indicating his recognition of the Cahuenga Pass as a community. In accordance with said recognition, community signs were posted to identify the Cahuenga Pass as a separate community. The rationale for recognizing the Cahuenga Pass as a separate community was based on historical data identifying it as a Hollywood Hills neighborhood. The request was subsequently made to the Planning Department to identify the Cahuenga Pass on all future planning documents as a separate community and specifically to be identified in the Ventura/Cahuenga Boulevard Corridor Specific Plan as "Studio City/Cahuenga Pass."

11. Height Limits

One (1) speaker representing the Studio City Resident's Association, requested the height limit in Studio City along the south side of Ventura Boulevard between Carpenter Avenue and Laurel Canyon Boulevard which currently permits a height of 45 feet be reduced to 30 feet which would make it consistent with the rest of Studio City.

One (1) speaker was opposed to a height limit greater than 45 feet for buildings adjoining Sepulveda Boulevard.

One (1) speaker expressed concern regarding Sec. 7 E 2 of the Specific Plan which allows an height exemption up to 87 feet in the area east of the Regional Commercial plan designation area east of the San Diego Freeway for mixed use projects which devote at least 25 percent of the floor area to non-hotel residential uses. The concern expressed that there was no other maximum height established in other areas under this height limit exception. The question raised was what would be the height limitation when this exemption was granted in any other area?

Two (2) speakers were opposed to 45 feet height limit in Encino because buildings such as the six-story Republic Bank at Libbit and Ventura which is adjacent to residential homes prevent homes from getting sunshine. A graduation of height should be required.

Response: The Specific Plan identifies a maximum height limitations in all other areas within the Specific Plan boundaries and only allows a height exemption for the area identified above. Prior to permitting such an exemption, the Planning Commission must find, 1) the project is consistent with the scale and character of the existing neighborhood in terms of height, location and orientation of buildings to adjacent residentially zoned parcels and year yard setbacks, and 2) the proposed project would not have a substantial adverse impact on any residence which is within 600 feet from the site of the proposed project, prior to granting the request.

If an applicant would like to exceed the height limitations in other areas within the Specific Plan, a Specific Plan Exception for height would have to be filed regardless if the project included mixed-use or not.

12. Cargo Containers - Use Restrictions

Two (2) written communications and two (2) speakers expressed support for use limitations on cargo containers.

13. LA River Access

Two (2) written communications expressed support for use new provisions providing access to the Los Angeles River.

14. Signage

Two (2) written communications expressed support for new signage regulations.

One (1) written communication supported stricter language for window signs and opposed excessive wall signs.

One (1) speaker suggested real estate signs not to exceed 5 feet in sign area and one sign per property.

Two (2) speakers strongly supports new sign regulations with the latter expressing an exception of the allowance of two banners permitted annually per business. The concern was that the provision was not enforceable.

One (1) speaker suggested new billboard regulations between Colfax Avenue and Mulholland Drive as well as a program whereby smaller billboards can be consolidated for one bigger one.

One (1) written communication was received suggesting the removal of advertising from public benches.

One (1) written communication supported reducing the area of wall signs from two square feet to one and one-half square feet for each one foot of lot frontage, maintaining only one monument sign instead of the proposed one monument sign per 200 feet of lot frontage, and prohibiting all pole signs.

15. Landscaping

Two (2) written communications were supportive of new landscaping requirements.

One (1) written communication expressed support for landscaping requirements for parking lots and gas stations.

One (1) written communication favored street trees such as on Wilshire Boulevard in Beverly Hills.

One (1) speaker favored landscaping improvement for parking lots including a 15% landscaping requirement on all remodeling/renovation projects.

16. Streetscape/Beautification

One (1) written communication was received in support of the following:

- Remove weeds from treewells, curbs and sidewalks and remove stunted trees from tree wells.
- Repair cracked/broken street curbs, sidewalks.
- Reset utility covers in sidewalks to align with walking surface.
- Remove newspaper vending racks from public sidewalk areas.
- Encourage property owners to dedicate a portion of their front yard setback for public sidewalk.
- Establish Architectural Beautification Committee to award certificates to stores/offices that enhance frontage.
- City should establish a team to assist designers, architects and property owners on ways to enhance area adjacent to public right-of-way.

17. Plan Review Board

Review of Intersections:

One (1) speaker requested clarification on regarding the Plan Review Board's review of only two specific intersections and why those two were the only ones called out for review.

One (1) written communication wanted to know the difference between a Design Review Board and a Plan Review Board.

Two (2) written communications were received favoring support for Plan Review Board input and strengthening their role.

One speaker (1) supported stronger homeowner representation of the Plan Review Board and supported amended language to ensure a balance of interests on the Board.

Response: The difference between a Design Review Board and a Plan Review Board is as follows: The Plan Review Board was established by the adoption of the Ventura/Cahuenga Boulevard Corridor Specific Plan and its function is advisory in that it makes recommendations to the Director of Planning and the General Manager of the Department of Transportation concerning the development and implementation of the Specific Plan.

The role of design review boards pursuant to Sec. 16.50 of the Los Angeles Municipal Code, is to evaluate the placement of mass, form, spatial elements and overall quality of the design of proposed projects based on defined objects established in geographically

specific plans. Design review boards review applications and accompanying materials in relation to compliance with the design components and criteria set for in the specific plan and adopted design guidelines, and provide their recommendation to the Planning Commission.

18. Transportation Related Issues

General Comments:

One (1) speaker favored parking for real estate offices to be amended to 2 per 100 square feet.

One (1) written comment was received indicating the intersection of Sunnyslope Avenue and Ventura Boulevard with metered parking on both sides is dangerous.

One (1) written comment was received requesting that the traffic congestion between Sepulveda Boulevard and Coldwater Canyon Boulevard along Ventura Boulevard be addressed.

One (1) speaker was concerned with the congestion on Sepulveda Boulevard due to the San Diego Freeway (405) congestion using Valley Vista Boulevard as well as the traffic at Van Nuys Boulevard and Ventura Boulevard.

One (1) speaker recommended requiring one parking space for each licensed broker or sales person in real estate offices as well for nail salons and beauty parlors.

Traffic:

Two (2) written comments were received regarding the concern with traffic along Ventura Boulevard in general as well as the impact of such traffic on neighbors.

One (1) speaker supports having infrastructure prior to development, especially in the Cahuenga Pass West which abuts two jurisdictions and suffers the impacts of Universal Studios. The speaker also requested transportation engineers contact the neighborhood when mitigations for projects adjacent to the Cahuenga Pass are evaluated to determine the impact on the surrounding neighborhoods.

One (1) speaker requested that when granting a change of use with parking implications, such as a use to retail estate where parking requirements are not adhered to, the matter should be studied carefully before being approved.

Rear Parking Regulation- Proposed:

One (1) written communication was received expressing support for locating parking in the rear of businesses.

One (1) speaker was opposed to locating parking in the rear as this would inconvenience shoppers.

Parking Structures:

Two (2) speakers expressed an oversight by the Department regarding the requirements for public parking facilities. The issue expressed was that while businesses within 1,500 feet within a Pedestrian Oriented Area, can purchase parking at a public facility, there was no maximum established for how many parking spaces a business could purchase as well as a maximum of purchased spaces for the public parking facility. They did not want to see the facility become an employee parking facility. They suggested a maximum one-third of the public parking facility to be used for relief parking.

One (1) written communication was received favoring an alternative to parking relief for parking space deficiencies.

One (1) written comment was received supporting construction of public parking facilities.

Two (2) speakers were opposed to parking structures because they increase traffic. However, if constructed, priority parking should be given to employees.

Intersection Flaring:

One (1) speaker supported mandatory intersection flaring and without consulting the Plan Review Board to decide on a case by case basis as proposed in the Plan.

One (1) speaker suggested the Department of Transportation work with the Plan Review Board when it comes time to making street improvements.

Employee Parking:

One (1) speaker indicated employee parking was a problem in the Encino Market Place.

One (1) speaker and three (3) written communications supported free employee parking on-site for employees to reduce parking in residential areas.

Valet Parking

One (1) speaker expressed support of validated parking.

One (1) written communication was received expressing opposition to the use of valet parking in residential neighborhoods with preferential parking.

One (1) written comment indicated that required parking should be validated and free to all employees.

Off-site Parking:

One (1) written communication was received asking if off-site parking for a business was permitted on residential streets with permit parking.

Response: According to the Department of Transportation, the City never allows off-site parking for a business to be located on a public street.

Parking Requirements:

One (1) speaker suggested adding a parking requirement of 1 space per 100 square feet for gyms and health clubs.

Response: Since the Specific Plan is silent on gyms and health clubs, the Los Angeles Municipal Code would prevail. Section 12.21 A 4(c)(2) Health Clubs requires one automobile parking space for each 100 square feet of floor area.

Bicycles:

One (1) speaker spoke in support of bike lanes and the use of bicycles.

Removal of light at Vesper Avenue:

One (1) speaker was opposed to the removal of the street light at Vesper Avenue and Ventura Boulevard.

Response: The Department of Transportation was contacted regarding this matter and they indicated that as part of the street improvements required for mitigating the traffic impacts at Van Nuys Boulevard and Ventura Boulevard of the 51,000 square foot La Reina Fashion Plaza shopping center, the removal of the existing traffic signal at the intersection of Ventura Boulevard and Vesper Avenue was recommended and implemented.

The Department of Transportation is currently working with the community and the Council District office to add another crosswalk at Vesper Avenue and Ventura Boulevard on the east side of the intersection with a pedestrian indicator.

DISCUSSION OF MAJOR ISSUES:

The following is a discussion of the major issues that emerged during the preparation of the Plan Amendment, as well as recommendations by the Planning Department as a result of the public participation process.

1. Use Limitations on Ground Floors in POAs

Throughout the preparation of the Specific Plan Amendment, the PRB worked diligently with Department staff to come to a consensus on many of the issues that arose as part of the amendment. However, one major issue continued to surface as a source of disagreement - the provision that requires ground floor areas in POAs be 100 percent devoted to retail or Pedestrian Serving Uses, as defined in the Specific Plan. The rationale for each of the positions is discussed below:

The purpose of establishing the POAs in the Specific Plan was to increase pedestrian activity recognizing the fact that the Ventura/Cahuenga Boulevard Corridor was both a land use and transportation regulatory document and every effort to reduce traffic congestion had to be implemented. A supplemental staff report prepared by the Planning Department to the Planning Commission, dated March, 1990, regarding the Proposed Ventura/Cahuenga Boulevard Corridor Specific Plan proposes "mandatory retail at the first floor..." This language was proposed as a response to a request from the Planning Commission to consider a way to encourage ground floor retail.

Recognizing the Ventura/Cahuenga Boulevard Corridor Specific Plan is a transportation and land use specific plan, the designation of the POAs was paramount in taking credit in the reduction of multiple vehicle trips.

There are currently five POAs, one located in each of the five communities, within the Specific Plan Area. Linear measurements were calculated for each of the POAs as follows:

Studio City/Cahuenga Pass	-	4,812 feet
Sherman Oaks	-	4,798 feet
Encino	-	9,835 feet
Tarzana	-	2,189 feet
Woodlands Hills	-	2,464 feet
Total	-	24,098 feet

The POAs make up approximately 4.6 linear miles of the 17 miles within the Specific Plan Corridor.

The boundaries and restrictions for POAs as they currently exist, were originally approved by the PRB early in the amendment process. A subsequent motion was then introduced to revisit the requirements of ground floor uses in POAs. The motion was prompted by concerns for businesses in areas such as Encino, where there is a significant

number of multiple -story office buildings. Furthermore, the Encino POA is more than 50 percent greater than the next largest POA in the Plan area which is Studio City. A motion was approved by the PRB to reduce the existing ground floor requirement of 100 percent to 50 percent of the frontage of a building devoted to retail or Pedestrian Serving Uses. One basic premise about POAs is that the area should be manageable by foot. The greater the area, the less likely a pedestrian will be able to walk and more likely that a pedestrian will have to use a vehicle to cover the area.

In order to address the concerns expressed by the PRB, staff conducted land use surveys in all the existing POAs. The Department found that in some POAs, such as Encino, there was strong evidence supporting an amendment that would provide relief for properties locating in the rear of office buildings and not within view of pedestrian traffic.

Upon discussions with the PRB, the Department recommended amending the ground floor restriction from 100 percent to "at least 75 percent of the frontage of a building to the depth of at least 50 feet or 50 percent, whichever is greater, be dedicated to retail or Pedestrian Serving Uses in the POAs." However, the PRB continued to support a 50/50 alternative with a building depth of at least 10 feet.

Six (6) comments were received or presented at the public hearing in favor of the original 100 percent ground floor restriction and four (4) comments were received or presented in favor of the Department recommendation of 75 percent ground floor restriction. There was no support expressed for the PRB's alternative of 50 percent but there were six (6) comments in favor of no restrictions on ground floor uses in POAs.

The issue which emerged during these proceedings was the fact that it is the goal of most property owners to lease or rent space to retail uses because of the higher rents these uses generate. According to most property owners who spoke, it is only during "difficult economic times", such as a recession, that the property owner is faced with the dilemma of turning away perspective tenants because they do not comply with the retail or Pedestrian Serving Uses required by the Plan.

According to Dr. Jim Dow, Professor of Economics at California State University, Northridge, the recession period of July, 1990 through March, 1991, had economic implications in the Valley during the early 1990's. It is difficult for any business to survive during a recession or when the economy is in a downspin. Nevertheless, the crux of the argument is that business property owners prefer to lease to retail tenants because they provide a higher rate of rent. According to public comments and several PRB members, it is only in those economically strapped periods, that a property owner has limited choices in terms of tenants, and in order to survive must consider other types of uses such as office or service (non-retail). Although it was made clear that a property owner always had the option of filing for a specific plan exception from any of the regulations or requirements of the Plan, the fee of $2,409, for the application only, would not be a viable option for a business person during a recession period.

There is no quantifiable measure to assess the impact of the loss of tenants due to the use limitations on the ground floor in POAs. Nevertheless, in order to respond to this specific dilemma, staff proposed including a "hardship exemption" in the Ordinance which would permit a reduced fee and an expedited process to alleviate this situation while maintaining the original language in the Plan of 100 percent ground floor requirement for retail or Pedestrian Serving Uses in a POA. Several members of the PRB indicated the hardship exemption fee would not be the only fee incurred in the request which could run thousands of dollars if a professional expediter had to be hired. The accelerated approval process of going directly to the City Council was also stated to be lengthy. An approval timeframe of between 7-10 working days was suggested. A motion was approved by the PRB not to adopt the Department's hardship alternative.

Plan Review Board Minority Opinion on Use Limitations on Ground Floors in a POA

In response to the Department's position, the PRB has prepared a minority report on this issue as follows:

The overwhelming consensus of opinion, is that the restrictions in a POA as stated in the Ventura/Cahuenga Boulevard Corridor Specific Plan Amendment are very dangerous and unfair to commercial property owners and also are not the desires of the residential community with the exception of the restriction for auto-related uses and drive-through establishments.

The Planning Department's recommendation to add a hardship exemption to this clause that a commercial property owner could apply for only after there has been a vacancy on his property for six months, would create a further hardship. The process for obtaining a hardship exception would take three months or more and probably cost the commercial property owner a very good tenant who at anytime would be able to lease space up the street or even on the corner boundaries of a POA, therefore experiencing all the benefits of a POA and none of the restrictions. This hardship exemption guarantees at the very least that a property will be vacant nine months and the application could still be denied.

It is the opinion of the community leaders contacted by a member of the PRB, that the proposed restrictions are very dangerous and will not promote a desire to expand the POA's on Ventura Boulevard or create new ones in other areas. Additionally, the community is in favor of having many of the businesses that are proposed to be restricted on the ground floor in a POA such as: dance studios, gyms, hair salons, nail salons, barber shops, martial arts schools, learning centers, insurance companies, escrow companies and real estate companies (with limited square footage).

The proposed restriction of 100 percent retail as defined in the Plan will be impossible to implement for all the buildings and properties in the POAs. The proposed restriction is doomed for change before it even gets off the ground. The Plan Review Board's recommendation of a 10 foot lot depth for 50% of building frontage to be dedicated to retail or Pedestrian Serving Uses is at least workable and gives the commercial property

owners a fair chance to competitively market his property for lease.

Although the PRB did not discuss other options, a member of the Board suggested that rather than listing the specific uses permitted in a POA it would be simpler and better serve the community to list only the restrictions, i.e., auto-related uses, drive-through establishments, small specialty markets whose primary business is to sell liquor, etc... and also require all businesses, regardless of nature, to maintain a retail or pedestrian oriented store front.

By listing only the restricted uses as state above, it would make it easier for the Planning Department and Building and Safety to enforce the Ordinance.

In conclusion, the Planning Department is urged to reconsider its position on this issue in order not to lead the commercial property owners into potential disaster and leave a community with a magnitude of "FOR LEASE" signs and empty stores, which will not benefit anyone.

Based on concerns from the PRB, the Department is therefore recommending a minimum 75 percent requirement of the building frontage dedicated to retail or Pedestrian Serving Uses with no building depth requirement. This recommendation is intended to provide relief to such areas as Encino that has multiple uses on the ground floor, e.g. office and service-oriented uses. The Encino POA is also proposed to be reduced by approximately 59 percent (A discussion of this proposal follows). A building depth is not being recommended based on input from the Department of Building and Safety indicating most property owners seek to place retail uses at the front of buildings to capture the pedestrian foot traffic. The percentile designation of uses is consistent with other Planning Department specific plans such as the San Vicente Scenic Corridor Specific Plan and the Pacific Palisades Community Village Specific Plan. The implementation of the percentile designation is these areas has been a non-issue. Despite, the PRB's motion to disapprove the Department's proposal for a hardship exemption clause in the Ordinance, the Department is recommending to include this clause in the Specific Plan in that it provides added relief to businesses should the need arise to use this option during recession periods.
The Department is also recommending to add martial arts/dance studios and academic learning centers to the list of Pedestrian Serving Uses in order to provide more flexibility to property owners in tenant selection.

2. Reduction of the Encino POA

Based on the comments regarding the Encino POA by the PRB, staff conducted a field survey to identify the issues that were problematic within that area. Given the number of office buildings within the Encino POA, which encompasses approximately thirteen (13) blocks, it would be difficult for the area to achieve a concentrated retail dynamic. There are very few areas in the entire POA which do not contain an office use. A contiguous area with high percentages of retail uses is a significant contributing factor to the success of any POA. Unfortunately, Encino contains retail uses interrupted by office buildings,

which hampers the evolution of an energetic and economically sustainable POA. Furthermore, for security reasons many buildings and businesses do not provide direct pedestrian access from the street, which discourages pedestrian activity.

Staff also observed a significant number of "incubator" offices located at the rear of office buildings. These smaller offices tended to provide a start-up location for such professionals as accountants and lawyers. These office were not visible to pedestrian traffic and could only be found if an individual knew where to look.

Perhaps one of the reasons the Encino POA was originally designated was to address concerns from the surrounding residential community that Encino would become another Wilshire Boulevard. There seems to be a perception from the communities that a POA designation will protect a community from excessive building heights. In reality the Specific Plan regulates heights separately from the POAs. Any project that exceeds the respective heights identified in the Plan will require a Specific Plan Exception, whereby a public hearing will be held to receive input from the community.

As much as the Department would like to envision a POA in Encino that extends 9,835 linear feet, it fully understands the challenge property owners face recruiting retail uses on ground floors in office buildings. The Department is therefore recommending the Encino POA be reduced approximately 59 percent along Ventura Boulevard between Orion Avenue/Sherman Oaks Avenue on the east and Noeline Avenue on the west. The small portion remaining just west of the San Diego Freeway is actually an extension of the proposed Sherman Oaks POA addition, and is supported by the Regional Commercial designation of the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan.

3. **Cahuenga Pass as a Regionally Impacted Area**

In an effort to deal with the traffic congestion in the Cahuenga Pass, the City Council adopted Interim Control Ordinance (ICO) #171,095, on May 23,1996 to establish interim regulations relating to the issuance of building permits for auto-intensive uses on lots located in whole or in part of that portion of the Sherman Oaks-Studio City-Toluca Lake Community Plan area generally bounded by Woodrow Wilson Drive on the east and Vineland Avenue on the west. The uses identified in the ICO requiring additional review were hotels/motels, theaters/auditoriums, drive-throughs and convenience markets.

During the preparation of the plan amendment, a motion was made to designate the Cahuenga Pass as a POA. Although the motion failed, the impetus for the POA proposal stemmed from the concerns of the residents abutting the commercial areas along Cahuenga Boulevard West. The term "Katellaization" of the Cahuenga Pass was used to express the concern of the sprouting of hotels and motels on Katella Avenue in Anaheim as a result of Disneyland would replicate itself on the Cahuenga Pass due to the proximity of and proposed expansion of Universal Studios. The Universal City Final Environmental Impact Report dated September, 1998, indicates the Universal City Specific Plan would permit the development of up to approximately 3,257,000 square

feet of additional floor area consisting of an enhancement and expansion of existing studio, entertainment hotel and office uses.

Staff conducted a land use survey of the area and found the characteristics on the south side of Cahuenga Boulevard tended to be mainly neighborhood type uses such as a small market, a couple of restaurants, small playhouse theaters, and production offices. The north side revealed several multi-story buildings, a small commercial center, liquor store, and small park to name a few. The Department did not support a designation of the area as a POA given the lack of retail and community serving uses.

Nevertheless, there is no question that the residents adjacent to Cahuenga Boulevard West are in a unique situation due to their close proximity to Universal Studios. The intrusion of hotel/motels in the area has begun with the approval of ZA 98-0176 CUZ and City Plan Case No. 98-0151 SPE, for the construction of a 20,216 sq. ft., 43-unit motel with 51 parking spaces.

Furthermore, the topography south of Cahuenga Boulevard West revealed narrow hillside streets where parking appeared scarce. Based on the concerns of the residents regarding traffic as expressed at the public hearing and the proximity of Universal Studios, a significant regional draw, the Department recommends designating the Cahuenga Pass between Woodrow Wilson Drive on the east and Lankershim Boulevard on the west as a "Regionally Impacted Area." This designation would prohibit auto-related uses, drive-through establishments and hotels/motels in the area. This is an opportunity for the Department to engage in proactive planning measures rather than waiting until an area is besieged with uses not compatible with surrounding communities.

4. The Sherman Oaks Pedestrian Development District

During the amendment process, the Department was contacted by Council District 5 regarding the feasibility of redesignating both sides of Ventura Boulevard between Fulton Avenue on the east and Stansbury Avenue on the west as a POA. Staff conducted a land use survey which revealed that of the 330 uses identified, approximately 50 percent were service or office use, 40 percent were retail or pedestrian serving uses, and 10 percent were vacant or other uses (e.g., residential).

There appears to be a concerted effort by the business and residential community to enhance this area. Streetscape improvements have begun with tree plantings which included decorative placards on the tree grates. Although the majority of uses are currently service or office, there is a high concentration of retail clusters within this area. Direct access from the street into store and shops is favorable.

The Department agrees the area identified above may have the potential of flourishing into a POA. However, the Department is hesitant to identify it as such given that 50 percent of the existing uses would then become non-conforming based on the current language of the Plan. As an alternative, the Department proposes identifying the area as a "Pedestrian Development District" whereby regulations could assist in the development

of additional Pedestrian Serving Uses by prohibiting auto-related uses and drive-through establishments. The Department will then monitor the success of the Pedestrian Development District and make a determination whether or not to re-designate the area as a POA in a future amendment.

In addition, at the October 2, 1999 PRB meeting, a motion was approved to extend the proposed westerly boundary of the Pedestrian Development District from Stansbury Avenue to Beverly Glen Boulevard on the south side of Ventura Boulevard and Tyrone Avenue on the north side of Ventura Boulevard.

5. The Sherman Oaks Use Restricted Area along Van Nuys Boulevard

During the review process a motion was proposed to extend the Sherman Oaks POA north and south along both sides of Van Nuys Boulevard between Dickens Street on the south and the Ventura Freeway (101) on the north. The rationale to establish a POA along this area was to create a "gateway corridor" into Sherman Oaks. There were also concerns with uses such as drive-throughs contributing to an area which is heavily congested with traffic. However, upon completion of a land use survey of the area, staff recommended the proposed POA extend only to Hortense Street. The PRB concurred with the staff recommendation and the proposal was put forth for public review.

Staff had also recommended redesignating the land use designation from Neighborhood Commercial to Community Commercial to achieve consistency with the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan Update, approved by City Council on May 13, 1998, which recommended the area retain its Community Commercial land use designation. The redesignation had the potential to increase the floor area ratio from 1.0:1 to 1.25:1. It would have also permitted an increase in the lot coverage from 60 percent to 75 percent.

As a result of the proposed plan redesignation, several comments were made in opposition to the Van Nuys Boulevard POA extension. Concerns with the increase in floor area ratio coupled with mixed-use projects, which qualify for an additional density bonus, troubled several individuals.

Staff also had concerns with the POA extension along Van Nuys Boulevard in Sherman Oaks. Although there is a high concentration of retail and Pedestrian Serving Uses in the area, access seems to be an issue. The flow of pedestrian foot traffic from Ventura Boulevard is impeded by physical barriers as well as security measures. For example, stores and shops on the south side of Moorpark Street, which have two entrances, lock the direct entrance from the street and require entry via the parking area. Furthermore several multi-level offices located on the west side of Van Nuys Boulevard are by keyed entry to the ground floor. Again, security concerns appear to be the motive for restricted access. In addition, the bank located at the corner of Van Nuys Boulevard and Milbank Street also require access from their parking lot east of Van Nuys Boulevard. This area was checked on a Monday morning and it was evident from the debris scattered around the ATM machine, probably from the theater customers, and the transient sleeping on the

steps of the bank, that concern for security by property owners and tenants is a valid one.

A second concern regarding designating this area as a POA is the traffic congestion. The Department of Transportation was consulted on this issue and indicated that latest traffic counts taken September, 1999 at the intersection of Van Nuys Boulevard and Ventura Boulevard revealed a level of service (LOS) "D." It was also stated that this intersection is projected to be at LOS "F" with the completion of Phase I of the Specific Plan.

The Department is therefore recommending to extend the current boundaries of the Sherman Oaks POA along Ventura Boulevard easterly to Tyrone Avenue and northerly to Moorpark Street on the east side of Van Nuys Boulevard; and along Ventura Boulevard easterly to Beverly Glen Boulevard.

The Department is also recommending a designation of a "Restricted Use Area" for both sides of Van Nuys Boulevard between Moorpark Street and the Ventura (101) Freeway. This measure is an attempt to provide limited relief from traffic congestion which spills over to the surrounding residential neighborhood. The uses to be prohibited in the aforementioned area are auto-related uses and drive-through establishments.

6. Enforcement Funding Mechanism

Based on the public comments regarding enforcement, or lack thereof, the Department re-evaluated the likelihood that the proposed enforcement language would constitute enough of an incentive for compliance with the regulations of the Specific Plan. Considering previous consultations with the City Attorney on this issue, the recommendation was made that perhaps a citation program might prove more effective for compliance purposes than tying enforcement to a certificate of occupancy or loss of non-conforming rights. Building and Safety is the responsible Department for enforcing the regulations of the Specific Plan, and given their main concern is safety, it is difficult to withhold a certificate of occupancy because an applicant neglected to plant flowers.

The Department therefore recommends an administrative citation program with graduated fines from $250.00 to $1,000.00 in order to provide a funding mechanism for the enforcement of the regulations of the Ventura/Cahuenga Corridor Specific Plan. The PRB, comprised of business and residential representatives, fully supported the proposal.

According to Los Angeles Municipal Code Sec.12.04.01, any person violating any provision of any geographically specific plan shall be guilty of a misdemeanor. Given the City Attorney is occupied with more "serious" crimes, it is unlikely to pursue a violation of the Specific Plan. The process proposed by the Department will provide a source of funding whereby Building and Safety will be able to use funds generated by the citation fees to enforce the Specific Plan provisions. Furthermore, the citation is an administrative one and the violator will not be faced with a criminal offense.

The Department was informed that Building and Safety completed a weekend citation field check to investigate a backlog of complaints along Ventura Boulevard in October.

According to Building and Safety staff, between 26-35 orders to comply were issued. If those orders to comply had been citations and the property owner had not corrected the violation within thirty (30) days, approximately $8,750.00 in fines would have been generated.

The model for the administrative citation program is based on a program which currently exists in the City of San Jose, and according to staff, is quite successful. The administrative procedures to implement the program will have to be delineated in the Ventura/Cahuenga Boulevard Corridor Specific Plan Procedures Manual.

The intent of establishing an enforcement program is primarily for the purposes of educating the property owners and tenants that the Ventura/Cahuenga Boulevard Corridor Specific Plan exists and that it will be enforced.

7. **Signage**

Most people would agree that the visual bombardment of the number and assortment of signs along Cahuenga and Ventura Boulevard can be overwhelming. The quantity of signs creates a visual numbing effect which tends to have the opposite effect of the purpose of the signs which is to call attention to the business. Furthermore, the lack of enforcement of illegal signage was a point of heated and emotional testimony at the public hearing. Many individuals sought relief from the proliferation of these illegal signs.

The Department is attempting to address these issues as part of the Specific Plan Amendment by requiring a sign program with initial project permit applications for commercial complexes or multiple tenant sites. These programs are required to identify the placement, size, design, colors and illumination of the proposed signs. This process will eventually lead to a consistency in signage while continuing to allow businesses to be creative with their advertising. The Department's goal is to develop a dialog with businesses on how to incorporate design elements that are aesthetically pleasing as well as inviting to potential customers.

The Department is also proposing to prohibit signs which are overly-distracting such as signs with blinking or chasing lights. Other signs to be prohibited include windblown devices, supergraphic signs and signs which exceed height or width of the originally permitted sign area referred as "stretchers."

The lack of enforcement of sign provisions is an area which the Department anticipates could be resolved with the enforcement citation procedures proposed in the Specific Plan Amendment. One provision to facilitate enforcement of illegal off-site commercial signs (i.e. billboards) is the proposal to restrict the relocation of off-site commercial signs to new sites. The Plan would continue to allow the replacement of off-site commercial signs at the same site but not the ability to relocate the sign to a new site. The Department supports this provision.

8. Transportation and Traffic Related Public Comments

Although the present Plan Amendment focused primarily on land use issues, it is evident by the number of public comments relating to transportation and traffic related issues that these concerns are paramount to the business and residential communities. Many of the impacts to Ventura/ Cahuenga Boulevard and intersecting streets are a direct result of the role the Ventura/Cahuenga Boulevard Corridor plays as an alternate to the surrounding freeways, which is not likely to change in the near future. However, the Planning Department has forwarded these comments to the Department of Transportation for review and to determine if any of the concerns raised at the public hearing could be alleviated by transportation-related measures. The Planning Department will coordinate with the Department of Transportation, as part of the Transportation Committees of the Plan Review Board, possible solutions to the concerns brought forth at the public hearing.

CONCLUSION:

The amendments being proposed for the Ventura/Cahuenga Boulevard Corridor Specific Plan on the whole address the concerns of the business and residential communities. The Department has attempted to balance the need for a viable economic corridor while protecting the needs of the surrounding residential neighborhoods. The approval and adoption of this Specific Plan Amendment, the implementation of Community Streetscape Plans and the efforts of the Business Improvement Districts, will provide an opportunity for positive changes along Ventura and Cahuenga Boulevards that will benefit its businesses and residents.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

Exhibit B

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(Article IV - City CEQA Guidelines)

LEAD AGENCY	COUNCIL DISTRICT	DATE
Los Angeles Department of City Planning	2, 3, 4, 5 and 11	November 10, 1999

PROJECT TITLE	CASE NO.
Ventura/Cahuenga Boulevard Corridor Specific Plan Amendment	EAF No. 99-0014-SP

PREVIOUS ACTIONS CASE NO.

___ DOES have significant changes from previous actions.
___ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

The Ventura/Cahuenga Boulevard Corridor Specific Plan Amendment clarifies administrative procedures, adjusts Specific Plan boundaries, re-designates land use designations between the Specific Plan and the Community Plans to achieve consistency, corrects outdated language , expands Pedestrian Oriented Areas and amends regulations pursuant to use limitations, setbacks, landscaping, parking and signage.

PROJECT LOCATION

Approximately seventeen miles and predominately one block north and south of Cahuenga Boulevard and Ventura Boulevard in the San Fernando Valley between Woodrow Wilson Drive in Studio City/Cahuenga Pass and Dry Canyon-Calabasas Flood Control Channel in Woodland Hills.

PLANNING DISTRICT	STATUS:
Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake, Encino-Tarzana and Canoga Park-Winnetka-West Hills-Woodland Hills Community Plans.	___ PRELIMINARY ___ PROPOSED ____ Various _X_ ADOPTED ____ Date

EXISTING ZONING	MAX. DENSITY ZONING	PROJECT DENSITY
Various		
PLANNED LAND USE & ZONE	MAX. DENSITY PLAN	_X_ DOES CONFORM TO PLAN
Various		___ DOES NOT CONFORM TO PLAN
PLAN DENSITY RANGE	PROJECT DENSITY	___ NO DISTRICT PLAN

DETERMINATION (to be completed by Lead City Agency)

On the basis of the attached initial study checklist and evaluation:

NEGATIVE DECLARATION	___	I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
MITIGATED NEGATIVE DECLARATION	_X_	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED. (See attached condition(s).)
ENVIRONMENTAL IMPACT REPORT	___	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Elva Nuño-O'Donnell
SIGNATURE

Planning Associate
TITLE

INITIAL STUDY CHECKLIST (To be co[illegible] by Lead City Agency)

BACKGROUND

PROPONENT NAME
City of Los Angeles - Department of City Planning

PHONE
(818) 756-8044

PROPONENT ADDRESS
San Fernando Valley District Office, 6251 Van Nuys Boulevard, Van Nuys, CA 91401 (Attn: Elva Nuno-O'Donnell)

AGENCY REQUIRING CHECKLIST
City of Los Angeles - Department of City Planning

DATE SUBMITTED
November 10, 1999

PROPOSAL NAME (if applicable)
The Ventura/Cahuenga Boulevard Corridor Specific Plan Amendment

ENVIRONMENTAL IMPACTS

(Explanation of all "yes" and "maybe" answers required to be attached on separate sheets.)

	YES	MAYBE	NO
1. **EARTH.** Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructure?			X
b. Disruptions, displacements, compaction or overcovering of the soil?			X
c. Change in topography or ground surface relief features?			X
d. The destruction, covering or modification of any unique geologic or physical feature?			X
e. Any increase in wind or water erosion of soils, either on or off the site?			X
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?			X
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?			X
2. **AIR.** Will the proposal result in:			
a. Air emissions or deterioration of ambient air quality?		X	
b. The creation of objectionable odors?			X
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?			X
d. Expose the project residents to severe air pollution conditions?			X
3. **WATER.** Will the proposal result in:			
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?			X
b. Changes in absorption rates, drainage patterns, or the rate and amounts of surface water runoff?			X
c. Alterations to the course or flow of flood waters?			X
d. Change in the amount of surface water in any water body?			X
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?			X
f. Alteration of the direction or rate of flow of ground water?			X
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?			X
h. Reduction in the amount of water otherwise available for public water supplies?		X	
i. Exposure of people or property to water related hazards such as flooding or tidal waters?			X
j. Changes in the temperature, flow, or chemical content of surface thermal springs?			X
4. **PLANT LIFE.** Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops and aquatic plants)?			X
b. Reduction of the numbers of any unique, rare or endangered species of plants?			X
c. Introduction of new species of plants into an area, or is a barrier to the normal replenishment of existing species?			X
d. Reduction in acreage of any agricultural crop?			X

	YES	MAYBE	NO
5. **ANIMAL LIFE.** Will the prop[illegible] result in:			
a. Changes in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?			X
b. Reduction of the numbers of any unique, rare or endangered species of animals?			X
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?			X
d. Deterioration to existing fish or wildlife habitat?			X
6. **NOISE.** Will the proposal result in:			
a. Increases in existing noise levels?		X	
b. Exposure of people to severe noise levels?			X
7. **LIGHT AND GLARE.** Will the proposal:			
a. Produce new light or glare from street lights or other sources?		X	
b. Reduce access to sunlight of adjacent properties due to shade and shadow?			X
8. **LAND USE.** Will the proposal result in an alteration of the present or planned land use of an area?		X	
9. **NATURAL RESOURCES.** Will the proposal result in:			
a. Increase in the rate of use of any natural resources?			X
b. Depletion of any non-renewable natural resource?			X
10. **RISK OF UPSET.** Will the proposal result involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in in the event of an accident or upset conditions?			X
b. Possible interference with an emergency response plan or an emergency evacuation plan?			X
11. **POPULATION.** Will the proposal result in:			
a. The relocation of any persons because of the effects upon housing, commercial or industrial facilities?			X
b. Change in the distribution, density or growth rate of the human population of an area?			X
12. **HOUSING.** Will the proposal:			
a. Affect existing housing, or create a demand for additional housing?			X
b. Have an impact on the available rental housing in the community?			X
c. Result in the demolition, relocation or remodeling of residential, commercial, or industrial buildings or other facilities?			X
13. **TRANSPORTATION/CIRCULATION.** Will the proposal result in:			
a. Generation of additional vehicular movement?		X	
b. Effects on existing parking facilities, or demand for new parking?		X	
c. Impact upon existing transportation systems?		X	
d. Alterations to present patterns of circulation or movement of people and/or goods?			X
e. Alterations to waterbourne, rail or air traffic?			X
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?			X
14. **PUBLIC SERVICES.** Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?			X
b. Police protection?			X
c. Schools?			X
d. Parks or other recreational facilities?			X
e. Maintenance of public facilities, including roads?			X
f. Other governmental services?			X
15. **ENERGY.** Will the proposal result in:			
a. Use of exceptional amounts of fuel or energy?			X
b. Increase in demand upon existing sources of energy, or require the development of new sources of energy?			X
16. **UTILITIES.** Will the proposal result in the need for new systems, or alterations to the following utilities:			
a. Power or natural gas?			X
b. Communication systems?			X
c. Water?			X
d. Sewer or septic tanks?			X
e. Storm water drainage?			X
f. Solid waste and disposal?			X

	YES	MAYBE	NO
17. **HUMAN HEALTH**. Will the proposal result in:			
a. Creation of any health or potential health hazard (excluding mental health)?	____	____	___X__
b. Exposure of people to potential health hazards?	____	____	___X__
18. **AESTHETICS**. Will the proposed project result in:			
a. The obstruction of any scenic vista or view open to the public?	____	____	___X__
b. The creation of an aesthetically offensive site open to public view?	____	____	___X__
c. The destruction of a stand of trees, a rock outcropping or other locally recognized desirable aesthetic natural feature?	____	____	___X__
d. Any negative aesthetic effect?	____	____	___X__
19. **RECREATION**. Will the proposed project result in an impact upon the quality or quantity of existing recreational opportunities?	____	____	___X__
20. **CULTURAL RESOURCES**.			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	____	____	___X__
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	____	____	___X__
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	____	____	___X__
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	____	____	___X__
20. **MANDATORY FINDINGS OF SIGNIFICANCE**.			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	____	____	___X__
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	____	____	___X__
c. Does the project have impacts which are individually limited, but cumulatively considerable? (*Cumulative considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*)	____	____	___X__
d. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	____	____	___X__

DISCUSSION OF ENVIRONMENTAL EVALUATION (Attach additional sheet if necessary.)

Pursuant to CEQA Guidelines, the Environmental Determination, MND 99-0014 incorporates by reference the analysis prepared under Environmental Impact Report #88-0719 (State Clearinghouse #89-080211) certified by the Los Angeles City Council on January 14, 1991.

PREPARED BY	TITLE	TELEPHONE	DATE
Elva Nuno-O'Donnell	Planning Associate	(818) 756-8044	November 10, 1999

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN AMENDMENT

Environmental Initial Study and Checklist

PROJECT DESCRIPTION

The Ventura/Cahuenga Boulevard Corridor Specific Plan Amendment will revise the Specific Plan to reflect current conditions, adjust Specific Plan boundaries, clarify administrative procedures, re-designate land use designations between the Specific Plan and the Community Plans to achieve consistency, expand Pedestrian Oriented Areas, amend regulations pursuant to use limitations, setbacks, landscaping, parking and signage, and correct minor typographical and grammatical errors. Specifically, the Plan Amendment will:

1. Adjust the Specific Plan boundaries in the following areas:

   A. El Paseo de Cahuenga Park: Adjust the Specific Plan boundary to exclude this small park located at 3300 Cahuenga Boulevard West. The park is currently designated as Commercial with a C2-1 Zone. However, as part of the Community Plan Update process, the park will be redesignated to Open Space and a corresponding OS Zone. According to the Department of Recreation and Parks, once a park is purchased, it can never be sold. Although it can be leased for recreational purposes, there are no plans in the near future to lease the property.

   B. The OSULA Education Center Property: Adjust the Specific Plan boundary to exclude a small portion of the OSULA Education Center located at 3921 Laurel Canyon Boulevard on the west side of Laurel Canyon Boulevard and affiliated with the Osaka University. Although the Center consists of approximately 4.54 acres, only a small portion, approximately 18,895 square feet, of the property fronting Laurel Canyon Boulevard on the eastern boundary and abutting a medical office building on the northern boundary, is included within the Ventura/Cahuenga Boulevard Corridor Specific Plan boundary.

   A conditional use to permit the establishment, use and maintenance of a private school for 120 high school level students with staff of 20-25 having classes from 8 a.m. to 4 p.m., Monday through Friday, plus field trips and cultural programs for visiting Japanese students and construction of a two-story, 21,000 square foot, 60-room dormitory to provide living quarters on-site was granted under Case No. 89-0857 (CUZ)(ZV). A subsequent conditional use was granted under Case No. 92-0680 to permit an additional 20 classes per week, for no more than 40 commuting adult students at one time and special events on occasional week nights and weekends. A variance was also approved to permit the reduction in the required number of parking spaces from 178 to 120.
   The conditions of approval aptly protect the residential neighborhood to the west of the Center.

of the Center.

C. Post Office and Apartments : Adjust boundary of the Studio City Branch post office located at 3950 Laurel Canyon Boulevard to the east to include the rear portion parking area. The rear portions of the properties located at 3940 Laurel Canyon Boulevard, a store building, and 3934 Laurel Canyon Boulevard, apartments should also be adjusted to include entire property. Although the rear portions of these properties are zoned R4-1-VL, the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan designates that area as Community Commercial which is consistent with the intent of including all commercial properties within Ventura/Cahuenga Boulevard Corridor Specific Plan area.

D. Ventura/Cahuenga Boulevard Corridor Specific Plan western boundary: Move the current western boundary of the Ventura/Cahuenga Boulevard Corridor Specific Plan currently identified as Leonora Drive easterly to the Dry Canyon-Calabasas Flood Control Channel west of Woodland Lake Avenue to easily identify the western boundary by a physical demarcation and exclude residential properties.

E. Map Correction: Adjust Specific Plan boundary to include property located on the eastside of Reseda Boulevard, south of Ventura Boulevard with an existing automobile service station. The Encino-Tarzana Community Plan Update, approved by the City Council on December 16, 1998, identified this area as Sub-Area No. 61 on the Change Matrix with the recommendation that the land use designation be amended from Low II Residential to Community Commercial with no change to the existing zoning of (Q)C2-1VL.

2. Rename the Neighborhood Commercial Land Use Designation to "Neighborhood and General Commercial (C1.5, C2, C4 and CR) " to achieve consistency between the Specific Plan land use designations and the Community Plan designations.

3. Re-designate the following properties to achieve consistency between the Specific Plan land use designations and those areas recently amended as part of the Community Plan Update Program in the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake Community Plan and the expansion of Pedestrian Oriented Areas: 1) The north side of Ventura Boulevard between Radford Avenue and Colfax Avenue; 2) The south side of Ventura Boulevard between Radford Avenue and mid-block to Colfax Avenue. The proposed amendment will re-designate these properties from Neighborhood Commercial to Community Commercial. These plan amendments would have resulted in:

A. An increase in the floor area ratio of affected properties from 1:1 to 1.25:1. However, the floor area ratio will be capped at 1:1 as identified in the Sec. 6 B 2 of the Specific Plan;

B. An increase in the coverage of a lot by a building or structure from 60 percent to 75 percent;

C. A permitted allowance in the 18 inch front yard setback requirement to zero for up to 50 percent of the building frontage, 25 percent of the building frontage setback to ten feet and the remainder 25 percent of the building frontage setback between 10 and 25 feet.

D. A restriction of pole signs in the areas re-designated to Community Commercial areas consistent with current pole sign restrictions in Sec.8 of the Specific Plan.

Despite the increase in lot coverage, there is no increase in the floor area ratio or height limits set forth by the existing Specific Plan. Therefore, no significant impact is anticipated.

4. Designate the following areas with special designations:

A. Pedestrian Development District: Designate both sides of Ventura Boulevard between Beverly Glen Boulevard/Tyrone Avenue on the west and Fulton Avenue on the east as a "Pedestrian Development District" whereby auto-related use and drive-through establishments shall be prohibited. This area contains the elements, such as access from the street, high activity of retail and Pedestrian Serving Uses, and streetscape improvements which could develop into a Pedestrian Oriented Area given the opportunity without additional intrusion of auto-oriented uses .

B. Regionally Impacted Area: Designate both sides of the Cahuenga Pass, Cahuenga Boulevard West, bounded by Woodrow Wilson Drive on the east and Lankershim Boulevard on the east as a "Regionally Impacted Area" whereby auto-related uses, drive-through establishments and hotels/motels shall be prohibited.

C. Restricted Use Area: Designate both sides of Van Nuys Boulevard bounded by Moorpark Street on the south and the Ventura Freeway (101) on the north as a "Restricted Use Area" whereby auto-related use and drive-through establishments shall be prohibited.

The restrictions of auto-related use, drive-through establishments and hotels/motels in the aforementioned areas are anticipated to have a positive impact Ventura/Cahuenga Boulevard as well as Van Nuys Boulevard in that the prohibitions would provide limited relief from traffic congestion, and at a minimum, not exacerbate the traffic impacts to residential neighborhood areas adjacent to Ventura/Cahuenga Boulevard. The designation of the Pedestrian Development District as a pre-cursor to a Pedestrian Oriented Area could assist in reducing multiple vehicle trips.

5. Prohibit the use of permanent cargo/storage containers within the Specific Plan boundaries. In addition, restrictions have been identified on design and location of temporary cargo/storage containers. Although Building and Safety issues permits for these types of uses, the problem arises with the proliferation of illegal containers. These regulations will have a positive environmental impact as they will contribute to improving the visual and aesthetic quality of the Corridor and by assisting the Department of Building and Safety in identifying those cargo/storage containers which are established illegally.

6. Reduce the minimum rear yard setback requirements of properties adjacent to streets. The intent of the reduction from 25 feet to 15 feet is to encourage additional parking in the rear of buildings as required by the Specific Plan Amendment. This proposal does not affect rear yard setbacks for buildings adjacent to residential properties. The minimum 20 foot rear yard setback remains unchanged.

7. Require additional landscaping requirements for parking lots and parking structures, gas stations, auto repair uses and vacant lots.

8. Require additional parking requirements for banquet rooms and employee parking for hotels and motels in order to minimize the impact of overflow parking onto residential streets.

9. Provide an alternative for projects where a change of use or new addition of less than 1,000 square feet requires additional parking for up to 10 spaces which cannot be met has also been proposed. This alternative would allow the applicant to pay into a community parking revenue fund, administered by the Department of Transportation, as long as the project's parking deficiency continued to exist. This alternative would ease the burden on tenants or property owners who experienced hardship due to a lack of parking. By restricting the number of deficient parking spaces, the impact on the environmental shall be mitigated by the collection of funds into a revenue fund. In addition, every project shall be required to prepare its own environmental clearance whereby any impact shall be mitigated to a level of insignificance.

10. Add sign regulations that include requiring the submittal of sign programs with the application for a project permit, restriction of relocation of off-site commercial signs, prohibition of electronic message boards, windblown devices and signs with blinking or chasing lights, stretcher signs and supergraphic signs.

    These additional sign regulations will have a positive environmental impact on the Ventura/Cahuenga Corridor by visually improving the quality of the Corridor in the future. The plenitude of eclectic signage within the Specific Plan area negatively impacts the aesthetic quality of Ventura/Cahuenga Boulevard. These regulations should minimize the use of signage which tends to be overt and unappealing.

2. **AIR.** Will the proposal result in:

d. Air emissions or deterioration of ambient air quality?

Environmental impacts to adjoining properties may occur due to ambient air quality and dust generated by in-fill construction projects. However, requiring dust control measures and sprinkler systems for individual projects within the Ventura/Cahuenga Boulevard Corridor Specific Plan area can mitigate these impacts to a level of insignificance.

Additional density permitted by the Specific Plan land use designation change from Neighborhood Commercial to Community Commercial could increase exposure to existing pollution conditions and increase air emissions due to additional motor vehicle use. However, the area proposed for this re-designation is minimal and corresponds to proposed extensions of an existing Pedestrian Oriented Area (POA). Furthermore, as amended, the Specific Plan prohibits drive-thru establishments and encourages the reduction of multiple vehicle trips by requiring retail and pedestrian serving uses in POA ground floors. A 50 percent discount of the Project Impact Assessment fee for any retail or Pedestrian Serving Use in a POA remains unchanged. As stated in Table S-1 of Environmental Impact Report #88-0719 dated February, 1990, the purpose of the "Specific Plan results in reduced emissions, compared to existing conditions, through improved automobile operating characteristics." Therefore, the impacts of the proposed land use re-designation are insignificant. Potential impacts of individual projects will also be dealt with and mitigated by administrative procedures.

3. **WATER.** Will the proposal result in:

h. Reduction in water otherwise available for public water supplies?

Maintenance of landscaping requirements would contribute cumulatively toward the increasing demand on available water resources. Such increasing demand could have an adverse impact upon the availability of future water resources. However, impacts will be mitigated be requiring all development projects, as part of their environmental clearance, to implement sections 12.40 (Landscape Ordinance), 12.41 (Water Management Ordinance), and 12.42 (Landscape Mitigation Ordinance) of the Los Angeles Municipal Code. Together these ordinances implement state regulatory mandates for water conservation, energy conservation, enhancement of water quality and amelioration of air quality.

13. **TRANSPORTATION/CIRCULATION.** Will the proposal result in:

a. Generation of additional vehicular movement?

A possible environmental impact could occur due to the reduction of ground floor retail from 100 percent of the ground floor of a building dedicated to retail or Pedestrian Servicing uses, to either 50 percent of the linear frontage of a building with a 10 foot lot depth (Plan Review Board Recommendation in Minority Report) or 75 percent of the linear frontage of a building (Planning Department Recommendation) and the proposed reduction of the Encino Pedestrian Oriented Area (POA).

The purpose of designating POAs in the Specific Plan was to encourage the reduction of multiple vehicle trips. The greater the number of retail and Pedestrian Serving Uses in a POA , as identified in Section 4. [Definitions] of the Specific Plan, the greater the possibility of reducing multiple trips. Therefore, the reduction in the ground floor requirement in POA as well as the reduction of the Encino POA could increase vehicle trips.

However, the "Revised Preliminary Draft: Version 1" of the Ventura/Cahuenga Boulevard Corridor Specific Plan which was analyzed as part of Environmental Impact Report #88-9719, [Page 1.1-12] proposed community commercial areas to encourage pedestrian oriented areas to provide, "A minium of 75 percent of the ground floor space for the first 50 percent of the building depth from the sidewalk, or 50 feet, whichever is greater, of the total linear frontage shall be occupied by pedestrian oriented retail sales..." Therefore, this proposed amendment was evaluated as part of the environmental impact report and transportation mitigation measures identified in the current Plan are adequate to mitigate any possible impacts.

The 50 percent linear building frontage devoted to retail or pedestrian serving uses in Pedestrian Oriented Areas as proposed by the Plan Review Board was intended to provide property owners with leasing options during economic hardships. Most property owners prefer to lease to retail uses because they draw higher rates. Therefore, it was the Plan Review Board's contention that leasing or renting a space to a use other than retail would only be effected as a final recourse.

In terms of the reduction of the Encino POA, the area has never developed into a vibrant pedestrian oriented environment. The interspersing of multi-story office buildings essentially inhibit the generation of retail hubs that attract pedestrian traffic. Many of the ground floor uses in Encino are office related and were established prior to adoption of the Ventura/Cahuenga Boulevard Specific Plan. These office uses have grandfathered rights which means that the use can remain as long as the space does not remain vacant for a period of more than one year.

6. **NOISE.** Will the proposal result in:

a. *Increases in existing noise levels?*

Environmental impacts to adjoining residential properties may occur due to construction-related noises that would temporarily increase noise levels. Furthermore, the proposed Specific Plan requires that all parking be located in the rear of buildings which could impact adjoining residential properties. However, the Specific Plan also proposes an environmental clearance for all projects subject to the Plan. Potential impacts of individual projects will be dealt with and mitigated by administrative procedures required by the Municipal Code.

7. **LIGHT AND GLARE.** Will the proposal result in:

a. *Produce new light or glare form street lights or other sources?*

Environmental impacts to adjoining residential properties may occur due to the illumination of proposed location of parking areas in the rear of buildings. However, this impact will be reduced to a level of insignificance by requiring individual projects, as part of their environmental review, to shield and direct all lights onto the site.

8. **LAND USE.** Will the proposal result in:

a. *Will the proposal result in an alteration of the present or planned land use of an area?*

The initial study prepared for the Specific Plan Amendment indicates possible environmental impacts from the proposed plan designation from Neighborhood to Community Commercial in the are bounded by both sides of Ventura Boulevard between Radford Avenue and Colfax Avenue. However, these areas which are located in Studio City, involve relatively small amount of square footage and their floor area ratio will remain capped at 1.0:1. The expanded lot coverage increase of 60 percent to 75 percent will not have a significant impact on the environment due to the floor area limitation. Furthermore, Section 6. [Building Limitations] of the Specific Plan, as it currently exists, caps cumulative permitted commercial floor area by phases of development. Regardless of the increases generated by the re-designation of the plan land use, the floor area for Studio City/Cahuenga Pass is limited to 728, 351 square feet for Phase I and 797,185 square feet for Phase II.

The proposed designation of a Pedestrian Development District, Regionally Impacted Area and Restricted Use Area whereby auto-related uses, drive-through establishments and hotels/motels shall be prohibited shall have a positive effect on the environment by encouraging pedestrian activity and reducing traffic congestion.

In addition, all projects, except those exempted by the Ordinance, are subject to a Project Impact Assessment Fee (PIA). Projects which provide retail or pedestrian serving uses in a Pedestrian Oriented Area, a 50 percent reduction in the PIA fee. However, the predominate choice when retail is not an option for property owners, tends to be office use. Given that office use does not qualify for any discount, it would be subject to 100 percent of the PIA fee. In a lot of the same size in the same community, an office use would generate more funding than a retail use in a POA. Therefore, any possible impacts as a result of the reduction in the requirement of entire ground floor retail in a POA, will be reduced to a level of insignificance by contributing to funding for the improvements and services listed in Section 12 [PIA Fee-Funded Improvements of Services] of the Specific Plan.

Furthermore, individual projects must comply with Section 10 [Transportation Mitigation Standards and Procedures] of the current Specific Plan which requires mitigation measures by the applicant sufficient to reduce traffic impacts to a level of insignificance.

The Specific Plan Amendment also proposes to increase the existing POA in Sherman Oaks and Studio City which could positively contribute to the reduction of vehicle trips as these two areas have the greatest success in attracting pedestrian activity.

b. Effects on existing parking facilities, or demand for new parking?

The Specific Plan Amendment proposes a 10 foot reduction in the minimum rear yard setback from 25 feet to 15 feet if the rear lot line of a lot is adjacent to a street. The intent of this proposal is to accommodate additional parking on commercial lots. Given the need for parking along Cahuenga and Ventura Boulevards the reduction in the rear yard setback would have a positive impact by providing additional parking spaces in an area in dire need of them. In addition, any possible impacts to adjacent commercial uses by individual projects would be identified and mitigated to a level of insignificance as part of the project's environmental review process.

This proposal does not affect the rear yard setback requirement if a project is adjacent to a residential use, which currently requires a 20 foot rear yard setback.

c. Impact upon existing transportation system?

A significant environmental impact could result from the ground floor requirements in a POA. However, monies received from the PIA fees for projects that do not qualify for a 50 percent reduction, are to be used exclusively for those improvements and services identified in Section 12 [PIA Fee Funded Improvements and Services] of the Specific Plan. The services include funding for Transit, Transportation Demand Management programs and Transportation

Management Organizations. The PIA fees will also be for the improvements to the to critical intersections also identified in Section 12. Although the possibility exists that more vehicle trips will be generated by the proposed amendments, the additional monies collected would expedite the funding of services and improvements. Furthermore, the restriction of certain high-trip generating uses in PAS could assist in off-setting any impacts from the proposed amendments to the ground floor requirements of retail or pedestrian serving uses.

As stated in 8a of this initial study, the proposed amendments would not increase the cumulative permitted floor area originally established by the Specific Plan. Those thresholds remain constant as identified in Section 6 [Building Limitations] of the Specific Plan. The relationship between the building limitations and the funding of services and improvements remains intact. Therefore, no significant environmental impacts are anticipated.

a:negdec.doc
11/9/99

Exhibit A

ORDINANCE NO. _____

An ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan, for portions of the Sherman Oaks-Studio City- Cahuenga Pass -Toluca Lake ~~District~~ Community Plan, the Encino-Tarzana ~~District~~ Community Plan, ~~Encino-Ventura Boulevard Specific Plan,~~ and the Canoga Park-Winnetka-Woodland Hills-West Hills ~~District~~ Community Plan.

WHEREAS, the Ventura/Cahuenga Boulevard Corridor Specific Plan is ~~four~~ eight years old; and

WHEREAS, ambiguous language regarding policies needs to be clarified and procedural changes amended to effect such policies; and

~~**WHEREAS,** during that time serious traffic and transportation problems have persisted; and~~

WHEREAS, the Ventura/Cahuenga Boulevard Corridor is still experiencing serious traffic, transportation and density problems, which in a number of locations are classified as unacceptable, and after the slow pace of development during the recent recession, new development in the Corridor is once again developing beyond the capacity of the transportation infrastructure; and

WHEREAS, the amendments, expanses of pedestrian oriented areas and designation of the Regionally Impacted Area, Pedestrian Development District and Use Restricted Area, address the increase in traffic generated by increased development by encouraging pedestrian activity and minimizing multiple automobile trips; and

~~**WHEREAS,** mathematical errors in the calculation of the Project Impact Fees have been discovered; and~~

WHEREAS, historical approaches to building and financing transportation capital improvements no longer appear sufficient to meet the needs of the corridor. As a result, new approaches, including restrictions on future development, must be devised to ensure that Ventura Boulevard remains viable as the San Fernando Valley's premier commercial corridor; and

~~**WHEREAS,** the City Planning Commission instructed staffs from the City Planning Department and the Department of Transportation to draft the necessary amended ordinance; and~~

WHEREAS, the adoption and implementation of community streetscape plans will contribute to improving streetscape amenities as well as enhance the aesthetic atmosphere along the Ventura/Cahuenga Boulevard Corridor while creating individual and distinct identities for the five communities within the Corridor; and

~~**WHEREAS,** the Commission further instructed staff to consider changing the unit of measure for the Project Impact Fee from trips to floor area; and~~

~~**WHEREAS,** the Planning and Land Use Committee of the City Council is currently holding a number of appeals to the trip fee bills originally aired to property owners by the Department of Transportation until this matter is cleared up;~~

NOW THEREFORE,

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

Sec. 1. ESTABLISHMENT OF THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN.

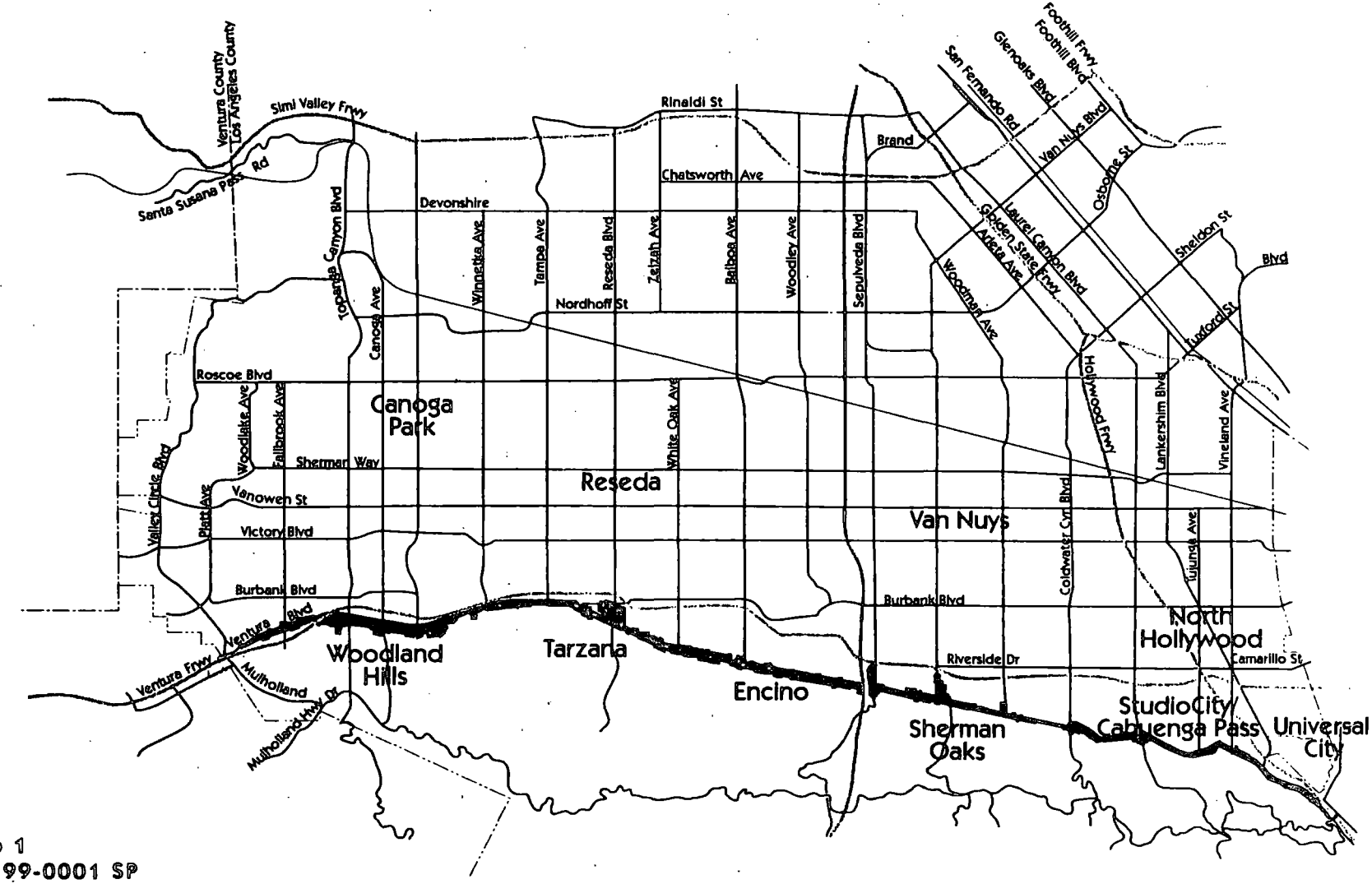
A. The Council hereby establishes the Ventura/Cahuenga Boulevard Corridor Specific Plan. The Corridor extends from ~~Leonora Drive~~ Dry Canyon-Calabasas Flood Control Channel ~~on the~~ west of Woodlake Avenue, to Woodrow Wilson Drive on the east as shown in Map 1. The Specific Plan is applicable to that area of the City of Los Angeles within the dashed, heavy black lines on Maps 2A through 2E.

B. As shown in Maps 2A through 2E, the Ventura/ Cahuenga Boulevard Corridor Specific Plan is divided into five major communities: (1) the Studio City/Cahuenga Pass Community (west of Woodrow Wilson Drive to Fulton Avenue), (2) the Sherman Oaks Community (Fulton Avenue to the San Diego Freeway), (3) the Encino Community (San Diego Freeway to Lindley Avenue), (4) the Tarzana Community (Lindley Avenue to Corbin Avenue), and (5) the Woodland Hills Community (Corbin Avenue to ~~Leonora Drive~~ Dry Canyon-Calabasas Flood Control Channel, west of Woodlake Avenue).

C. The Pedestrian Oriented Areas (POA) within each of the five major communities are indicated by grey shading on Maps 2A through 2E.

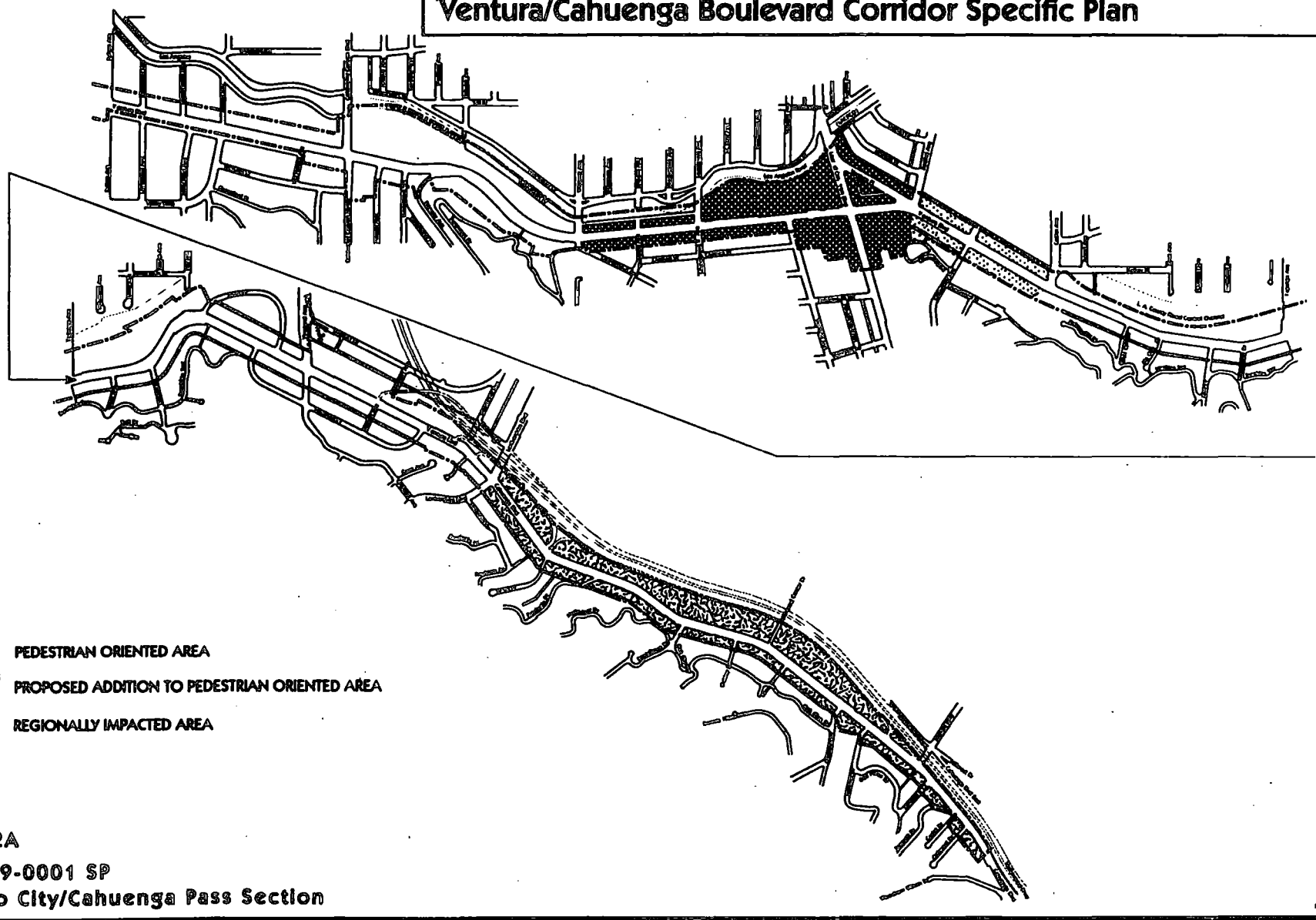
D. As shown in Maps 3A through 3E, the Ventura/Cahuenga Boulevard Corridor Specific Plan utilizes three plan designations: (1) Regional Commercial; (2) Community Commercial, and (3) Neighborhood~~/Office~~ and General Commercial.

Ventura/Cahuenga Boulevard Corridor Specific Plan



Map 1
CPC 99-0001 SP

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

PROPOSED ADDITION TO PEDESTRIAN ORIENTED AREA

REGIONALLY IMPACTED AREA

Map 2A

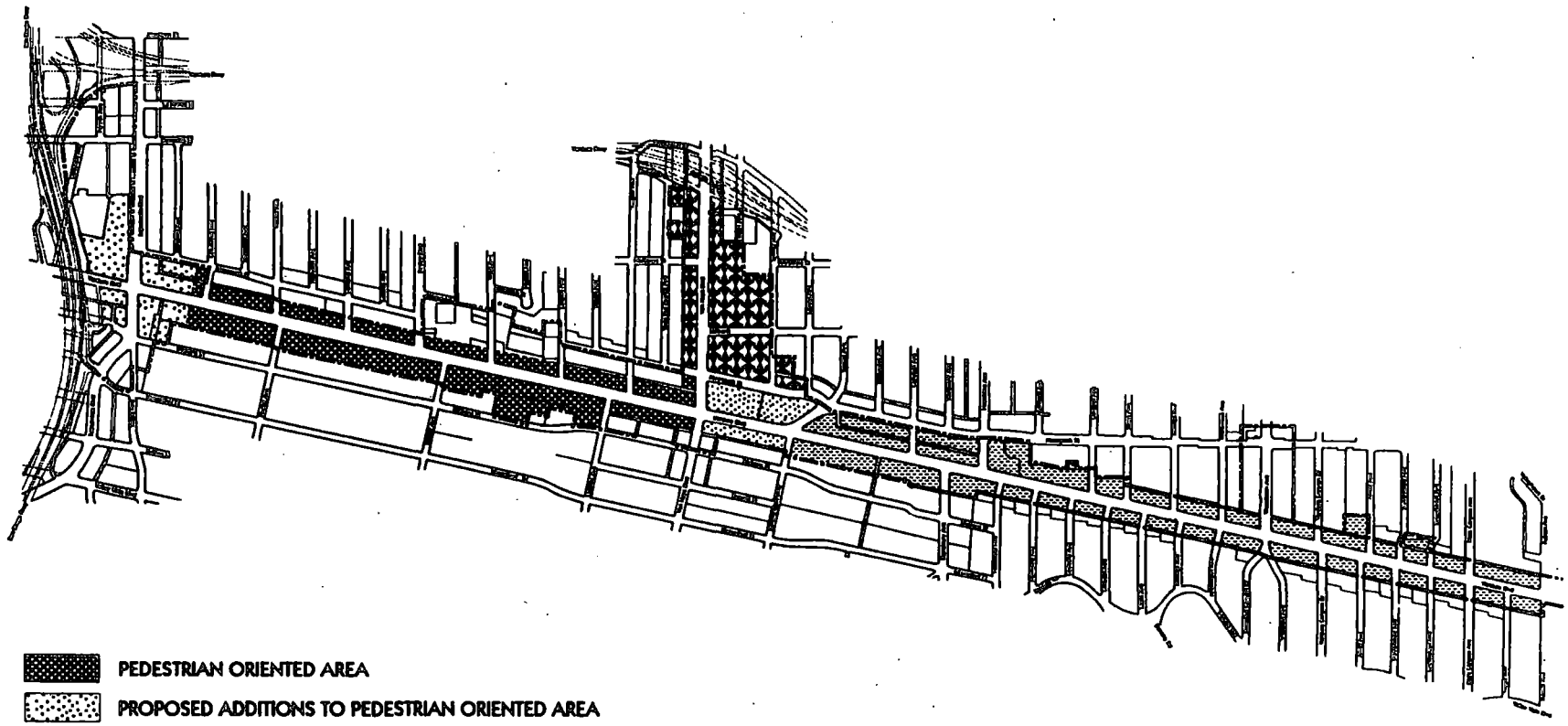
CPC 99-0001 SP

Studio City/Cahuenga Pass Section

Not to Scale

000.013

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

PROPOSED ADDITIONS TO PEDESTRIAN ORIENTED AREA

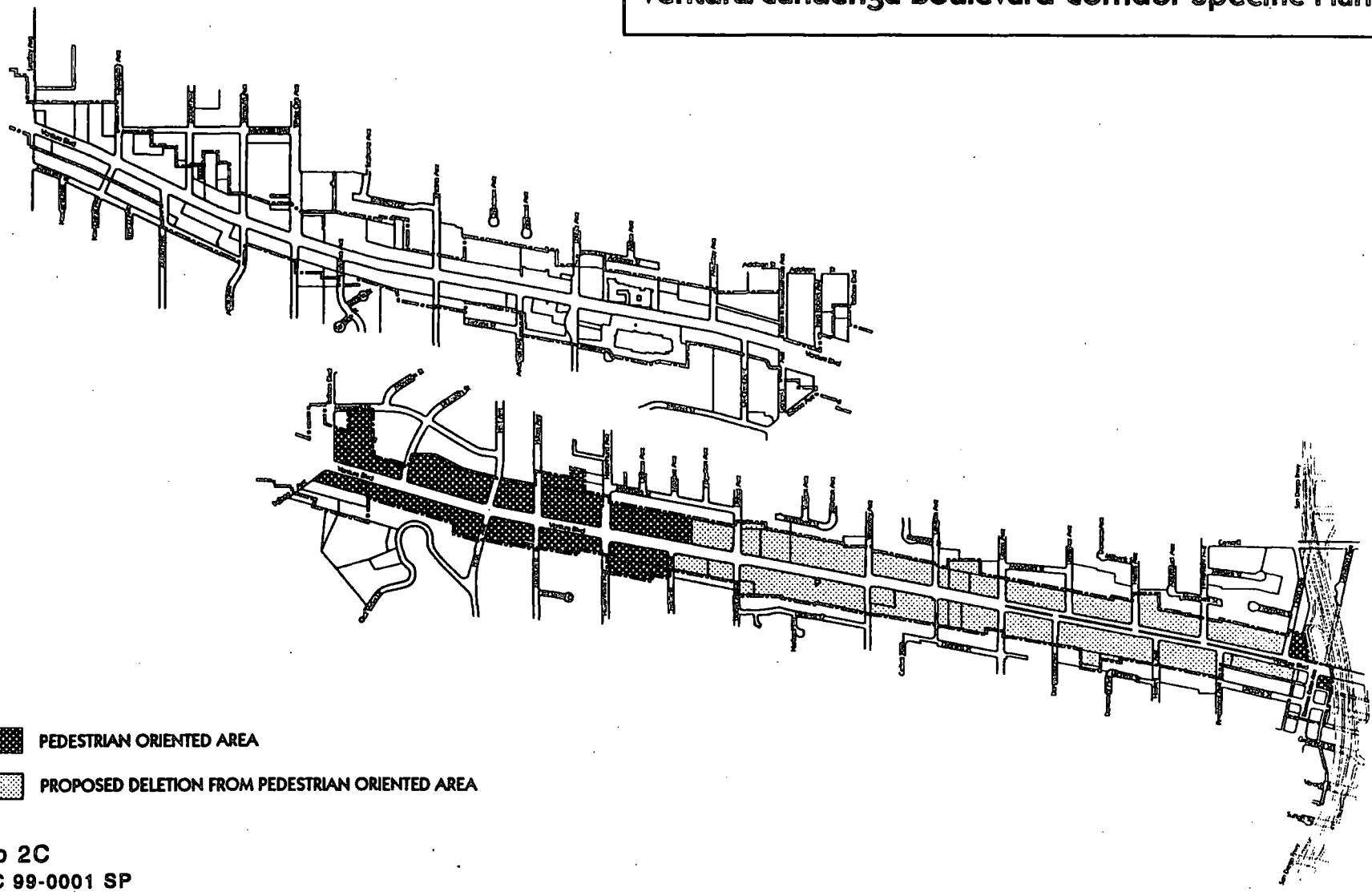
PEDESTRIAN DEVELOPMENT DISTRICT

RESTRICTED USE AREA

Map 2B
CPC 99-0001 SP
Sherman Oaks Section

899.007

Ventura/Cahuenga Boulevard Corridor Specific Plan



PEDESTRIAN ORIENTED AREA

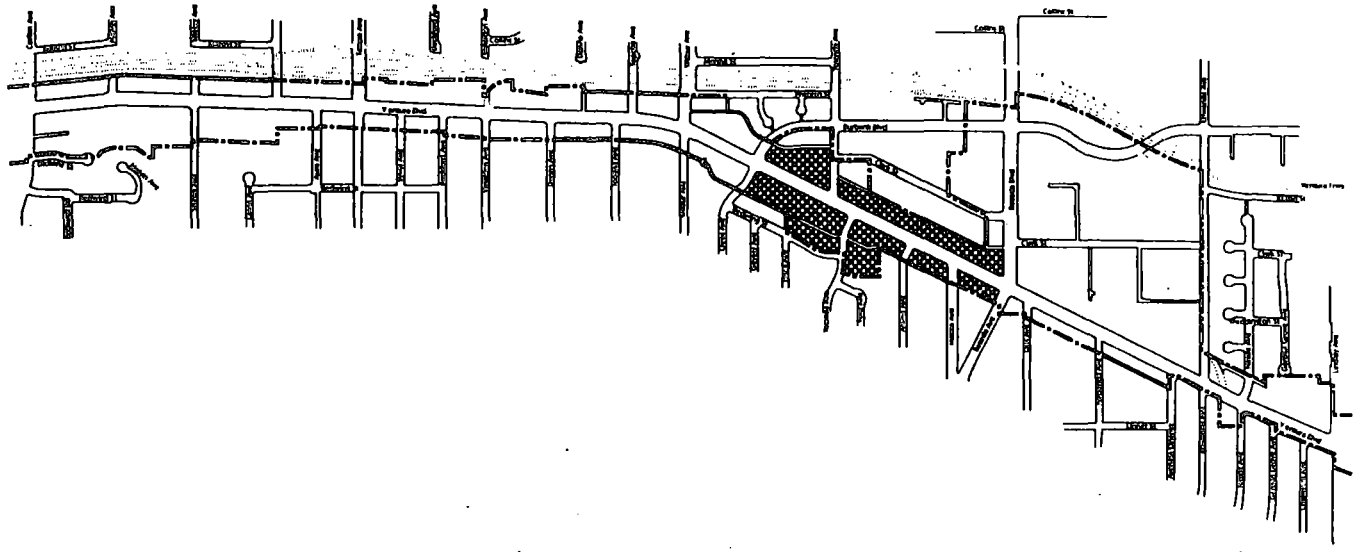
PROPOSED DELETION FROM PEDESTRIAN ORIENTED AREA

Map 2C
CPC 99-0001 SP
Encino Section

Not to Scale

899.011.12

Ventura/Cahuenga Boulevard Corridor Specific Plan



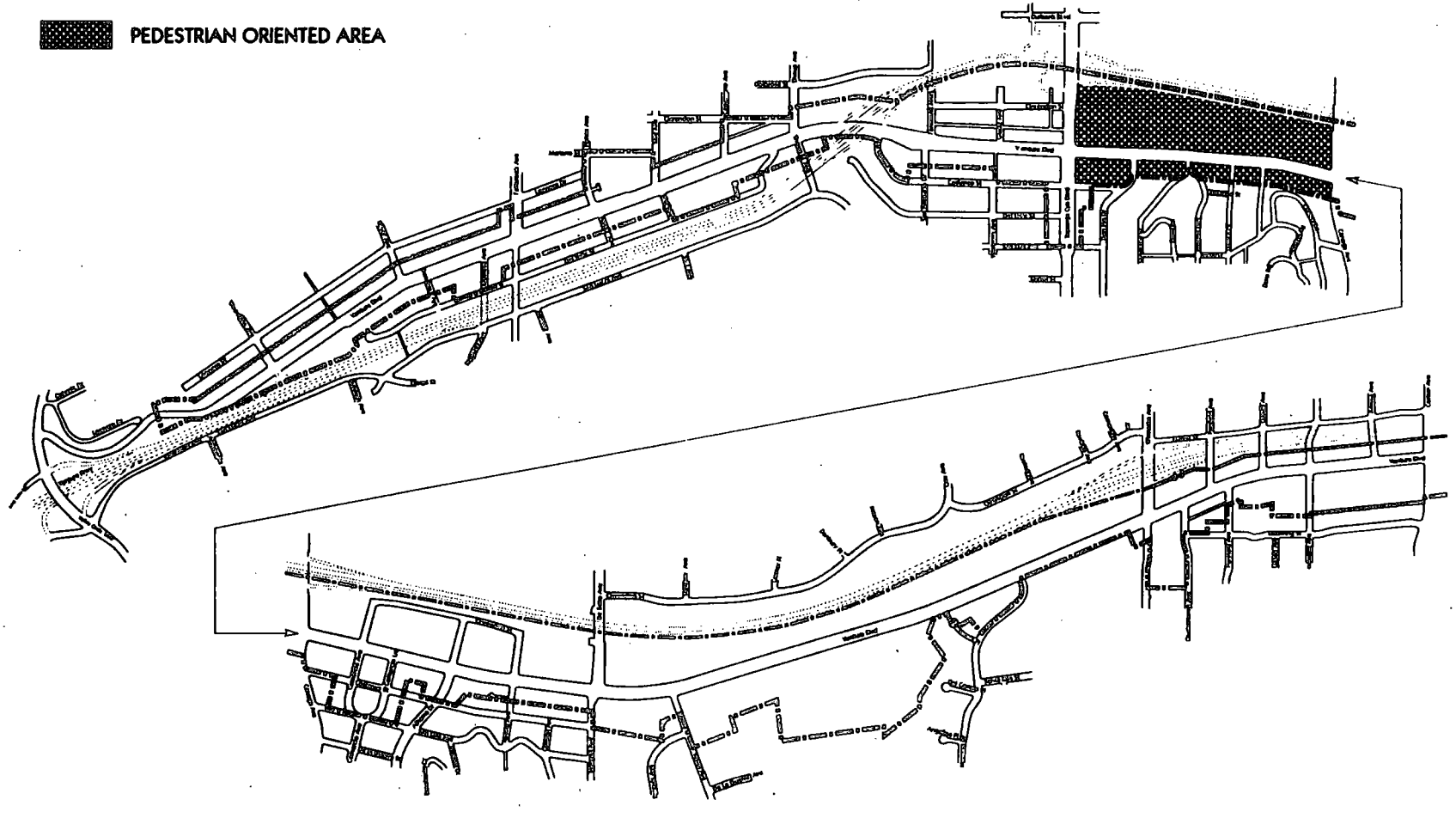
PEDESTRIAN ORIENTED AREA

Map 2D
CPC 99-0001 SP
Tarzana Section

Not to Scale

Ventura/Cahuenga Boulevard Corridor Specific Plan

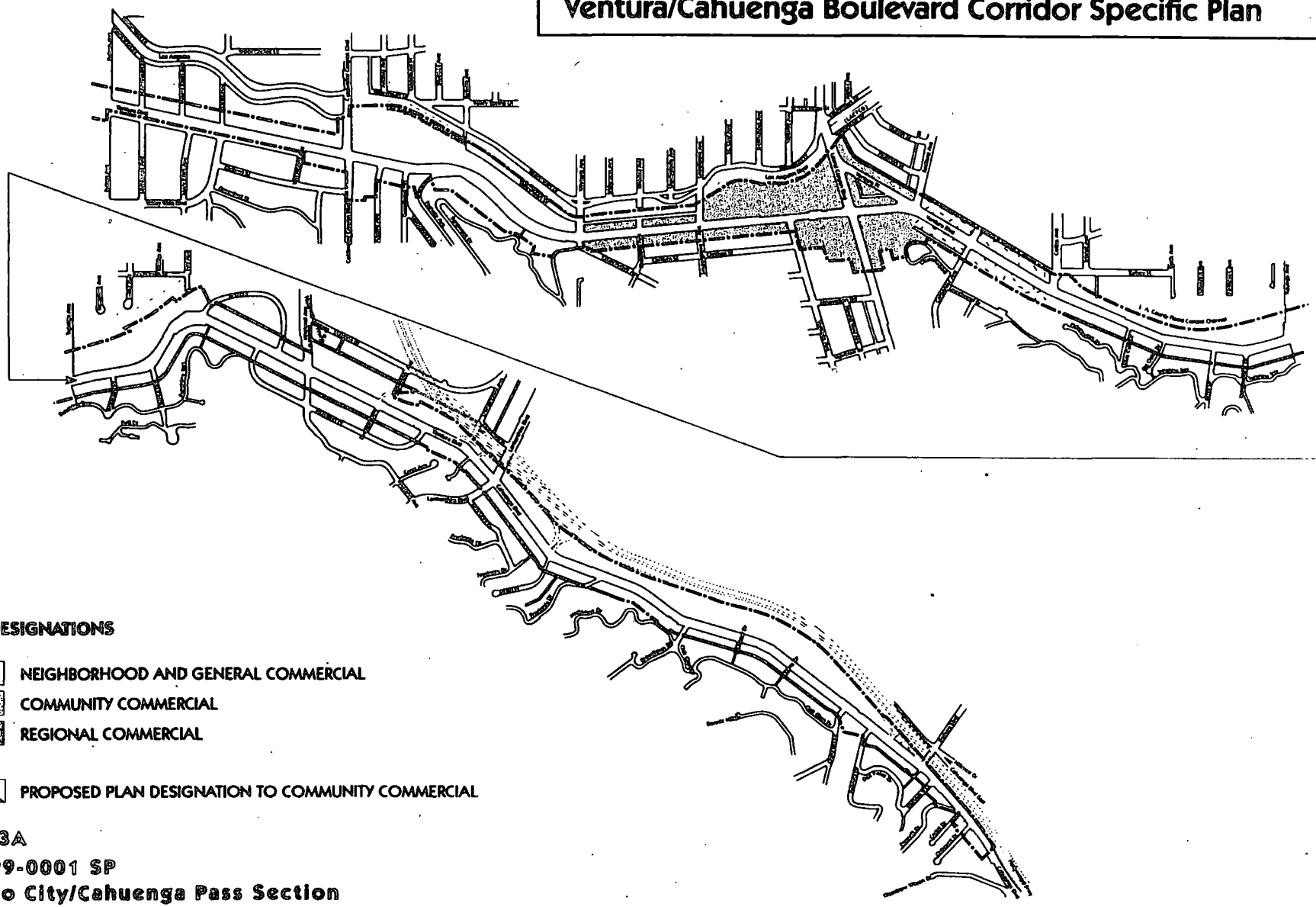
PEDESTRIAN ORIENTED AREA



Map 2E
CPC 99-0001 SP
Woodland Hills Section

N
Not to Scale

Ventura/Cahuenga Boulevard Corridor Specific Plan



PLAN DESIGNATIONS

- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL

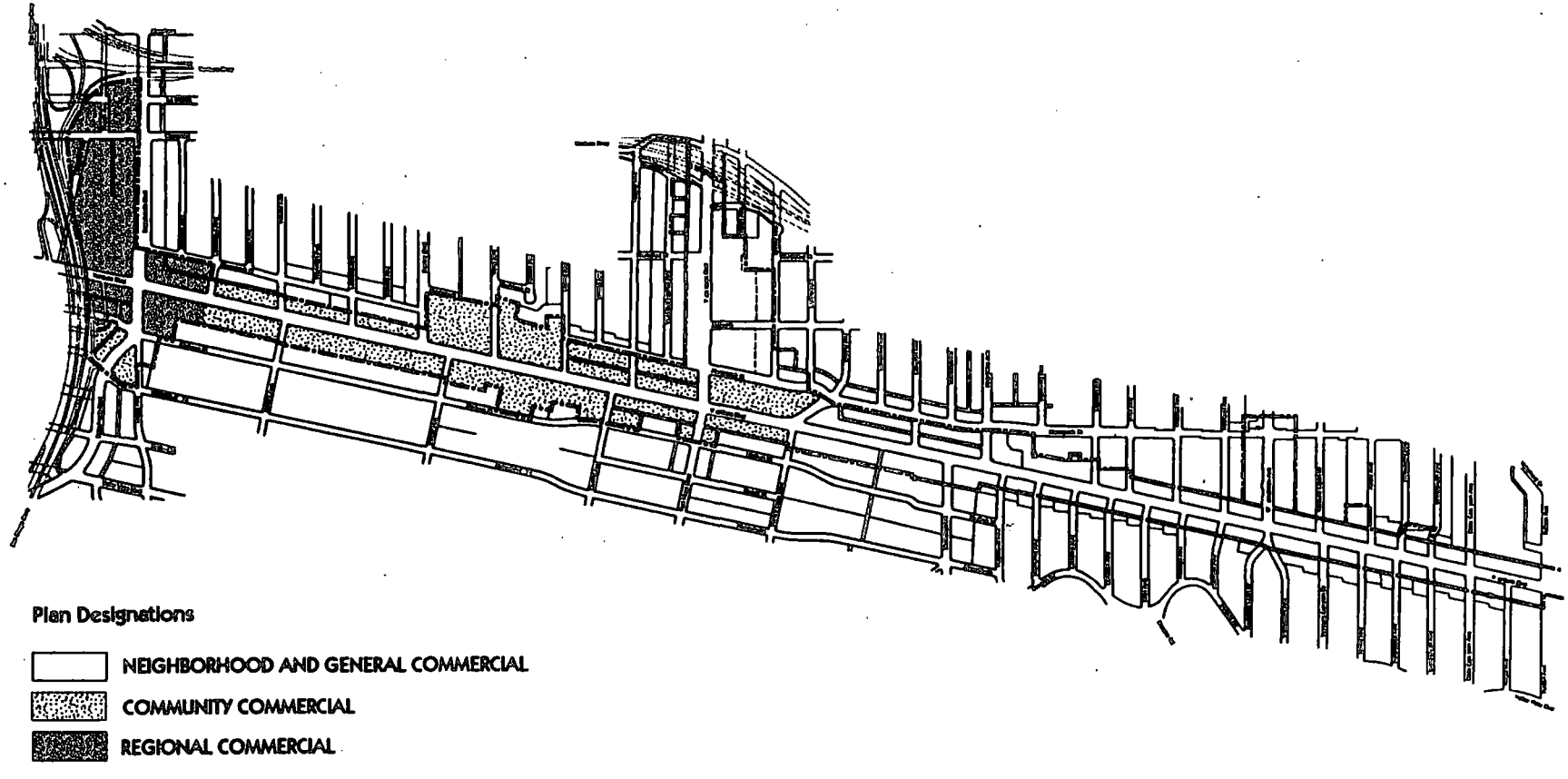
- PROPOSED PLAN DESIGNATION TO COMMUNITY COMMERCIAL

Map 3A
CPC 99-0001 SP
Studio City/Cahuenga Pass Section

Not to Scale

090.008

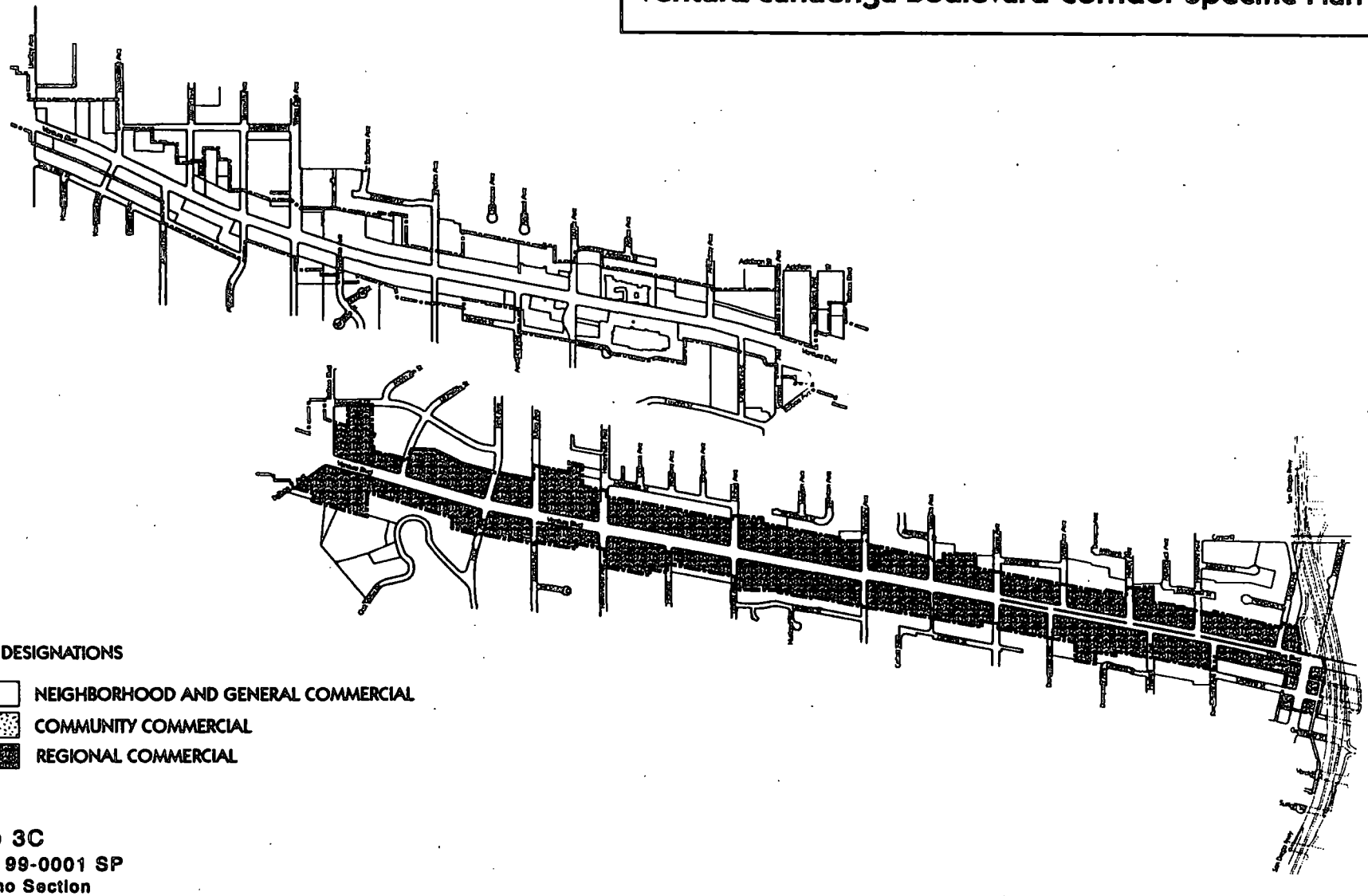
Ventura/Cahuenga Boulevard Corridor Specific Plan



Map 3B
CPC 99-0001 SP
Sherman Oaks Section

690.010

Ventura/Cahuenga Boulevard Corridor Specific Plan



PLAN DESIGNATIONS

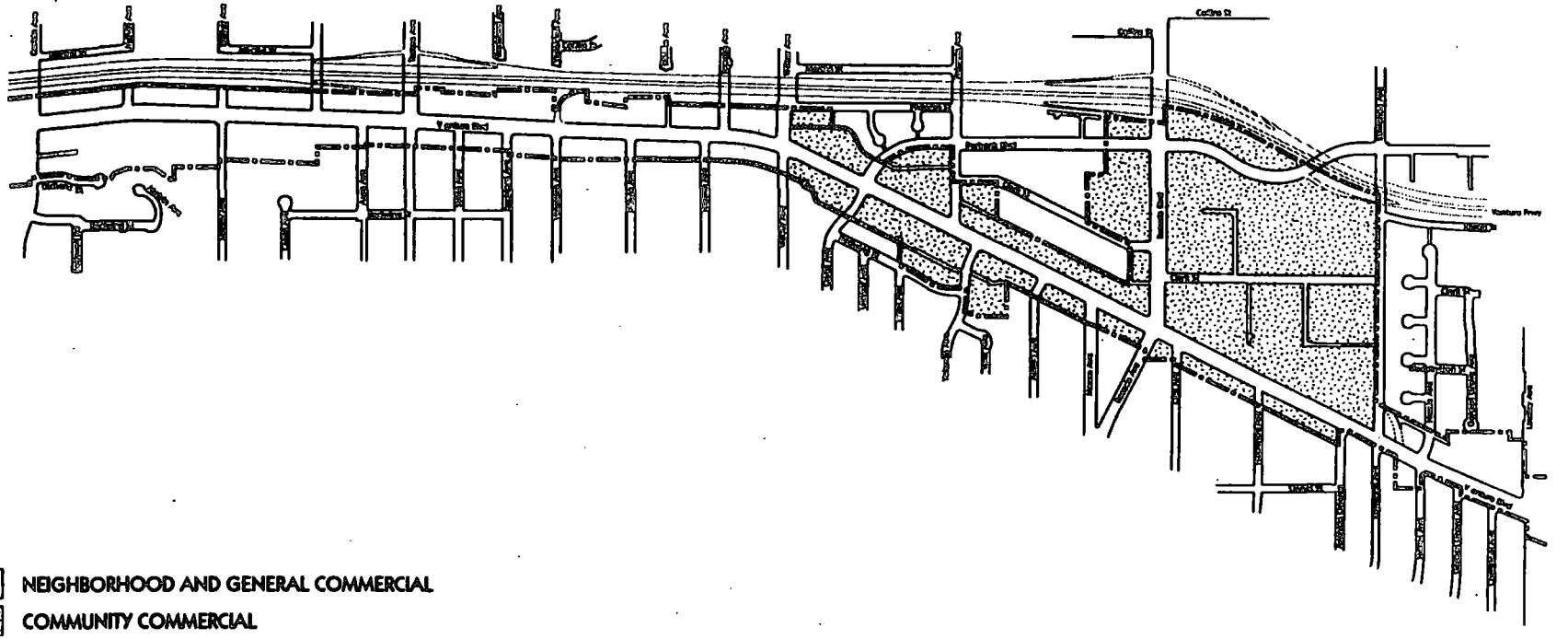
- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL

Map 3C
CPC 99-0001 SP
Encino Section

Not to Scale

899_011.eps

Ventura/Cahuenga Boulevard Corridor Specific Plan



NEIGHBORHOOD AND GENERAL COMMERCIAL

COMMUNITY COMMERCIAL

REGIONAL COMMERCIAL

Map 3D
CPC 99-0001 SP
Tarzana Section

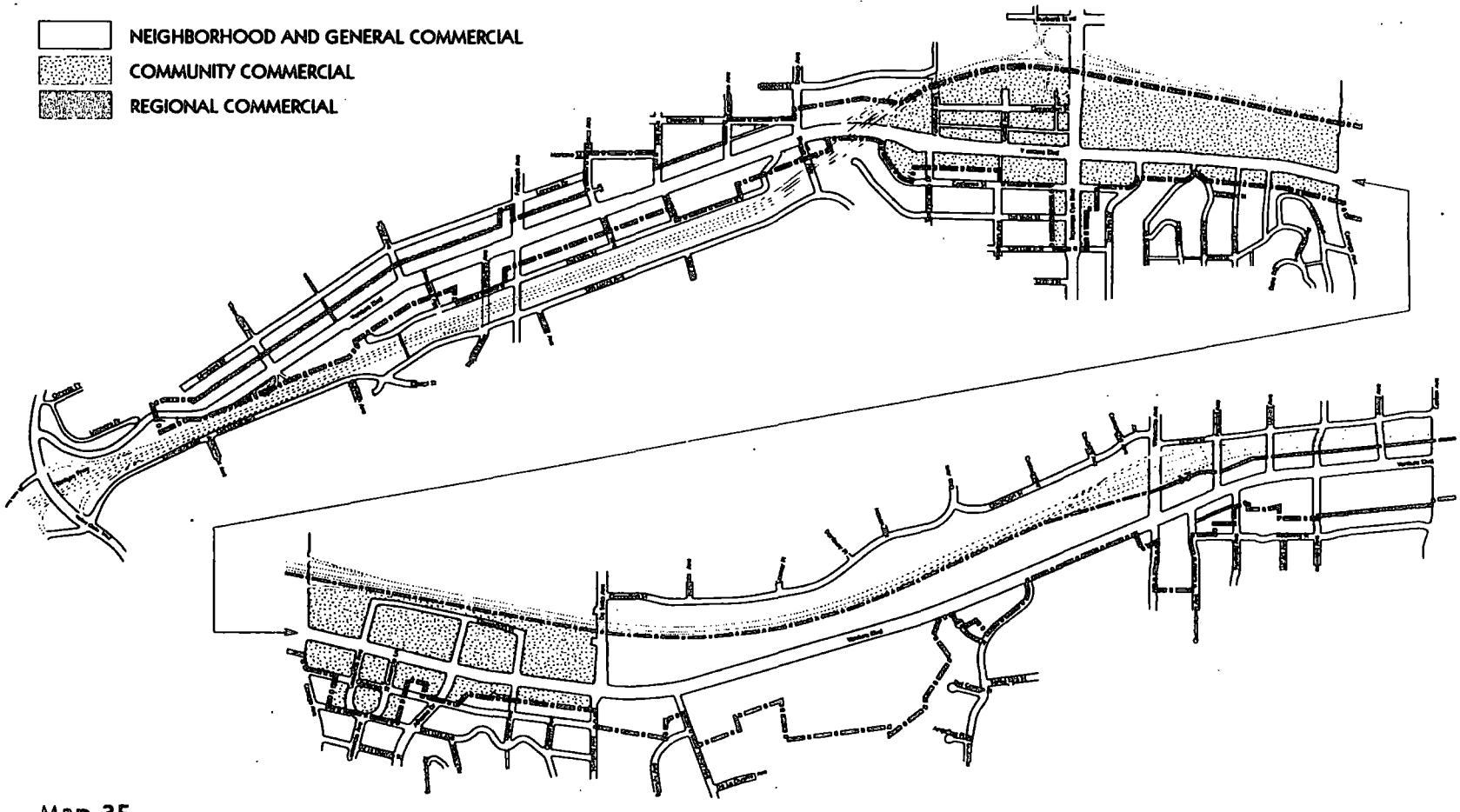
Not to Scale

696.000

Ventura/Cahuenga Boulevard Corridor Specific Plan

PLAN DESIGNATIONS

- NEIGHBORHOOD AND GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL



Map 3E
CPC 99-0001 SP
Woodland Hills

Not to Scale

Sec. 2. PURPOSES. The purposes of this Specific Plan are as follows:

A. To assure that ~~an~~ equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura/Cahuenga Boulevard Corridor Specific Plan area.

B. To provide for an effective local circulation system of streets and alleys which is minimally impact~~s~~ed by the regional circulation system and reduces conflicts among motorists, pedestrians, and transit riders.

C. To provide building and site design guidelines to promote attractive and harmonious multi-family and commercial development.

D. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.

E. To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.

F. To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping.

G. To enhance the plan area landscaping by providing guidelines and a process for a coordinated landscaping program of public and private property for the Specific Plan's communities.

H. To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.

I. To promote and enhance the distinct character of each of the five Specific Plan communities by establishing design guidelines and community development limitations.

J. To establish guidelines and a process for implementing regulatory controls, providing incentives, ~~and~~ funding mechanisms, and enforcement for the systematic execution of the policies and goals of the General Plan within the Specific Plan area.

~~**K. To ensure sufficient financing to implement improvements called for in the Specific Plan.**~~

K.~~L.~~ To promote a high level of pedestrian activity in the ~~Regional Commercial and Community Commercial areas~~ Pedestrian Oriented Areas by regulating the placement of buildings and structures to accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.

L.~~M.~~ To provide community development limitations based on the community infrastructure's transportation capacity.

M.~~N.~~ To preserve alleys, wherever possible, in the corridor to facilitate traffic flow.

N. To enhance Community Streetscape Plans by encouraging the undergrounding of utilities.

Sec. 3. RELATIONSHIP TO OTHER PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

A. Relation To Los Angeles Municipal Code.

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

2. Wherever this Specific Plan contains provisions which require different setbacks, restricted yards, lower densities, lower heights, restricted uses, greater parking requirements or other greater restrictions or limitations on development than would be allowed pursuant to the provisions contained in LAMC Chapter I, the Specific plan shall prevail and supersede the applicable provisions of that Code.

B. Exceptions To A Geographic Specific Plan. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7 D. In approving an exception to this Specific Plan, pursuant to Section 11.5.7 D, the City Planning Commission, and the City Council on appeal, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

1. **Exception.** Wireless Telecommunication Facilities shall not require a Specific Plan Exception

and shall be subject to conditional use requirements pursuant to Los Angeles Municipal Code Section 12.24-C-18.

Sec. 4. DEFINITIONS. The following words or phrases, whenever used in this Specific Plan, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Sections 12.03, 91.0402 through 91.0423 and 91.6203.

APPLICANT: Any person, as defined in LAMC Section 11.01, submitting an application for a building permit, demolition permit, excavation permit, foundation permit, grading permit or sign permit for a Project.

ASSESSMENT DISTRICT: For the purposes of this Specific Plan Ordinance, an area established within the boundaries of this Ordinance by the City Council for the purpose of levying assessments on property owners within the area to fund certain improvements and activities as identified within this Ordinance.

AUTO-RELATED USES: Auto-related uses for the purposes of this Ordinance shall be defined as car washes, motor and/or recreational vehicle sales rentals, maintenance, repair and accessory installation.

BUILDABLE AREA: Notwithstanding LAMC Section 12.03, all of the area of a lot located within the proper zone for the proposed main building, including those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses.

CITY BUILDING COST INDEX: An index for tracking the rate of inflation in building costs. For the purposes of this Specific Plan, that component of the index for the Los Angeles Metropolitan Area, published by Marshall and Swift relative to "metal frame and walls" will be used to define the City Building Cost Index. If for any reason, this Index ceases to be published, then a similar building cost index will be utilized.

COMMERCIAL FLOOR AREA: Floor area devoted to non-residential uses. Hotels and motels shall not be considered residential uses for purposes of this definition.

COMMUNITY COMMERCIAL: A land use designation in the Community Plan which is a focal point for surrounding

residential neighborhoods and containing a diversity of uses such as small offices and overnight accommodations , cultural facilities, schools and libraries, in addition to neighborhood oriented services.

COMMUNITY PLAN(S): The adopted Community Plans for the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake-Cahuenga Pass Community Plan area, Encino-Tarzana Community Plan area, and Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area include all portions of the Ventura/Cahuenga Boulevard Corridor Specific Plan. These plans are all part of the General Plan of the City of Los Angeles.

CONVENIENCE MARKET: A retail market which has a floor area of less than 5,000 square feet and which sells an assortment of packaged food and small, non-food carry-out items.

COURT/COURTYARD: A space, open to the sky, located within three feet above or below curb level on a lot and bounded on three or more sides by walls of a building.

DIRECTOR: The Director of Planning or his or her designee.

~~**DISTRICT PLAN (S):** The adopted Plans for the Sherman Oaks-Studio City-Toluca Lake District Plan area, Encino-Tarzana Community Plan area, and Canoga Park-Winnetka-Woodland Hills District Plan area. They are all parts of the General Plan of the City of Los Angeles.~~

DRIVE-THROUGH CONVENIENCE PREMIUM: The fixed component of the Project Impact Assessment (PIA) Fee charged when drive-through facilities are included in retail sales/service, restaurant, and bank use regardless of the number of ATM, teller, and service windows; and for gasoline stations regardless of the number of fueling positions. Convenience markets are always charged this drive-through/convenience premium.

DRIVE-THROUGH ESTABLISHMENT: Any establishment which dispenses food or services for consumption or use on or off the premises to an individual in a vehicle. Such establishments may include, but not be limited to, restaurants, pharmacies, banks, and dry cleaners.

FLOOR AREA RATIO: A multiplier applied to the Buildable Area of a commercially or residentially zoned lot in order to determine the maximum allowable floor area of all buildings on a lot. The ratio is a calculation of the

maximum allowable buildable floor area of all buildings to the total square footage of the lot.

FOOD SERVICE ESTABLISHMENT: An establishment containing six seats or more or any food service establishment having the space capability of providing six seats or more shall be considered a restaurant and will be subject to the parking requirements in Sec. 7 F 1 (c).

FRONT YARD: The front yard shall be defined as the area of the lot facing Ventura or Cahuenga Boulevard between the front lot line and those portions of the building at ground level, exclusive of over-hangs or extensions. Where there is no established building line on Ventura or Cahuenga Boulevard, then the lot line contiguous with Sepulveda, Van Nuys, Reseda or Laurel Canyon Boulevards shall be deemed the front lot line.

GROUND FLOOR: The lowest story within a building which is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on or is primarily facing any public street, and which is at least 50 feet in depth or the total depth of the building, whichever is less.

IN-LIEU CREDIT: A credit toward payment of the Project ~~Transportation~~ Impact Assessment Fee, pursuant to the provisions of Section 11 ~~9~~ of this specific plan.

INTERIM CONTROL ORDINANCE (ICO) PROJECTS: Projects for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, ~~160,506~~ 160,514 and 166,313).

LEVEL OF SERVICE (LOS): An indicator, designated "A" through "F", of the degree of traffic saturation of a lane segment or intersection. For purposes of this Ordinance, "LOS" shall pertain to intersectional level of service which is determined by the ratio of critical lane volume "V" to the intersection's capacity "C" or "V/C" ratio.

MIXED-USE DEVELOPMENT: A project which combines office or other commercial uses with a residential use with at least 25 percent of the total Project floor area as residential and at least 33 percent of the total Project floor area as commercial.

NEIGHBORHOOD AND GENERAL COMMERCIAL: A land use designation in the Community Plan which is a focal point for surrounding residential neighborhoods and containing a

diversity of land uses such as restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar services.

PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume.

PEDESTRIAN DEVELOPMENT DISTRICT (PDD): A Pedestrian Development District is the area identified by staff and the community as shown on Map 2B bounded by both sides of Ventura Boulevard between Beverly Glen Boulevard/Tyrone Avenue and Fulton Avenue, and identified as an area containing elements consistent with a future designation as a Pedestrian Oriented Area (POA). Drive-through establishments and auto-related uses shall be prohibited in this area.

PEDESTRIAN ORIENTED AREA: ~~One of the five areas~~ Areas within the Specific Plan ~~area~~ boundaries, as shown in ~~black~~ grey shading on the maps in Section 1 of this Specific Plan, in which greater pedestrian activity is encouraged.

PEDESTRIAN SERVING USES: Art Galleries; ~~B~~book stores; martial arts/dance centers, academic tutoring or learning centers; cafes; coffee houses; ice cream parlors; restaurants without drive-through facilities; theaters; ~~and~~ specialty stores which primarily sell records, electronic tapes, compact discs, and audio cassettes; financial services without drive-through facilities which provide check cashing, ready cash and money orders; and stores selling other small consumer items, or providing similar services, as determined by the Director of Planning.

PERMITTED FLOOR AREA, APPROVED: Commercial Floor Area of a Project which has been granted a Project Permit or a clearance from the Department of City Planning and Department of Transportation pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or a Project ~~Approval~~ Permit pursuant to the provisions of this Specific Plan.

PHASES OF DEVELOPMENT: A schedule of development for Projects in this Specific Plan area which limits development by correlating incremental increases in the total Approved Permitted Floor Area of all commercial Projects with the implementation of certain transportation objectives and actions, as specified in this Specific Plan.

PHASING PROGRAM: A schedule which is applicable to Projects for the purpose of dividing into stages the

construction of Projects and the construction of related transportation infrastructure.

P.M. PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume occurring during the hours of 3:00 P.M. to 7:00 P.M.

PORTABLE SIGN: A sign not permanently affixed either to land or to a structure on land.

PRELIMINARY TRAFFIC ASSESSMENT: The Department of Transportation's initial determination of the requirements for review of the Project's compliance with transportation-related Ordinance provisions, including the necessity for a traffic study.

PRIOR SPECIFIC PLAN (PSP PROJECTS. Projects permitted during the period from February 16, 1991 to the effective date of this plan amendment amending the Ventura/Cahuenga Boulevard Corridor Specific Plan.

PROJECT: Any grading, construction, erection, addition to or structural alteration of any building or structure, a use of vacant land, or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of any ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. A Project shall not include interior construction or a change of use unless it (a) increases the floor area; or (b) increases the number of Trips; or (c) increases parking requirements pursuant to Section 7 ~~E~~ F of this Specific Plan; or (d) includes a change of use which is not consistent with those permitted by Section 5 A 3 of this Specific Plan.

PROJECT ~~APPROVAL~~ PERMIT: An application submitted to the Director of Planning for a determination that the proposed Project meets the Specific Plan requirements and the Design Guidelines ~~and requirements~~ of this Ordinance and, where applicable, that the Department of Transportation has determined in writing that the Project is in conformance with the transportation provisions of this Ordinance.

PROJECT IMPACT ASSESSMENT FEE: The monies required to be paid into the Ventura/Cahuenga Boulevard Corridor Specific Plan Revenue Fund by an Applicant for a Project, based on the Project's floor area and land use, pursuant to the requirements of this ordinance.

REGIONAL COMMERCIAL: A land use designation in the Community Plan which is a focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services.

REGIONALLY IMPACTED AREA: A Regionally Impacted Area is the area identified on Map 2A bounded by both sides of Cahuenga Boulevard West between Woodrow Wilson Drive on the east and Lankershim Boulevard on the west, and identified as an area which could benefit from traffic relief by prohibiting auto-related use, drive-through establishments and hotels/motels which could otherwise, in aggregate with the regional impacts as the result of the adjacent regional attraction, have a significant detrimental effect on the adjacent residential neighborhood.

RESTRICTED USE AREA: A Restricted Use Area is the area identified on Map 2B bounded by both sides of Van Nuys Boulevard between Moorpark Street on the south and the Ventura (101) Freeway on the north, and identified as an area which could benefit from limited traffic relief by prohibiting auto-related use and drive-through establishments which combined with the pass-through freeway traffic could otherwise negatively impact the adjacent residential neighborhood.

SANDWICH SIGN: A portable sign consisting of two sign faces which connect at the top and extend outward at the bottom.

SHOPPING CENTER: A building or group of buildings on a lot or lots which has 10,000 or more square feet of commercial retail uses with more than one commercial retail use.

SIGNIFICANT TRANSPORTATION IMPACT: The transportation impact, measured either as an increase in volume to capacity (V/C) ratio at an intersection, or an increase in the number of average daily vehicle trips (ADT) on a local residential street, which equals or exceeds the following significant thresholds, as determined by the Department of Transportation.

1. At an intersection:

If Final V/C is	Significance Threshold
0.701 - 0.800	0.04
0.0801 - 0.900	0.02
0.901 or greater	0.01

2. On a residential street:

If Final ADT is	Significance Threshold
1,000 or greater	12.5% of Final ADT

STRETCHERS: Replacement or enhancement of signs which exceed height and/or area of initially permitted sign face by the Department of Building and Safety.

SUPERGRAPHIC DISPLAY: A sign, consisting of an image printed or painted on vinyl, mesh or other material with or without written text, and which does not comply with the provisions in Section 91.6201 et. seq. of the Los Angeles Municipal Code relating to Wall Signs, Mural Signs, Off-Site and Temporary Signs.

SUPERMARKET: A retail store which has a floor area equal to or greater than 5,000 square feet and which sells an assortment of foods, as well as items for food preparation, household cleaning, and personal care.

TRAFFIC ASSESSMENT: The Department of Transportation's written determination of the likely traffic impacts resulting from the Project and its mitigation measures, considering the estimate of Project-generated trips, ambient growth, related developments, and levels of service at adjacent intersections.

TRAFFIC STUDY: A written report prepared at the applicant's expense and submitted by the applicant according to DOT's traffic study guidelines, discussing the traffic engineering investigation and analysis of Project-related traffic impacts, including recommendations to mitigate the traffic impacts, if any.

TRANSPORTATION DEMAND MANAGEMENT (TDM): A program promoting ridesharing and transit use to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

TRIP: An arrival at or a departure from a Project during the A.M. or P.M. Peak Hour by a motor vehicle as calculated by the Department of Transportation using the Trip generation formulas and/or table provided in technical references published by the Institute of Transportation Engineers (ITE) and other transportation and traffic engineering industry sources.

Sec. 5. PROHIBITIONS, VIOLATIONS, ~~AND~~ ENFORCEMENT, USE LIMITATIONS AND RESTRICTIONS, AND EXEMPTIONS.

A. Prohibitions.

1. Violations and Penalties. Any violation of this Ordinance shall be subject to the provisions of Section 11.00 (m) and Section 12.04.01 of the LAMC.

a. Existing Violations. No Project Permit approvals shall be issued for subject properties until such time as cited violations of the Specific Plan regulations are corrected.

b. Certificate of Occupancy. Prior to the issuance of a certificate of occupancy, and in addition to all other requirements by Building and Safety, the property owner shall provide a letter of certification by a licensed landscape architect to the Director of Planning or his designee, that all required landscape and relevant streetscape elements have been implemented.

2. Specific Plan Compliance Required For~~,~~ Building, Demolition, Excavation, Foundation, Grading and Sign Permits. Notwithstanding any provision of the LAMC to the contrary, no building, demolition, excavation, foundation, grading or sign permit shall be issued for a Project, unless the Applicant complies with all sections of this Specific Plan. No sign permits shall be issued unless the sign conforms to the requirements of Sections 8 and 9 ~~13~~ of this Specific Plan. In general, a Project shall be subject to a Department of Transportation mitigation approval described in Section 10 and a Department of City Planning Project ~~Approval~~ Permit described in Section ~~8~~ 9.

B. Enforcement.

1. Responsible Department. The Department of Building and Safety shall be responsible for enforcing the provisions of this Ordinance.

2. Citations. Notwithstanding the provisions of Subsection A 1 above, violation of the provisions of this Ordinance, subsequent to the initial warning, shall be punishable by an administrative citation to the property owner in the amount of Two Hundred and Fifty Dollars ($250.00).

a. Repeat Violations. Fines shall be increased for repeat violations of any provision of this Ordinance and calculated from the date of

the initial citation as follows:

i. **First violation**: Warning to correct violation within 30 days of citation.

ii. **Second violation within 60 days:** $250.00

iii. **Third violation within 90 days:** $500.00

iv. **Fourth violation within 120 days:** $1,000.00 and each subsequent violation thereafter.

b. Establishment of Fund. The Department of Building and Safety shall establish a Community Enforcement Revenue Fund for each of the following communities: Studio City/ Cahuenga Pass, Sherman Oaks, Encino, Tarzana, Woodland Hills.

c. Exclusivity of Funds. The monies generated as a result of the citations issued shall be used exclusively to fund enforcement of the regulations of the Ventura/Cahuenga Boulevard Corridor Specific Plan and the PACE Program.

3. Pro-Active Code Enforcement Survey (PACE). The Department of Building and Safety shall conduct a PACE survey, at least every six months, in each of the five major communities as shown on Maps 2A through 2E to issue citations for any violations of the provisions of this Ordinance involving permanent structures or signs.

C. Use Limitations and Restrictions.

~~3~~1. Use Limitations In Pedestrian Oriented Areas.

a. In addition to the prohibition in Subdivision 2 above, in the Pedestrian Oriented Areas identified on Maps 2A-E in Section 1 of this Specific Plan, no ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit shall be issued for any Project unless the Project includes floor area on the Ground Floor of the building along at least 75 percent of the frontage of a building, excluding the frontage along vehicular access to on-site parking, devoted ~~a Ground Floor which is restricted in its entirety~~ to retail uses or any Pedestrian Serving Use.

Office and retail uses cannot be combined within one tenant space unless a physical, stationary barrier is constructed or installed. Office uses accessory to retail will be combined with the retail square footage for the purposes of determining parking requirements.

The Applicant shall guarantee the continued restriction to retail or Pedestrian Serving Uses for at least 75 percent of the frontage of a building by executing and recording a covenant and agreement. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning, recorded with the County Recorder, and a certified copy delivered to the Departments of City Planning and Transportation prior to the issuance of any ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit.

b. No drive-through establishments, motor and recreational vehicle sales and rentals, maintenance, repair and accessory installation, or car washes shall be permitted in Pedestrian Oriented Areas.

c. ~~b.~~ Subdivision 3 above shall not apply to a Project which consists of construction, erection, addition to or structural alteration of a hospital located in the Pedestrian Oriented Area identified on Map 2 C of Section 1 C, so long as the Project does not exceed 160,000 square feet of Floor Area and any new uses in the Project within 100 feet of Ventura Boulevard are retail or Pedestrian Serving Uses.

d. **Hardship Exemption**: If a Project is vacant for a period of six months or more, the City Council, acting in its legislative capacity, may, by resolution, grant an exemption from the provisions in Sec.5 C 1 a. of this Ordinance, i.e., requirement of retail or Pedestrian Serving Uses for 75 percent of the frontage of a building on the ground floor, in cases of economic hardship duly established to the satisfaction of the City Council.

An application for a hardship exemption shall be filed with the Department of City Planning in a form prescribed by the Office of Zoning Administration on forms provided by the Department

and shall be accompanied by a fee of $500.00.

Prior to the scheduling of the Planning and Land Use Management Committee public hearing on the hardship exemption, the Department of City Planning shall prepare a staff report on the application. Before granting an application for a hardship exemption the City Council must find:

(i) that the strict application of the provisions of Sec. 5 C 1 a of this Ordinance would result in unnecessary financial hardships inconsistent with the intent of said Section,

(ii) that the Applicant has made a good faith effort to comply with the regulations of Sec. 5 C 1 a of this Ordinance,

(iii) that the Applicant has provided evidence to the satisfaction of the City Council to support that the Project site has been vacant for a period of six months or more, and

(iv) that the granting of such hardship exemption will not adversely affect any element of the General Plan.

Written notification of the public hearing in accordance with the provisions of Section 12.24 D 2 of the Los Angeles Municipal Code, shall be posted and mailed to all owners, tenants and leases of property within a 500 foot radius of the proposed site at least 24 days prior to the date of the hearing.

2. Use Restrictions in a Regionally Impacted Area, Potential Pedestrian Area and Use Restricted Area within the Ventura/ Cahuenga Boulevard Corridor Specific Plan Area.

a. Regionally Impacted Area - Studio City/Cahuenga Pass. The following uses shall be prohibited in the Regionally Impacted Area on both sides of Cahuenga Boulevard West bounded by Woodrow Wilson Drive on the east and Lankershim Boulevard on the west as shown on Map 2A:

i Drive-through establishments.

ii Auto-related uses.

iii Hotels/Motels.

b. Potential Pedestrian Oriented Area - Sherman Oaks. The following uses shall be prohibited in the Potential Pedestrian Oriented Area on both sides of Ventura Boulevard bounded by Fulton Avenue on the east and Hazeltine Avenue on the west as shown on Map 2B:

i Drive-through establishments.

ii Auto-related uses.

c. Use Restricted Area - Sherman Oaks. The following uses shall be prohibited in the Use Restricted Area on both sides of Van Nuys Boulevard bounded by the Ventura Freeway (101) on the north and Moorpark Street on the south as shown on Map 2B:

i Drive-through establishments.

ii Auto-related uses.

3. Other Limitations within the Ventura/Cahuenga Boulevard Corridor Specific Plan Area.

a. Permanent Cargo Containers. Cargo containers used permanently for incidental storage to an existing commercial use shall be prohibited within the Ventura/Cahuenga Boulevard Corridor Specific Plan area.

b. Temporary Permits for Cargo Containers. Only two consecutive temporary permits, for up to six months each, shall be permitted within a three year period and shall be subject to the following regulations after approval by the Planning Department and Building and Safety:

(i). Temporary containers shall be located on that portion of a lot where open storage is allowed by the LAMC.

(ii). The use of a temporary container shall be limited to incidental storage for an existing commercial use.

(iii). The use of a temporary container shall not allow human occupancy.

(iv). The temporary container shall not be located so as to block, obstruct, or reduce any required parking spaces of the existing buildings on the lot, loading area

or required exits, windows or vent shafts.

(v). The temporary container shall not be visible from Ventura Boulevard, Cahuenga Boulevard, Reseda Boulevard, Sepulveda Boulevard, Van Nuys Boulevard or Laurel Canyon Boulevard.

(vi). A site shall be limited to one temporary container with a maximum 400 square foot of floor area for each 5,000 square foot of lot area (permitted for open storage).

(vii). Each temporary container shall not exceed 10 feet in height, 10 feet in width and 40 feet in length and shall have no wall openings except for an access door opening at one end of the unit. Temporary containers shall not be stacked on each other.

(viii). Access for the disabled shall meet Title 24 requirements relating to handicap access.

~~B~~ D. **Total Exemptions From Specific Plan Provisions.** Any Project for which a ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign 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 shall be exempt from the provisions of this Specific Plan. This exemption shall not apply to a change of use or an addition of floor area except as such increase in floor area is required to meet ~~ADA~~ Americans with Disabilities Act (ADA) requirements.

Sec. 6. BUILDING LIMITATIONS.

A. Basic Development Rights. All Projects which involve new construction, or additions of more than one hundred square feet of floor area to existing buildings shall be limited by the floor area ratios in Subsection B and the Commercial Floor Area buildout limitations in Subsection C. However, notwithstanding the limitations in Subsections C, D and E below, each lot shall have development rights of at least a 0.35:1 Floor Area Ratio in the Neighborhood~~/Office~~ and General plan designation areas and a 0.5:1 Floor Area Ratio in the Regional Commercial and Community Commercial plan designation areas.

B. Floor Area Ratio Limitations.

1. The following Floor Area Ratios shall apply to Projects within the Community Commercial plan designation, and within the Regional Commercial plan designation west of the San Diego freeway:

a. No Project may exceed a maximum Floor Area Ratio of 1.25:1.

b. However, an additional Floor Area Ratio of 0.25:1 may be granted by the Department of City Planning during the Project ~~Approval~~ Permit process for a Mixed-Use Project, pursuant to Section ~~8~~ 9.

2. The following Floor Area Ratio shall apply the to Projects within the Community Commercial Plan designation on the north and south side of Ventura Boulevard bounded by Radford Avenue on the east and Colfax Avenue on the west:

i. No Project may exceed a maximum Floor Area Ratio of 1.0:1.

~~2~~ 3. The following Floor Area Ratio shall apply to Projects within the Neighborhood~~/Office~~ and General Commercial Plan designation:

No Project may exceed a maximum Floor Area Ratio of 1.0:1.

~~3~~ 4. The following Floor Area Ratio shall apply to Projects within the Regional Commercial Plan designation east of the San Diego Freeway:

No Project may exceed a maximum Floor Area Ratio of 1.5:1.

C. Cumulative Permitted Commercial Floor Area And Existing Floor Area.

Phases of Development. The Cumulative Permitted Floor Area and the existing floor area prior to any Ventura/Cahuenga Boulevard Interim Control Ordinance for all commercial square footage in this Specific Plan shall not exceed the following cumulative square footage, by Phase of Development:

Phase I - 23,400,000 square feet;
Phase II - ~~27,900,000~~ 27,898,000 square feet.

D. Project Limitations Based On Commercial Floor Area

For Phase I and Phase II. In Phase I, no project shall be permitted which would result in creating more than the cumulative total Commercial Floor Area in any community that exceeds the following limits:

~~1. Studio City - 720,000 square feet of additional Commercial Floor Area;~~

~~2. Sherman Oaks - 399,000 square feet of additional Commercial Floor Area;~~

~~3. Encino - 614,000 square feet of additional Commercial Floor Area;~~

~~4. Tarzana - 666,000 square feet of additional Commercial Floor Area; and~~

~~5. Woodland Hills - 1,703,000 square feet of additional Commercial Floor Area.~~

~~E. Project Limitations Based On Commercial Floor Area For Phase II.~~

~~1. Studio City - 797,000 square feet of additional Commercial Floor Area;~~

~~2. Sherman Oaks - 436,000 square feet of additional Commercial Floor Area;~~

~~3. Encino - 672,000 square feet of additional Commercial Floor Area;~~

~~4. Tarzana - 728,000 square feet of additional Commercial Floor Area; and~~

~~5. Woodland Hills - 1,864,000 square feet of additional Commercial Floor Area.~~

ADDITIONAL FLOOR AREA ALLOCATIONS FOR EACH COMMUNITY AND CUMULATIVE TOTALS FOR EACH PHASE OF DEVELOPMENT

COMMUNITY	PHASE I ADDITIONAL FLOOR AREA (SF)	PHASE II ADDITIONAL FLOOR AREA (SF)
Current Developed Floor Area	19,290,000	23,400,000
Studio City/Cahuenga Pass	728,351	~~7~~97,185
Sherman Oaks	398,670	436,323
Encino	614,445	672,395
Tarzana	665,526	728,183
Woodland Hills	1,703,008	1,863,914
Subtotals:	4,110,000	4,498,000
~~Total:~~		~~8,608,000~~
Cumulative Totals:	23,400,000	27,~~900~~,898,000

~~1. Studio City - 797,000 square feet of additional Commercial Floor Area;~~

~~2. Sherman Oaks - 436,000 square feet of additional Commercial Floor Area;~~

~~3. Encino - 672,000 square feet of additional Commercial Floor Area;~~

~~4. Tarzana - 728,000 square feet of additional Commercial Floor Area; and~~

~~5. Woodland Hills - 1,864,000 square feet of additional Commercial Floor Area.~~

E ~~F~~. Project Limitations Based On Traffic Impact. When 4,110,000 square feet of additional Commercial Floor Area ~~has~~ have been permitted in the entire Specific Plan area during Phase I and 12 of the intersections listed in Subsection ~~G~~ F below are operating at the unacceptable Level of Service of E or F, as determined by the Department of Transportation, then each Project shall be limited to the Basic Development Rights as set forth in Subsection A of Section 6.

F G. Critical Intersections: The following corridor intersections are critical intersections:

Studio City/ Cahuenga Pass

1. Barham Boulevard and Cahuenga Boulevard

2. 101 Ramps, Regal Place and Cahuenga Boulevard

3. Lankershim Boulevard and Ventura Boulevard

4. Vineland Avenue and Ventura Boulevard

5. Tujunga Avenue and Ventura Boulevard

6. Colfax Avenue and Ventura Boulevard

7. Laurel Canyon Boulevard and Ventura Boulevard

8. Coldwater Canyon Avenue and Ventura Boulevard

Sherman Oaks

9. Woodman Avenue and Ventura Boulevard

10. Beverly Glen Boulevard and Ventura Boulevard

11. Van Nuys Boulevard and Ventura Boulevard

12. Kester Boulevard (east and west jog) and Ventura Boulevard

13. Sepulveda Boulevard and Ventura Boulevard

Encino

14. 101/405 Ramps, Sherman Oaks Avenue and Ventura Boulevard

15. Hayvenhurst Avenue and Ventura Boulevard

16. Balboa Boulevard and Ventura Boulevard

17. White Oak Avenue and Ventura Boulevard

Tarzana

18. Lindley Avenue and Ventura Boulevard

19. Reseda Boulevard and Ventura Boulevard

20. Wilbur Avenue and Ventura Boulevard

21. Vanalden Avenue and Ventura Boulevard

22. Tampa Avenue and Ventura Boulevard

23. Corbin Avenue and Ventura Boulevard

Woodland Hills

24. Winnetka Avenue and Ventura Boulevard

25. Canoga Avenue and Ventura Boulevard

26. DeSoto Avenue and Ventura Boulevard

27. Topanga Canyon Boulevard and Ventura Boulevard

28. 101 Ramps near Shoup Avenue and Ventura Boulevard

29. Shoup Avenue and Ventura Boulevard

30. Fallbrook Avenue and Ventura Boulevard

31. 101 Ramps, Woodlake Avenue and Ventura Boulevard

~~**E. Exemptions From The Limitations In Subsections B, C And D.**~~

~~**1.** The provisions of Subsections B, C and D above shall not apply to any Project which is subject to a (Q) Qualified Zone Classification adopted after November 9, 1985, and before the effective date of this ordinance, provided, the (Q) Qualified Zone Classification includes specific limitations on building height, Floor Area Ratio and Trips. Projects described in Ordinance No. 164,115 and Ordinance No. 164,219 are the only cases subject to this partial exemption.~~

~~**2.** The provisions of Subsections B, C and D above shall not apply to the Project located at 17421 Ventura~~

~~Boulevard which was the subject of City actions under Ordinance No. 158,865, BZA 4157 and ZA 89-0811 (ZV)(YV), so long as the Project shall be no larger than 107,000 square feet in floor area and will not change the footprint of the existing building~~.

G.~~I.~~ General Requirement. The Department of City Planning shall establish, monitor, and maintain an official record of all Cumulative Permitted Floor Area, by Phase of Development, within the Specific Plan area. The Floor Area record shall be maintained at the parcel and Community level.

H. ~~J.~~ Certification of Compliance with the Phases of Development Requirements.

1. No Project ~~Approval~~ Permit shall be granted for any Project which would cause the Cumulative Permitted Floor Area to be increased from Phase I to Phase II until the City Council has done one of the following: certified that all requirements of the current Phase of Development have been implemented or assured; or, adopted findings to justify the reasons why the requirements are not necessary to mitigate any significant environmental impacts; or, adopted appropriate Specific Plan amendments and accompanying findings.

2. The City Planning Commission, based upon a report and recommendations from the Department of City Planning, with the assistance of the Department of Transportation and the advice of the Plan Review Board shall report to the City Council whether all the requirements of Phase I have been implemented. The report shall also address any requirements that have ~~not~~ proven to be unnecessary.

If the City Council determines that the requirements of Phase I are not necessary in order to mitigate significant environmental impacts, then it shall adopt findings to justify the reasons why the requirements are not necessary. If the Council determines that not all of the requirements of Phase I have been implemented or assured and that this Specific Plan should be amended or revised based on the review process, then it shall adopt findings accordingly and request staff to report on what appropriate amendments should be adopted.

Sec. 7. LAND USE REGULATIONS. A Project shall comply with the following land use regulations:

A. Yards and Setbacks. An entrance to the business

shall provide direct access from the sidewalk without crossing a parking lot or driveway.

1. General. Notwithstanding LAMC Sections 12.12.2, 12.13, 12.13.5, 12.14 and 12.16 to the contrary, the following requirements for yards and setbacks shall apply to all Projects which consist of construction of a new building or an addition of square footage to an existing building:

a. If a lot has a coterminous lot line with Ventura or Cahuenga Boulevard, then for the purposes of this ~~subsection~~ ordinance, the lot ~~line~~ shall be deemed to ~~be the~~ front ~~lot line~~ on Ventura or Cahuenga Boulevard. If a lot has a coterminous lot line with Sepulveda, Van Nuys, Reseda or Laurel Canyon Boulevards, but not with Ventura or Cahuenga Boulevards, then for the purposes of this ~~subsection~~ ordinance, the lot shall be deemed to front on Sepulveda, Van Nuys, ~~or~~ Reseda or Laurel Canyon Boulevards.

b. The exceptions in LAMC Section 12.22 C 20 shall be applicable to yards and setbacks required pursuant to this Specific Plan.

c. For purposes of this ~~sub~~section, the term setback shall only refer to a setback of floors below the first 15 feet in height of a building.

d. All lots which have a coterminus lot line with the Los Angeles County Flood Control District (the Los Angeles River), shall make provisions for public access from the bike path to the building when the bike path and any public open space along the river is built and greenbelt for the Los Angeles River with the following landscaping and access requirements:

(i) A landscaped area of ten feet shall be required for all rear yards fronting the river's edge. Landscaping shall be compatible with riparian plantings.

(ii) All buildings adjacent to the Los Angeles River landscape area, shall make provisions for access from the bike path to the building when the bike path is built.

2. Regional Commercial and Community Commercial Areas.

a. Front Yards and Setbacks. A maximum 10

foot front yard shall be permitted for lots in the Regional Commercial and Community plan designation areas. No parking area or driveway shall be placed directly in front of the building except where a driveway is located to provide direct access through the building to a parking area located in the building or to the rear of the building.

No Project ~~may~~ shall be built within 18 inches of the front lot line. This 18 inch setback shall be landscaped to the satisfaction of the Director of Planning.

Alternatives:

(i) Notwithstanding Paragraph a. above, except for areas required for vehicular access to parking, a front yard of ~~up to 40~~ between 10 feet and 40 feet in depth for a maximum of 50 percent of the length of the front lot line or a maximum width of 50 feet, whichever is less, may be provided. If this ~~a~~ Alternative No. (i) ~~1~~ is utilized, then the Project shall not be subject to the requirements in Subsection 7 ~~D~~ E 1 f and g.

(ii) If at least 50 percent of the length of the building frontage is built less than 18 inches from the front lot line, then

(a) 25 percent of the length of the building frontage shall be setback ~~up to a maximum of~~ ten feet ~~with a minimum 18 inch setback~~; and

(b) The remaining 25 percent of the length of the building frontage shall be setback ~~up to a maximum of~~ between ten and twenty feet ~~with a minimum 18 inch setback~~; and if ~~this a~~ Alternative (ii) ~~No. 2~~ is utilized, then the Project shall not be subject to the requirements in Subsection 7 ~~D~~ E 1 f and g.

(iii) Lots may have a maximum 25 foot front setback for the Project's first 15 feet in height , so long as the entire setback area is used for outdoor dining with appropriate landscape and hardscape in accordance with the adopted community streetscape plan. Portions of a building over 15 feet need not be setback. If ~~this a~~

Alternative ~~No. 3~~ (iii) is utilized, then the requirements in Subsection B shall not apply.

b. Side Yards. No side yard shall be permitted at the Ground Floor, except ~~where~~ that an accessway, which may include a maximum 20 foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the accessway ~~is~~ may be ~~necessary~~ provided for vehicular access to parking and pedestrian access to the building, ~~for other required exits~~ or as specified in Subsection D [Parking] below, or where the Projects contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11 and 12.12 shall apply.

For corner lots, the side of the lot facing the side street intersecting with Ventura or Cahuenga Boulevard shall require a minimum 18 inch and maximum 15 foot landscaped setback.

c. Rear Yards.

(i) Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum ~~25~~ 15-foot rear yard.

(ii) If the rear lot line of a lot is adjacent to a residential use ~~residentially zoned lot~~, then the lot shall have a minimum 20-foot rear yard, unless more is required by LAMC Section 12.21.1 A 10.

(iii) If an alley separates ~~abuts~~ a residential use from a commercial rear lot line, and the alley is at least 20 feet wide, then the 20 foot rear yard setback shall be measured from the midpoint of the abutting alley.

3. Neighborhood~~/Office~~ and General Commercial Areas.

a. Front Yards and Setbacks. No parking area or driveway shall be placed directly in front of the building except where a driveway is located to provide direct access through the building to a parking area located in the building or to the rear of the building.

(i) For lots which are 100 or ~~fewer~~ less feet in width:

(a) No Project may be built within 18 inches of the front lot line. This 18 inch setback shall be landscaped.

(b) Each lot shall have a maximum ~~front~~ yard or front yard setback of 60 feet, or an average front yard of all existing structures on the block in which the lot is located, whichever is less. ~~The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.~~

(ii) For lots which are more than 100 but no more than 200 feet in width:

(a) No Projects may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18 inch setback shall be landscaped.

(b) Each lot shall have a maximum front yard of 20 feet for a minimum of 33 percent of the length of the front lot line. The balance of the lot frontage may have a maximum front yard of 60 feet, or a front yard equal to the average of all existing structures on the block in which the lot is located, whichever is less. ~~The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.~~

(iii) For lots which are wider than 200 feet.

(a) No Project may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18 inch setback shall be landscaped.

(b) Each lot shall have a maximum front yard of 20 feet for a minimum of 50 percent of the length of the front lot line. The balance of the lot line may have a maximum front yard of 60 feet, or a front yard equal to the average of all existing structures on the block in which the lot is located, whichever is less. ~~The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.~~

b. Side Yards. A side yard of 10 feet may be permitted, except that an accessway, which may include ~~where~~ a maximum 20 ~~feet~~ foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the accessway, ~~is~~ may be ~~permitted to~~ provided for vehicular access to parking and pedestrian access to the building, ~~for required exits~~ or as specified in Subsection ~~D~~ F [Parking] below, or where the Projects contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11, and 12.12 shall apply.

For corner lots, the side of the lot facing the side street intersecting with Ventura or Cahuenga Boulevard shall require a minimum 18 inch and maximum 15 foot landscaped setback.

c. Rear Yards.

(i) Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum ~~25~~ 15 foot rear yard.

(ii) If the rear lot line of a lot is adjacent to a residential use ~~residentially zoned lot~~, then the lot shall have a minimum 20 foot rear yard unless more is required by LAMC Section ~~12.12.1 A 10~~ 12.21.1 A 10.

(iii) If an alley separates ~~abuts~~ a residential use from a commercial rear lot line and the alley is at least 20 feet wide, then the 20 foot rear yard setback shall be measured from the midpoint of the abutting alley.

B. Lot Coverage.

1. **Regional Commercial and Community Commercial Areas.** Buildings and structures shall cover no more than 75 percent of the lot area.

2. **Neighborhood~~/Office~~ and General Commercial Areas.** Buildings and structures shall cover no more than 60 percent of the lot area.

C. **Driveways.** A project review shall be required on any site with multiple driveways where the linear frontage of the lot is less than 250 feet.

D. ~~C.~~ **Landscaping Requirements.** These requirements shall apply to all Projects, including changes of use to existing buildings.

1. **Parking Lots.**

a. At least 15 percent of the total area of a surface parking lot shall be landscaped.

b. For surface parking lots, one tree shall be provided for every four parking spaces. The trees shall be shade producing trees of a minimum 30 inch box size, no less than ten feet in height at maturity with a minimum tree canopy of 50 percent of the height of the tree. These trees shall be evenly distributed throughout the parking lot so as to shade the surface parking area.

c. ~~In addition to the requirements of Subparagraph b above, a~~ A ten foot landscaped buffer shall be provided around any surface parking lots adjacent to any street, alley, residentially zoned lot, existing residential use, or other parking lots. This shall qualify as part of the 15 percent landscape requirement. ~~or parking structure.~~ When surface parking lots ~~or parking structures~~ are adjacent to other surface parking lots or parking structures, a ten foot landscaped buffer between the lots or structure shall be required. It shall incorporate walkways between the parking areas. When surface parking lots are adjacent to each other and are tied together to allow a common parking area to serve multiple businesses, landscaping buffer requirements for the coterminous lot line shall not be required.

d. **Exception:** Where a project involves an existing building with equal or less than the minimum required number of parking spaces and the project does not generate additional requirements for parking, only such landscaping and walkways as will not cause a reduction in the existing number of parking spaces shall be required.

e. For portions of parking lots not facing a street, alley, residentially zoned lot, existing residential use, or other parking lots and structures, a minimum buffer zone of 2.5 feet (30 inches) shall be provided.

2. Parking Structures.

a. Parking structures or that portion of a building which is used for parking shall be designed ~~so as~~ to substantially screen automobiles contained in the garage from view by pedestrians and from adjacent buildings, except as may be recommended by the Los Angeles Police Department for purposes of safety. The facade of any parking building shall be designed so that it is similar in color, material, and architectural detail with the building(s) for which it serves for parking.

b. Parking structures shall have a landscape buffer of ten feet around the surface perimeter, except where immediately adjacent to another structure.

c. ~~b.~~ Parking structures shall be designed to include planting of trees, shrubs, flowers, or vines for a minimum total of 4 percent of the roof area, located principally around the perimeter of the roof level parking, ~~The facade, and setbacks~~ in order to provide additional screening and exterior landscaping.

~~c~~ d. Parking structures installed with air circulation vents and/or fans shall not have the vents and fans adjacent to or facing a residential area in order to avoid any adverse noise impact.

3. Yards, Setbacks, and Building Frontages.

a. At least 60 percent of all front yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers. ~~or tile or covered in~~

~~gravel.~~

Alternative:

(i) Notwithstanding Paragraph a above, where sidewalk dining or a water feature is provided, at least 30 percent of all front yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers or tile or covered in gravel.

b. The Applicant shall install an automatic irrigation system to maintain all required landscaping.

4. **Gas Stations.** ~~Gas stations shall be landscaped to the satisfaction of the Director based on guidelines developed by the Director.~~ 10 percent of the exterior site area not covered by the footprint of any building shall be used as a landscape buffer adjacent to the street. Within the landscaped area there shall be one tree for every 250 square feet of landscaped area.

a. **Buffers.** Gas stations shall provide the following landscaped buffers:

(i) Buffers adjacent to lot line of uses (not streets): commercial (5 feet), residential (7 feet), alley (5 feet).

(ii) Buffers adjacent to streets: 5 feet (less than 50 feet of frontage);10 feet (50 feet -150 feet of frontage); 15 feet (over 150 feet of frontage).

(iii) One tree per 25 linear feet of buffer area.

5. **Auto Repair.** In addition to requirements set forth in Los Angeles Municipal Code Section 12.26 I and any conditions imposed pursuant to Section 12.24 C.44, auto repair uses, as defined in Section 12.03 of the Los Angeles Municipal Code, shall be subject to the following requirements:

a. **Buffers**: Buffers shall be required per Subsection 7 D 4 of this Section and shall include a wall, fence, berm or a combination thereof, except across necessary driveways or walkways. Any

wall or fence shall be planted with vines.

b. Outdoor Seating Area: Any outdoor seating area provided as a customer waiting area shall be landscaped with a minimum of 5 percent of the outdoor waiting area.

6. Vacant Lots. Any site issued a grading or demolition permit that results in a vacant lot with no project, shall be required to maintain a solid living green ground cover landscaping on the entire vacant lot. This requirement shall apply for all sites where no project is permitted by The Department of Building and Safety within 180 days of issuance of a demolition permit.

E. ~~D.~~ Height Limit.

1. Notwithstanding LAMC Section 12.21.1 B 2 and B 3, no building or structure shall exceed the following heights:

a. Studio City/Cahuenga Pass.

(i) From the intersection of Woodrow Wilson Drive and Cahuenga Boulevard to the intersection of Carpenter Avenue and Ventura Boulevard:

(a) On the north sides of Cahuenga and Ventura Boulevards - 45 feet.

(b) On the south sides of Cahuenga and Ventura Boulevards - 30 feet.

(ii) From the intersection of Carpenter Avenue and Ventura Boulevard to the intersection of Laurel Canyon Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.

(iii) From the intersection of Laurel Canyon Boulevard and Ventura Boulevard to the intersection of Whitsett Avenue and Ventura Boulevard:

(a) On the north side of Ventura Boulevard - 45 feet.

(b) On the south side of Ventura Boulevard - 30 feet.

(iv) From the intersection of Whitsett Avenue and Ventura Boulevard to the intersection of Fulton Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

b. Sherman Oaks.

(i) From the intersection of Fulton Avenue and Ventura Boulevard to the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(ii) From the intersection of Van Nuys Boulevard and Moorpark Avenue to the intersection of the Ventura Freeway overpass at Van Nuys Boulevard: On both sides of Van Nuys Boulevard - 30 feet.

(iii) From the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard to the intersection of Columbus Avenue and Ventura Boulevard:

(a) On the north side of Ventura Boulevard to 135 feet west of Columbus Avenue - 30 feet.

(b) On the south side of Ventura Boulevard - 30 feet.

(iv) In the area bounded by Dickens Street on the south to the San Diego Freeway and Specific Plan boundary on the west, the Specific Plan boundary on the north, Sepulveda Boulevard on the east to Moorpark Street and Moorpark Street on the north to 135 feet west of Columbus Avenue south to Ventura Boulevard, then east to the lot line which would be a continuation of Columbus - 75 feet.

(v) In the area bounded by Dickens Street on the north, Greenleaf Street on the south, the San Diego Freeway on the west and the Specific Plan boundary on the east - 30 feet.

c. Encino.

(i) From the intersection of the San Diego Freeway overpass and Ventura Boulevard

to the intersection of Balboa Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.

(ii) From the intersection of Balboa Boulevard and Ventura Boulevard to the intersection of Lindley Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

d. Tarzana.

(i) From the intersection of Lindley Avenue and Ventura Boulevard to the intersection of Etiwanda Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(ii) From the intersection of Etiwanda Avenue and Ventura Boulevard to the intersection of Wilbur Avenue and Ventura Boulevard:

(a) On the north side of Ventura Boulevard - 45 feet.

(b) On the south side of Ventura Boulevard - 30 feet.

(iii) From the intersection of Wilbur Avenue and Ventura Boulevard to the intersection of Corbin Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

e. Woodland Hills.

(i) From the intersection of Corbin Avenue and Ventura Boulevard to the intersection of Winnetka Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(ii) From the intersection of Winnetka Avenue and Ventura Boulevard to the intersection of De Soto Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

(iii) From the intersection of De Soto Avenue and Ventura Boulevard to the intersection of the Ventura Freeway overpass and Ventura Boulevard: On both sides of

Ventura Boulevard - 45 feet.

(iv) From the intersection of Ventura Boulevard and the Ventura Freeway overpass to the western end of Leonora Drive:

(a) On the north sides of Ventura Boulevard and Leonora Drive - 30 feet.

(b) On the south side of Ventura Boulevard and Leonora Drive - 45 feet.

f. In addition, in the Community Commercial and Neighborhood~~/Office~~ and General Commercial Areas, buildings abutting a major or secondary highway may only exceed 30 feet in height, if, for each 15 foot increment, or portion thereof, above 25 feet, at least a ten foot setback from the roof perimeter is provided.

g. In addition, in the Regional Commercial area, buildings abutting a major or secondary highway may exceed 45 feet in height, if, for each 10 foot increment above 45 feet, at least a ten foot setback from the roof perimeter is provided.

2. Exemptions For Mixed-Use Projects In The Regional Commercial Plan Designation Area East Of The San Diego Freeway.

a. If at least 25 percent of the floor area of a Mixed-Use Project in the Regional Commercial plan designation area east of the San Diego Freeway is devoted to non-hotel residential uses, then the Applicant may request permission to exceed the height limitation in the underlying height district regulations and in this Specific Plan. However, in no case, shall the height of a Mixed-Use Project in the Regional Commercial plan designation area east of the San Diego Freeway exceed 87 feet. This application for relief from the height limitation or any appeal from their determination on the application shall be in accordance with the procedures and time limits set forth in Section ~~8~~ 9 of this Specific Plan. The application to exceed the height ~~shall~~ should be filed at the same time as an application for a Project ~~Approval~~ Permit. The filing fee for a Mixed-Use Project application for relief from the height restrictions shall be the same as the fee for a conditional use application as set forth in LAMC Section 19.01 (C).

b. In order to grant relief from the height limitation, the City Planning Commission shall make the following findings:

(i) The proposed Project is consistent with the scale and character of the existing neighborhood in terms of height, location, and orientation of buildings to adjacent residentially zoned parcels and rear yard setbacks.

(ii) The proposed Project will not have a substantial adverse impact on any residence which is within 600 feet from the site of the proposed Project.

F. ~~E.~~ Parking. Notwithstanding any less restrictive provisions of LAMC Section 12.21 A.4(c) to the contrary, the following parking provisions shall apply in the Specific Plan area:

1. Parking Requirements.

a. For commercial uses, other than offices, at least one parking space for each 250 square feet of floor area.

b. For general offices, at least one parking space for each 300 square feet of floor area.

c. For restaurants, banquet rooms and related uses, at least one parking space for each 100 square feet of floor area.

d. For hotels and motels, at least one parking space for each guest room plus one additional employee parking space for every ten guest rooms.

e. For hospitals, at least 2.5 parking spaces for each bed.

f. For auditoriums, convention facilities, theaters, churches, general auditorium, stadiums, or other similar places of assembly, at least one parking space for every two seats. Where there are no fixed seats, there shall be at least one parking space for each 21 square feet of floor area, exclusive of the stage.

g. For child care facilities, preschool, and all other elementary and secondary schools, at

least one parking space for each 300 square feet of floor area.

h. In addition to the requirements of LAMC Section 12.23 C 2, if a Project consists of a change of use or an addition to an existing building or structure, then the parking requirements of this paragraph shall apply only to:

(i) The square footage of floor area devoted to the change of use;

(ii) The square footage of floor area contained within the addition to the existing building or structure; and

(iii) The square footage of any remodeling if cumulatively over a five year period, it involves an area in excess of 50% of the building area.

i. Where a commercial project consists of a combination of uses, parking requirements shall be calculated for each individual use.

2. Public Parking Facilities. If there is a municipal off-street parking facility within 1500 feet of a Project or within a Pedestrian Oriented Area which can be shown by the Applicant as providing parking for a Project, then the Applicant may apply to the City for relief from the parking requirements in Paragraph 1 above. Such an application will be reviewed in conjunction with the Departments of City Planning and Transportation to determine if the Project is eligible for a reduction of the required number of parking spaces. Prior to any approval of this reduction, the Department of Building and Safety shall require covenants in conformance with LAMC Section 12.26 E 5.

The Departments may only grant a reduction of up to one-third of the required number of parking spaces. If a reduction in the number of parking spaces is approved for the Project by the General Manager of the Department of Transportation and the Director of Planning, and an Exception to the Specific Plan for parking is approved, then the Applicant shall pay a one-time fee equal to $14,000 per parking space reduced, sufficient to pay for the new construction of parking spaces in a comparable municipal parking facility in the Specific Plan area. This fee shall be calculated and adjusted annually by the Department of Transportation to reflect the cost of providing replacement parking. The fees shall be added to the

Community's Revenue Fund.

No more than one-third of the municipal off-street parking facility or lot shall be used for the cumulative relief from the parking requirements in Paragraph 1 above unless shared parking is approved.

Alternative:

(i) For projects where a change-of-use or a new addition of less than 1,000 square feet require additional parking requirements of up to 10 parking spaces that cannot be met on-site or through existing public parking facilities, the Applicant shall enter into a covenant and agreement with the Department of Transportation to pay one hundred dollars per month, per deficient parking space, to go into the Community's Parking Revenue Fund for as long as the project parking deficiency continues to exist.

3. Off-Site ~~Valet~~ Parking. If an Applicant wishes to utilize off-site ~~valet~~ parking to meet the parking requirements of LAMC Section 12.21 A and/or this subsection, then the Applicant shall submit an application to the Department of City Planning for approval of the off-site ~~valet~~ parking under the Specific Plan's Project ~~Approval~~ Permit Process set forth in Section ~~8~~ 9 of this Ordinance. The application shall include a map of where vehicles will be parked off-site.

Prior to Department of City Planning's approval of off-site ~~valet~~ parking, the off-site ~~valet~~ parking plan, including the accompanying map, shall be recorded as a Covenant and Agreement. The Covenant and Agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety, and Transportation prior to the issuance of any ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. Off-site ~~and Valet~~ parking lots shall comply with all applicable LAMC provisions.

4. Shared Parking Agreements. Shared parking agreements shall be permitted for all uses subject to review and approval by the Department of City Planning. Application supporting documents for shared parking agreements shall be filed in the manner prescribed under LAMC Section 12.27 I 15(a), except administrative

authority for review and approval shall rest with the Director of Planning. An application for shared parking approval shall be accompanied by a fee equal to that prescribed for the same purpose under LAMC Section 19.01 F, and may be processed separately or concurrent with an application for Project Approval.

Sec. ~~13~~ 8. SIGN REGULATIONS. The Department of Building and Safety shall not issue a permit for a sign unless the sign complies with this section. Signs and signage programs shall recognize the immediate and long-term impact of street plantings proposed in the relevant community streetscape plans. Integration of the streetscape elements with existing and proposed signage shall be subject to review by the Director of Planning. All signs shall comply with the provisions of LAMC Chapter II, Article 8, Section 28.00, et seq.; Chapter VI, Article 7, Section 67.00, et seq.; and Chapter IX, Article 1, Division 62. Exception: If a display is not construed as signage, it shall be subject to clearance and approval by the Department of Cultural Affairs in coordination with the Director of Planning or his/her designee.

For all new construction, change of use, or facade remodeling in commercial complexes or multi-tenant sites, the applicant may be required to submit a complete sign program, with the initial project application, to include placement, size, design, colors, including existing and proposed colors of the building, and illumination for approval.

A. Prohibited Signs. In addition to the signs otherwise prohibited in the LAMC, the following signs are prohibited:

1. Portable Signs and Sandwich Signs, other than sidewalk valet signs approved and permitted by the Department of Public Works not to exceed 2 feet x 3 feet.

2. Signs on free-standing walls, except directional signs for parking and ADA signage.

3. Off-site commercial signs (i.e., Billboards), except that existing legally erected off-site commercial signs may be replaced on the same ~~or a new~~ site at the option of the property owner by a sign that is neither larger in area or greater in total height, provided that the location and sign otherwise meet all current requirements of Section 91.6220 (Off-site Signs) of Division 62 of the LAMC. Notwithstanding Los Angeles Municipal Code Section 12.23 A 5 to the contrary, advertising displays, as defined in Section 5202 of the State of California Business and Professions Code shall lose all legal non-conforming rights if the advertising structure or sign remains

vacant for a period of six months. Vacant in terms of advertising structure shall mean any structure, or right to the structure, of any kind or character which remains unused for advertising purposes. Vacant in terms of sign shall mean a sign which remains unused for advertising purposes including blank, dilapidated, and deteriorated signs.

4. Window signs, except store names, store hours, security signs, logos, and holiday paintings, (provided they are not placed in the window more than 30 business days before a holiday and are removed within ten business days after the holiday). Identified exceptions may not, in aggregate, occupy more than 20 percent of any window in area.

5. Pole signs, including commercial flags mounted on poles, in the Regional and Community Commercial plan designation areas and on any corner lot in the Neighborhood and General Commercial plan designation area.

6. Electronic message boards.

7. Windblown devices, such as pennants, permanent banners and balloons/inflatables.

8. Signs located in the public-right -of-way, except for signs contained on or within bus benches or bus shelters as approved by the City Council and the Board of Public Works.

9. Stretchers.

10. Signs with blinking or chasing lights.

11. Supergraphic Displays.

~~B. Number of Signs.~~

~~1. A maximum of one sign is permitted on that portion of a building fronting on Ventura Boulevard or Cahuenga Boulevard, provided the sign conforms to the provisions of Subsection D below. This limitation shall not apply to wall signs.~~

~~2. A maximum of one sign is permitted on that portion of a building facing an alley or street other than Ventura or Cahuenga Boulevards, or facing a parking lot, provided the sign conforms to the provisions of Subsection D below.~~

~~C~~ **B. Further Sign Regulations.**

1. Regional and Community Commercial Areas.

a. Wall Signs. Height of facade to be used for signage above the roofline shall be limited to not more than 50 percent of the height of the first floor.

(i) Number of Signs. A maximum of one wall sign on that portion of a building fronting on Ventura Boulevard or Cahuenga Boulevard is permitted per tenant.

A maximum of one wall sign is permitted on that portion of a building facing an alley or street other than Ventura or Cahuenga Boulevards, or facing a parking lot.

~~(i)~~ **(ii) Area.** Notwithstanding LAMC Section 91.6209(a)(1),(2) and (4) to the contrary, the sign area of any wall sign, alone or in combination with any projecting sign shall not exceed two square feet for each one foot of lot frontage. Corner lots shall not exceed square footage permitted by lot frontage on Ventura or Cahuenga Boulevard on that portion of the lot frontage perpendicular to Ventura or Cahuenga Boulevard.

(iii) Type of Signage. The type of sign (channel, cabinet, illuminated etc...), the overall design, and the color shall be compatible with both the other signage in the immediate area and with the building on which it is mounted.

~~(ii)~~ **(iv) Projections.** Notwithstanding LAMC Section 91.6209(d)(2) to the contrary, no wall sign may project from a building face more than 12 inches, or above the lowest elevation of the roof eave visible from the street.

Exception. Where the design of the roof prohibits wall signage above the doorframe such as a steeply sloping roof that ends at the top of the windows and doorway, a sign cabinet may be integrated into the roof beginning at the eave level not to break the rooftop line. This exception shall apply to parapet walls surrounding and extending above

a flat roof provided that such parapet walls, mansard or steeply sloping roofs are integral to the design of the building rather than merely an extension for signage.

(v) Sign Program. Where more than one business has signage on a site, the property owner or tenant shall provide a sign program for the entire site, identifying style, color, illumination and signage area allotment.

b. Monument Signs.

(i) Number of Signs. Notwithstanding LAMC Section 91.6207 (b) to the contrary, no more than one monument sign shall be permitted per 200 feet of lot frontage.

(ii) Landscaping. Monument signs shall be located in maintained landscaped areas which are equal to or greater in area than the dimensions of the face of the sign.

(iii) Height. Notwithstanding LAMC Section 91.6207 (c) to the contrary, no monument sign may exceed six feet in height measured from grade.

(iv) Total Area. The total area of each side of the monument structure shall not exceed 60 square feet.

c. Projecting Sign.

(i) Number of Signs. No more than one projecting sign shall be permitted for each building.

(ii) Area. Notwithstanding LAMC Section 91.6208(b)(1) to the contrary, the sign area of a projecting sign shall be limited to 16 square feet.

(iii) Location. Projecting signs may only be placed at a public entrance to a building where the entrance fronts on a public street, private walkway, plaza, or alley.

(iv) Height. No projecting sign shall extend above the lowest point of the roof eave visible from the street.

(v) Projections. Notwithstanding LAMC Section 91.6208 to the contrary, no projecting sign shall project more than ~~18~~ *48* inches from the building face or a distance from the building face equal to one-half of the width of the adjacent public sidewalk or walkway, whichever is less.

d. Temporary Signs.

(i) Construction Signs.

(a) Number of Signs. No more than one non-illuminated construction sign (i.e., a temporary sign announcing and identifying a future use or Project under construction) shall be permitted for each lot frontage for which a building permit has been issued for a Project on the lot. Construction signs are permitted on a temporary basis only and notwithstanding LAMC Section 91.6215 to the contrary, shall be removed prior to the issuance of a certificate of occupancy or within 30 days of completion of the Project, whichever is sooner.

(b) Area and Height. Construction signs shall not exceed 25 square feet in sign area and 15 feet in height.

(c) Artwork. Artwork on fences surrounding construction sites shall be permitted and shall not be construed as signage; provided that no off-site advertising is part of the artwork.

(ii) Holiday Decorations. Holiday decorations or signs shall be permitted, provided they are not ~~posted~~ erected more than thirty (30) days preceding the holiday and are removed within ten (10) days following the holiday.

(iii) Real Estate Signs.

(a) Limitation. Real Estate Signs shall be limited to temporary non-illuminated signs which pertain to rent, lease, or sale of property only.

(b) Area. Real estate signs shall

not exceed five square feet in sign area.

(c) Height. Real Estate signs shall not exceed a height of six feet above the ground level or adjacent sidewalk.

(d) Location. On vacant lots, real estate signs shall be located not less than five feet from the front property line.

(iv) Banners. A maximum of one banner of no more than 100 square feet shall be permitted to announce special events associated with seasonal holidays, provided they are not erected more than 30 days preceding the holiday and are removed 10 days following the holiday. No more than 2 banners per year per site shall be permitted.

(v) Store Hours Signs. Store hours signs shall be permitted so long as they are placed ~~in~~ on the front door or window closest to the front door and do not exceed three square feet in area.

e. Time and Temperature Signs. Any time and temperature sign which is not placed on a building roof, shall be permitted, provided it has no blinking lights, includes no advertising, electronic messages, or signage, the face of the sign is no larger than 16 square feet in area, and the sign conforms to the requirements for projecting signs.

2. Neighborhood~~/Office~~ and General Commercial Plan Designation Areas.

a. The regulations in Subsection C 1 above are applicable in Neighborhood~~/Office~~ and General Commercial plan designation areas. However, pole signs shall be permitted as described below.

b. Pole Signs.

(i) Number of Signs. No more than one pole sign for each lot shall be permitted. For Shopping Centers, only one pole sign per lot frontage shall be permitted, regardless of the number of individual lots in the

Shopping Center.

(ii) Area. Notwithstanding LAMC Section 91.6211(b)(1) or (2) to the contrary, no pole sign shall exceed 35 square feet in sign area, for each face of the sign.

(iii) Location. No pole sign shall be permitted on corner lots.

(iv) Height. Notwithstanding LAMC Section 91.6211(d)(1),(2) or (3) to the contrary, no pole sign shall be greater than 20 feet in height.

(v) Landscaping. Pole signs shall be located in maintained landscaped areas which are equal to or greater in area than the dimensions of the face of the sign.

D. Exceptions. The provisions of this Section shall not apply to any sign required by law or by a governmental agency.

E. Amortization of Signs.

1. All signs rendered nonconforming by this Section shall be completely removed from the Specific Plan area within five years from the effective date of this ordinance; provided, however, that a funding source is established for the purpose of paying just compensation to the owner of the sign. This provision shall not apply to a sign which qualifies as an "advertising display" as defined in Section 5202 of the State of California Business and Professions Code.

2. If a nonconforming sign has been damaged or partially destroyed by fire, flood, earthquake or other natural disaster, to the extent of more than 50 percent of its replacement value at the time of the damage or destruction, the damage or destruction is other than facial copy replacement, and the sign cannot be repaired within 30 days of the date of the damage or destruction, then the sign shall be totally removed within 45 days of the date of the damage or destruction.

3. Ninety days after the cessation of a business activity, service, or product, whose sign was lawfully erected, any related signs shall be removed, or the face of the sign shall be removed and replaced with blank panels or shall be painted out. This provision shall not apply to a sign which qualifies as an

"advertising display" as defined in Section 5202 of the State of California Business and Professions Code.

4. Existing, non-conforming pole signs serving current businesses may be refaced or remodeled provided that they are no higher than, nor of greater area than the original pole sign and the sign remains in the same location and such refacing or remodeling is compatible with the Ventura/Cahuenga Boulevard Corridor Specific Plan Procedures Manual and done under a sign permit.

Sec. ~~8~~ 9. PROJECT ~~APPROVAL~~ PERMIT. No ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit for a Project shall be issued until the Project has received a Project ~~Approval~~ Permit pursuant to this Section.

A. Project ~~Approval~~ Permit Process. Applicants shall submit an application to the Director of Planning for a Project ~~Approval~~ Permit for a determination that the proposed Project meets the approved Community Streetscape Plan Design Guidelines, and the Specific Plan, ~~requirements of Sections 5, 6, 7, 8, and 9~~ and that the Department of Transportation has determined in writing that the Project is in compliance with the applicable requirements of ~~Sections 9, 10, 11 and 12 and 13 of this~~ the Specific Plan.

1. Application. All applications for a Project ~~Approval~~ Permit shall be submitted with applicable fees to the Director for review and a determination. This can be filed jointly with any discretionary request; or as a separate request. Applications shall be deemed complete only if all the following are included with the applications:

a. Plot Plans.

b. Landscape and irrigation drawings which show the placement and size of all trees, shrubs, and ground cover and the botanical and common names of all plants.

c. Building elevations shall be provided (at a scale of 1/8" = 1') showing building height, architectural forms and detailing, type of exterior materials, and general color scheme. The elevations shall also include an illustration of shadow impacts on December 22.

d. A site plan shall be provided for each sign (at a scale of 1/4" = 1') showing materials, colors, placements, size, lettering styles, and

lighting methods of the proposed sign(s). Photographs depicting the size and location of all existing signs shall also be provided.

e. Samples of exterior building materials and/or sign construction materials, photographic renderings, view analysis, three dimensional models and other information shall be provided as required by the Director.

f. An environmental clearance shall be required for all Projects requiring a Project Permit.

2. **Action of the Director.** Upon application for a Project ~~Approval~~ Permit, the Director shall approve, disapprove, or approve the Project with modifications. The Director may require ~~an increase in~~ mitigation measures and/or limitations on size or uses ~~if he or she determines,~~ based on the recommendation of the Department of Transportation, that the Project's proposed mitigation measures are not adequate to reduce the Project's impacts to a level of insignificance.

a. The Director shall forward a copy of the determination with findings and conditions to the ~~Department of Building and Safety's~~ applicant within 30 working days following receipt of the application, payment of any Project Impact Assessment (PIA) fees and any required recorded covenant and agreements, or within such additional time as mutually agreed upon in writing between the Applicant and the Director.

b. The final Project ~~Approval~~ Permit and any related conditions shall be noted with a stamp and signature on the Applicant's corrected plans and a sign-off on the permit application.

c. Any modification to architectural plans must be resubmitted to the Planning Department for review and approval.

3. **Appeals.** The Applicant may appeal the decision of the Director as well as the determination of the Department of Transportation to the City Planning Commission. This appeal shall be in writing upon forms provided by the City Planning Department. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 15 days from the date of mailing of the

Director's determination. The time limits for the Commission's determination and the procedures and time limits for any appeal to the City Council from the Commission's determination shall be the same as the provisions set forth in LAMC Section 11.5.7 D 3 ~~2~~ through 7. ~~The fee for filing an appeal shall be $1,020~~.

B. Design Guidelines. Until such time that the City Planning Commission adopts a resolution containing permanent design guidelines for the Ventura/Cahuenga Boulevard Corridor Specific Plan area, City staff shall utilize the design guidelines in the Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," for Project ~~Approval~~ Permit contained in the Specific Plan Procedures Manual.

Any permanent design guidelines adopted by the City Planning Commission shall address the following design categories:

1. Compatibility between the proposed Project, the ~~current streetscape plan~~ adopted Community Streetscape Plan and existing development in the area.

2. Flexibility in implementing guidelines to avoid excessive architectural uniformity.

3. Detail and Ornamentation.

4. Decorative Roofs.

5. Compatibility of Colors.

6. Compatibility of Materials.

7. Application of Glass.

8. Walls.

9. Landscaping.

10. Signs.

11. Compatibility with Streetscape.

C. Fees.

1. The filing fee for Project ~~Approval~~ Permit determinations shall be the same as the fee for "Application For Specific Plan Design Review Board

Approval" as set forth in LAMC Section 19.01 Q.

2. The filing fee for a Specific Plan Exception shall be the same as the fees in LAMC Section 19.01 J.

3 ~~2~~.The fees for appeals shall be the same as the fees in LAMC Section 19.01 ~~J~~ B.

Sec. 10. TRANSPORTATION MITIGATION STANDARDS AND PROCEDURES.

A. Limitations and Exemptions.

1. Limitations. Unless the Department of Transportation has determined in writing that the mitigation measures proposed by the applicant are sufficient to reduce the traffic impacts to a level of insignificance, no building permit, demolition permit, ~~grading permit,~~ excavation permit, ~~or~~ foundation permit or grading permit shall be issued for:

(a) Any Project with a Floor Area of 10,000 square feet or more; or

(b) Any Project which includes a convenience market, fast food restaurant or gas station; or

(c) Any Project which includes a retail or service establishment which has a drive-through or external automatic teller machine (ATM) facility.

If the Department of Transportation determines that the Project's proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend an increase in mitigation measures and/or a reduction in size and/or a limitation on the proposed land uses to the Director of Planning. The Director may require such limitations on size or uses in the Project ~~Approval~~ Permit Process.

2. Exemptions. The following Projects are exempted from the requirements of this Section:

a. Single-family dwelling Projects.

b. Interior remodeling or tenant improvement within a Shopping Center provided that no drive-through or ATM addition is involved.

B. Project Trip Calculation. The Department of

Transportation shall establish the number of Trips for a Project. Project Trips shall be calculated based on Trip Generation Formulas and/or Table provided in technical references published by the Institute of Transportation Engineers (ITE) and other transportation and traffic engineering industry sources. Where a Project has more than one use, the Trips shall be calculated by adding together the Trips generated by each use. When a Project includes a use that is not in the trip generation publications defined above, the Department shall use reasonable methods to establish the appropriate number of Trips for that use.

C. Review of The Transportation Impacts. DOT shall issue a Preliminary Traffic Assessment for each Project which either has a Floor Area of 10,000 square feet or more; or is a convenience market, fast food restaurant or gas station; or is a retail or service establishment use which has a drive-through or external automatic teller machine (ATM) facility. Prior to the issuance of a building permit, demolition permit, ~~building permit,~~ excavation permit, foundation permit, grading permit, or sign permit for a Project, the Applicant shall comply with the following requirements to the satisfaction of the Department of Transportation.

1. Project Application Fee. Applicant shall submit an application including Project plans to the Department of Transportation for its review of the number of Trips to be generated by the Project and pay the application fee to cover the cost for review of the Project according to the following fee schedule:

a. For Projects with 42 or fewer Trips where a Traffic Assessment is not required and where no street dedications or improvements or PIA Fee is required, the fee for review shall be $200.

b. 42 or Fewer Trips. For Projects with 42 or fewer Trips where a Traffic Assessment is not required and where street dedications or improvements or a PIA Fee are required, the application fee shall be $400.

c. 43 or More Trips. For Projects with 43 or more Trips where a Traffic Assessment is required and where street dedications or improvements or a PIA Fee may be required, the application fee shall be $500.

d. 43 or More Trips and Traffic Study. For Projects with 43 or more Trips and where the required Traffic Assessment indicates significant transportation impacts and where review of mitigation measure designs is required and where

street dedications or improvements or PIA Fee may be required, the Applicant shall pay for a review ~~with~~ of the traffic study to the Department of Transportation. This fee shall be $2,100 plus $50 for each 1,000 square feet of floor area, with the fee not to exceed $25,000. Payment of the fee in Paragraph (c) above shall be credited to the fee required in this subdivision.

2. Highway Dedication and Improvement. The Applicant shall make street and highway dedications and improvements as identified in the Appendix, ~~II, Attachment C,~~ to the satisfaction of the Department of Transportation and the Bureau of Engineering if the Project is located within 370 feet, as measured from the lot line, after dedications, of any intersection identified in the Appendix ~~II, Attachment C~~. For the purposes of this paragraph, the procedures in LAMC Section 12.37 shall be followed. Notwithstanding LAMC Section 12.37 H, the street improvement standards contained in the Appendix, ~~II, Attachment C~~ shall be utilized, to the extent feasible, for any improvements of streets listed in that Appendix. The appeal procedure described in LAMC Section 12.37 I may also be used for review of improvements required pursuant to this section on the basis of claims that the requirements pose an unreasonable hardship or violate any person's constitutional rights.

3. Traffic Study. The Applicant shall submit a traffic study for the Project, if so required by the Department of Transportation based upon its Traffic Assessment of the Project, according to current Department of Transportation traffic study guidelines.

D. Mitigation of Project-Related Traffic Impacts. Prior to the issuance of a building permit, foundation permit, excavation permit or grading permit for a Project with significant traffic impacts as determined by the Department of Transportation, the Applicant, at his, her or its own expense, shall comply with the following regulations:

1. Physical Transportation Improvements. The Applicant shall implement or otherwise establish suitable guarantees to implement traffic and parking mitigation measures at adjacent intersections and streets, as determined by the Departments of Transportation and City Planning, including those street dedications as may be required.

2. Transportation Demand Management Program. The Applicant shall implement or otherwise establish suitable guarantees to implement a Transportation

Demand Management (TDM) Program to reduce Project Trips as determined by the Departments of Transportation and City Planning according to the following requirements:

a. Preliminary TDM Plan. Prior to the issuance of any ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit, the Applicant shall submit a preliminary TDM Plan to the Department of Transportation. This Plan shall address the Project's unique characteristics and provide detailed measures to achieve and maintain an Average Vehicle Ridership (AVR) goal of at least 1.5, for all uses, except shopping centers and retail businesses, as defined in SCAQMD's Regulations within five years of the issuance of any temporary or permanent certificate of occupancy. The preliminary TDM Plan shall include the following elements:

(i) Building and site design to facilitate trip reduction such as convenient loading/unloading for high occupancy vehicles (HOV), on-site transit stops and bicycle rider facilities and preferential parking for car/vanpoolers.

(ii) Consideration of establishment and participation in a Transportation Management Organization (TMO) that shall develop and implement ridesharing and transportation demand management related activities within the Specific Plan area.

(iii) Establish a rideshare coordinator and develop methods to provide ridesharing information and services to employees.

(iv) Trip reduction incentives.

(v) Measures to enforce TDM on tenants such as lease terms and conditions.

(vi) Cooperative TDM plan among tenants as alternative to individual tenant TDM plans.

(vii) Parking cash-out option.

(viii) TDM Plan monitoring reports.

b. Final TDM Plan. At least 60 days prior to the issuance of any certificate of occupancy,

The Applicant shall submit a final TDM Plan to the Departments of Transportation and City Planning for their review and approval. The final TDM Plan shall include:

(i) Changes requested by the Departments;

(ii) Changes, if any, in incentives proposed by Applicant;

(iii) Tenant TDM Plans; and

(iv) Cooperative TDM Plan among tenants, if any, with letters of commitment.

c. TDM Plan Enforcement. The Applicant or successor in interest must submit an annual TDM status report for at least five years. The reports and any TDM Plan revisions shall be submitted within 30 days of due date. Failure to do so shall constitute non-compliance which will subject the Applicant to sanctions, after due notice and hearing, by the City Council acting upon the recommendation of the Department of Transportation. The sanctions may include, but not be limited to, revocation of any credits allowed based on the TDM Plan and drawing on the letter of credit established to guarantee the TDM Plan to fund or reimburse the City's cost of implementing alternative mitigation measures in lieu of the TDM Plan.

3. Guarantee of Mitigation Measures. Prior to the issuance of any building permit, demolition permit, ~~building permit,~~ excavation permit, foundation permit, grading permit, or sign permit, the Applicant shall guarantee completion of the required transportation mitigation measures to the satisfaction of the Departments of Transportation and City Planning. The guarantees may consist of one or more of the following:

a. Bonded construction B-Permits for improvements on City rights-of-way.

b. Encroachment Permits for improvements on State rights-of-way.

c. Cash payments for Automated Traffic Surveillance and Control (ATSAC) system improvements.

d. Irrevocable letter of credit for transit

and TDM Plans.

Prior to the issuance of any certificate of occupancy, the Applicant shall have completed all required transportation mitigation, including the construction of street and highway improvements.

4. Projects with More than 500 Trips. In addition to the above requirements applying to all Projects, the Departments of Transportation and City Planning may require an Applicant to submit a Phasing Program for Projects which generate more than 500 Trips. The Departments of Transportation and City Planning may require the Applicant, upon receipt and review of the proposed Phasing Program, to implement the recommendations of that proposed program. The Department of Transportation shall not approve any subsequent phase of a Project until the Department, with the concurrence of the Department of City Planning, is satisfied that the transportation impacts of the prior phase have been adequately mitigated.

5. Inadequate Mitigation. If the Department of Transportation determines that the Applicant's proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend an increase in mitigation measures and/or a reduction in size or limitation on the proposed land use to the Director of Planning.

Sec. ~~9~~ 11 PROJECT IMPACT ASSESSMENT FEE.

A. Establishment of the Project Impact Assessment (PIA) Fee. Prior to the issuance of any building permit, demolition permit, ~~building permit,~~ excavation permit, foundation permit or grading permit for a Project or each phase of a multi-phased Project, an Applicant shall pay or guarantee a Project Impact Assessment (PIA) Fee.

1. Purpose of the PIA Fee. The PIA Fee is hereby established for the purpose of funding the Specific Plan improvements and services listed in Section 12, as well as pedestrian improvements, which are intended to mitigate the cumulative impacts of new development within the Specific Plan area.

2. Projects Subject to the PIA Fee. All Projects, except as exempted by this Ordinance must pay or otherwise guarantee to pay the Project Impact Assessment (PIA) Fee prior to the issuance of any building permit, demolition permit, ~~building permit,~~ excavation permit, foundation permit or grading permit.

B. Fee Payment Procedures. Except as provided for ICO Projects in this Ordinance, the Applicant shall pay the PIA Fee to the Department of Transportation based on the following options:

1. Single Payment. Pay the PIA Fee in one lump sum cash payment prior to the issuance of the building permit, demolition permit, ~~building permit,~~ excavation permit, foundation permit, grading permit, or sign permit.

2. Installment Option. Pay a deposit equal to 20 percent of the PIA Fee prior to the issuance of the ~~demolition permit,~~ building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. The Applicant shall pay the balance of the PIA Fee including accrued interest, within four years after the date on which the cash deposit was due. Those payments shall be made in four equal annual installments.

If the Applicant uses a covenant/equitable servitude as security, then the Applicant shall record that instrument in the County Recorders Office. The recorded covenant/equitable servitude may be terminated and removed by the Department of Transportation so long as all PIA Fee payments have been received.

If the applicant chooses the deferred payment plan in option (2) above, the Applicant shall, in conjunction with that choice, provide security for payment of the balance due to the City in the form of either a bond, a letter of credit, or an executed covenant/equitable servitude which runs with the land, to the satisfaction of the Department of Transportation. Payment of the balance of the PIA Fee, including interest due, shall be made according to the schedule above. However, if an Applicant chooses the deferred payment plan and decides to prepay in advance of the schedule, then the only interest due shall be that which has accrued at the time of payment of the balance.

If the Applicant chooses to pay under option (2) above, interest shall begin to accrue on the cash deposit due date, and shall be compounded annually beginning on the anniversary of the date the first payment is due. The initial interest rate shall be the effective yield that the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the date of issuance of the building permit. The interest rate shall be adjusted annually and shall be the effective yield on the City's investment pool as reported for the month preceding the anniversary date of the building

permit issuance date.

C. Calculation of the PIA Fee.

1. PIA Fee Formula. The PIA Fee shall be calculated based on the following formula:

PIA FEE = (FA x FR) + P

Where FA = Floor Area in square feet
FR = Community PIA Fee Rate per PIA Fee Table
P = Drive-Through Convenience Premium, if applicable

2. Fee Rates and Premiums. The fee rates and Use Premiums listed in the following PIA Fee Table shall be used in the calculation of the PIA Fee. The City Council may revise the PIA Fee Table based upon the recommendation of the Department of Transportation.

PIA FEE TABLE

LAND USE CATEGORY (Check with DOT for land uses not listed)	COMMUNITY PIA FEE RATE ($ Per Square Foot of Floor Area)					DRIVE-THROUGH CONVENIENCE PREMIUM*
	WOOD-LAND HILLS	TARZANA	ENCINO	SHERMAN OAKS	STUDIO CITY/ CAHUENGA PASS	
CATEGORY A College Hospital Industrial Institutional Manufacturing R & D Lab School Sound Studio Storage Rental Warehouse	~~$0.57~~ $0.56	~~$1.02~~ $1.00	~~$0.99~~ $0.97	~~$1.34~~ $1.32	~~$0.73~~ $0.72	$0.00
CATEGORY B Business Park Hotel Motel Office	~~$1.07~~ $1.05	~~$1.92~~ $1.89	~~$1.86~~ $1.83	~~$2.51~~ $2.47	~~$1.30~~ $1.36	$0.00
CATEGORY C Bank Car Wash Cinema Convenience Mkt. Credit Union Gas Station Retail Savings & Loan Service Shopping Center Supermarket Theater	~~$1.97~~ $1.94	~~$3.51~~ $3.45	~~$3.40~~ $3.34	~~$4.60~~ $4.52	~~$2.53~~ $2.49	As specified: $20,000 $15,000 -- $12,000 $20,000 $15,000 -- $20,000 -- -- -- --
CATEGORY D Café Clinic Gym Health Club Medical Office Restaurant	~~$2.21~~ $2.17	~~$3.95~~ $3.88	~~$3.83~~ $3.77	~~$5.18~~ $5.09	~~$2.85~~ $2.80	As Specified: -- -- -- -- -- $20,000

*NOTE: The Drive-Through Convenience Premium is a fixed amount charged per business, regardless of size. It is added only when a drive-through facility or external ATM is included in a restaurant or a Category C land use. Car washes, convenience markets and gas stations are always charged this premium.

3. **Annual Indexing.** In order that the Project Impact Assessment Fee levied pursuant to this Specific Plan keep pace with the cost of the improvements and services, including land acquisition and transportation mitigation the fee rates listed in the PIA Fee Table shall be periodically increased (or decreased) as follows.

The PIA fee rates listed in the PIA Fee Table shall be increased (or decreased) as of July 1 of each year by the amount of the percent increase (or decrease) in the City Building Cost Index as determined by the Department of Transportation. To reflect the revised fee rates, a new PIA Fee Table shall be published by the Department of Transportation in a newspaper before July 1 of each year.

If the Department of Transportation 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 such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the PIA fee rates.

4. **Potential Adjustments of Fee Rates.** The PIA fee rates may be adjusted by the City Council independent of the annual indexing mandate based on whether or not an Assessment District is established by the City Council for a Community or a portion of a Community to fully or partially fund the Specific Plan improvements and services. The PIA Fee shall be reduced for those Projects within the Assessment District to the extent that the assessment generates funds.

5. **Responsible Agency.** The City agency responsible for calculating, receiving, recording and depositing the PIA Fee is the Department of Transportation.

D. Adjustments to the PIA Fee. The PIA Fee, as calculated above, shall be modified for any of the following:

1. **Existing Use Credit.** The Department of Transportation shall reduce the PIA Fee based on a credit for existing land uses on the same lot. For the purpose of this credit, "existing" shall be defined as any legally-permitted occupancy on the

same lot for a minimum of one year between November 9, 1985 and the date of review by the Department of Transportation. The amount of this credit is calculated by applying the PIA Fee Formula to the existing use. Existing Use Credit cannot be transferred to any other lot.

2. The PIA Fee For Pedestrian Serving Uses. The PIA Fee for Pedestrian Serving Uses shall be calculated by multiplying the total floor area devoted to Pedestrian Serving Uses placed at the ground floor in Pedestrian Oriented Areas by 50% of the rate as set forth in the formula in Section 9 C above. Any application for this adjustment shall be accompanied by a covenant and agreement/equitable servitude which runs with the land guaranteeing that at least 75 percent of the frontage of the building ~~the ground floor~~ shall be restricted ~~in its entirety~~ to retail or Pedestrian Serving Uses. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder. The applicant shall deliver a certified copy to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit. Upon a change of use from pedestrian serving uses to a use or uses which are not so designated in this Specific Plan, the property shall no longer qualify for the prior fee adjustment. The Department of City Planning shall terminate the covenant and agreement upon payment of the PIA Fee as recalculated by DOT for non-pedestrian serving use or uses.

E. In Lieu Credits. The PIA Fee may be further reduced through an In Lieu credit for Specific Plan improvements and services completed or guaranteed by the Applicant. However, In Lieu credit for a particular item of improvement or service as listed in Section 11 shall not exceed that item's percentage allocation in relation to the PIA Fee, as established in the Specific Plan Trust Fund Ordinance.

1. The Department of Transportation shall calculate In Lieu credits for all or a portion of the cost of transportation improvements guaranteed or completed by the Applicant, if these improvements are included in the cost analysis for the PIA Fee. The proposed improvements are listed in Section 11. The amount of In Lieu credit shall be credited at the time the building permit is issued.

2. The Applicant shall be required to prepare preliminary plans and a detailed cost of the qualifying transportation improvements to the satisfaction of the Department of Transportation and City Engineer. The Department of Transportation shall approve credit for the B-Permit construction costs, including an additional 15 percent for design and contingency costs as approved by the City Engineer.

3. The total PIA Fee, after deducting any applicable In Lieu credits, shall be paid pursuant to the procedures in Subsection B.

4. Restrictions on Use of In Lieu Credit.

a. Maximum Amount Usable. The total amount of In Lieu credit that may be applied toward the PIA Fee shall not exceed the net PIA Fee payable after deducting the Project's existing use credit and fee exemption.

b. Validity Period. Any amount of In Lieu credit in excess of the net PIA Fee payable may be applied toward any subsequent PIA Fee assessment on the same parcel of real property, so long as the subsequent PIA Fee is being assessed for a Project that will be permitted within five years of the original grant of In Lieu credit.

F. Appeals of the PIA Fee.

1. The City Council may hear appeals from decisions by the Departments of Transportation, or the Director of Planning relative to the PIA Fees assessed for the following Projects: those for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, 160,514, and 166,313) regarding the Project being subject to the Ventura/Cahuenga Boulevard Corridor Specific Plan's PIA Fee. If a person subject to a PIA Fee believes an error was made, then he or she may appeal the Department decision to the City Council. The Director of Planning with the assistance of the General Manager of DOT or their designees shall prepare and present to Council a report detailing the basis for the Department action and recommendations.

2. The appeal shall be in writing upon forms provided by DOT and shall be accompanied by the

appeal fee established by Section 19.01 B of the LAMC and payable to the Department of Transportation. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 30 days from the date of mailing (by certified mail) of the payment notice sent by the Department of Transportation after the effective date of this amendment.

3. The procedures and time limits for such an appeal shall be the same as those set forth in LAMC Section 12.24 B 3.

4. **Appeal Findings.** An appeal of the PIA Fee may be granted if one or more of the following findings is made:

a. That the assessed PIA Fee is based on an incorrect interpretation of land use;

b. That the assessed PIA Fee is based on an incorrect calculation of the PIA Fee;

c. That the Department or Departments erred in interpreting or applying the provisions of the Specific Plan.

Sec. ~~11~~ 12. PIA Fee-Funded Improvements and Services.

A. **Exclusivity.** The funds collected as Project Impact Assessment (PIA) Fees shall be used exclusively for the improvements and services listed in this Section, or as amended by the City Council upon recommendation by the Director of Planning and the General Manager of the Department of Transportation.

B. **Findings For Use of Fund.** The funds collected as Project Impact Assessment Fees can be used for Community-wide or Corridor-wide improvements or services, listed in this section so long as the Director of Planning and the General Manager of the Department of Transportation jointly make the following findings:

1. The improvement or service to be funded will mitigate the cumulative~~,~~ adverse impacts of new development within the Plan area and the PRB has had review and input was taken into consideration regarding the extent of the improvement and;

2. The improvement or service to be funded does not involve maintenance of existing facilities; and

3. The street improvement or service to be funded is made only to public streets and highways, not to private streets or alleys or state freeways.

4. The funding of transit programs includes only capital expenditures and not operating and maintenance expenditures.

C. Phase I Improvements and Services. The following are the Community-Wide and Corridor-Wide Improvements and Services proposed under Phase I of the Specific Plan program:

1. **Transit/TDM/TMO** - Local public transit, TDM programs, and TMO programs;

2. **Off street Parking** - Peripheral parking lots or structures to serve each of the five communities; and

3. **Intersection Improvements** - Right-of-way acquisition, intersection flaring and signal improvements, at nineteen intersections as listed below shall be reviewed with the PRB on a case by case basis:

Studio City /Cahuenga Pass

(1) Lankershim Boulevard and Ventura Boulevard

(2) Tujunga Avenue and Ventura Boulevard

Sherman Oaks

(3) Woodman Avenue and Ventura Boulevard

(4) Beverly Glen Boulevard and Ventura Boulevard

(5) Kester Boulevard (West Jog) and Ventura Boulevard

Encino

(6) 101/405 Ramps, Sherman Oaks Avenue and Ventura Boulevard

(7) Balboa Boulevard and Ventura Boulevard

(8) White Oak Avenue and Ventura Boulevard

Tarzana

(9) Lindley Avenue and Ventura Boulevard

(10) Reseda Boulevard and Ventura Boulevard

(11) Vanalden Avenue and Ventura Boulevard

(12) Tampa Avenue and Ventura Boulevard

Woodland Hills

(13) Winnetka Avenue and Ventura Boulevard

(14) Canoga Avenue and Ventura Boulevard

(15) DeSoto Avenue and Ventura Boulevard

(16) Topanga Canyon Boulevard and Ventura Boulevard

(17) 101 Ramps near Shoup Avenue and Ventura Boulevard

(18) Shoup Avenue and Ventura Boulevard

(19) Fallbrook Avenue and Ventura Boulevard

4. Plan Administration. Up to 10% of PIA Fee revenues collected each year may be used for administering the Ventura/Cahuenga Boulevard Corridor Specific Plan, including but not limited to project review, program implementation, monitoring, analysis, evaluation and reporting on the performance of the Specific Plan.

Sec. ~~12~~ 13. PRIOR PROJECTS PERMITTED.

~~A. Designation of Prior Projects.~~

~~1. "Interim Control Ordinance" Projects. Projects for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, 160,506 and 166,313) are hereby designated ICO Projects.~~

~~2. "Prior Specific Plan" Projects. Projects permitted during the period from February 16, 1991 to the effective date of this latest plan amendment amending the Ventura/Cahuenga Boulevard Corridor Specific Plan are hereby designated PSP Projects.~~

A. ~~B.~~ Prior Projects Subject to the PIA Fee. Both ICO and PSP Projects shall be subject to the Ventura/Cahuenga Boulevard Corridor Specific Plan's PIA Fee.

1. **PIA Fee Calculation.** The Department of Transportation shall calculate the amount that each ICO or PSP Project Applicant or successor in interest shall be charged on the basis of provisions of Section 9, including any fee adjustments applicable to the Project.

2. **Collection of PIA Fees.** The Department of Transportation shall collect all PIA Fees assessed and outstanding on ICO Projects, and draw the amount equal to the PIA Fee upon any outstanding letters of credit or bonds established by PSP Projects to guarantee payment of the PIA Fee.

B. ~~C.~~ ICO Project Payment Options. If a person received an approval for a Project between November 9, 1985, and February 15, 1991, pursuant to the procedures set forth in Ordinance Nos. 166,313, 165,290, 162,907, 160,406, or ~~160,506~~ 160,514 and signed a covenant and agreement promising to pay the PIA Fee, then that person or any successor in interest shall pay this amount according to one of the following payment plans, at their option:

1. Pay the PIA Fee in one lump sum cash payment no later than 90 days after the date the Department of Transportation mailed, by certified mail, the notice to pay the PIA Fee or, if an appeal was filed within the time limits set forth in this Ordinance, no later than 30 days after the date the determination on the appeal becomes final. The Applicant who chooses to pay under this option shall be obligated to pay only 95 percent of the PIA Fee

assessed.

2. Pay in accordance with the 20% down payment plus the four equal installments payment schedule established in Section 9.

~~3. The Applicant may request temporary relief from the payment schedule provided in this Section based on the vacancy rate in the Applicant's Project in the same manner as described in Section 10.~~

C. ~~D.~~ Refund of Overpayments. ICO Project Applicants or successors in interest who have paid PIA Fees based on trips and PSP Project Applicants will be refunded the amount paid in excess of the corresponding PIA Fee based on square feet of floor area, as set forth in the PIA Fee Table of this Ordinance, and the recalculation made by DOT.

1. **Refund Amount.** The Department of Transportation shall determine the amount that will be refunded for each ICO and PSP Project.

2. **Claims for Refund.** Any person may file a claim for refund of PIA Fees paid in excess of current PIA Fees on forms and according to procedures to be provided by the Department of Transportation. Each claimant must present proof of the PIA Fee amount paid and a copy of the current PIA Fee notice.

3. **Refund Recipient.** Refunds will be paid only to the person(s) or entity named in the official receipt issued for payment of the PIA Fee, regardless of who filed the claim for refund, unless otherwise ordered to do so by a court of competent jurisdiction.

D. ~~E.~~ PIA Fees Already Paid or Guaranteed. An ICO Project for which the PIA Fee has been fully or partially paid, or a PSP Project for which the PIA Fee has been fully paid or guaranteed through a letter of credit will not be reassessed a current PIA Fee based on floor area if that current fee is greater than the PIA Fee. The PIA Fee as previously assessed will be the current PIA Fee for that Project.

E. ~~F.~~ Appeals for Prior Permitted Projects. An appeal for a Prior Permitted Project shall be the same as established in Section 9 F of this Ordinance.

Sec. 14. PUBLIC RIGHT-OF-WAY-IMPROVEMENTS.

A. Interim Streetscape Plan.

1. Until such time as ~~a~~ revised *community* streetscape plan<u>s</u> for the Specific Plan area <u>are</u> ~~is~~ adopted, the Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," shall be the interim streetscape plan for the Specific Plan area.

2. In granting a Specific Plan Exception, zone change, height district change, variance, or conditional use permit within the Specific Plan area, the City may, to the extent otherwise permitted by law, include requirements to encourage pedestrian alternatives to automobile driving. These requirements may include a program of urban design improvements based on the interim streetscape plan described above or the adopted <u>community streetscape plan</u> ~~when the revised streetscape plan described below is adopted, based on that plan.~~ These improvements are intended to differentiate each of the five communities in the Specific Plan area, and within each community, the different commercial land use designations shown on each Community Plan map.

3. This interim streetscape plan shall be used by the Department of City Planning to review the design of private Projects and to the extent permitted by law, by all agencies of the City when reviewing public improvements in the Specific Plan area.

4. The interim streetscape plan shall include the preservation of the existing palm trees on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue.

B. <u>Community</u> ~~Revised~~ Streetscape Plan. ~~Within five years after the adoption of this ordinance, the Department of City Planning, after consultation with the Plan Review Board, and with the approval of the Board of Public Works and Board of Cultural Affairs, shall prepare a detailed streetscape plan for each Specific Plan community. These streetscape plans shall be effective when approved by resolutions of the City Planning Commission, Board of Public Works, and Board of Cultural Affairs.~~ <u>Upon approval by the City Planning Commission, Board of Public Works, and Cultural Affairs Commission, each Community Streetscape Plan shall provide guidelines for all streetscape improvements.</u>

~~The revised community streetscape plans shall have~~

~~the same purposes as the interim streetscape plan. The permanent streetscape plans shall also identify responsible parties, implementation processes, schedules, and funding mechanisms, and citizen participation mechanisms.~~

C. **General Provisions.** To the extent feasible, and until such time as ~~revised~~ community streetscape plans are adopted, the following provisions shall apply ~~incorporate the following provisions~~:

1. **Street Trees.**

a. Street trees shall be of at least a 36 inch box size at the time of planting. All street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance. In selecting types of trees and standards for spacing between trees, such factors as the appearance, shade producing quality, smog tolerance, irrigation requirements, and ability to withstand high winds shall be considered. The streetscape scheme for each community will include a detailed public landscaping plan, including a list of recommended trees.

b. Clusters of accent trees for architectural treatment shall be provided at key entries, intersections, or activity centers to identify these as special places in the Specific Plan area when to do so will not obstruct corner visibility.

c. **Palm Trees.** The existing palm trees in Studio City have created a distinctive image for the community and shall be preserved. The community streetscape plan ~~revised streetscape plan~~ shall incorporate the existing palm trees along with additional plantings on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue into a comprehensive program to enhance the character and environment of this community.

2. **Planter Boxes.** Planter boxes and other landscaping shall be installed along the sidewalks and plazas where there is sufficient width to maintain and encourage the flow, as well as safety of pedestrians. Placement of these planter boxes shall be subject to the approval of the appropriate City agencies. Planter boxes shall be built in a sturdy manner and utilize common materials and colors. Sand blasted or textured concrete with tile or color

accents may be considered.

3. Sidewalks. Sidewalks, crosswalks, and related pedestrian elements shall comply with Title 24 of the State of California Code of Regulations and the standards of the Department of Public Works, Bureau of Engineering and the Department of Transportation regarding design and width. They should be paved to create a distinction between each of the five communities in the Specific Plan area. Their design shall incorporate the use of texture, pattern, and may incorporate color. Aggregate, sandblasted, or scored concrete and brick pavers are examples of materials which may be used. The design may vary patterns to emphasize key locations (i.e., transit stops and approaches to street crossings). Materials shall be slip resistant and shall not constrain use by the visually impaired or person using wheelchairs. At intersections, crosswalks shall be paved to provide pedestrian continuity linking the sidewalks. The selected sidewalk materials and design shall be continued in the crosswalks, subject to the approval of the City Engineer.

4. Street Furniture. Each Community Streetscape Plan shall ~~and Implementation Program. The streetscape plan required to be prepared for each community in order to create an attractive pedestrian environment shall include programming and funding mechanisms, and~~ include, but not be limited to, provisions for the following elements: benches lighting, news racks, pursuant to Sec. 42.00 of the LAMC, and Community Streetscape Plan requirements, and trash receptacles. ~~, as well as the funding of off-site sign amortization.~~

Sec. 15. PLAN REVIEW.

A. Ventura Boulevard Plan Review Board. Upon adoption of this ordinance, the City Council and Mayor shall appoint members of a Ventura/Cahuenga Boulevard Corridor Plan Review Board as set forth in Paragraphs 2 and 4 below.

1. Authorities and Duties of the Plan Review Board.

a. Specific Plan Development and Implementation. Make recommendations to the Director of Planning and the General Manager of the Department of Transportation concerning the development and implementation of the Specific Plan which shall include programming and funding mechanisms. Additionally, shall make

recommendations to the Director at the Director's request on Specific Plan related items. ~~To assist in this process, the Plan Review Board will meet with City staff for presentation and review of the staff's annual Specific Plan report.~~ To assist in this process, the Director of Planning and the General Manager of the Department of Transportation, or their designees, shall meet with the Plan Review Board as determined by the Director's designee. A designee from the Department of Cultural Affairs shall brief the Board as determined by the Director's designee. A designee from the Bureau of Street Lighting and Street Trees shall meet with the Board as determined by the Director.

b. Annual Specific Plan Report. ~~To assist in this process~~ Prior to the completion of the annual report, the Plan Review Board will meet with City staff for presentation and review of the staff's proposed annual Specific Plan report.

~~b.~~ **c. Traffic Mitigation and Intersection Improvements.** Make recommendations to the Director and the General Manager of the Department of Transportation regarding the priorities and timing of intersection improvements and traffic mitigations in the Specific Plan area. To assist in this process, the Director of Planning and the General Manager of the Department of Transportation, or their designees, shall meet with the Plan Review Board as determined by the Director's designee.

~~c~~ **d. Community Streetscape Plans-Design Guidelines.** Make recommendations to the Director of Planning on the implementation and amendment of community ~~development of revised~~ design guidelines and ~~a revised~~ community streetscape plans for each community to encourage pedestrian activity. ~~as set forth in Section 15 B of this Specific Plan.~~

~~d. Make recommendations to the Director at the Director's request on Specific Plan related items.~~

e. Exceptions or Amendments to Specific Plan. When an application is made for a Specific Plan Exception or when any proposal to amend the Specific Plan is introduced in City Council, the ~~Specific~~ Plan Review Board Chair

sha receive a copy of the proposed amendment or application within seven calendar days of receipt by the Planning Department, and ~~shall~~ the PRB shall have ~~24~~ 30 calendar days running ~~simultaneously~~ concurrently with the City review process in which to review the matter. The Plan Review Board, at its option, may provide the City Planning Commission with written recommendations and comments regarding the matter under discussion.

2. **Number of Members and Composition of ~~the~~ Membership ~~Plan Review Board~~.**

a. Appointment of Members. Two members shall be appointed by each of the Councilmembers of the Council Districts in which the Specific Plan area is located. One member shall be appointed at-large by the Mayor.

b. Composition of Membership. ~~Two members shall be appointed by each of the Councilpersons members of the Council Districts in which the Specific Plan area is located.~~ One member must reside within one of the communities of the Specific Plan area and represent residential interests, and the other member must operate or own a business within the Specific Plan area and represent business interests. In the case of ~~communities located in~~ more than one Council District located in one community, each Councilmember shall select a Plan Review Board member from ~~each~~ said community. In addition, one member shall be appointed at-large by the Mayor.

3. **Quorum/Action.** The presence of one-half plus one of the total voting members shall constitute a quorum. An approval of any Board action shall require a majority of those present after a quorum has been declared. No member may vote by proxy.

4. **Terms.** Members of the Plan Review Board shall be appointed for terms of ~~three~~ four years, with only one ~~three~~ four year extension permitted, if the Councilmember, or the Mayor for the at-large members, so choose.

5. **Expiration of Term.** Upon expiration of the term of any member of the Plan Review Board, the appointment for the next succeeding term shall be made by the appointing authority. No member of the Board shall serve more than two consecutive four

year terms. Members of the Board whose terms have expired shall remain members until their replacements have been appointed.

~~5.~~ 6. **Vacancies.** In the event a vacancy occurs during the term of a member of the Board, the appointing Councilmember, or the Mayor for the at-large member, shall make an ~~interim~~ appointment of a person to ~~fill out~~ serve the unexpired term of ~~the~~ that member.

~~6~~ 7. **Meeting Schedule.** The Plan Review Board meetings shall be set by the Plan Review Board and participating City Departments which should set a definite date and time for such meetings at a minimum of once a month. ~~of City Planning and Transportation.~~

8. **Elections.** The Plan Review Board shall elect a chair and a first and second vice-chair at the December meeting who shall take office on January 1 of each year. The chair and two vice-chairs shall serve no longer than two consecutive one year terms.

B. Periodic Review of the Specific Plan.

1. **Annual Review of the Specific Plan.** The Department of City Planning and Department of Transportation shall jointly prepare an annual review of the Specific Plan addressing issues of plan implementation, including the transit program and plan financing. This annual report shall be prepared with consideration of any recommendations made by the Plan Review Board and submitted to the City Planning Commission and the City Council. The annual report shall include proposed amendments to the Specific Plan Ordinance and recommendations made by the Plan Review Board.

2. **Specific Plan Restudy.** When Phase I as described in this Ordinance has been reached, a restudy of all aspects of the Specific Plan shall be jointly undertaken by the Department of City Planning, ~~and~~ the Department of Transportation and the Plan Review Board. The costs of administering and implementing the infrastructure improvements of the Specific Plan, as well as a recalculation of the remaining commercial square footage which can be absorbed by the Boulevard with extensive mitigation, shall be included in the restudy.

Sec. 16. ALLEY VACATIONS. Vacation of any alley within the Specific Plan area shall be in accordance with LAMC

Section 15.00. A public hearing before either the City Planning Commission or the City Council shall be provided prior to any City Council action to vacate an alley. The Departments of City Planning and Transportation shall make recommendations to the City Planning Commission and the City Council as to any proposed alley vacations. In recommending an approval, the Departments shall find that: (1) The alley is not necessary for present or prospective public use; (2) The alley is not needed for vehicular circulation or access; (3) The alley is not needed for non-motorized transportation facilities; and (4) The proposed alley vacation is consistent with the general plan.

Sec. 17. OWNER'S ACKNOWLEDGMENT OF LIMITATIONS. The Department of Building and Safety shall not issue any building, demolition, excavation, foundation, sign, or grading permit for construction upon any property within the Specific Plan area until such time as the owners of the property have executed and recorded a covenant and agreement acknowledging the contents and limitations of this Specific Plan. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning, and then recorded with the County Recorder, with a certified copy delivered to the Departments of City Planning, Building and Safety, and Transportation prior to the issuance of any building permit, demolition permit, ~~building permit,~~ excavation permit, foundation permit, grading permit, or sign permit.

Sec. 18. SEVERABILITY. If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provisions, clause or application, and, to this end, the provisions and clauses of this ordinance are declared to be severable.

Sec. 19. Any Specific Plan Exception granted prior to the effective date of this Ordinance excepting a Project from any provisions of Ordinance No. 166,560 shall be deemed to be an exception from the relevant provisions of this Ordinance.

Sec. 20. Ordinance No. 171,240 is hereby repealed.

Sec. 21 ~~20~~. The City Clerk shall certify to the passage of this ordinance and cause the same to be published by posting for ten days in three public places in the City of Los Angeles, to wit: one copy on the bulletin board located at the Main Street entrance to the City Hall of the City of Los Angeles; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department in City; and one copy on the bulletin board located at the Temple Street entrance to the Hall of Records in the City.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, by a vote of **not less than two-thirds** of all of its members, at its meeting of _____.

ELIAS MARTINEZ, City Clerk

By _____
Deputy

Approved _____

By _____
Mayor

Approved as to form and legality

Pursuant to Sec. 97.8 of the City Charter, disapproved of this ordinance recommended for the City Planning Commission.....

See attached report

.....
Director of Planning

_____
JAMES K. HAHN, City Attorney

By _____
CLAUDIA CULLING
Deputy City Attorney

PLANNING AND LAND USE MANAGEMENT COMMITTEE
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 00-0561

sign

	Applicant/Appellant/Owner	Representative
___	_____	_____
	_____	_____
	_____	_____
	_____	_____

___ Council Member(s) _____

___ Planning Commission (w/file)

___ Director of Planning

___ Board of Zoning Appeals

___ Office of Zoning Administration (2 copies)

___ Advisory Agency

___ Planning Department - Community Planning Section

___ Planning Department - GIS Section - Attn: Fae Tsukamoto
221 North Figueroa Street, Room 900

___ Information Technology Agency

___ Bureau of Engineering, Development Services Division

___ Department of Transportation, Traffic/Planning Sections

___ Department of Building & Safety c/o Zoning Coordinator

___ Bureau of Street Lighting, "B" Permit Section

___ Department of Water and Power

___ Fire Department

___ Police Department

___ Community Development Department

___ City Attorney-Attn:

___ City Administrative Officer

___ Office of the Mayor (w/file) - Section_____

___ Los Angeles County Assessor

Other

Lillian Wall
18663 Ventura Bl.
Ste. 300
Tarzana 91356.

Other

_____
_____
_____
_____

___ _____

___ _____

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___ _____

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on 5-11-00
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MORT ALLEN
12522 VENTURA BLVD
STUDIO CITY, CA 91604

ROY ANDERSON
DAILY NEWS, P.O. BOX 4200
WOODLAND HILLS, CA 91365

ROSENHEIM & ASSOCIATES
21550 OXNARD ST
WOODLAND HILLS, CA 91367

MARITZA D. BACA
14310 VENTURA BLVD., RM 100
SHERMAN OAKS, CA 91423

BRUCE BAILEY
21860 BURBANK BLVD
WOODLAND HILLS, CA 91367

YVONNE BANER-NASH
25003 JIM BRIDGER RD
HIDDEN HILLS, CA 91302-1128

MR. & MRS. MONTY BARKER
5249 MECCA AVE
TARZANA, CA 91356

DAVID BAXTER
4470 CALHOUN AVE
SHERMAN OAKS, CA 91423

CHRISTINE BENICH
5120 ESCOBEDO DR
WOODLAND HILLS, CA 91364

JONATHAN BERKE
3620 PATRICK HENRY PL
LAGUNA HILLS, CA 91301

CHARLES R. BETZ
4334 MAMMOTH AVE #10
SHERMAN OAKS, CA 91423

ROBERTA BLAU
3982 ARCHDALE RD
ENCINO, CA 91436

DAVID BRIBIN
22551 VENTURA BLVD
WOODLAND HILLS, CA 91367

KATHLEEN CARAPLIS
4661 HAYVENHURST AVE
ENCINO, CA 91436-3251

MARGERET CARON
14552 LA MAIDA ST
SHERMAN OAKS, CA 91403

DORIE CARTER
15165 VENTURA BLVD #400
SHERMAN OAKS, CA 91403

ROBERT J CERNY
10098 VALLEY SPRING LN
TOLUCA LAKE, CA 91602

WOODLAND HILLS CHAMBER OF COMMERCE
P.O. BOX 1
WOODLAND HILLS, CA 91356

TARZANA CHAMBER OF COMMERCE
18670 VENTURA BLVD
TARZANA, CA 91356

STUDIO CITY CHAMBER OF COMMERCE
12522 MOORPARK ST
STUDIO CITY, CA 91604

SHERMAN OAKS CHAMBER OF COMMERCE
16133 VENTURA BLVD., STE. 425
ENCINO, CA 91436

ENCINO CHAMBER OF COMMERCE
4933 BALBOA BOULEVARD
ENCINO, CA 91316

ELIZABETH CHRISTENSEN
4310 VINELAND AVE #206
STUDIO CITY, CA 91602

VENUS CLAPK
5011 TEXHOMA AVE
ENCINO, CA 91316

NANCY L. COLLINS
16531 GREENLAND ST
ENCINO, CA 91436

DAVID CROWE
4229 ST CLAIR
STUDIO CITY, CA 91604

GARY M. CUREY
4167 BAKMAN AVE
SHERMAN OAKS, CA 91602

DRED & ROSE DARNAN
12801 KLING ST
STUDIO CITY, CA 91604

MAR 13 2000

:D DATO
1550 W. WASHINGTON BLVD
.OS ANGELES, CA 90007

J. M. DENALL
8101 VERMONT AVE
LOS ANGELES, CA 90044

KATHY DELLE DONNE
4157 NOGALES DR
TARZANA, CA 91356

HOLLY EDWARDS
20000 PRAGUE ST
CHATSWORTH, CA 91311

MARK ELKAN
4919 NOELINE AVE
ENCINO, CA 91436

ROSE ELMASSIAN
4160 NAGLE AVE
SHERMAN OAKS, CA 91423

EDITH ELZENBERGER
4647 WILLIS AVE #104
SHERMAN OAKS, CA 91403

NOLAN & MARY ENGEL
22234 VICTORY BLVD
WOODLAND HILLS, CA 91367

PATRICIA EVERETT
9247 FRANKLIN ST
CHATSWORTH, CA 91311

HERMAN FENMAN
4240 FULTON AVE #205
STUDIO CITY, CA 91604

STEVE FIELDING
9440 LA TUNA CYN
SUN VALLEY, CA 91352

MAX & ELEANOR FLEHINGER
5567 VANALDEN AVE
TARZANA, CA 91356

VADA L. FLOWERS
4674 MORRO RD
WOODLAND HILLS, CA 91364

JOSEPH GABRIEL
6948 MATIJIJA AVE
VAN NUYS, CA 91405

CHARLY GALOSKIAN
4845 GAVIOTA AVE
ENCINO, CA 91436

DICK GAUTIER
15245 LA MAIDA ST #303
SHERMAN OAKS, CA 91403

ART GIMBRU
12224 VENTURA BLVD
STUDIO CITY, CA 91604

JOHN GLASS
4242 WILKINSON
STUDIO CITY, CA 91604

ROBERT GOLDSTEIN
4644 TOBIAS AVE
SHERMAN OAKS, CA 91403

ELAINE GRANT
11509 DUQUE DR
STUDIO CITY, CA 91604

IRA & LORETTA GREENBERG
22515 MARILLA ST
CHATSWORTH, CA 91311

CAROL GRINO
22922 LEONORA DR
WOODLAND HILLS, CA 91367

SHARON GROSS
4753 SALOMA AVE
SHERMAN OAKS, CA 91403

IRA HANDELMAN
20528 VISTA DE ORO PL
WOODLAND HILLS, CA 91364

B. J. HANSON
P.O. BOX 570711
TARZANA, CA 91357

TERRI HARRIS
22915 DOLOROSA ST
WOODLAND HILLS, CA 91367

MARG HAWKINS
20800 BURBANK BLVD
WOODLAND HILLS, CA 91367

ROBERT HECK
1290 WHITE DOVE CIR
THOUSAND OAKS, CA 91362

STEVE HEMMENT
10962 VENTURA BLVD
STUDIO CITY, CA 91604

DAVID HILLIARD
11828 LO GRANGE #200
LOS ANGELES, CA 90025

MAR 13 2000

ABBY HOPE
12358 VENTURA BLVD #303
STUDIO CITY, CA 91604

ARTHUR HOWARD
4208 LAUREL GROVE AVE
STUDIO CITY, CA 91604

GENNY INCAUDO
12105 LAUREL TERR DR
STUDIO CITY, CA 91604

DAVE JACOBS
18801 VENTURA BLVD #304
TARZANA, CA 91356

CLARA JAFFE
4378 ALLOTT AVE
SHERMAN OAKS, CA 91423

BILL JASPER
15601 MEADOWGATE RD
ENCINO, CA 91436

JOSEPH JASSON
17114 NANCE ST
ENCINO, CA 91316

JOYCE S. JOHNSON
14721 CUMPSTON ST
SHERMAN OAKS, CA 91411

ERIC KALIFA
P.O. BOX 18171
ENCINO, CA 91416

CARRIE KANJOYAN
14852 VENTURA BLVD #122
SHERMAN OAKS, CA 91403

ENID KANTA
11501 DUQUE DR
STUDIO CITY, CA 91604

HENRY KASSELIK
16326 MOORPARK ST
ENCINO, CA 91436

ROBERT KAUFMAN
14025 PANAY WAY
MARINA DEL REY, CA 90292

BILL KIRSCHENBAUM
3970 ARCHDALE RD
ENCINO, CA 91436

MARK KISER
21549 MULHOLLAND DR
WOODLAND HILLS, CA 91364

CARRIE & ROBERT KOOJOYAN
14852 VENTURA BLVD SUITE 122
SHERMAN OAKS, CA 91403

ED KORBEL
13601 VENTURA BLVD #134
SHERMAN OAKS, CA 91423

FERMIN KRAMER
3668 STONE CANYON
SHERMAN OAKS, CA 91403

ROBERT LAMISHAW
6257 VAN NUYS BLVD #101
VAN NUYS, CA 91401

NORMA LANDAU
15613 VENTURA BLVD
ENCINO, CA 91436

S. LANDERS
25881 SHERIFF RD
LAGUNA HILLS, CA 92653

SUN CHA LEE
22713 VENTURA BLVD
WOODLAND HILLS, CA 91367

BOB & SHEILA LEFFEL
6830 MELVIN AVE
RESEDA, CA 91335

WILLY LEON
19301 VENTURA BLVD #205
TARZANA, CA 91356

ROYAL LEONARD
8006 KEOKUK AVE
CANOGA PARK, CA 91306

S. DOUGLAS LEVITT
2659 TOWNSGATE ROAD #122
WESTLAKE VILLAGE, CA 91361

GLORIA LOCKHARD
12021-1/2 HOFFMAN ST
STUDIO CITY, CA 91604

GUY C. LUMMERS
21860 VENTURA BLVD #360
WOODLAND HILLS, CA 91367

MICHAEL LUSHING
12121 WILSHIRE BLVD, #959
LOS ANGELES, CA 90025

KATHIE MARDEN
14960 DICKENS AVE #210
SHERMAN OAKS, CA 91403

MAP 19

IR & MRS. JOHN MARDUKA
1494 ZELZAH AVE #127
ENCINO, CA 91356

VICTOR MARLOW
3857 ALONZO AVE
ENCINO, CA 91316

MARYANN MARTIN
12129 CANTARA ST
STUDIO CITY, CA 91604

IARIE MATSUMOTO
14829 OTSEGO ST
SHERMAN OAKS, CA 91403

RICK MAYER
4918 VAN NOORD AVE
SHERMAN OAKS, CA 91423

JIM MCCALLUM
5022 STERN AVE
SHERMAN OAKS, CA 91423

IARK MCGINNIS
5011 DUMAT PL
NOODLAND HILLS, CA 91364

JOHN MCGROGAN
3770 WILLOW CREST AVE
STUDIO CITY, CA 91604

STEVEN MILLER
16671 OAK VIEW DR
ENCINO, CA 91436

GLORIA & MOE MOGUL
20542 AETNA ST
WOODLAND HILLS, CA 91367

CHUCK MORGAN
17348 WEDDINGTON ST
ENCINO, CA 91436

GORDON MURLEY
4128 MORRO RD
WOODLAND HILLS, CA 91367

GREG NELSON
19439 OXNARD ST
TARZANA, CA 91356

CAL NESTLER
4784 PARK ENCINO LANE #203
ENCINO, CA 91436

MYRA NEWMAN
16840 BOSQUE DR
ENCINO, CA 91436

TARZANA PROPERTY OWNERS ASSOC.
P.O. BOX 571448
TARZANA, CA 91357-1448

MARY PANE
17327 VENTURA BLVD
ENCINO, CA 91316

RICHARD PATTERSON
741 N. VERMONT AVE
LOS ANGELES, CA 90029

HERMAN PATTON
4139 SALTILLO ST
WOODLAND HILLS, CA 91364-5924

STEWART PEARCE
4727 LIBBIT AVE
ENCINO, CA 91436

ERNEST PEARSON
21050 AVE SAN LUIS
WOODLAND HILLS, CA 91364

JOI PECHARDO
14945 VENTURA BLVD
SHERMAN OAKS, CA 91403

JOYA PIPER
23128 BIGLER ST
WOODLAND HILLS, CA 91364

ALFONSO PUMPA
14548 LA MAIDA ST
SHERMAN OAKS, CA 91403

DAVID RANKELL
4701 NOBLE AVE
SHERMAN OAKS, CA 91403

HOWARD RAPHAEL
4546 ALLOTT AVE
SHERMAN OAKS, CA 91423

ALLEN RAVET
12161 VENTURA BLVD
STUDIO CITY, CA 91604

EUGENE & TRUDY RECTOR
18525 CLARK ST
TARZANA, CA 91356

JAY RIVKIN
12402 LAUREL TERR DR
STUDIO CITY, CA 91604

RUBEN COREY ROSALES
22324 DOLOROSA ST
WOODLAND HILLS, CA 91367

RT ROSS
10 RANCHO VISTA LANE
ANTA PAULA, CA 93060

LAWRENCE ROUSE
15245 LA MAIDA ST #303
SHERMAN OAKS, CA 91403

IRVING RUBIN
15165 VENTURA BLVD #400
SHERMAN OAKS, CA 91403

DEL C. SALEMY
5470 VENTURA BLVD
HERMAN OAKS, CA 91304

BRUCE SANDZIMIER
5221 CELENDA DR
WOODLAND HILLS, CA 91367-6012

HERMALEE SCHMIDT
5411 SADRING AVE
WOODLAND HILLS, CA 91367

ARTIN SCHREIBER
14570 BENEFIT ST #101
HERMAN OAKS, CA 91403

VIRGINIA SHABAIK
4133 SUNNYSLOPE AVE
SHERMAN OAKS, CA 91423

MARK SHEELER
22332 DOLOROSA ST
WOODLAND HILLS, CA 91367

LISHANG SHIH
23067 VENTURA BLVD
WOODLAND HILLS, CA 91364

STUART SIMON
12021 WILSHIRE BLVD
LOS ANGELES, CA 90025

JOSEPH SITKIN
12334 LANDALE ST
STUDIO CITY, CA 91604

CHALES & PHYLLIS SMITH
23800 CROSSON DR
WOODLAND HILLS, CA 91367

TERRY SOBO
6358 BOTHWELL RD
TARZANA, CA 91335

MICHAEL SONIDI
13949 VENTURA BLVD #200
SHERMAN OAKS, CA

LEE SOSHONE
11661 PICTURESQUE
STUDIO CITY, CA 91604

ELIZABETH B.P. SPERR
23390 OSTRONIC DR
WOODLAND HILLS, CA 91367

JOAN C. THOMPSON.
5500 LINDLEY AVE #213
ENCINO, CA 91436

JEAN THOMSON
22905 DOLOROSA ST
WOODLAND HILLS, CA 91367

SANDY TILSEN
15161 MAGNOLIA BLVD #D
SHERMAN OAKS, CA 91403

CHAP URIEL
4359 ELENDA ST
CULVER CITY, CA 90230

ESMERALDA M. VALLEJO
6455 RADFORD AVE
NO. HOLLYWOOD, CA 91606

JEROME & MYRNA VALLENS
4165 NAGLE AVE
SHERMAN OAKS, CA 91423

STAN VARGAS
13003 VENTURA BLVD
STUDIO CITY, CA 91506

JOHN M. WALKER
5850 CANOGA AVE, 4TH FLOOR
WOODLAND HILLS, CA 91367

POLLY WARD
12303 HILLSLOPE ST
STUDIO CITY, CA 91604

ROSE WELLER
4604 TOBIAS AVE
SHERMAN OAKS, CA 91403

CHRIS WHITE/PUBLIC STORAGE
701 WESTERN AVE
GLENDALE, CA 91201

RAY WOLKOFF
12194 VENTURA BLVD.
STUDIO CITY, CA 91604

GLORIA WOODS
1166 PICTURESQUE DR
STUDIO CITY, CA 91604

MAR 13 2000

ETTY JANE YATES
4822 OTSEGO ST
HERMAN OAKS, CA 91403-1441

SAMIR YOUSIF
11550 VENTURA BLVD
STUDIO CITY, CA 91604

MAR 13 2000

MAR 13 2000

CPC 99-0001-SP

Universal Studios, Inc
P.O. Box 8041
Universal City, CA 91608

MCA, Inc.
P.O. Box 8041
Universal City, CA 91608

L. Ronald Cipriani
Van Wagner Outdoor
11829 Ventura Boulevard
Studio City, CA 91604

Betty Jane Yates
14822 Otsego ST,
Sherman Oaks, CA 91403

Samir Yousif
11550 Ventura Blvd
Studio City, CA 91604

3/13/00

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

Note: Assistive listening devices are available at the meeting; upon 72 hour advance notice, other accommodations, such as sign language interpretation, and translation services will be provided. Contact the Legislative Assistant listed above for the needed services. TDD available at (213) 485-4735.

FILE NO.	SUBJECT
	(1)
CF 00-0470 CPC 99-0542 ZC CD 6	Communication from the Planning Commission and Ordinance effecting zone change from P-1 to (T)(Q)C2-1 for the proposed construction of a one-story, 8,366 square-foot addition to an existing 7,840 square-foot unoccupied tenant space which is part of an existing 68,177 square-foot retail shopping center located at 115-251 Lincoln Boulevard. Applicant: Deutsch SDL Lincoln (Commission Vote: 3 - 1) MND Fiscal Impact Statement Submitted: Yes, by the Commission DISPOSITION _____
	(2)
CF 97-1168	Motion (Ferraro-Bernson), relative to modifying the "Q" condition contained in Ordinance 168334 to change the [Q]C1-1VL zone for Larchmont Boulevard between Beverly Boulevard and First Street, in order to define and restrict the number of area food service establishments and other matters related to local coffee stores, yogurt shops, bagel shops, and similar uses which are actually functioning as restaurants. Fiscal Impact Statement Submitted: No DISPOSITION _____

(3)

Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

Information Technology Agency to report relative to an appeal filed by Anjani Mandavia, Karna Ruskin, and Marsha Barron, protestants, from the entire determination of the Board of Zoning Appeals regarding a conditional use for the development, use, and maintenance of an automated, roof-mounted, wireless telecommunications facility on the roof of an existing two-story retail/office building at 10549 Pico Boulevard, subject to Conditions of Approval.

Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

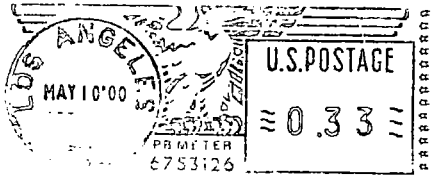
IF YOU CHALLENGE THIS COMMITTEE'S ACTION(S) IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY CLERK AT OR PRIOR TO, THE PUBLIC HEARING. ANY WRITTEN CORRESPONDENCE DELIVERED TO THE CITY CLERK BEFORE THE CITY COUNCIL'S FINAL ACTION ON A MATTER WILL BECOME A PART OF THE ADMINISTRATIVE RECORD.

pl0516.agd

RETURN IN FIVE DAYS TO
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LOS ANGELES, CA 90012

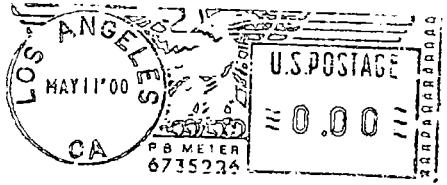
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ALFONSO PUMPA
14548 LA MAIDA ST
SHERMAN OAKS, CA 91403

[redacted]


LOS ANGELES
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PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

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FILE NO.	SUBJECT
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Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

Information Technology Agency to report relative to an appeal filed by Anjani Mandavia, Karna Ruskin, and Marsha Barron, protestants, from the entire determination of the Board of Zoning Appeals regarding a conditional use for the development, use, and maintenance of an automated, roof-mounted, wireless telecommunications facility on the roof of an existing two-story retail/office building at 10549 Pico Boulevard, subject to Conditions of Approval.

Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

IF YOU CHALLENGE THIS COMMITTEE'S ACTION(S) IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY CLERK AT OR PRIOR TO, THE PUBLIC HEARING. ANY WRITTEN CORRESPONDENCE DELIVERED TO THE CITY CLERK BEFORE THE CITY COUNCIL'S FINAL ACTION ON A MATTER WILL BECOME A PART OF THE ADMINISTRATIVE RECORD.

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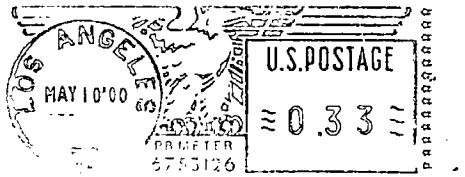


REASON CHECKED

- ☐ [illegible]
- ☐ [illegible]
- ☐ [illegible]
- ☐ [illegible]
- ☐ [illegible]
- ☐ [illegible]
- ☐ [illegible]

Re: [illegible] Init.

☐ Address
☒ No Such Number



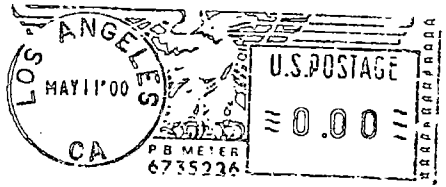
LILA B AURICH
14013 HARTLAND ST.
WEST HILLS, CA 91307

CITY CLERK'S OFFICE
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00 MAY 23 PM 1:25

CITY CLERK
BY [illegible] DEPUTY

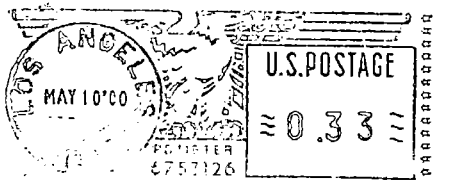
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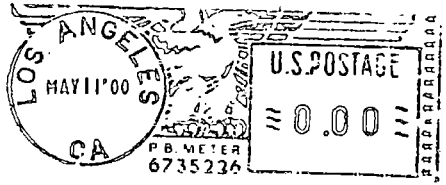
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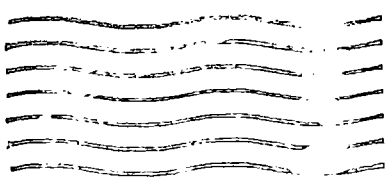
MICHAEL SONIDI
13949 VENTURA BLVD ~~#200~~
SHERMAN OAKS, CA

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MAY 11 '00
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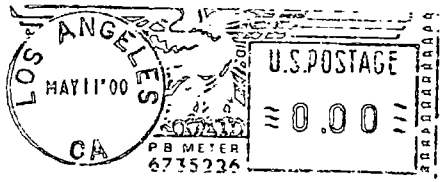
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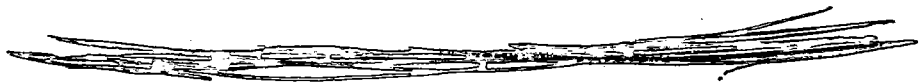
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BY CITY CLERK
DEPUTY

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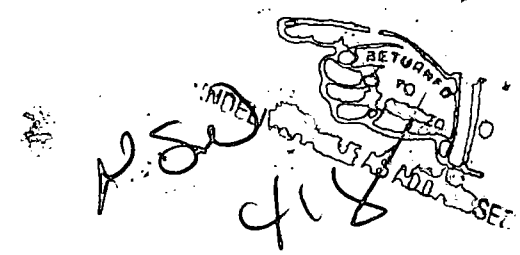
Bruce D.Ackerman, CCE
The Ackerman Group
3146 Sierra Madre Blvd.
Pasadena, CA 91107


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MAY 11 '00
CA
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LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY –
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PM
75026

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00 MAY 24 PM 3:37

CITY CLERK
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DEPUTY

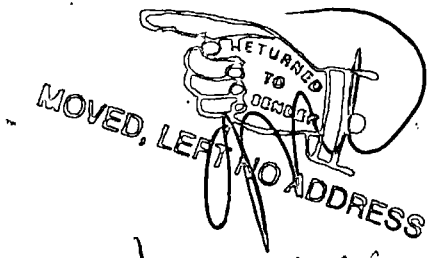
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CITY CLERK'S OFFICE

GUY C. LUMMERS
21860 VENTURA BLVD #360
WOODLAND HILLS, CA 91367

91364-1837 18

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CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

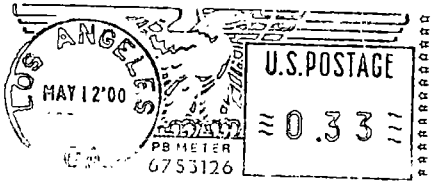
"AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER"



Wrong Address

EUGENE & TRUDY RECTOR
18525 CLARK ST
TARZANA, CA 91356

91356-3458 4113



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PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

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FILE NO.	SUBJECT
	(1)
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	(2)
CF 97-1168	Motion (Ferraro-Bernson), relative to modifying the "Q" condition contained in Ordinance 168334 to change the [Q]C1-1VL zone for Larchmont Boulevard between Beverly Boulevard and First Street, in order to define and restrict the number of area food service establishments and other matters related to local coffee stores, yogurt shops, bagel shops, and similar uses which are actually functioning as restaurants. Fiscal Impact Statement Submitted: No DISPOSITION _____

(3)

Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

Information Technology Agency to report relative to an appeal filed by Anjani Mandavia, Karna Ruskin, and Marsha Barron, protestants, from the entire determination of the Board of Zoning Appeals regarding a conditional use for the development, use, and maintenance of an automated, roof-mounted, wireless telecommunications facility on the roof of an existing two-story retail/office building at 10549 Pico Boulevard, subject to Conditions of Approval.

Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

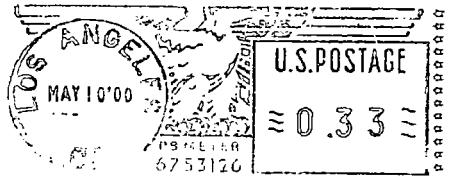
COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

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pl0516.agd

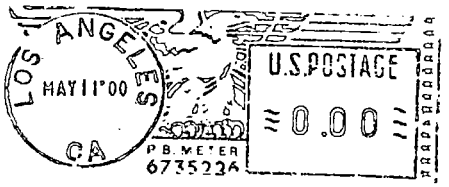
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c/o HANNA BARBERA, INC.
3400 CAHUENGA BLVD.
HOLLYWOOD, CA 90068-1376


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doe #6

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

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(3)

Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

Information Technology Agency to report relative to an appeal filed by Anjani Mandavia, Karna Ruskin, and Marsha Barron, protestants, from the entire determination of the Board of Zoning Appeals regarding a conditional use for the development, use, and maintenance of an automated, roof-mounted, wireless telecommunications facility on the roof of an existing two-story retail/office building at 10549 Pico Boulevard, subject to Conditions of Approval.

Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

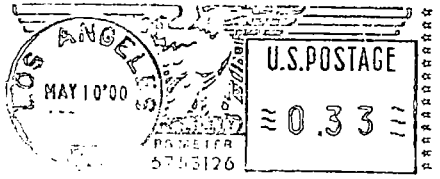
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pl0516.agd

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LOS ANGELES, CA 90012

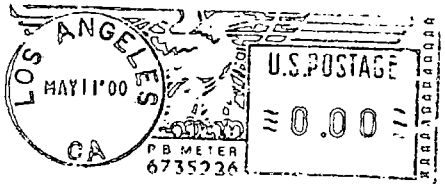
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c/o JNK SERVICES
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PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

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Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

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Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

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Fiscal Impact Statement Submitted: No

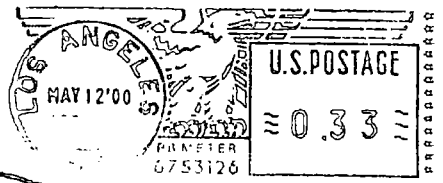
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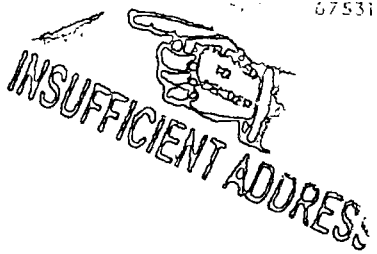
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LOS ANGELES, CA 90012

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AFFIRMATIVE ACTION EMPLOYER"





SUN CHA LEE
22713 VENTURA BLVD
WOODLAND HILLS, CA 91367

91364-1336 13041 15

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

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Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

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Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

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Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

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CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

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Fiscal Impact Statement Submitted: No

COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

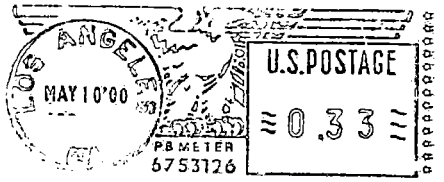
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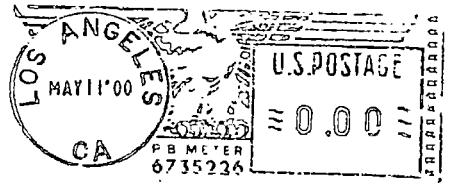
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LOS ANGELES, CA 90012

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AFFIRMATIVE ACTION EMPLOYER"





ARTHUR NISSMAN
1577 N. TOPANGA CYN. BLVD.
WOODLAND HILLS, CA 91364


LOS ANGELES
MAY 11 '00
CA
PB METER
6735226
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0.00

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TUESDAY, MAY 16, 2000

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COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

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FILE NO.	SUBJECT
	(1)
CF 00-0470 CPC 99-0542 ZC CD 6	Communication from the Planning Commission and Ordinance effecting zone change from P-1 to (T)(Q)C2-1 for the proposed construction of a one-story, 8,366 square-foot addition to an existing 7,840 square-foot unoccupied tenant space which is part of an existing 68,177 square-foot retail shopping center located at 115-251 Lincoln Boulevard. Applicant: Deutsch SDL Lincoln (Commission Vote: 3 - 1) MND Fiscal Impact Statement Submitted: Yes, by the Commission DISPOSITION _____
	(2)
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(3)

Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

Information Technology Agency to report relative to an appeal filed by Anjani Mandavia, Karna Ruskin, and Marsha Barron, protestants, from the entire determination of the Board of Zoning Appeals regarding a conditional use for the development, use, and maintenance of an automated, roof-mounted, wireless telecommunications facility on the roof of an existing two-story retail/office building at 10549 Pico Boulevard, subject to Conditions of Approval.

Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

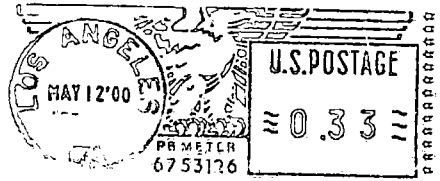
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pl0516.agd

RETURN IN FIVE DAYS TO
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RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER"





VENUS CLARK
5011 TEXHOMA AVE
ENCINO, CA [redacted]

[redacted] 113

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

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Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

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Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

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Fiscal Impact Statement Submitted: No

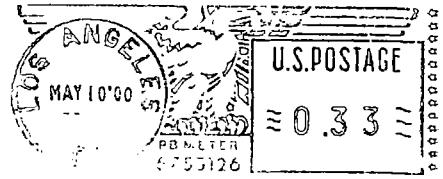
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pl0516.agd

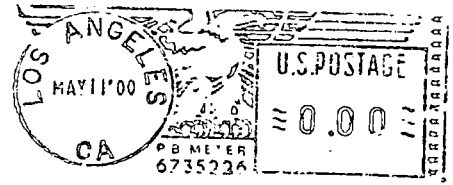
RETURN IN FIVE DAYS TO
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CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

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F-0

ALLAN BERNSTEIN, AIA
5062 CALDERON RD.
WOODLAND HILLS, CA 91364


LOS ANGELES
MAY 11 '00
CA
U.S.POSTAGE
0.00
PB METER
6735236

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

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Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

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Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

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WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

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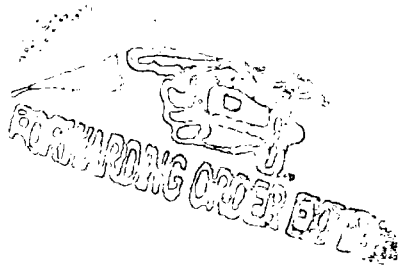
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RETURN IN FIVE DAYS TO
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LOS ANGELES CA
MAY 12'00
PB METER
6753126

U.S.POSTAGE
0.33



NOLAN & MARY ENGEL
22234 VICTORY BLVD
WOODLAND HILLS [illegible]

91367-1638 [illegible]

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
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ZA 99-0099-CUZ
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Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

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CPC 99-2224 ZC
CD 3

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Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

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DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

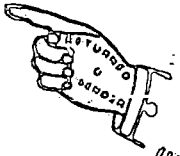
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LOS ANGELES, CA 90012

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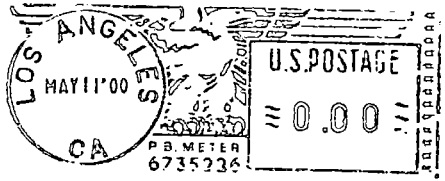
LOS ANGELES CA
MAY 10'00
PITNEY BOWES
6753126
U.S.POSTAGE
0.33



NOT DELIVERABLE AS ADDRESSED, UNABLE TO FORWARD

SONDRA FROHLICH
STUDIO CITY CHAMBER OF COMMERCE
12153 VENTURA BLVD. SUITE 100
STUDIO CITY, CA 91604

9360974913


LOS ANGELES
MAY 11 '00
CA
U.S.POSTAGE
0.00
P.B. METER
6735236

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
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BZA 5768
ZA 99-0099-CUZ
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Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

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CPC 99-2224 ZC
CD 3

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(Commission Vote: 4 - 0) MND

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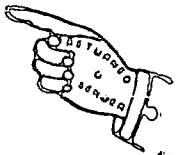
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LOS ANGELES, CA 90012

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LOS ANGELES MAY 10'00 PB METER 5755126

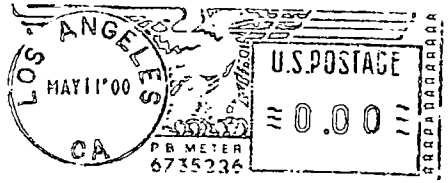
U.S.POSTAGE
0.33



NOT DELIVERABLE AS ADDRESSED, UNABLE TO FORWARD

SONDRA FROHLICH
c/o STUDIO CITY CHAMBER
OF COMMERCE
12153 VENTURA BLVD. SUITE 100
STUDIO CITY, CA 91604

3160942513
90312/4119


LOS ANGELES
MAY 11 '00
CA
U.S.POSTAGE
0.00
PB METER
6735236

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TUESDAY, MAY 16, 2000

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200 N. MAIN ST., LOS ANGELES, CA 90012

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(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

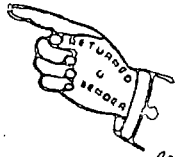
IF YOU CHALLENGE THIS COMMITTEE'S ACTION(S) IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY CLERK AT OR PRIOR TO, THE PUBLIC HEARING. ANY WRITTEN CORRESPONDENCE DELIVERED TO THE CITY CLERK BEFORE THE CITY COUNCIL'S FINAL ACTION ON A MATTER WILL BECOME A PART OF THE ADMINISTRATIVE RECORD.

pl0516.agd

RETURN IN FIVE DAYS TO
OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY –
AFFIRMATIVE ACTION EMPLOYER"

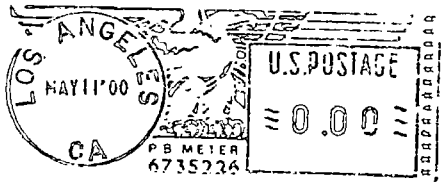
LOS ANGELES CA
MAY 10'00
PRIMETER
6753126
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0.33



NOT DELIVERABLE
AS ADDRESSED,
UNABLE TO FORWARD

SONDRA FROHLICH
STUDIO CITY CHAMBER OF
COMMERCE
12153 VENTURA BLVD. SUITE 100
STUDIO CITY, CA 91604

91602/4715


LOS ANGELES
MAY 11 '00
CA
U.S.POSTAGE
0.00
PB METER
6735236

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

Note: Assistive listening devices are available at the meeting; upon 72 hour advance notice, other accommodations, such as sign language interpretation, and translation services will be provided. Contact the Legislative Assistant listed above for the needed services. TDD available at (213) 485-4735.

FILE NO.	SUBJECT
	(1)
CF 00-0470 CPC 99-0542 ZC CD 6	Communication from the Planning Commission and Ordinance effecting zone change from P-1 to (T)(Q)C2-1 for the proposed construction of a one-story, 8,366 square-foot addition to an existing 7,840 square-foot unoccupied tenant space which is part of an existing 68,177 square-foot retail shopping center located at 115-251 Lincoln Boulevard. Applicant: Deutsch SDL Lincoln (Commission Vote: 3 - 1) MND Fiscal Impact Statement Submitted: Yes, by the Commission DISPOSITION _____
	(2)
CF 97-1168	Motion (Ferraro-Bernson), relative to modifying the "Q" condition contained in Ordinance 168334 to change the [Q]C1-1VL zone for Larchmont Boulevard between Beverly Boulevard and First Street, in order to define and restrict the number of area food service establishments and other matters related to local coffee stores, yogurt shops, bagel shops, and similar uses which are actually functioning as restaurants. Fiscal Impact Statement Submitted: No DISPOSITION _____

(3)

Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

Information Technology Agency to report relative to an appeal filed by Anjani Mandavia, Karna Ruskin, and Marsha Barron, protestants, from the entire determination of the Board of Zoning Appeals regarding a conditional use for the development, use, and maintenance of an automated, roof-mounted, wireless telecommunications facility on the roof of an existing two-story retail/office building at 10549 Pico Boulevard, subject to Conditions of Approval.

Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

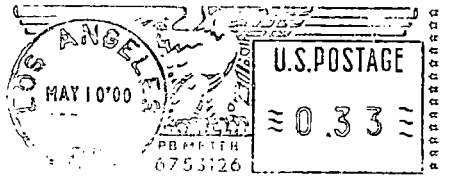
COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

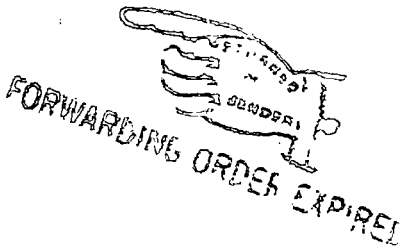
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pl0516.agd

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OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

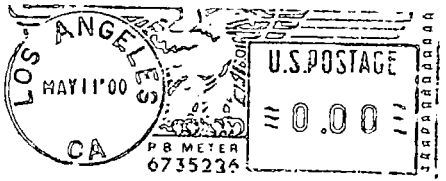
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FRED L. ADELSON, DDS
16542 VENTURA BLVD. #314
ENCINO, CA 91436
[redacted]

[redacted]


LOS ANGELES
MAY 11 '00
CA
U.S. POSTAGE
0.00
PB METER
6735236

dpe #6

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

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Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

Information Technology Agency to report relative to an appeal filed by Anjani Mandavia, Karna Ruskin, and Marsha Barron, protestants, from the entire determination of the Board of Zoning Appeals regarding a conditional use for the development, use, and maintenance of an automated, roof-mounted, wireless telecommunications facility on the roof of an existing two-story retail/office building at 10549 Pico Boulevard, subject to Conditions of Approval.

Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

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pl0516.agd

RETURN IN FIVE DAYS TO
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LOS ANGELES, CA 90012

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LOS ANGELES MAY 10'00 PRMEIFD 6763126

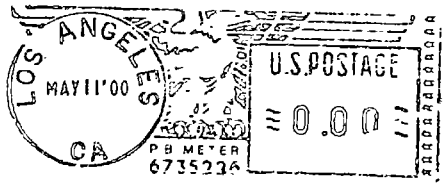
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Unclaimed ____ Refused ____
Attempted Not Known ____
Insufficient Address ____
No such street ____ number ____
No such office in state ____
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JEFFREY M. KALBAN
1145 GAYLEY AVE.
SUITE 385
WESTWOOD VILLAGE
LOS ANGELES, CA 90024





[redacted]

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

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FILE NO.	SUBJECT
	(1)
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Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

Information Technology Agency to report relative to an appeal filed by Anjani Mandavia, Karna Ruskin, and Marsha Barron, protestants, from the entire determination of the Board of Zoning Appeals regarding a conditional use for the development, use, and maintenance of an automated, roof-mounted, wireless telecommunications facility on the roof of an existing two-story retail/office building at 10549 Pico Boulevard, subject to Conditions of Approval.

Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

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pl0516.agd

RETURN IN FIVE DAYS TO
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LOS ANGELES, CA 90012

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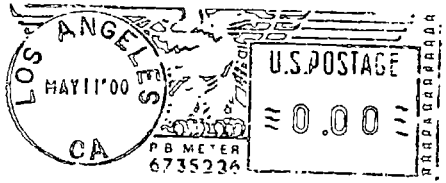
[redacted]

JEFFREY M. KALBAN
% JEFFREY M. KALBAN & ASSOC.
1145 GAYLEY AVE., SUITE 305
LOS ANGELES, CA 90024

RETURNED TO SENDER
REASON [illegible]
[illegible]
No such [illegible]
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FOC

[redacted]


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MAY 11 '00
CA
PB METER
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PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
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Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

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Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

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CF 00-0561
CPC 99-0001 SP
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CDs 2, 3, 4, 5, & 11

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LOS ANGELES, CA 90012

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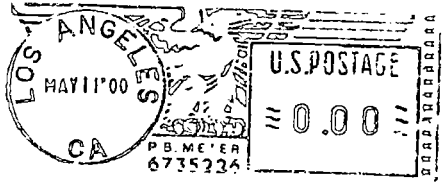
LOS ANGELES MAY 10'00 PITNEY BOWES 6755126

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0.33

REA
Unclaimed
Attempted-Not known
Insufficient Address
No such street
No such office in state
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JEFFREY M. KALBAN
1145 GAYLEY AVE.
SUITE 305
WESTWOOD VILLAGE
LOS ANGELES, CA 90024

[redacted]1113


LOS ANGELES
MAY 11'00
CA
U.S.POSTAGE
0.00
PB.METER
6735234

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BZA 5768
ZA 99-0099-CUZ
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(Board Vote: 3 - 0) CE

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Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

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CDs 2, 3, 4, 5, & 11

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Fiscal Impact Statement Submitted: No

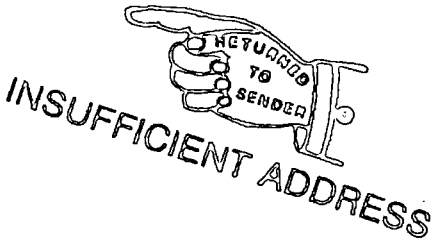
COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

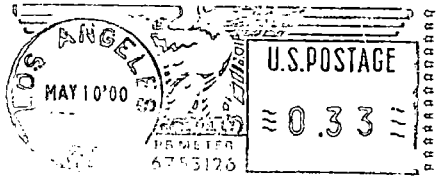
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pl0516.agd

RETURN IN FIVE DAYS TO
OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

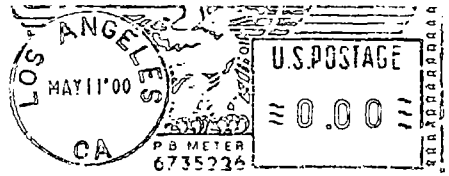
"AN EQUAL EMPLOYMENT OPPORTUNITY –
AFFIRMATIVE ACTION EMPLOYER"





RICHARD PALEY
PALEY COM'L REAL ESTATE
TARZANA, CA 91356

91356/3993


LOS ANGELES
MAY 11 '00
CA
PB METER
6735236
U.S.POSTAGE
0.00

RETURN IN FIVE DAYS TO
OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER"

CF 00-0561

LOS ANGELES MAY 10'00 PB METER 6753126

U.S.POSTAGE 0.33

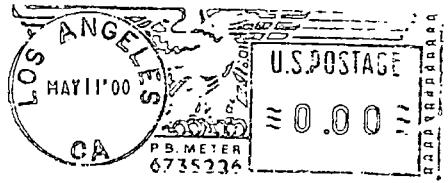
R.T.S



ATTEMPTED NOT KNOWN

Samir Yousif
11550 Ventura Blvd
Studio City, CA 91604

91604-2613 07 4113


LOS ANGELES
MAY 11 '00
CA
U.S.POSTAGE
0.00
PB METER
6735236

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

Note: Assistive listening devices are available at the meeting; upon 72 hour advance notice, other accommodations, such as sign language interpretation, and translation services will be provided. Contact the Legislative Assistant listed above for the needed services. TDD available at (213) 485-4735.

FILE NO.	SUBJECT
	(1)
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	(2)
CF 97-1168	Motion (Ferraro-Bernson), relative to modifying the "Q" condition contained in Ordinance 168334 to change the [Q]C1-1VL zone for Larchmont Boulevard between Beverly Boulevard and First Street, in order to define and restrict the number of area food service establishments and other matters related to local coffee stores, yogurt shops, bagel shops, and similar uses which are actually functioning as restaurants. Fiscal Impact Statement Submitted: No DISPOSITION _____

(3)

Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

Information Technology Agency to report relative to an appeal filed by Anjani Mandavia, Karna Ruskin, and Marsha Barron, protestants, from the entire determination of the Board of Zoning Appeals regarding a conditional use for the development, use, and maintenance of an automated, roof-mounted, wireless telecommunications facility on the roof of an existing two-story retail/office building at 10549 Pico Boulevard, subject to Conditions of Approval.

Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

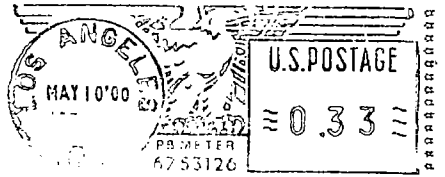
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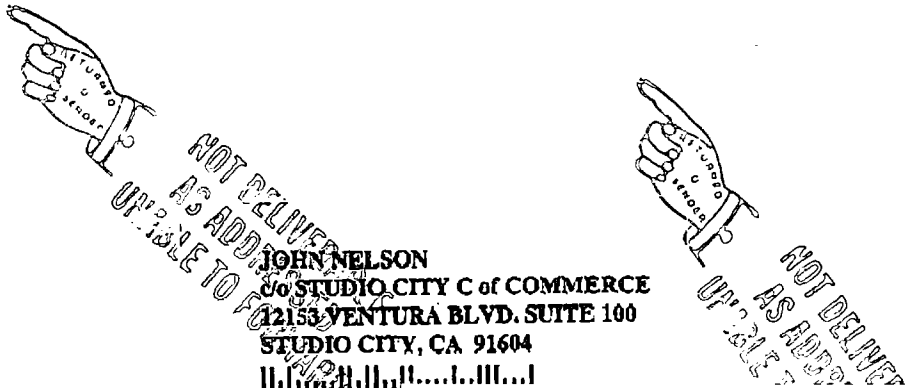
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pl0516.agd

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LOS ANGELES, CA 90012

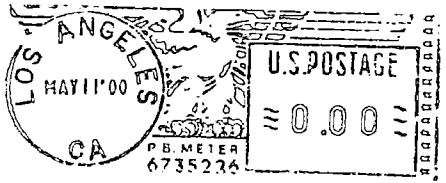
"AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER"





JOHN NELSON
c/o STUDIO CITY C of COMMERCE
12153 VENTURA BLVD. SUITE 100
STUDIO CITY, CA 91604

96127441


LOS ANGELES
MAY 11 '00
CA
U.S. POSTAGE
0.00
PB. METER
6735236

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

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COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

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Fiscal Impact Statement Submitted: No

DISPOSITION _____

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CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

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BZA 5768
ZA 99-0099-CUZ
CD 6

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Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

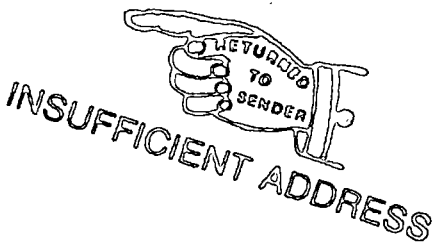
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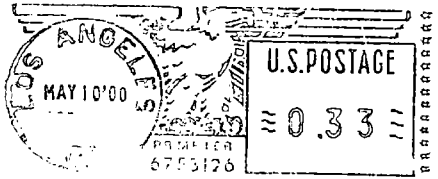
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pl0516.agd

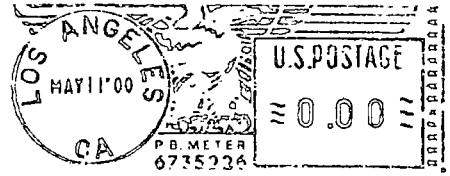
RETURN IN FIVE DAYS TO
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CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY –
AFFIRMATIVE ACTION EMPLOYER"





LORI ZELNER
TREELAND
TARZANA, CA 91356


LOS ANGELES
MAY 11 '00
CA
U.S.POSTAGE
0.00
PB METER
6735236

see #6

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

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Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

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Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

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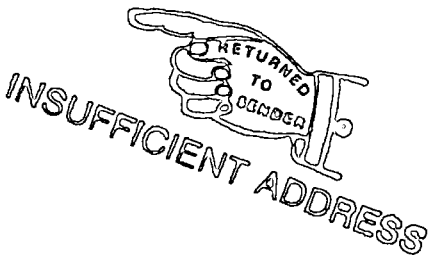
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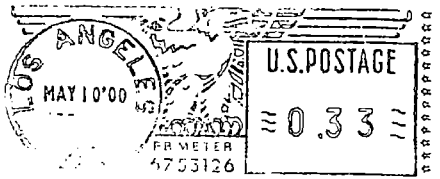
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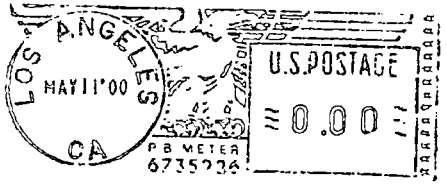
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LOS ANGELES, CA 90012

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MILT BLAKE
RESIDENT/CHAMBER
TARZANA, CA 91356


LOS ANGELES
MAY 11 '00
CA
U.S.POSTAGE
0.00
PB METER
6735236

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
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COUNCIL MEMBER MIKE HERNANDEZ

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Fiscal Impact Statement Submitted: No

DISPOSITION _____

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CF 00-0011
BZA 5768
ZA 99-0099-CUZ
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Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

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Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

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COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

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pl0516.agd

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CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER"

☐ FORWARDING ORDER EXPIRED
☐ ATTEMPTED – NOT KNOWN
☐ NO SUCH NUMBER
☐ INSUFFICIENT/APT. # NECESSARY
☐ UNCLAIMED ☐ VACANT
☐ REFUSED ☐ NO MAIL BOX
☐ ROUTE #_____ DATE_____
☐ CARRIER INITIALS_____

LOS ANGELES CA
MAY 12'00
PB METER
0755126

U.S.POSTAGE
0.33

SHERMAN OAKS CHAMBER OF COMMERCE
[redacted]

91436X2429 05


SANTA CLARITA CA 913
PM
2000

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

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CD 6

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Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

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RETURN IN FIVE DAYS TO
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RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER"

RETURNED TO SENDER
LARGE BUILDING
SUITE/APT NUMBER NECESSARY

FORWARDING ORDER EXPIRED
ATTEMPTED - NOT KNOWN
NO SUCH NUMBER
SUITE/APT. # NECESSARY
UNCLAIMED
VACANT
REFUSED
NO MAIL BOX
ROUTE #
DATE 5/17
CARRIER INITIALS

LOS ANGELES CA
MAY 12'00
PB METER 6753126
U.S.POSTAGE
0.33

MARY PANE
17327 VENTURA BLVD
ENCINO, CA [redacted]

[redacted]

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

Note: Assistive listening devices are available at the meeting; upon 72 hour advance notice, other accommodations, such as sign language interpretation, and translation services will be provided. Contact the Legislative Assistant listed above for the needed services. TDD available at (213) 485-4735.

FILE NO.	SUBJECT
	(1)
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(3)

Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

Information Technology Agency to report relative to an appeal filed by Anjani Mandavia, Karna Ruskin, and Marsha Barron, protestants, from the entire determination of the Board of Zoning Appeals regarding a conditional use for the development, use, and maintenance of an automated, roof-mounted, wireless telecommunications facility on the roof of an existing two-story retail/office building at 10549 Pico Boulevard, subject to Conditions of Approval.

Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

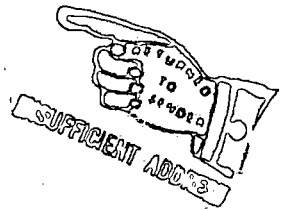
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LOS ANGELES, CA 90012

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MAY 12'00
PB METER
6753126
U.S.POSTAGE
$0.33



IR & MRS. JOHN MARDUKA
:494 ZELZAH AVE #127
:NCINO, CA 91356

31436/3333
31436/3333

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER HAL BERNSON, CHAIR
COUNCIL MEMBER CINDY MISCIKOWSKI
COUNCIL MEMBER MIKE HERNANDEZ

(John A. White - Legislative Assistant II - 213-485-5707)

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	(2)
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(3)

Planning and Land Use Management Committee to instruct the Planning Department to prepare a report relative to implementing new regulations to prohibit tire installation uses in certain commercial areas.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

Information Technology Agency to report relative to an appeal filed by Anjani Mandavia, Karna Ruskin, and Marsha Barron, protestants, from the entire determination of the Board of Zoning Appeals regarding a conditional use for the development, use, and maintenance of an automated, roof-mounted, wireless telecommunications facility on the roof of an existing two-story retail/office building at 10549 Pico Boulevard, subject to Conditions of Approval.

Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

Communication from the Director of Planning relative to amending the Ventura/Cahuenga Boulevard Specific Plan to correct outdated language, adjust boundaries, establish specific areas to address traffic congestion impacting residential neighborhoods, and other modifications relating to enforcement, use limitations, setbacks, landscaping, parking, and signage.

Fiscal Impact Statement Submitted: No

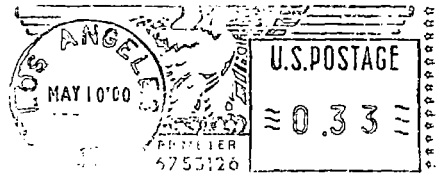
COMMENTS FROM PUBLIC ON ITEMS OF PUBLIC INTEREST
WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

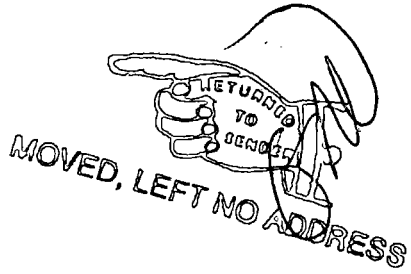
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LOS ANGELES, CA 90012

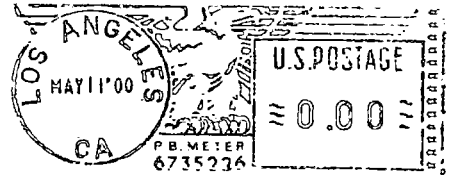
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Planning

DAVE STAUFFER
ECLIPSE PROMOTIONS, INC.
19454 VENTURA BLVD. STE. 100
TARZANA, CA 91356


LOS ANGELES
MAY 11 '00
CA
U.S.POSTAGE
0.00
PB.METER
6735236

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TUESDAY, MAY 16, 2000

ROOM 316, CITY HALL - 1 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

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Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

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BZA 5768
ZA 99-0099-CUZ
CD 6

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Applicant: Sprint PCS (Larry Miner/JM Consulting Group, Inc.)

(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

Communication from the Planning Commission and Ordinance effecting zone change from RA-1 to (T)(Q)RD3-1 for the proposed construction of a six unit condominium project at 5815 Yolanda Ave.

Applicant: Meyer Maskatel

(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
MND
CDs 2, 3, 4, 5, & 11

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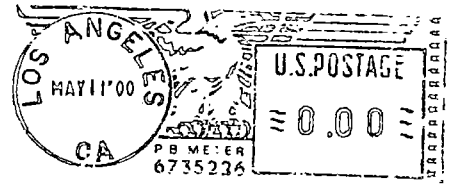
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RETURNED TO SENDER
INSUFFICIENT ADDRESS

LOS ANGELES CA
MAY 10'00
PB METER 6753126

U.S.POSTAGE
0.33

DAVID CONFRANCES
BROWN CENTER
TARZANA, CA 91356


LOS ANGELES
MAY 11 '00
CA
U.S.POSTAGE
0.00
PB METER
6735236

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Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

CONTINUED FROM 5-2-2000;
COUNCIL: 5-24-2000; TIME LIMIT FILE 5-24-2000

CF 00-0011
BZA 5768
ZA 99-0099-CUZ
CD 6

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(Board Vote: 3 - 0) CE

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

CF 00-0423
CPC 99-2224 ZC
CD 3

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(Commission Vote: 4 - 0) MND

Fiscal Impact Statement Submitted: Yes, by the Commission

DISPOSITION _____

(6)

CF 00-0561
CPC 99-0001 SP
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CDs 2, 3, 4, 5, & 11

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Fiscal Impact Statement Submitted: No

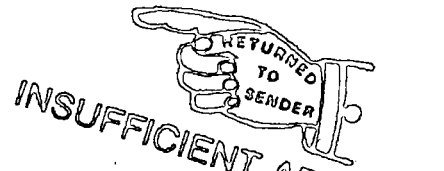
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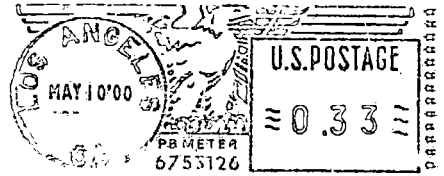
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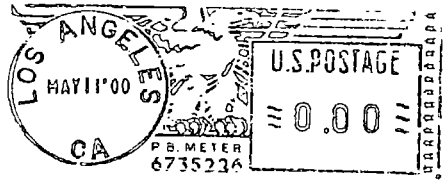
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00-0501

CINDY EZELLE
MANN THEATRES
TARZANA, CA 91356


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MAY 11 '00
CA
U.S.POSTAGE
0.00
P.B. METER
6735230