ORDINANCE NO. _____

An ordinance repealing, in its entirety, the existing Warner Center Specific Plan, and all amendments thereto, and establishing a new specific plan, called the Warner Center 2035 Plan, for a portion of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area.

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

Section 1. The City Council hereby repeals the existing Warner Center Specific Plan in its entirely and all amendments thereto.

Sec. 2. The City Council hereby establishes and adopts the attached Warner Center 2035 Plan for the area shown on Map 1 contained in the Warner Center 2035 Plan.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or 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 Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

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

Holly L. Wolcott, Interim City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By _____
EDWARD C. YOUNG
Deputy City Attorney

Date 9/20/2013

Pursuant to Charter Section 559, I **approve** this ordinance on behalf of the City Planning Commission and recommend that it be adopted . . . . .

September 17, 2013

See attached report.

Michael LoGrande
Director of Planning

File No(s). CF 13-0197; CPC File No. 2008-3470-SP-ZC-GPA-SUD

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WARNER CENTER 2035 PLAN

Warner Center 2035 Plan

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SECTION 1. INTENT OF THE PLAN

This Warner Center 2035 Plan was prepared and adopted with the following intent:

- This specific plan, the Warner Center 2035 Plan (sometimes referred to herein as the WC2035 Plan or the Plan), is intended to replace the existing Warner Center Specific Plan. This Plan covers those areas shown on ***Map 1***.

- The WC2035 Plan has been crafted as a unique urban planning blueprint intended to spur job growth and economic development.

- The WC2035 Plan is intended to be a development formula for the Warner Center regional center, a Transit Oriented District (TOD) with a plan providing a blueprint to give the developer the certainty of what is permitted under the WC2035 Plan and the community the certainty that a development will provide the necessary public benefits and mitigations prescribed by the WC2035 Plan.

- The WC2035 Plan looks to development as fundamental to supporting the regional transportation investment with the Metro Orange Line and as a result creating a vibrant TOD area based upon sustainability, community connectedness, accessible public transit, and promotion of innovative businesses, job diversity, and a safe and friendly pedestrian environment.

- The WC2035 Plan's transit-oriented development approach is intended to strengthen the City's Sustainable Community Strategy and in turn will help the five-county Region in attaining its adopted goals and targets to reduce green house gas emissions by concentrating development near transit infrastructure. As a result, the Warner Center2035 Plan helps to augment the investment in public transportation system by supporting region-wide goals like transitioning the Metro Orange Line from a Bus Rapid Transit line into a Light Rail line; allowing for Warner Center, as a Regional Center, to have multiple transit stops to provide better connections to local and regional bus routes; and updating and expanding the Warner Center Transit Hub located on Owensmouth Avenue.

- The proposed WC2035 Plan is intended to help to concentrate a mix of uses that are within walking distance of one another so people can easily walk rather than drive. The proposed Plan would create "complete streets" that accommodate alternatives to the car, in particular, an internal circulator in the form of a modern streetcar and "small slow vehicle" lanes for bicycles, Segway®-like vehicles, electric bicycles, other small electric vehicles, and any other vehicle that does not move faster than a bicycle (about 25 mph).

- As part of its Development-Oriented Transit strategy to enable Transit-Oriented Development to occur throughout most of the Plan, the WC2035 Plan establishes and funds a circulator transit system that may eventually evolve into a local streetcar system which could one day extend to adjacent communities to connect them economically to Warner Center, the central hub.

- The WC 2035 Plan is a response by the City of Los Angeles to address greenhouse gas emissions through "Smart Growth." That is the location of dense development adjacent to transit with a mix of uses designed to reduce vehicle trips and vehicle miles traveled.

- The WC2035 Plan is intended to provide a comprehensive and clear process that will permit development to occur in order to facilitate the creation of an urban center where people can live, work, and play.

SECTION 2. PURPOSE

The purpose of the Warner Center 2035 Plan is to create a vital mixed-use, transit-oriented district (TOD) for the Plan area and surrounding communities. The Plan's strategic provisions are intended to achieve a future state for the Plan area in which Warner Center's city streets are energized with the activity of many uses proximate to each other. Enhanced infrastructure is intended to provide residents easy access to a broad range of transit and "small, slow vehicle" options. Green, dynamic and eco-friendly streets are required to be inviting and walkable with retail and other Non-Residential uses at ground level with work or living space above. Though Warner Center is planned as a collection of neighborhoods, none shall be left disconnected or ignored. Low-emission public transit will be available for shuttling among its Districts and eventually to adjacent communities. Transit will reliably connect all parts of Warner Center and be easily accessible to the young, the old and those who are physically challenged. Activated street frontages and intersections will support pedestrian use of Transit. The expanded Metro Orange Line will be one of Warner Center's primary connections to the region, making daily work commutes and other trips car-free. Buildings are to be designed around Pedestrian-Adapted Pathways and Publicly-Accessible Open Spaces with all sidewalks shaded, comfortable and walkable.

The Warner Center 2035 Plan will create a vibrant and vital TOD. As such, the success of this TOD depends upon several guiding principles to synergize economic development over the life of the Plan. These principles include:

- A growth strategy that encourages and incentivizes infill development and redevelopment of existing properties.
- Promote structural development to reinforce a pattern of Districts with centers or nodes of greater residential density and commercial/industrial activity connected by public transit.
- Creation of a framework of transit, pedestrian and bicycle systems that provides alternatives to automobile use.
- Plan and reserve transportation routes in coordination with land use.
- Establish connectivity networks, including new streets and pedestrian adapted pathways, within and between the established Districts.
- Create a network of publicly-accessible open spaces to encourage public gathering and pedestrian activity.

- Incentivize and distribute land uses to enable a variety of economic, workplace, residential, recreational and civic activities.

- Develop a system of activity nodes and active streets throughout the Plan area, which directs future development to provide uses and patterns to activate the surroundings with outdoor public gatherings and pedestrian activity.

- Provide a comprehensive parking strategy that limits the over-production of parking and encourages both existing and proposed parking to be shared amongst many developments.

- Establish a system of public spaces, activity nodes and active streets frontages throughout the Plan area, which requires future development to provide uses and circulation patterns that activate the surroundings with outdoor public gatherings and pedestrian activity.

SECTION 3. RELATIONSHIP TO THE LOS ANGELES MUNICIPAL CODE

The regulations set forth in this Plan are in addition to those set forth in the Los Angeles Municipal Code (LAMC), as amended, and do not convey any rights or privileges not otherwise granted under the provisions and procedures contained therein, except as specifically provided herein.

Wherever this WC2035 Plan contains provisions that require lesser or greater restrictions or limitations on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the LAMC, the WC2035 Plan shall prevail. Notwithstanding the foregoing and unless otherwise specified, with respect to any change to the LAMC that is made subsequent to the adoption of this Plan and is inconsistent with this Plan's provisions, such change shall prevail over the inconsistent provisions of this Plan for as long as such inconsistency exists.

3.1 Superseded LAMC Provisions.

With respect to Projects within the Plan area, this Plan shall supersede the following LAMC regulations, making them inapplicable to Projects within the Plan area:

3.1.1 Site Plan Review Ordinance. This Plan supersedes LAMC Section 16.05.

3.1.2 Landscape Ordinance. This Plan supersedes LAMC Sections 12.40, 12.41, 12.42, and 12.43.

3.1.3 Commercial Corner/Mini-Shopping Center. This Plan supersedes LAMC Section 12.24-W.27.

3.1.4 Major Development Projects. This Plan supersedes LAMC Section 12.24-U.14.

3.1.5 Various Conditional Uses. This Plan supersedes LAMC Section 12.24-U.2 (Auditoriums, Stadiums, Arenas and the like); LAMC Section 12.24-U.6 (Educational Institutions); LAMC Section 12.24-U.7 (Electric Power Generating Sites); LAMC Section 12.24-U.12 (Hospitals and Sanitariums); LAMC Section 12.24-U.23 (Research and Development Centers); LAMC Section 12.24-U.24 (Schools); LAMC Section 12.24-V.2 (Mixed Commercial/Residential Use Development); LAMC Sections 12.24-W.18a (Dance Halls); LAMC Section 12.24-W.2 (Automobile Fueling and Service); LAMC Section 12.24-W.3 (Automobile Repair) and LAMC Section 12.24-W.4 (Automobile Use); LAMC Section 12.24-W.9 (Churches); LAMC Section 12.24-W.11 (CM Uses); LAMC Section 12.24-W.14 (Counseling and Referral Facilities); LAMC Section 12.24-W.15 (Developments combining residential and commercial uses); LAMC Section 12.24-W.24 (Hotels); LAMC Section 12.24-W.25 (Kennels); LAMC Section 12.24-W.30 (Nightclubs and

Other Establishments); LAMC Section 12.24-W.31 (Nurseries); LAMC Section 12.24-W.32 (Outdoor Eating Areas For Ground Floor Restaurants); and 12.24-W.34 (Penny Arcades).

3.1.6 Residential Projects - Open Space. This Plan supersedes LAMC Section 12.21-G.2.

3.1.7 Street Standards. This Plan supersedes LAMC Section 12.37.

3.1.8 Transitional Height. This Plan supersedes LAMC Section 12.21.1-A.10.

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

3.3 Incentives Related to Affordable Housing Projects. The rights provided in this Plan do not preclude or supersede an applicant's rights prescribed in LAMC Section 12.22-A.25 for Incentives Related to Affordable Housing.

3.4 This Plan shall supersede the existing Warner Center Specific Plan and all amendments thereto.

SECTION 4. DEFINITIONS

The following terms, whenever used in this Plan, shall be construed as defined in this Section. Words and phrases not defined in this Section 4 or elsewhere in this Plan shall be construed as defined in the LAMC.

ACTIVE GROUND FLOOR. Active Ground Floor uses may be commercial or residential in nature, but in both instances, the term Active Ground Floor shall mean the first floor of a Building or Structure that is oriented to the public or private streets and accessed directly from the abutting street.

ACTIVE STREET FRONTAGES. Designated streets where buildings incorporate features and elements that are human scaled and can be used and enjoyed by pedestrians. Specified locations of Active Street Frontages within the Plan area are shown on ***Map 10***.

ACTIVITY NODE. An activity focal point located at the intersection of streets where pedestrian-serving uses are concentrated. Specified locations of Activity Nodes within the Plan area are shown on ***Map 10***.

ADMINISTRATIVE CLEARANCE. See Section 5.3 of this Plan.

AUTOMOBILE DEALERSHIP. A business for local vehicle distribution that sells new or used cars at the retail level, based on a dealership contract or "franchise" with an authorized automaker or its sales subsidiaries. It employs automobile salespeople to do the selling. It may also provide maintenance services for cars, thus employing automobile mechanics, stock and sell spare automobile parts, and process warranty claims. It may also sell used automobile and other vehicles accessory to its new sales functions.

BASELINE DEVELOPMENT CONDITION. The existing development in the Plan area as of 2008, expressed in terms of Non-Residential floor area, residential floor area, and residential dwelling units, as set forth in Section 10.2 of this Plan.

BASIC DEVELOPMENT RIGHT. The right to develop land pursuant to Section 10.2.2.1 of this Plan.

BASIC DEVELOPMENT RIGHT PROJECT. A Project requesting development rights under Section 10.2.2.1 of this Plan.

BUILD-OUT LIMITATION. The projected level of development within the Plan area at the end of the year 2035, which projection serves as the build-out scenario for the Plan area, expressed in terms of Non-Residential floor area, residential floor area, and residential dwelling units, as set forth in Section 10.2 of this Plan.

BUILDING ENVELOPE. The physical separator between the interior and the exterior environments of an entire Building or Structure that serves as the outer shell to help maintain the indoor environment (together with the mechanical conditioning systems) and facilitate its climate control.

BUILDING FACADE. The exterior wall of a Building or Structure within a horizontal angle of 45 degrees from any surface lot line adjoining a public street.

COMMUNITY-SERVING USES. Those uses that provide social, educational, recreational, spiritual, and/or health benefits to the community. These uses are traditionally not for profit and include, but not limited to: community, governmental and public facilities (i.e., libraries, museums, fire/police stations, community centers, etc.); places of worship; non-profit hospitals and related non-profit medical uses; non-profit public and private schools and other non-profit educational facilities; child-care facilities; inter-generational care facilities; transit station and transit-related facilities and uses; elder-care facilities.

CUMULATIVE SQUARE FOOTAGE LIMIT. A maximum limit associated with the cumulative total square footage of floor area approved, over the life of the Plan, pursuant to: (i) the change of use provision of Section 5.3.2.1, (ii) the building addition provision of Section 5.3.2.6, (iii) the building addition provision of Section 5.3.2.7.1, and (iv) the building addition provision of Section 5.3.2.7.2, with respect to any given building/structure that exists as of the effective date of this Plan, which maximum limit shall be 50,000 square feet.

DEPARTMENT. The Department of City Planning or its successor department.

DIRECTOR. The Director of City Planning or his/her successor. The Director or his/her successor may appoint a designee or designees to act of his/her behalf on matters related to this Plan.

DISTRICT. Each of the eight (8) zoning districts (**see *Maps 2 through 9***) established in this Plan. These districts include: College, Commerce, Downtown, North Village, Park, River, Topanga, and Uptown.

ENTERTAINMENT USES. Active and performance uses, including but not limited to live music, live performances, karaoke clubs, comedy clubs, dance clubs, theaters, bars, taverns, and billiard halls or similar uses.

FLOOR AREA RATIO (FAR). The ratio of a building's total floor area, as defined in LAMC Section 12.21.1-A, to the area of its lot after any dedications (or net lot area).

GOVERNMENTAL OR PUBLIC FACILITIES. Improvements, Buildings and/or Structures primarily related to the operation of City, County, State or Federal governments, including, but not limited to, police and fire stations, government-operated parking lots, government offices, government equipment yards, sanitation facilities, public schools, public parks and similar

facilities in or through which general government operations are conducted. Private commercial or industrial activities on public lands shall not be considered Governmental or Public Facilities.

GRADUATED FLOOR AREA RATIO (FAR) TABLE. Each of the several tables set forth in this Plan that details a Project's required Non-Residential development based on that Project's proposed FAR. The provisions apply to only the College, Commerce, Downtown, and Uptown Districts. In addition, ***Appendix B*** sets forth a complete listing of the Graduated FAR Tables for all applicable Districts.

GROCERY STORE. A retail store having 7,500 square feet or more of floor area devoted to the sale of a wide assortment of foods, and which may have on-site specialty departments, such as a bakery or butcher shop.

GROUND FLOOR. Notwithstanding the definition in LAMC Section 12.03, the lowest level within a Building or Structure that has a floor level within three feet above or below curb level. A ground floor may or may not be directly accessible from the public or private street.

HEALTHCARE-RELATED USES. Health and medical related facilities, including without limitation hospitals, medical offices and services, specialty clinics, pharmaceutical services, research facilities, therapeutic centers, rehabilitation centers, birthing centers, nursing homes, convalescent homes, assisted living facilities, and specialty personal care homes.

HISTORIC RESOURCE: A building, structure, object, or site listed in or formally determined eligible for listing in a national, state or local register of historic resources, or identified as appearing eligible for historic designation through a historic resources survey accepted by the City's Office of Historic Resources.

HYBRID INDUSTRIAL USES. Those "light" industrial uses that are for the production of consumer-oriented products for end users rather than as the production of intermediary products for use by other industries.

LOCAL-SERVING RETAIL. Retail sale of goods or services needed by local residents on a regular basis, including: Apparel; Art gallery; Art supplies; Athletic/sporting goods; Bakery; Bars; Books or cards; Bicycle sales and repairs; Cafes; Clock or watch sales and/or repair; Clothing stores, Computer sales and repair; Drug store; Dry cleaner; Fabrics or dry goods; Financial services; Florist; Food/grocery store, including supermarket, produce, cheese and meat market and delicatessen; Hardware; Household goods and small appliances; Laundry or self-service Laundromat; Newsstand; Optician; Photographer, Photographic equipment and repair; Restaurants; Shoe repair; Stationery; Tailor; Toys; and Other similar retail items as determined by the Director.

LOS ANGELES COUNTY RIVER REVITALIZATION MASTER PLAN (LARRMP). A master plan approved in May 2007 by the Los Angeles City Council that describes a vision for the revitalization of the 32 miles of the Los Angeles River that are within the City of Los Angeles.

MASTER PLANNED PROJECT. Project or Unified Development with a Project site that is greater than 217,800 square feet (i.e., five acres) in area, which Project provides two or more buildings with functional linkages such as pedestrian or vehicular connections, common architectural and landscape features constituting distinctive design elements, and appear to be a consolidated whole when viewed from adjoining streets.

MITIGATION MONITORING PROGRAM (MMP). The mitigation measures, pursuant to the California Environmental Quality Act, for this Plan, their monitoring actions, and their enforcement agencies. The mitigation measures are set forth in ***Appendix C*** of this Plan.

MOBILITY FEE. The money a Project applicant is required to pay to the Warner Center Mobility Trust Fund, the amount of which is based on trip generation of building floor area or residential units and floor area ratio, pursuant to the terms of this Plan (see Section 7 and ***Appendix D***).

MOBILITY MITIGATION MEASURES. Physical street improvements for vehicular traffic, transit improvements and/or TDM measures that would reduce significant transportation impacts to the extent physically feasible, as determined by the Department of Transportation.

MULTIPLE-PHASE PROJECT. A Project constructed in multiple phases. All Projects in the Plan may be permitted to develop in stages or phases over specified time periods.

NEW STREETS. To create an enhanced circulation network, the Plan requires creation of additional private streets (i.e., not part of the public streets system) through existing private properties available to all forms of transportation. New Streets shall mean such network of private streets, which are publicly accessible and must intersect the public street system.

NON-RESIDENTIAL. Any use that contains no habitable floor area, with the exception of the work portion of Work-Live Units, is considered Non-Residential. For the purposes of this Plan, a hotel or similar use (i.e.; motel, lodge, motor inn, etc) shall be considered a Non-Residential Building or Structure.

PEDESTRIAN-ADAPTED PATHWAYS (PAP). Those accessways from the public right-of-way into a private development (i.e., alleys) that can be modified to become pedestrian-oriented by creating open spaces and having businesses open to such accessway. Motorized vehicle ingress and egress are limited.

PHASING PLAN. A plan showing the components of a Project that are proposed to be built in two or more phases, which plan is submitted as part of a Multiple-Phase Project Application.

PLAN. The Warner Center 2035 Plan, which is sometimes referred to herein as the WC2035 Plan.

PROJECT. The construction, erection, addition to or structural alteration of any Building or Structure (including any new parking lot, parking garage, or parking structure), or use of Building or land or change of use of a building or land, on a lot located in whole or in part within the Plan area which requires the issuance of a grading permit, foundation permit, building permit or land use permit. Notwithstanding the foregoing, those exempt actions specified in Section 5.3.1 of this Plan are not considered a Project under this Plan.

PUBLICLY ACCESSIBLE OPEN SPACE. Active or passive open space that is accessible to the public from at least 6 a.m. to 10 p.m., 7 days a week. Examples of such space shall include, but not be limited to, park space, plazas, landscaped setbacks connected to other open spaces, outdoor dining areas, walkways, bicycle ways and parkways associated with public or private streets.

STREET FRONTAGE. The length of a lot line separating a lot from any street or Pedestrian-Adapted Pathways.

STREET WALL. The vertical face of one or more Buildings or Structures that is adjacent to the Setback area and to the public right-of-way or street edge.

SURFACE PARKING. An area that is open to the sky that is organized into parking spaces that are marked for each vehicle and driving lanes in between the spaces so that vehicles can drive into and out of the spaces.

TRAFFIC MITIGATION PLAN (TMP). A document submitted by the applicant of a Project indicating proposed street and transit improvements, TDM measures and appropriate monitoring mechanisms, and/or other transportation improvements that will be implemented as part of such Project to mitigate significant transportation impacts of the Project or are otherwise required by the Department of Transportation pursuant to Section 7 of this Plan.

TRANSPARENT/TRANSPARENCY. Being able to provide/ability to provide unobstructed sightline and uninterrupted passage of light into a building.

TRANSPORTATION COORDINATOR. A full- or part-time paid employee of, or a contracted service for, an individual Project, or a Transportation Management Organization (TMO) or an employer organization whose function is to promote TDM programs including transit utilization, carpools and vanpools.

TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN. A program promoting reduced project-related vehicle trips either by ridesharing, transit use or other alternative forms of transportation (i.e., biking, zip car, job-housing/walking), to be provided by a Project applicant.

TRAFFIC IMPACT MITIGATION. The implementation of street improvements, transit improvements and/or TDM measures that reduces significant transportation impacts to the extent physically feasible, as determined by the Department of Transportation.

TRANSPORTATION MANAGEMENT ORGANIZATION (TMO). An organization that provides transportation services in a particular area, such as a regional center or commercial district. TMOs are public-private partnerships, consisting primarily of area businesses with local government support and include professionals and Transportation Coordinators who work for the TMOs in conjunction with the individual employers and its employees of the area's businesses.

TRUCK DEALERSHIP. A business for local vehicle distribution that sells new or used trucks at the retail level, based on a dealership contract or "franchise" with an authorized automaker or its sales subsidiaries. It employs salespeople to do the selling. It may also provide maintenance services for the trucks, thus employing mechanics, stock and sell spare parts, and process warranty claims. It may also sell used trucks and other vehicles accessory to its new sales functions.

UNIFIED DEVELOPMENT. A development with two (2) or more Buildings or Structures on a single lot, which have functional linkages such as pedestrian, vehicular and parking connections with common or complimentary architectural and landscape features constituting distinctive design elements of the development and appearing as a consolidated whole when viewed from adjoining streets. Unified Developments may include two or more contiguous lots or parcels separated only by a street or alley.

URBAN DESIGN STUDIO. The City's Urban Design Studio (UDS) is an policy division of the Department with the primary responsibility to make great public spaces, stronger communities, and a more livable and sustainable city, through focused planning, governmental collaboration, and community engagement.

WARNER CENTER CULTURAL AMENITIES FEE. A fee designed to specify that the cultural arts fees collected for Projects in the Plan area are to be collected into a specific fund, known as the Warner Center Cultural Amenities Trust Fund, to be used for cultural arts and amenities with the Plan area only. The parameters of the collection of the Fee are established in Section 9 of the WC2035 Plan.

WARNER CENTER CULTURAL AMENITIES TRUST FUND. A trust fund established for the collection and expenditure of the Warner Center Cultural Amenities Fee. Section 9 of the WC2035 Plan establishes the parameters for the collection and disbursement of such funds. This trust fund is to be established by an ordinance that is separate and distinct from this Plan.

WARNER CENTER CULTURAL AMENITIES MASTER PLAN. A guide with goals and objectives for the coordination, planning, and implementation of cultural and artistic facilities, services, and

community amenities, which are to be provided throughout the Plan area and are to be funded with the monies in the Warner Center Cultural Amenities Trust Fund.

WARNER CENTER TRANSIT HUB. The Orange Line transit hub located on Owensmouth Avenue between Erwin Street and Oxnard Street in the Plan area.

WARNER CENTER MOBILITY TRUST FUND. A trust fund established for those Transportation Impact Assessment Fees collected from Projects and to be used for funding the Transportation Improvement Mitigation Program. This trust fund is to be established by an ordinance that is separate and distinct from this Plan.

WORK-LIVE UNIT. A Dwelling Unit within which workspace is reserved for, and regularly used by, one or more persons residing in such unit. The minimum area devoted for living and sleeping purposes in a Work-Live Unit shall be 300 square feet. The standards for qualification as a Work-Live Unit is established in Section 6 of this Plan in each District where residential uses are permitted. Notwithstanding LAMC provisions related to Joint Living and Work Quarters (Sections 12.03, 12.21-C.9, and 91.8502.1), for purposes of this Plan and its limitations, Work-Live Units that exceed the limits specified in LAMC Section 12.21-C.9 shall not be considered as a residential occupancy.

SECTION 5. DEVELOPMENT REVIEW PROCESS, PROCEDURES AND FEES

5.1 Prohibitions.

No permit for any Project shall be issued unless the Project complies with the requirements of this Plan, as determined by the Director pursuant to Section 5.3 of this Plan. Notwithstanding anything to the contrary, the issuance of any building permit for any Project shall be subject to the following limitations:

5.1.1 [reserved]

5.1.2 Permitted Non-Residential floor area. If the approval of a Project would result in a cumulative total of more than 30,100,000 square feet of permitted Non-Residential floor area in the entire Plan area, then that Project may only be approved as a Basic Development Right Project. Such cumulative total square footage shall include all permitted Non-Residential square feet of development within the Plan area on and prior to the effective date of this Plan.

5.1.3 Permitted Residential Floor Area. If the approval of a Project would result in a cumulative total of more than 32,600,000 square feet of permitted residential floor area in the entire Plan area, then that Project may only be approved as a Basic Development Right Project. Such cumulative total square footage shall include all permitted residential square feet of development within the Plan area on and prior to the effective date of this Plan.

5.1.4 Permitted Residential Dwelling Units. If the approval of a Project would result in a cumulative total of more than 26,048 permitted dwelling units in the entire Plan area, then that Project may only be approved as a Basic Development Right Project. Such cumulative total number of dwelling units shall include all permitted dwelling units within the Plan area on and prior to the effective date of this Plan.

5.1.5 Size of Dwelling Units. No permit shall be issued to any Project containing any Dwelling Unit that is smaller than 300 square feet in size.

5.1.6 Division of Land (pursuant to Article 7 of the LAMC) of: (i) any lot whose size is 217,800 square feet or larger; (ii) any Unified Development with an aggregate size of 217,800 square feet or larger; or (iii) any lots with common utilization (such as shared parking or shared access), which lots have an aggregate size of 217,800 square feet or larger shall not be approved prior to the submittal and approval of a Project Permit Compliance application for a Master Planned Project in accordance with LAMC Section 11.5.7-C and Section 5.3.3.3 of this Plan. Any applicable parcel of land may apply for a subdivision pursuant to

LAMC Article 7 concurrently with a Project Permit Compliance application and shall submit the required application materials required.

5.2 General Provisions That Apply To All Lots in the WC2035 Plan Area.

5.2.1 The owner of any lot in the Plan area that contains landscaping shall maintain that landscaping in good condition, as determined by the Director.

5.2.2 The owner of any lot in the Plan area that contains landscape features, including but not limited to walkways, benches and fountains, shall maintain such features in a condition as similar as possible to their original state when installed, both in structural integrity and cosmetic appearance.

5.3 Development Review Process.

Notwithstanding LAMC Section 11.5.7, the development review process set forth in this Plan shall be applicable to and is required for all Projects (as defined in Section 4 of this Plan) in the Plan area. Any activity that does not meet the definition of "Project" (as defined in Section 4 of this Plan) shall not be subject to the provisions of this Plan. This Plan's Development Review Process is a staff-level review process and is divided into two categories:

- Administrative Clearance: Projects referenced in 5.3.2 below shall be eligible for Administrative Clearance. An Administrative Clearance is ministerial in nature and is approved with a sign-off from the Director. The Director shall issue a sign-off on an Administrative Clearance only if the Project complies with the Plan. Prior to any sign-off, in reviewing a Project, the Director shall consult with ***Appendix C*** (Mitigation Measures Table) and the Project shall demonstrate compliance with any mitigations which apply to the specific project or, alternatively, if a Project prepares its own Project level environmental review, then the mitigations measures from that environmental analysis and review are applicable to that Project.

- Project Permit Compliance: All Projects (as such term is defined in Section 4 of this Plan, which definition excludes those activities listed below in Sections 5.3.1.1 through 5.3.1.9, inclusive) that are not subject to the Administrative Clearance process shall be subject to the Project Permit Compliance process set forth in LAMC Section 11.5.7. A Project Permit Compliance is discretionary in nature and is reviewed in accordance with LAMC Section 11.5.7. Prior to any Project Permit Approval, the Director shall impose any mitigations resulting from identified impacts in a Project specific environmental analysis. Prior to any Project Permit Approval, the Director shall consult with ***Appendix C*** (Mitigation Measures Table) and shall impose any mitigations, which apply to the specific Project or, alternatively, if a Project prepares its own Project level environmental

review, then the mitigations measures from that environmental analysis and review are applicable to that Project.

The Plan's treatment of proposed development and land use activities shall be as detailed below:

5.3.1 Exemptions.

As specifically referenced in the definition of "Project" set forth in Section 4 of this Plan, each of those activities set forth below in Section 5.3.1.1 through 5.3.1.9, inclusive, is not considered a "Project" for purposes of this Plan and shall be exempt from all requirements of this Plan, including without limitation the street dedication and improvement requirements set forth in Section 7 of this Plan.

5.3.1.1 Any proposed development activity that has obtained a still-valid discretionary land use approval from the City prior to the effective date of this WC2035 Plan.

5.3.1.2 Demolitions of any Building or Structure or site, or portions of a Building or Structure or site, not designated as a Historic Resource. Historic Resources must file pursuant to Section 5.3.3 of this Plan.

5.3.1.3 Grading, less than 1,000 cubic yards of dirt, on a site not designated as a Historic Resource. Historic Resources must file pursuant to Section 5.3.3 of this Plan.

5.3.1.4 Temporary Use of Land permits, not to exceed two permits per year per lot, and each permit shall not allow more than seventy-five (75) days.

5.3.1.5 Any proposed development activity for which plans were accepted by the Department of Building and Safety for plan check prior to the effective date of this WC2035 Plan.

5.3.1.6 Any proposed development activity that is required in order to comply with an emergency order issued by the Department of Building and Safety for the repair of an unsafe or substandard condition.

5.3.1.7 The restoration, repair, alteration, or remodeling of an existing Building or Structure or a site not designated as a Historic Resource, provided that no such modification increases the

height, floor area or building footprint of the original Building or Structure. Any restoration, repair, alteration, or remodeling of a designated Historic Resource must file pursuant to Section 5.3.3 of this Plan.

5.3.1.8 Interior tenant improvements or interior remodeling of any existing Building or Structure or a site not designated Historic Resource. Any interior alterations to the ground floor that involve reducing ground floor transparency are not exempted and must file pursuant to Section 5.3.3 of this Plan. Any interior tenant improvements or interior remodeling of a designated Historic Resource must file pursuant to Section 5.3.3 of this Plan.

5.3.1.9 Exterior remodeling of any Building or Structure or a site not designated Historic Resource that is in existence as of the effective date of this Plan and does not result in an increase in height, floor area, or the building footprint. Any exterior remodeling of a designated Historic Resource must file pursuant to Section 5.3.3 of this Plan.

5.3.2 Administrative Clearance.

A Project shall be subject to the Administrative Clearance process if all of the following are true:

(i) The Project is neither a Multiple-Phase Project nor a Master Planned Project;

(ii) The Project is not a Basic Development Right Project.

(iii) The Project does not involve: (a) the subdivision of a lot that is larger than 217,800 square feet in lot area, (b) a stand-alone parking structure, (c) adding more than 50,000 square-feet of net new floor area, (d) adding 50 or more net new dwelling units, or (e) any Entertainment Uses pursuant to Section 6.2.9 of this Plan; and

(iv) The Project falls within one or more of the descriptions set forth below in Section 5.3.2.1 through 5.3.2.7, inclusive.

5.3.2.1 Change of use within an existing Building or Structure (existing as of the effective date of this Plan) to a use permitted by this Plan, up to the Cumulative Square Footage Limit.

Notwithstanding the contrary provisions of Section 12.21-A.4 (m) of the LAMC or any other provisions of this Plan, no additional parking shall be required for a change of use in an existing Building or Structure to a use permitted by this Plan. Additionally, such change of use within the existing Building or Structure shall not be required to comply with this Plan's Urban Design Guidelines and Activity Node and Active Frontage Street requirements and shall not require street dedication or improvements. Unless otherwise specified, the requirements set forth in Section 7 of this Plan shall apply to these Projects, including the payment of a Mobility Fee, where applicable. Change of use within any single Building or Structure to a use permitted by this Plan shall benefit from this provision as long as it does not exceed the Cumulative Square Footage Limit.

5.3.2.2 A Project with less than 50 dwelling units (or guest rooms, in the context of a hotel or similar use), provided that such a Project conforms to all provisions of the Plan.

5.3.2.3 A Project with 50,000 gross square feet or less of Non-Residential floor area, provided that such Project conforms to all provisions of the Plan.

5.3.2.4 Exterior remodeling of any Project that was approved pursuant to Sections 5.3.2 and 5.3.3 of this Plan.

5.3.2.5 Condominium conversions.

5.3.2.6 With respect to Buildings or Structures that exist as of the effective date of this Plan, a building addition (including any mechanical additions) that does not exceed the Cumulative Square Footage Limit shall be eligible for Administrative Clearance, if such Project results in new floor area but does not change the existing Building Envelope. Such Project shall not be required to comply with this Plan's Urban Design Guidelines, the Activity Node and Active Street Frontage Street requirements, and the requirements for street dedication or improvements, but shall comply with other provisions of this Plan. Unless otherwise specified, the requirements set forth in Section 7 of this Plan shall apply to these Projects, including the payment of a Mobility Fee, where applicable.

5.3.2.7 With respect to Buildings or Structures that exist as of the effective date of this Plan, a building addition that does not exceed the Cumulative Square Footage Limit shall be eligible for Administrative Clearance, even if such Project results in change in the existing Building Envelope, subject to the following limitations:

5.3.2.7.1 Any vertical addition to an existing Building or Structure shall not exceed fifty percent (50%) of the total floor area within the existing Building or Structure based upon its floor area as of the effective date of this Plan. Such additions are neither required to comply with the Plan's Urban Design Guidelines nor required to provide street dedications and improvements; however, such additions shall demonstrate compliance with all other Plan provisions. Unless otherwise specified, the requirements set forth in Section 7 of this Plan shall apply to these Projects, including the payment of a Mobility Fee, where applicable.

5.3.2.7.2 Any horizontal addition to an existing Building or Structure shall not exceed twenty-five percent (25%) of the total floor area within the existing Building or Structure based upon its floor area as of the effective date of this Plan. Such additions are neither required to comply with the Plan's Urban Design Guidelines nor required to provide street dedications and improvements; however, such additions shall demonstrate compliance with all other Plan provisions. Unless otherwise specified, the requirements set forth in Section 7 of this Plan shall apply to these Projects, including the payment of a Mobility Fee, where applicable.

5.3.3 Project Permit Compliance.

Any Project that is not subject to the Administrative Clearance process set forth in Section 5.3.2 of this Plan shall be subject to the Project Permit Compliance process set forth in LAMC Section 11.5.7-C. The following additional provisions set forth in this Section 5.3.3 shall apply to Multiple-Phase Projects and Master Planned Projects:

5.3.3.1 Requirements for Multiple-Phase Projects.

Any permit application for a Multiple-Phase Project shall be subject to the Project Permit Compliance process, in accordance with the procedures specified in LAMC Section 11.5.7 and the supplemental procedures specified below in subsections 5.3.3.1.1 through 5.3.3.1.3, inclusive. The materials provided in the application, supplemental application, and phasing documentation will allow the Director to decide to approve, disapprove, or approval with conditions the Project Permit Compliance application and to provide the findings for that decision.

5.3.3.1.1 Supplemental Application Filing – Phasing Plan.

For a Multiple-Phase Project, the applicant shall submit a supplemental application, along with a Project Permit Compliance Review application, that describes a Phasing Plan containing, at a minimum, all of the following:

(a) A conceptual site plan including proposed density and land uses for each and every phase of the entire Multiple-Phase Project;

(b) A complete list, both in narrative form and display maps, of those intersections and/or local residential streets on which the proposed Multiple-Phase Project may have significant transportation/mobility impacts, including small slow vehicles, pedestrians, and bikes;

(c) A complete list of the proposed regional or sub-regional transportation and mobility improvements to be provided as part of the Multiple-Phase Project;

(d) A Transportation Demand Management (TDM) plan, and

(e) A complete list, both in narrative form and display maps, of the location of facilities and improvements that demonstrate

connectivity through the Project site, to the surrounding streets, and to nearby transit, including, but not limited to, new streets, pedestrian routes, pedestrian adapted pathways, bike facilities, and bikeways.

The above submittal requirements established in (a) through (e) may be in the form of estimates for future studies.

The Phasing Plan shall include detailed plans and elevations for all phases of the development of the Project.

5.3.3.1.2 Phasing Plan Documentation.

The Phasing Plan shall document the sequence of development of the proposed Multiple-Phase Project and include the following information in clear and defined phases:

(a) Building/Structure locations, land use(s), Building/Structure heights, and total floor area of the Project in each phase.

(b) Demolition schedule of existing Buildings and Structures including the retention of any existing Building(s) or Structure(s).

(c) Anticipated Project development phases by estimated completion dates.

(d) Parking allocation between phases.

(e) Anticipated internal physical improvements for each phase of the Project, including internal streets, sidewalks, private walkways, open spaces, landscaping, lighting, and other amenities supporting these improvements.

(f) Anticipated external physical improvements for each phase of the Project, including streets improvements, sidewalks, bike

paths, landscaping, lighting, and other amenities supporting these improvements.

(g) Regional or sub-regional transportation/mobility improvements anticipated to be constructed in each Project phase.

5.3.3.1.3 City's Department of Transportation (DOT) Review of the Phasing Plan.

Prior to the Director's approval of the Phasing Plan, the DOT shall: (i) review the proposed Phasing Plan; (ii) identify the transportation/mobility mitigation to be undertaken by the Project applicant for the initial Project phase; (iii) determine and approve any applicable in-lieu credits, towards the payment of the Mobility Fee pursuant to Section 7 of this Plan, available to the Project; (iv) determine that the proposed Transportation Demand Management (TDM) program goals are in conformance with the provisions of this Plan; and (v) calculate the Mobility Fee for the initial Project phase based on the FAR of the building permits for that phase of the project plus any existing buildings within the project site. If an applicant subsequently submits a modification to the Project, which modification results in a change in density, land use or floor area from an approved Phasing Program, appropriate adjustments in fees, traffic impact mitigation, street dedication, widening and improvement requirements, and/or TDM requirements applicable to the change shall be made as a condition of DOT's approval of such a modification.

5.3.3.2 Approval of a Multiple-Phase Project.

The Director shall review all materials, reports, plans, and narratives submitted in connection with an application for a Multiple-Phase Project and approve, disapprove, or conditionally approve the Multiple-Phase Project.

An approved or conditionally approved Multiple-Phase Project shall adhere to the following:

5.3.3.2.1 Compliance with an Approved or Conditionally Approved Multiple-Phase Project.

Multiple-phase Projects that have been approved or conditionally approved pursuant to the Project Permit Compliance review process per Section 5.3.3 shall not require Project Permit Compliance review for future building permit applications for the subsequent phases of development, provided that each subsequent phase of development shall be reviewed by the Director for full compliance with the terms and conditions of the Multiple-Phase Project approval.

5.3.3.2.2 Modifications to An Approved or Conditionally Approved Multiple-Phase Project.

Any changes to any phase of development, including changes to elevations, site plan, orientation, and other design features to a Multiple-Phase Project, shall require a modification to a Project Permit Compliance pursuant to the requirements of LAMC Section 11.5.7-D. Any modification request shall include submittal of all materials necessary to support the modification request including, but not limited to, supplemental application materials, phasing documentation and DOT review specified above in subsections 5.3.3.1.1 through 5.3.3.1.3.

5.3.3.2.3 Covenant for An Approved or Conditionally Approved Multiple-Phase Project.

Prior to the issuance of any building permit for the first phase of an approved or conditionally approved Multiple-Phase Project, the owner(s) of the lot(s) on which the entire Multiple-Phase Project is located shall execute and record a covenant and agreement obligating the owner(s) of the land or any successor(s) in ownership to comply with the requirements and/or conditions of

the Director's approval or conditional approval. The covenant and agreement shall be in a form satisfactory to the Department and shall be recorded against all lots subject to the Multiple-Phase Project.

5.3.3.2.4 Additional Authority of the Director.

The Director, in approving a Multiple-Phase Project, may allow the following uses to accommodate the phased nature of such Project:

(a) Temporary surface parking may be permitted by the Director as part of a Multiple-Phase Project; and

(b) Parking in excess of the maximum allowable number of parking spaces specified in Section 6.2.3 of this Plan shall be permitted for one or more phases, provided that the total number of parking spaces does not exceed the total number approved for all phases of the Multiple-Phase Project.

5.3.3.3 Master Planned Projects

5.3.3.3.1 Establishment of Master Planned Projects.

The intent of Section 5.3.3.3 is to establish procedures for Master Planned Projects to ensure that the pedestrian and walkability goals of the Plan are preserved and/or enhanced. The Master Planned Project requirement is designed to protect large lots from incremental development that, over time, would prevent the larger development goals of the Plan from being realized.

5.3.3.3.2 Requirement for Master Planned Projects.

In addition to having to comply with the procedures established in LAMC Section 11.5.7-C, any Project or any Unified Development located on a Project site that is over 217,800 square feet shall be master-planned and must submit a

supplemental application for Master Planned Projects to the Department as part of the submittal requirements for a Project Permit Compliance application. Any Project that is required to be master-planned shall comply with all requirements established in Sections 6.2.2, 6.2.3, 6.2.4, 6.2.5, and 6.2.6 of this Plan.

5.3.3.3.3 Submittal Requirements for Master Planned Projects.

For a Master Planned Project, the applicant shall submit a supplemental application, which, at a minimum, shall provide a conceptual site plan with functional linkages throughout the site including, but not limited to: New Streets, Pedestrian-Adapted Pathways, Publicly Accessible Open Space, walkways, sidewalks, landscaping (including trees), lighting, fire lanes, parking, and other urban design features.

5.3.3.3.4 Approval Requirements for Master Planned Projects.

In approving or approving with conditions a Project Permit Compliance application for a Master-Planned Project, the Director shall review the applicant's conceptual site plan provided per Section 5.3.3.2.3 for consistency with Sections 6.2.2, 6.2.3, 6.2.4, 6.2.5, and 6.2.6 of this Plan. The Director shall make specific findings that the Project is consistent with those Sections.

5.3.4 Director's Determination for Alternative Design.

If a proposed Project approval under Section 5.3.2 or 5.3.3 of this Plan cannot meet the design standards established in Section 6.2.6.2 of this Plan, the applicant may apply to the Director for a Director's Determination. Such application shall be processed in accordance with the procedures specified in LAMC 11.5.7-E.1. Such application shall not be limited by the limitations specified in LAMC 11.5.7-E.2. In reviewing such an application for Director's Determination, the Director shall approve the proposed Project upon a written finding that such Project satisfies all of the following requirements, in addition to

any other required findings that pertain to the Project Permit Compliance review:

5.3.4.1 That the Project substantially conforms to the purposes and intent of the Urban Design Guidelines specified in Section 6.2.6.3 of this Plan;

5.3.4.2 That there are special circumstances applicable to the Project or Project site, which make strict application of the urban design regulation(s) impractical;

5.3.4.3. That, in approving the Project for alternative design, the Director has imposed Project requirements and/or decided that the proposed Project will substantially comply with all other applicable specific plan regulations; and

5.3.4.4. That, in approving the Project for alternative design, the Director has considered and found no detrimental effects of the proposed Project on surrounding properties and public rights-of-way.

5.3.5 Standards for Projects Requesting a Development Agreement in Conjunction with the Plan's Project Permit Compliance Process.

The following standards/public benefits should be considered by the City, as guidance rather than as requirements, in approving, at the City's full discretion, any development agreement (pursuant to California Government Code Section 65864 et seq.) proposed in conjunction with a Project.

Affordable Housing. When appropriate, as determined by the City at its full discretion, the proposed Project is to provide affordable housing equal to or greater than the affordable housing requirement under state law and the LAMC. Alternatively and/or additionally, when appropriate, the proposed Project may provide funding/payment for affordable housing.

Workforce Housing. When appropriate, as determined by the City at its full discretion, the proposed Project is to provide housing incentives for employees who work in Warner Center to live in Warner Center.

Living Wage. When appropriate, as determined by the City at its full discretion, the proposed Project is to comply with the City of Los Angeles' Living Wage Ordinance, whether or not such Project would otherwise trigger the applicability of such ordinance .

Construction Trades/Prevailing Wage. When appropriate, as determined by the City at its full discretion, the proposed Project is to pay a prevailing wage for all short- and long- term construction jobs, including core and shell construction.

Local Hiring/First Source. When appropriate, as determined by the City at its full discretion, the proposed Project is to implement a first-source hiring plan to facilitate the employment of local job applicants by the employers in the Project, including short-term construction jobs.

Park and Recreational Facilities. When appropriate, as determined by the City at its full discretion, the proposed Project is to provide public recreational funding greater than that required under state law and the LAMC.

Cultural Arts. When appropriate, as determined by the City at its full discretion, the proposed Project is to provide cultural arts funding greater than that required pursuant to Section 9 of this Plan.

Mobility/Transportation Facilities and Programs. When appropriate, as determined by the City at its full discretion, the proposed Project is to provide for construction and/or funding of Mobility programs greater than that required of a Project pursuant to Section 7 of this Plan. These programs include, but are not limited to, neighborhood protection and transportation demand management.

Community Facilities. When appropriate, as determined by the City at its full discretion, the proposed Project is to provide space within the proposed Project for community facilities, including, but not limited to, community rooms, museums, libraries, and police substations.

Historic Exhibits. When appropriate, as determined by the City at its full discretion, the proposed Project is to provide internal and/or external exhibits within the proposed Project to display photographs, memorabilia, public art, landscaping, artistic representations and murals, and signage to celebrate the history of the Project site and/or the history of Warner Center and/or Woodland Hills.

5.3.6 Development Review Fees.

5.3.6.1 Department's Fees.

For the Department's fees for review and approval of Projects under this Plan, see LAMC Section 19.01.

5.3.6.2 Fees of the Department of Transportation.

Review fees charged by the City's DOT for the review of Projects under this Plan shall be the same as those fees charged by DOT for project review and approval specified in LAMC Section 19.15. All such fees that have been collected by the City shall be deposited in the Warner Center Mobility Trust Fund.

5.3.7 Modification or Waiver of Obligations to Provide Public Elements.

Notwithstanding anything to the contrary, with respect to a Project applicant's obligation to provide public access on the Project site in connection with New Streets, Pedestrian-Adapted Pathways, or Publicly Accessible Open Space, as may be required under this Plan, such obligation may be modified or waived pursuant to the process set forth in LAMC Section 11.5.7-F, except that the findings set forth in LAMC Section 11.5.7-F.2 shall be replaced with the sole finding that there is no reasonable relationship between the impact of the Project and such obligation.

SECTION 6. USE AND DEVELOPMENT STANDARDS

This Section 6 of the WC2035 Plan establishes eight (8) Districts, as shown on ***Maps 2-9***. Each District includes a comprehensive set of development standards that shall be applied along with the design standards included in Section 6.2.6.2 and the Urban Design Guidelines in ***Appendix F***. The development standards set forth by this Plan are organized by District, and will ensure that new Projects and the re-use of existing structures are of high-quality and are designed to support the goals of the WC2035 Plan.

6.1 DISTRICT STANDARDS.

6.1.1 Establishment of Districts.

This Plan establishes eight (8) Districts (***see Maps 2, 3, 4, 5, 6, 7, 8, and 9***). These Districts are: College District, Commerce District, Downtown District, North Village District, Park District, River District, Topanga District, and Uptown District.

6.1.2 Requirements for Projects by District.

6.1.2.1 College District

The College District is generally bounded by Victory Boulevard to the north, De Soto Avenue to the east, Oxnard Street to the south, and a north-south line located between and parallel to Canoga Avenue and Variel Avenue to the west (*see **Map 2** for a specified depiction of the boundaries of this District*). This District is intended to provide work-live opportunities for people who are involved with the making, servicing, or selling of goods, or provision of services. While this Plan envisions new residential opportunities in this District, this Plan also has a goal of retaining the history of industrial uses within this District. It is intended that new buildings or structures will have high-quality design that is pedestrian friendly and provides transparency along the street front. It is anticipated that this District will be served by the De Soto Avenue Orange Line station and a future transit station at the intersection of Oxnard Street and Variel Avenue. Adaptive reuse and Work-Live Units are encouraged in this District, as long as they comply with the development standards specified below in Section 6.1.2.1.3. Public streets within this District are intended to serve multiple modes of transit to provide complete modal networks within the Plan area.

Standards for all Projects in the College District:

6.1.2.1.1 **Uses**: Permitted, conditioned, and prohibited uses are shown on the table in ***Appendix A***.

6.1.2.1.2 **Intensity**: A base maximum FAR of 4.5:1 shall be permitted for all lots within this District.

6.1.2.1.3 **Permitted Development by Floor Area:** All Projects shall provide a minimum percentage of Non-Residential floor area, based on the total FAR of the Project, as follows:

Graduated FAR Table		
FAR	**Minimum Non-Residential Floor Area**	**Maximum Residential Floor Area**
≤1.0	*100%*	0%
>1.0 Up To 1.25	*90%*	10%
>1.25 Up To 1.5	*80%*	20%
>1.5 Up To 1.75	*70%*	30%
>1.75 Up To 2.0	*60%*	40%
>2.0 Up To 2.25	*50%*	50%
>2.25 Up To 2.5	*40%*	60%
>2.5 Up To 2.75	*30%*	70%
>2.75 Up To 3.0	*20%*	80%
>3.0	*15%*	85%

[See ***Appendix B*** for a complete listing of the Graduated FAR Tables for all Districts.]

6.1.2.1.4 **Ground Floor Limitations**: No new ground floor residential uses shall be permitted for all Projects fronting the following street portions within the College District: 1) both sides of Variel Avenue

(between Oxnard Street and Erwin Street) and 2) north side of Oxnard Street (between the western end of the College District and De Soto Avenue).

The ground floor of any Project within the College District shall be subject to subsections (a) through (d), inclusive, below; except that those Projects subject to section 5.3.2 shall not be subject to such subsections below:

(a) Ground floor Non-Residential development shall have a minimum depth of 25 feet from the front Building Façade and a minimum of 15 feet in floor-to-floor height.

(b) Ground floor Non-Residential development shall have a minimum of 75 percent of the Building Facade located between 30 inches and 84 inches from the finished grade devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards such minimum percentage.

(c) Where residential uses are prohibited on the ground floor in the College District, non-habitable uses that are used in conjunction with residential uses may be permitted on the ground floor including but not limited to: leasing offices, community centers, entrance lobbies, and concierge services; provided that such uses shall be subject to the provisions established in subsections (a) and (b) above.

(d) Parking shall only be permitted on the ground floor of a Building or Structure when at least eighty percent (80%) of the ground floor frontage on any side of an above-grade parking structure that is either adjacent to a public street (except an alley) or adjacent to a public open space/plaza is devoted to ground floor Non-Residential development, which Non-Residential

development shall be subject to the provisions established in subsections (a) and (b) above. At least the first 12 vertical feet of the ground-level Building Facade of such Building or Structure shall include all of the following features:

- Building Facade articulation and modulation through changes in vertical wall plane and/or a change in building material.
- Use of windows with glazing that may be translucent but shall not include black or mirrored glass or similar opaque glazing.
- Integration of building entrances.
- Buffering of the street edge with landscaping, berms, or landscaped planters.

6.1.2.1.5 **Building Height**: All Projects within the College District shall be permitted an unlimited Building or Structure height. In addition, the following height-related provisions shall apply to all Projects within the College District:

(a) Street Wall: All Projects with frontage along a public street or highway shall be required to have a minimum Building or Structure height of 35 feet along that public street or highway. This Street Wall design shall follow the guidelines established in the Urban Design Guidelines in ***Appendix F***.

(b) Any Project over 75 feet in height shall be subject to additional submittal requirements as set forth in the Mitigation Monitoring Program.

6.1.2.1.6 **Street Standards**: The standards for streets in the College District shall be established pursuant to the figures contained in ***Figures 1-11***.

6.1.2.1.7 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan-Wide Standards) below. Four (4) Activity Nodes are hereby established in the College District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTIONS
Oxnard Street and Variel Avenue
Victory Boulevard and De Soto Avenue
Victory Boulevard and Variel Avenue
Erwin Street and Variel Avenue

6.1.2.1.8 **Active Street Frontages**: The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan Wide Standards) below. Two (2) Active Street Frontages are hereby established in the College District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
East and west side of Variel Avenue between Victory Boulevard to the north and Oxnard Street to the south.
North and south sides of Erwin Street between approximately 500 feet east of Canoga Avenue to the west and De Soto Avenue to the east.

6.1.2.1.10 **Setbacks**: All Projects in the College District shall observe a front setback area of no less than 12 feet and no more than 15 feet. Notwithstanding the aforementioned 15-feet maximum front setback area restriction, any Project in the College District that is not located on an Active Street Frontage shall be permitted a front setback area up to 20 feet. A minimum of 30% of the required setback area shall be landscaped.

6.1.2.2 Commerce District

The Commerce District is generally bounded by Califa Street and Oxnard Street to the north, De Soto Avenue to the east, the Ventura Freeway to the south, and Canoga Avenue to the west (***see Map 3*** *for a specified depiction of the boundaries of this District*). This District is intended to be the most "jobs-rich" district, providing flexible-employment uses such as hybrid industrial, hospital, healthcare-related uses, theatrical, creative and cognitive production and research and development uses with some associated retail. Commercial and industrial land use potential is to be maintained at the ground floor throughout the District. New pathways and New Streets are expected to improve pedestrian circulation within the District. The Commerce District will include Activity Nodes and Active Street Frontages. Until replaced by an equivalent capacity circulator transit system connected to the Orange Line, the Orange Line is intended to serve the District at a new station to be located in the vicinity of Variel Avenue and Oxnard Boulevard. Public streets within the District will serve multiple modes of transit to provide complete modal networks within the plan area.

Standards for the Commerce District:

6.1.2.2.1 **Uses**: Permitted, conditioned, and prohibited uses are shown on the table in ***Appendix A.***

6.1.2.2.2 **Intensity**: A base maximum FAR of 4.5:1 shall be permitted for all lots within this District.

6.1.2.2.3 **Permitted Development by Floor Area**: All Projects shall provide a minimum percentage of Non-Residential floor area, based on the Total FAR of the Project, as follows:

Graduated FAR Table		
FAR	Minimum Non-Residential Floor Area	Maximum Residential Floor Area
≤1.0	100%	0%
>1.0 Up To 1.25	95%	5%
>1.25 Up To 1.5	90%	10%
>1.5 Up To 1.75	85%	15%
>1.75 Up To 2.0	80%	20%
>2.0 Up To 2.25	75%	25%
>2.25 Up To 2.5	70%	30%
>2.5 Up To 2.75	65%	35%
>2.75 Up To 3.0	60%	40%
>3.0	50%	50%

[See the Table in ***Appendix B*** for a complete listing of the Graduated FAR Table for all Districts.]

6.1.2.2.4 **Ground Floor Limitations**: No ground floor residential use shall be permitted.

The ground floor of any Project shall be subject to the following provisions, except for those Buildings or Structures subject to section 5.3.2 of this Plan:

(a) Ground floor Non-Residential Projects shall have a minimum depth of 25 feet from the front Building Facade, a minimum of 15 feet in floor-to-floor height.

(b) Ground floor, Non-Residential Projects shall have a minimum of 75 percent of the Building Facade located between 30 inches and 84 inches from the ground floor

devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards the minimum percentage.

(c) While residential uses are prohibited on the ground floor in the Commerce District, non-habitable uses within a residential development shall also be prohibited on the ground floor with the exception of those uses open to the public including: leasing offices and entrance lobbies. These permitted uses shall be subject to the provisions established in (a) and (b).

(d) Parking shall only be permitted on the ground floor of a Building or Structure when at least eighty percent (80%) of the ground floor frontage on any side of an above-grade parking structure, which is adjacent to a public street (except an alley) or adjacent to a public open space/plaza, includes ground floor Non-Residential Project subject to the provisions established above in sub-sections 6.1.2.1.4 (a) and (b). At least the first 12 vertical feet of the ground-level Building Facade of such Building or Structure shall include all of the following features:

- Building Facade articulation and modulation through changes in vertical wall plane and/or a change in building material.

- Use of real windows with glazing that may be translucent but shall not include black or mirrored glass or similar opaque glazing.

- Integration of building entrances.

- Buffering of the street edge with landscaping, berms, or landscaped planters.

6.1.2.2.5 **Building Height**: All Projects within the Commerce District shall be permitted an unlimited Building or Structure height. In addition, the following height-related provisions shall apply to all lots within the College District:

(a) Street Wall: All Projects with frontage along a public street or highway shall be required to have a minimum Building or Structure height of 35 feet along that public street or highway. The Street Wall's design should follow the guidelines established in the Urban Design Guidelines in ***Appendix F.***

(b) Any Project over 75 feet in height shall be subject to additional submittal requirements as set forth in the Mitigation Monitoring Program.

6.1.2.2.6 **Street Standards**: The standards for streets in the Commerce District shall be established pursuant to the figures in ***Figures 1-11***.

6.1.2.2.7 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan-Wide Standards). Two (2) Activity Nodes shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTIONS
The newly established intersection of Variel Avenue and Burbank Boulevard.
Variel Avenue and Oxnard Street.

6.1.2.2.8 **Active Street Frontages**: The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan-Wide Standards). Three (3) Active Street Frontages shall

be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
East side of Canoga Avenue between Califa Street to the north and 200 feet north of the 101 Freeway to the south.
East and west side of Variel Avenue between Oxnard Street to the north and Burbank Boulevard to the south, including the newly established portion.
North and south sides of Burbank Boulevard between Canoga Avenue to the east and Variel Avenue to the west.

6.1.2.2.9 **Setbacks**: All Projects shall observe a front setback area of no less than twelve (12) feet and no more than fifteen (15) feet. Any project not located on an Active Street Frontage shall be permitted a front setback area up to 20 feet. A minimum of 30% of the required setback shall be landscaped.

6.1.2.2.10 **New Street Extension of Variel Avenue (from Califa Street to the North to Burbank Boulevard to the South)**: It is anticipated that Variel Avenue will be extended from Califa Street to the north to Burbank Boulevard to the south. (See ***Map 10.***) The extension of Variel Avenue shall be in compliance with both the City of Los Angeles standards for a Collector Street and the Street Cross Section standards of this Plan (see ***Figures 1-11***).

6.1.2.3 Downtown District

The Downtown District is bounded by Victory Boulevard to the north, Califa Street to the south, Topanga Canyon Boulevard to the west, and a north-south line located between and parallel to Canoga Avenue and Variel Avenue to the east (***see Map 4***). Capitalizing on the District's close proximity to the Orange Line's Warner Center Transit Hub at Owensmouth, a broad mix of land uses and Publicly Publicly Accessible Open Space (PAOS), this District is Warner Center's primary employment and

entertainment center providing a mix of restaurant and specialty retail uses that will attract office workers during the day and area residents and families in the evenings and on weekends. New pathways and New Streets are expected to improve automotive and pedestrian circulation within the District and bring destinations closer together.

Standards for the Downtown District include:

6.1.2.3.1 **Uses:** Permitted, conditioned, and prohibited uses are shown on the table in ***Appendix A***. Entertainment uses are encouraged in the Downtown District, and pursuant to Section 6.2 of this Plan, a Project may request entertainment uses, including but not limited to live entertainment subject to the Performance Standards included in Section 6.9.2.5 of this Plan.

6.1.2.3.2 **Intensity:** A base maximum FAR of 5.0:1 is permitted for all lots within this District.

6.1.2.3.3 **Permitted Development by Floor Area:** All Projects shall provide a minimum percentage of Non-Residential floor area, based on the Total FAR of the Project, as follows:

6.1.2.3.4

Graduated FAR Table		
FAR	**Minimum Non-Residential Floor Area**	**Maximum Residential Floor Area**
≤1.0	100%	0%
>1.0 Up To 1.25	92%	8%
>1.25 Up To 1.5	84%	16%
>1.5 Up To 1.75	76%	24%
>1.75 Up To 2.0	68%	32%
>2.0 Up To 2.25	60%	40%
>2.25 Up To 2.5	52%	48%

>2.5 Up To 2.75	44%	56%
>2.75 Up To 3.0	36%	64%
>3.0	25%	75%

[See the Table in ***Appendix B*** for a complete listing of the Graduated FAR Table for all Districts.]

6.1.2.3.4 **Ground Floor Limitations**: For the entire District, no ground floor residential use shall be permitted for all Projects.

The ground floor for all Projects shall be subject to the following provisions, except for those buildings or structures subject to section 5.3.2:

(a) Ground floor Non-Residential Projects shall have a minimum depth of 25 feet from the front facade, a minimum of 15 feet in floor-to-floor height.

(b) Ground floor Non-Residential Projects shall have a minimum of 75 percent of the Building Facade located between 30 inches and 84 inches from the ground floor devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards the minimum percentage.

(c) While residential uses are prohibited on the ground floor District-wide, non-habitable uses within a residential Projects may be permitted on the ground floor including but not limited to: leasing offices, community centers, entrance lobbies, and concierge services. These uses shall be subject to the provisions established in (a) and (b).

(d) Parking shall only be permitted on the ground floor of a Building or Structure when at least eighty percent (80%) of the ground floor frontage on any side of an

above-grade parking structure, which is adjacent to a public street (except an alley) or adjacent to a public open space/plaza, includes: ground floor Non-Residential Projects subject to the provisions established above in sub-sections 6.1.2.1.4 (a) and (b). At least the first 12 vertical feet of the ground-level Building Facade of such Building or Structure shall include all of the following features:

- Building Facade articulation and modulation through changes in vertical wall plane and/or a change in building material.
- Use of real windows with glazing that may be translucent but shall not include black or mirrored glass or similar opaque glazing.
- Integration of building entrances.
- Buffering of the street edge with landscaping, berms, or landscaped planters.

6.1.2.3.5 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Street Wall: All Projects with frontage along a public street or highway shall be required to have a minimum building height of 35 feet along that public street or highway. The Street Wall's design should follow the guidelines established in the Urban Design Guidelines in ***Appendix F***.

(b) Any Project over 75 feet in height shall be subject to additional submittal requirements as set forth in the Mitigation Monitoring Program.

(c) For any residential Project or mixed-use Project with a residential component, the floor level of the lowest residential dwelling unit must be at least 100 feet above the adjacent grade.

6.1.2.3.6 **Street Standards**: The standards for streets in the District shall be established pursuant to the figures in ***Figures 1-11***.

6.1.2.3.7 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan-Wide Standards). Four (4) Activity Nodes shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTIONS
Erwin Street and Owensmouth Avenue
Oxnard Street and Owensmouth Avenue
Victory Boulevard and Canoga Avenue
Victory Boulevard and Owensmouth Avenue

6.1.2.3.8 **Active Street Frontages**: The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan-Wide Standards). Five (5) Active Street Frontages shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
South side of Victory Boulevard between Owensmouth Avenue to the west and approximately 500 feet east of Canoga Avenue to the east
North and South sides of Erwin Street between Topanga Canyon Boulevard to the west and approximately 500 feet east of Canoga Avenue to the east
East and West sides of Owensmouth Avenue between Victory Boulevard to the north and Califa Street to the south
East and West sides of Canoga Avenue between Victory Boulevard to the north and Califa Street to the south

6.1.2.3.9 **Setbacks:**

All Projects shall observe a front setback area of no less than 12 feet and no more than 15 feet. Any project not located on an Active Street Frontage shall be permitted a front setback area up to 20 feet. A minimum of 30% of the required setback shall be landscaped.

6.1.2.4. North Village District

The North Village District is generally bounded by Vanowen Street to the north, De Soto Avenue to the east, and the Orange Line Busway to the south and west (***see Map 5***). The District is expected to be predominantly residential although new non-residential uses are expected and desired. This District is encouraged to have a high-density, mixed-use gateway between Independence Avenue and De Soto Avenue and will have Active Street Frontages with ground floor retail along pedestrian-oriented intersections and street segments near the two (2) transit stations.

Standards for the North Village District:

6.1.2.4.1 **Uses**: Permitted, conditioned, and prohibited uses are shown on the table in ***Appendix A***.

6.1.2.4.2 **Intensity**: A base maximum FAR of 4.5:1 shall be permitted for all lots within this District.

6.1.2.4.3 **Permitted Development by Floor Area**: There are no use restrictions on any Project by floor area (i.e. restrictions that require certain percentage of floor area to be devoted to a certain use).

6.1.2.4.4 **Ground Floor Limitations**: No new ground floor residential uses shall be permitted for all Projects fronting the following street portions within the College District: 1) Vanowen Street between De Soto Avenue and Canoga Avenue or 2) De Soto Avenue between Victory Boulevard and Kittridge Avenue.

All Projects on the ground floor shall be subject to the following provisions, except for those Buildings or Structures subject to section 5.3.2:

(a) Ground floor Non-Residential Project shall have a minimum depth of 25 feet from the front Building Facade, a minimum of 15 feet in floor-to-floor height.

(b) Ground floor Non-Residential Project shall have a minimum of 75 percent of the Building Facade located between 30 inches and 84 inches from the ground floor devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards the minimum percentage.

(c) Where residential uses are prohibited on the ground floor in the District, non-habitable uses within a residential development may be permitted on the ground floor including, but not limited to: leasing offices, community centers, entrance lobbies, and concierge services. These uses shall be subject to the provisions established in (a) and (b).

(d) Parking shall only be permitted on the ground floor of a Building or Structure when at least eighty percent (80%) of the ground floor frontage on any side of an above-grade parking structure, which is adjacent to a public street (except an alley) or adjacent to a public open space/plaza, includes ground floor non-residential development subject to the provisions established above in sub-sections 6.1.2.1.4 (a) and (b). At least the first 12 vertical feet of the ground-level Building Facade of such Building or Structure shall include all of the following features:

- Building Facade articulation and modulation through changes in vertical wall plane and/or a change in building material.
- Use of real windows with glazing that may be translucent but shall not include black or mirrored glass or similar opaque glazing.
- Integration of building entrances.
- Buffering of the street edge with landscaping, berms, or landscaped planters.

6.1.2.4.5 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Street Wall: All Projects with frontage along a public street or highway shall be required to have a minimum building height of 35 feet along that public street or highway. The Street Wall's design should follow the guidelines established in the Urban Design Guidelines in ***Appendix F***.

(b) Any Project over 75 feet in height shall be subject to additional submittal requirements as set forth in the Mitigation Monitoring Program.

6.1.2.4.6 **Street Standards**: The standards for streets in the District shall be established pursuant to the diagrams in ***Figures 1-11***.

6.1.2.4.7 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan-Wide Standards). Four (4) Activity Nodes shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTIONS
Canoga Avenue and Vanowen Street
De Soto Avenue and Victory Boulevard
Variel Avenue and Kittridge Avenue
Variel Avenue and Vanowen Street

6.1.2.4.8 **Active Street Frontages**: The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan-Wide Standards). Three (3) Active Street Frontages shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
South side of Vanowen St. between Canoga Ave. to the west and De Soto Ave. to the east
North and south sides of Kittridge Ave. between Variel Ave. to the west and De Soto Ave.to the east
West side of De Soto Ave. between Vanowen St. to the north and Victory Bl. to the south

6.1.2.4.9 **Setbacks**:

All Projects shall observe a front setback area of no less than 12 feet and no more than 15 feet. Any

project not located on an Active Street Frontage shall be permitted a front setback area up to 20 feet. A minimum of 30% of the required setback shall be landscaped.

6.1.2.5 Park District

The Park District is bounded by Califa Street to the north, Canoga Avenue to the east, the Ventura Freeway to the south, and Topanga Canyon Boulevard to the west (**see *Map 6***). It is intended that this District will remain primarily as a residential neighborhood made up of mostly townhomes and apartments, with ground floor local-serving uses that will provide services and goods to meet the everyday needs of district residents. This District includes one designated Activity Node at the intersection of Owensmouth Avenue and Burbank Street.

Standards for the Park District:

6.1.2.5.1 **Uses**: Permitted, conditioned, and prohibited uses are shown on the table in ***Appendix A***.

6.1.2.5.2 **Intensity**: A base maximum FAR of 4.5:1 is permitted for all lots within this District.

6.1.2.5.3 **Permitted Development by Floor Area**: The following requirements shall be as follows for the areas denoted on ***Map 6***:

MAP 6 Reference	FAR LIMIT
A	A minimum of 1.5:1 FAR shall be devoted to residential use and shall be built on any lot or within any Master Planned Development prior to or concurrently with any proposed non-residential development.
B	No residential uses shall be permitted.
C	Warner Center Park shall remain as park and open space for the life of the Plan consistent with its utilization as a park.

6.1.2.5.4 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Street Wall: All Projects are required to have a minimum building height of 35 feet. The street wall's design should follow the guidelines established in the Urban Design Guidelines in ***Appendix F.***

(b) Any Project over 75 feet in height shall be subject to additional submittal requirements as set forth in the Mitigation Monitoring Program.

6.1.2.5.5 **Street Standards**: The standards for streets in the District shall be established pursuant to the figures in ***Figures 1-11***.

6.1.2.5.6 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan-Wide Standards). One (1) Activity Nodes shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTION
Owensmouth Avenue and Burbank Boulevard

6.1.2.5.7 **Active Street Frontages**: The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan-Wide Standards). Three (3) Active Street Frontages shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
East and west sides of Owensmouth Avenue between Califa Street to the north and Burbank Boulevard to the south with the exception of the west side which is bounded by the Warner Center Park.

West side of Canoga Avenue between Califa Street to the north and Burbank Boulevard
North and south sides Burbank Boulevard between Owensmouth Avenue to the west and Canoga Avenue to the east

6.1.2.5.8 **Setbacks:**

All Projects shall observe a front setback area of no less than 12 feet and no more than 15 feet. Any project not located on an Active Street Frontage shall be permitted a front setback area up to 20 feet. A minimum of 30% of the required setback shall be landscaped.

6.1.2.6 River District

The River District consists of properties adjacent to the Los Angeles River generally bounded by Topanga Canyon Boulevard to the west, the Los Angeles River to the north, De Soto Avenue to the east and Vanowen Street to the south. The District will facilitate linkages between the Los Angeles River and the rest of the WC2035 Plan area through the establishment of pedestrian and bicycle paths, and new streets. This District is also intended to serve as an active buffer with adjacent neighborhoods to the north and provide them some of the services they may need. New pathways are expected to improve the pedestrian connections of the North Village and Uptown Districts to the Los Angeles River. Properties adjacent to the Los Angeles River are expected to face the River and create a vibrant environment along its banks. (See ***Map 7***.)

Standards for the River District:

6.1.2.6.1 **Uses**: Permitted, conditioned, and prohibited uses are shown on the table in ***Appendix A***.

6.1.2.6.2 **Intensity**: A base maximum FAR of 4.5:1 is permitted on all lots in this District.

6.1.2.6.3 **Permitted Development by Floor Area**: There are no use restrictions on any Project by floor area (i.e. restrictions that require certain percentage of floor area to be devoted to a certain use).

6.1.2.6.4 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Street Wall: All Projects with frontage along a public street or highway shall be required to have a minimum building height of 25 feet along that public street or highway. The Street Wall's design should follow the guidelines established in the Urban Design Guidelines in ***Appendix F.***

(b) Any Project over 75 feet in height shall be subject to additional submittal requirements as set forth in the Mitigation Monitoring Program.

6.1.2.6.5 **River Frontage**: In addition to the provisions in Section 6.2, any Project on a lot with frontage along the Los Angeles River shall provide along the entire length of the property's portion adjacent to the river either: 1) a minimum 50-foot landscaped buffer between the River's right-of-way and a Building or Structure or 2) a minimum of 25% of the lot area adjacent to the River maintained as landscaped open space. All landscaping shall comply with the Los Angeles County River Revitalization Master Plan Landscaping Guidelines and Plant Palettes. This open space shall be considered Publicly Accessible Open Space (PAOS).

6.1.2.6.6 **Street Standards**: The standards for streets in the District shall be established pursuant to the figures in ***Figures 1-11***.

6.1.2.6.7 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan-Wide Standards). Three (3) Activity Nodes shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTIONS
Canoga Avenue and Vanowen Street
Owensmouth Avenue and Vanowen Street
Variel Avenue and Vanowen Street

6.1.2.6.8 **Active Street Frontages**: The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan-Wide Standards). One (1) Active Street Frontage shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
The North side of Vanowen Street between Topanga Canyon Boulevard to the west (excluding Canoga Park High School) and De Soto Avenue to the east

6.1.2.6.9 **Setbacks**: **All Proj**ects shall observe a front setback area of no less than 12 feet and no more than 15 feet. Any project not located on an Active Street Frontage shall be permitted a front setback area up to 20 feet. A minimum of 30% of the required setback shall be landscaped.

6.1.2.7 Topanga District

The Topanga District is generally bounded by Bassett Street to the north, Topanga Canyon Boulevard to the east, Burbank Boulevard to the south, and generally by Glade Street to the west. This District will provide a transition between the urbanized core of Warner Center and the predominant single-family and multiple-family development pattern to the west (***see Map 8***). Due to past development, the District is expected to remain commercial. The District is anticipated to provide the local-serving uses needed by adjacent residential neighborhoods to the west. By virtue of being a State Highway, Topanga Canyon Boulevard is expected to remain a major North-South thoroughfare for the West San Fernando Valley.

Standards for the Topanga District:

6.1.2.7.1 **Uses:** Permitted, conditioned, and prohibited uses are shown on the table in ***Appendix A***.

6.1.2.7.2 **Intensity**: A base maximum FAR of 3.0:1 is permitted for all lots within this District.

6.1.2.7.3 **Permitted Development by Floor Area**: There are no use restrictions on any Project by floor area (i.e. restrictions that require certain percentage of floor area to be devoted to a certain use.)

6.1.2.7.4 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Street Wall: There are no Street Wall requirements established for this District.

(b) Any Project over 75 feet in height shall be subject to additional submittal requirements as set forth in the Mitigation Monitoring Program.

(c) Projects shall be subject to applicable minimum building height requirements established in LAMC Section 12.21.1-A.10 (Transitional Height).

6.1.2.7.5 **Street Standards**: The standards for streets in the District shall be established pursuant to the figures in ***Figures 1-11***.

6.1.2.7.6 **Activity Nodes**: There are no Activity Nodes in the Topanga District.

6.1.2.7.7 **Active Street Frontages**: There are no Active Street Frontages in the Topanga District.

6.1.2.7.8 **Setbacks**: All Projects shall observe a front setback area of no less than 12 feet and no more than 15 feet. Any project not located on an Active Street Frontage shall be permitted a front setback area up to 20 feet. A minimum of 30% of the required setback shall be landscaped.

6.1.2.8 Uptown District

The Uptown District is generally bounded by Vanowen Street to the north, the Orange Line Busway to the intersection of Variel Avenue and Victory Boulevard to the east, Victory Boulevard to the south and Topanga Canyon Boulevard to the west (***see Map 9***). This District will provide "Creative Sector" jobs with a balance of housing to create a complete neighborhood. "Creative Sector" jobs will include those in the research/development and professional/technical fields. The Uptown District will accommodate a substantial number of new jobs, along with new housing, all within close proximity of the Canoga Metro Orange Line station. Redevelopment of properties in the District will create new private streets to allow more manageable and walkable blocks. The regulations set forth for this District provide incentives for a community shopping center that includes a supermarket and drugstore in the Uptown District.

Standards for the Uptown District:

6.1.2.8.1 **Uses**: Permitted, conditioned, and prohibited uses are shown on the table in ***Appendix A***. Entertainment uses are encouraged in the Uptown District, and pursuant to Section 6.B.9 of WC2035 Plan, a Project may request entertainment uses, including but not limited to live entertainment, subject to the Performance Standards included in Section 6.9.2.5 of the Plan.

6.1.2.8.2 **Intensity**: A base maximum FAR of 4.5:1 is permitted for all lots within this District.

6.1.2.8.3 **Permitted Development by Floor Area**: All Projects shall provide a minimum percentage of Non-Residential floor area, based on the Total FAR of the Project, as follows:

Graduated FAR Table		
FAR	Minimum Non-Residential Floor Area	Maximum Residential Floor Area
≤1.0	100%	0%
>1.0 Up To 1.25	91%	9%
>1.25 Up To 1.5	82%	18%
>1.5 Up To 1.75	73%	27%
>1.75 Up To 2.0	64%	36%
>2.0 Up To 2.25	55%	45%
>2.25 Up To 2.5	46%	54%
>2.5 Up To 2.75	37%	63%
>2.75 Up To 3.0	28%	72%
>3.0	20%	80%

[See the Table in ***Appendix B*** for a complete listing of the Graduated FAR Table for all Districts.]

6.1.2.8.4 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Any Project over 75 feet in height shall be subject to additional submittal requirements as set forth in the Mitigation Monitoring Program.

(b) Street Wall: All new buildings or structures shall have a minimum Street Wall height of 35 feet. The Street Wall's design should follow the guidelines established in the Urban Design Guidelines in ***Appendix F***.

6.1.2.8.5 **Street Standards**: The standards for streets in the District shall be established pursuant to the figures in ***Figures 1-11***.

6.1.2.8.6 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan-Wide Standards). Four (4) Activity Nodes shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTIONS
Victory Boulevard and Canoga Avenue
Victory Boulevard and Owensmouth Avenue
Owensmouth Avenue and Vanowen Street
Vanowen Street and Canoga Avenue

6.1.2.8.7 **Active Street Frontage**: The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan-Wide Standards). Four (4) Active Street Frontages shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
South side of Vanowen Street between Topanga Canyon Boulevard to the west and Canoga Avenue to the east
East and west side of Canoga Avenue between Vanowen Street to the north and Victory Boulevard to the south
North side of Victory Boulevard between Owensmouth Avenue to the west and Variel Avenue to the east
East side of Owensmouth Avenue between Vanowen Street to the north and Victory Boulevard to the south

6.1.2.8.8 **Setbacks**: All Projects shall observe a front setback area of no less than 12 feet and no more than 15 feet. Any Project not located on an Active Street Frontage shall be permitted a front setback area up to 20 feet. A minimum of 30% of the required setback shall be landscaped.

6.2 STANDARDS THAT APPLY TO THE ENTIRE PLAN AREA.

6.2.1 Incentivized Uses and Bonuses.

The intent of this Section is to encourage incentivized uses providing certain development bonuses for Projects that incorporate one or more incentivized uses.

6.2.1.1 Incentivized Uses.

A Project that incorporates one or more of those Incentivized Uses set forth in subsections 6.2.1.1.1 through 6.2.1.1.6, inclusive, below shall qualify for one or more of those development bonuses specified in subsections 6.2.1.2.1 through 6.2.1.2.3, inclusive, below. Each incentivized use specified below shall qualify for one (1) bonus only, and the type of bonus shall be approved by the Director. As further explained in Section 6.2.1.2 below, multiple incentivized uses may be combined in a single Project so that their respective bonuses may be aggregated to achieve the maximum amount of bonus within any given bonus type.

6.2.1.1.1 Grocery Store. A grocery store that has at least 7,500 square feet of floor area and is located within a mixed-use building or structure.

6.2.1.1.2 Fully Subterranean Parking. All required parking located in a completely subterranean parking structure that is located below existing grade and complies with all LAMC requirements for subterranean parking.

6.2.1.1.3 Local-Serving Retail. Five (5) or more Local-Serving Retail businesses, all of which are located on the first floor and comply with all of the regulations set forth in this Plan.

Businesses that qualify as "local-serving" shall not exceed 5,000 square feet of floor area.

6.2.1.1.4 Community-Serving Uses. Any Community- Serving Use that is at least 5,000 square feet in size.

6.2.1.1.5 Publicly Accessible Open Space. Publicly Accessible Open Space provided at a minimum of fifty percent (50%) more than the size that is required by Section 6.2.2 of this Plan.

6.2.1.1.6 LEED Gold or Equivalent under the City's Green Building Ordinance Projects. A Project which provides LEED Level Gold or higher, or the equivalent under the City of Los Angeles' Green Building Ordinance.

6.2.1.1.7 [reserved]

6.2.1.1.8 Other Similar Uses: As determined by the Director pursuant to authority under LAMC Section 11.5.7-H, other similar uses may qualify as Incentivized Uses.

6.2.1.2 Types of Development Bonus.

With respect to a Project that incorporates one or more Incentivized Uses, such Project shall be entitled to one (1) development bonus for each Incentivized Use incorporated. The types of development bonus are as follows:

6.2.1.2.1 Intensity Bonus. An additional 0.5:1 FAR above the base maximum FAR shall be permitted for each Incentivized Use incorporated into a Project. A Project that incorporates multiple incentivized uses shall be permitted to combine development bonuses that are of the same bonus type. For illustrative purposes only, a Project that offers two (2) Incentivized Uses and requests two (2) development bonuses in the "Intensity Bonus" category shall be entitled to an additional 1:1 FAR (i.e. aggregate of two 0.5:1 FAR bonuses) above the base maximum FAR. Notwithstanding the foregoing, no Project in any District shall exceed a FAR of 6.0:1, and no Project in the Topanga District shall exceed a FAR of 4.5:1.

6.2.1.2.2 Mobility Fees Reduction Bonus. A three percent (3%) reduction in a Project's Mobility Fees shall be permitted for each Incentivized Use incorporated into a Project. A Project that incorporates multiple

Incentivized Uses shall be permitted to combine development bonuses that are of the same bonus type. For illustrative purposes only, a Project that offers two (2) Incentivized Uses and requests two (2) development bonuses in the "Mobility Fees Reduction Bonus" category shall be entitled to a six percent (6%) (i.e. aggregate of two 3% reductions) reduction in a Project's Mobility Fees. Notwithstanding the foregoing, no Project in any District shall be entitled to more than twelve percent (12%) in reduction of the Mobility Fee.

6.2.1.2.3 Increase in Residential FAR. An additional 0.25:1 FAR shall be permitted for each Incentivized Use incorporated into a Project that is located within the College District, the Commerce District, the Downtown District, or the Uptown District, provided that such additional FAR must be devoted to residential uses only. Any such Project that incorporates multiple Incentivized Uses shall be permitted to combine development bonuses that are of the same bonus type. For illustrative purposes only, a Project located within the College District, the Commerce District, the Downtown District, or the Uptown District that offers two (2) Incentivized Uses and requests two (2) development bonuses in this "Increase in Residential FAR" category shall be entitled to an additional 0.5:1 FAR (i.e. aggregate of two 0.25:1 residential FAR bonuses) devoted to residential uses. Notwithstanding the foregoing, no Project in any District shall exceed a FAR of 6.0:1, and no Project in the Topanga District shall exceed a FAR of 4.5:1.

6.2.1.3 Requirements for Incentivized Uses.

Any Project that provides one or more Incentivized Uses and utilizes one or more of the bonuses established in Section 6.2.1.2 above shall be required to do all of the following:

(a) When it is applicable, all Incentivized Uses shall be accessible to the general public during regular business hours.

(b) When it is applicable, all Incentivized Uses shall establish business hours, which provide at least 40 hours of operation per week.

(c) When it is applicable, all Incentivized Uses shall be operated and maintained in that Project for the life of the Project.

Incentivized Uses associated with a Project must be provided on the same lot(s) as the Project. The owner(s) of the lot or lots where the Incentivized Use(s) are located shall record a Covenant and Agreement, which shall be required to run with the land for the life of the Project.

6.2.2 Publicly Accessible Open Space (PAOS).

6.2.2.1 Requirement.

All Projects shall be required to provide Publicly Accessible Open Space (PAOS) that: (i) has a minimum square footage equal to fifteen percent (15%) of the net site area (i.e., after dedication) of the entire Project site and (ii) satisfies all of the required standards set forth in subsection 6.2.2.2 below.

6.2.2.2 Standards.

In order for a proposed PAOS to be counted toward the 15% minimum requirements, all of the following requirements shall be incorporated:

6.2.2.2.1 Contiguous. All PAOS within a Project shall be contiguous and uninterrupted.

6.2.2.2.2 Internally Integrated. PAOS within a Project shall be integrated into the overall design of such Project.

6.2.2.2.3 Externally Integrated. PAOS shall be integrated with neighboring buildings or structures and any existing PAOS.

6.2.2.2.4 Accessible to the Public. At minimum, PAOS shall be shall be open to the public from 6 a.m. to 10 p.m., seven days a week.

6.2.2.2.5 Open to the Sky. At least ninety percent (90%) of each PAOS shall be open to the sky, excluding shade structures and other features/elements that are not calculated as floor area.

6.2.2.2.6 Landscaped. At least fifty percent (50%) of each PAOS shall be landscaped.

6.2.2.2.7 Seating. Seating shall be provided at a rate of one seat per every 500 square feet of PAOS provided. Seating may be provided in a variety of traditional (i.e., benches) and non-traditional forms (i.e., planter walls). Seating may be permanent or movable.

6.2.2.3 Exceptions.

The following are provided as exceptions to the requirements established above:

6.2.2.3.1 Notwithstanding the 15% PAOS requirement set forth in subsection 6.2.2.1 above, Projects that provide contiguous PAOS of 217,800 square feet (i.e., five acres) or greater may provide PAOS that has a minimum square footage equal to ten percent (10%) of the net site area (i.e., after dedication of streets) of the entire Project site, provided that all of the following requirements are followed:

(a) All requirements established in subsections 6.2.2.2.1 through 6.2.2.2.7, inclusive, shall be satisfied.

(b) At least one (1) focal point (i.e., a gathering place) shall be provided. The focal point shall have a minimum area of 1,500 square feet and shall include a central element, including but not limited to, a fountain, playground, and picnic grounds.

(c) The necessary Infrastructure and support features shall be provided for both active or passive recreational uses, including but not limited to, drinking fountains, trash cans, trash collection, security, lighting, seating, and other features necessary enhance the recreational experience for the end-user.

(d) The PAOS shall be visible from a public road or a private road that is accessible to the public.

6.2.2.3.2 A Project that includes the creation of new streets, including the portion of Variel Avenue dedicated and improved for the extension between Burbank Boulevard and Califa Street, shall be credited fifty-percent (50%) of such Project's PAOS requirement, provided that all of those requirements established in Section 6.2.2.2.1 through 6.2.2.2.7, inclusive, are satisfied. Pedestrian-Adapted Pathways shall be allowed to generate credit against one-hundred percent (100%) of a Project's PAOS requirement at the ratio of one square foot of Pedestrian-Adapted Pathway to one square foot of required PAOS, provided that all requirements established in Section 6.2.2.2.1 through 6.2.2.2.7, inclusive, are satisfied.

6.2.2.3.3 One-hundred percent (100%) of the square footage devoted for any emergency vehicle access lane shall be credited (on a one square foot to one square foot basis) toward the PAOS requirements if such access lane: (i) satisfies the requirements established in the Los Angeles Municipal Code for emergency vehicle access lanes, (ii) satisfies all requirements established in subsections 6.2.2.2.1 through 6.2.2.2.7, inclusive, (iii) satisfies subsection 6.2.5.2.2 below, and (iv) must be incorporated into the Project with a City-approved grasscrete type, if feasible, as determined by the City's Fire Department. If grasscrete is not a feasible option, the lane shall be appropriately landscaped or hardscaped, and designed as determined by the

Director in consultation with the Urban Design Studio.

6.2.2.3.4 Publicly Accessible Open Space may be located above the ground floor, including but not limited to the rooftop terrace of a building or structure, provided that all of the following requirements are satisfied:

(a) The above-ground PAOS shall be accessible and visible from a public street, private street, or Pedestrian-Adapted Pathway. Accessibility shall be walkable, bikeable, and ADA compliant.

(b) The above-ground PAOS shall provide identification signage or other means to indicate that the PAOS is available for use by the public. This identification signage shall not be counted against a Project's signage limitation.

(c) The above-ground PAOS shall provide the necessary infrastructure and support features including but not limited to, landscaping, drinking fountains, trash cans, lighting, seating, and other features necessary enhance the recreational experience for the end-user.

6.2.2.4 Additional Requirements.

6.2.2.4.1 Prior to the issuance of any building permit for a Project, a covenant running with the land shall be recorded against the Project site to ensure that the PAOS area for such Project will be maintained in good condition and made available and accessible to the public.

6.2.2.4.2 PAOS provided pursuant to Sections 6.2.2.3.2, 6.2.2.3.3, or 6.2.2.3.4, shall not, in any combination and in the aggregate, comprise more than sixty-six percent (66%) of a Project's total PAOS. The landscaping provided, pursuant to Section 6.2.2.2.6,

shall be included in this sixty-six percent (66%) limitation.

6.2.2.4.3 Within the PAOS, at least one (1) focal point or gathering space with minimum of 500 square feet shall be provided. This focal point or gathering space must meet the requirements of this section.

6.2.2.4.4 Setbacks required along a public way shall be counted as PAOS.

6.2.2.5 Prohibitions.

For purposes of this Plan, the following uses shall not be counted toward a Project's PAOS requirement: surface parking areas, open storage areas, private open space areas not accessible to the general public, swimming pools and spas unless open to the general public, loading docks and parking, driveway entrance/exit area, public sidewalks, public parkway, and detached or attached utility areas/pads.

6.2.3 Parking.

6.2.3.1 Intent.

The purpose of this section is to provide regulatory standards pertaining to the off-street parking of motor vehicles and bicycles. Parking requirements set forth in this Section 6.2.3 shall apply to each type of use and not necessarily to a Project as a whole. For example, if a Project contains two uses for which there are two different sets of parking requirements, then the both sets of parking requirements shall apply to their respective uses/portions within that Project.

6.2.3.2 Parking Space Requirements – By Land Use.

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

6.2.3.2.1 Residential Parking Requirements (including Work-Live Units).

Any residential use within a Project shall comply with all of the following parking requirements:

(a) *Base Parking Rate for Residents.* Any residential use within the Plan area shall provide parking for residents at the rate of at least one (1) parking space per unit but no more than two (2) parking spaces per unit.

(b) *Guest Parking Requirement.* Any residential use equal to or less than 100 units in size shall also provide a minimum of 0.25 (1/4) parking spaces per unit for guest parking. Guest parking shall be optional for Projects with more than 100 units. The guest parking spaces shall be subject to all of the following requirements:

- Guest Parking Spaces shall be clearly marked and reserved for guest parking only.

- No tandem parking shall be permitted for guest parking spaces.

- Parking used for leasing office, other accessory commercial uses, and delivery uses shall not be considered guest parking.

(c) *Increased Parking Space Allotment.* Any residential use shall qualify for an increase in the Project's total permitted parking allotment of twelve and one-half (12.5) percent when all of the following conditions are satisfied:

- Increased parking spaces shall be physically separated from the required residential unit parking

spaces, including both parking for residents and parking for guests.

- No tandem parking shall be permitted for these parking spaces.

- Parking used for leasing office, other accessory commercial uses, and delivery uses shall be counted in the total parking allotment.

(d) *Accessory Non-Residential Parking.* Any residential Project that incorporates Non-Residential uses shall be exempt from Non-Residential parking requirements of the Plan if those Non-Residential uses, in the aggregate, occupy two (2) percent or less of the Project's total Floor Area. Any residential Project that incorporates more than two (2) percent Non-Nesidential uses shall be considered a mixed-use Project for purposes of satisfying this Plan's parking requirements for mixed-use Projects, as set forth in subsection 6.2.3.2.3 below.

6.2.3.2.2 Non-Residential Parking Requirements.

Any Non-Residential use with a Project shall comply with all of the following parking requirements:

(a) Commercial (Excluding Uses Described In Subsections (b) Through (g) Below). A minimum of two (2) parking spaces per 1,000 square feet of Floor Area up to a maximum of four (4) parking spaces per 1,000 square feet of Floor Area.

(b) Office and Research and Development Centers Only. A minimum of one (1) parking space per 1,000 square feet of Floor Area up to a maximum of four (4) parking spaces per 1,000 square feet of Floor Area.

A minimum of three percent (3%) of all parking spaces in an Office or Research and Development Project shall be reserved for High Occupancy Vehicle (HOV) and Carpool parking spaces.

(c) *Medical Office Only.* A minimum of one (1) parking space per 1,000 square feet of Floor Area up to a maximum of four (4) parking spaces per 1,000 square feet of Floor Area.

A minimum of three percent (3%) of all parking spaces in a medical office project shall be reserved for High Occupancy Vehicle (HOV) and Carpool parking spaces.

(d) *Light Industrial (Excluding Research and Development Centers).* A minimum of one (1) parking space per 1,000 square feet of Floor Area up to a maximum of three (3) parking spaces per 1,000 square feet of Floor Area.

A minimum of three percent (3%) of all parking spaces in a light industrial project shall be reserved for High Occupancy Vehicle (HOV) and Carpool parking spaces.

(e) *Institutions:* A minimum of one (1) parking space per 1,000 square feet of floor area. All parking spaces provided above the minimum requirement for an institution per LAMC Section 12.21-A.4 may be used to meet off-street parking requirements of any Project within the District or adjacent District. For parking spaces intended to meet required off-street parking for another Project, a recorded covenant shall be provided and recorded, to the satisfaction of the Director, restricting the parking spaces to serve the off-site use.

(f) *Auditoriums (Including Theaters, Convention Facilities, Religious Uses, and Other Similar*

Places of Assembly). A minimum of one (1) parking space for every five (5) fixed seats shall be required. When there are no fixed seats, a minimum of one (1) parking space for each 50 square feet of Floor Area shall be required. For purposes of calculating parking, the stage and back-stage areas shall not be considered Floor Area.

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

- For a Project that contains a trade school as well as other uses, and where less than 25% of such Project's total Floor Area is devoted to the trade school component, at minimum, either one (1) parking space per 100 square feet of Floor Area contained within the classrooms and assembly area or one (1) parking space for each ten (10) fixed seats contained within classrooms and assembly areas, whichever provides the greater number of parking spaces.

- For a Project that contains a trade school as well as other uses, and where 75% or more of such Project's total Floor Area is devoted to the trade school component, at minimum, either one (1) parking space per 50 square feet of Floor Area contained within the classrooms and assembly area or one (1) parking space for each five (5) fixed seats contained within classrooms and assembly areas,

whichever provides the greater number of parking spaces.

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

6.2.3.2.3 Mixed-Use Parking Requirements.

For any Project with a mixture of Non-Residential and residential uses where the Non-Residential portion of the Project is more than two (2) percent of the Project's total Floor Area, the base requirement for such mixed-use development is to comply with the residential parking standards for the residential portion and the Non-Residential parking standards for the increment of the Project's Non-Residential floor area above the two (2) percent of the entirety of the Project's floor area. Such parking rates are established in this Section depending upon the percentage Floor Area devoted to each individual use.

6.2.3.2.4 Incentivized Use Parking Requirements.

Notwithstanding anything to the contrary, those Incentivized Uses set forth in Section 6.2.1 of this Plan that are subject to parking requirements shall provide the following minimum parking spaces:

(a) No parking spaces shall be required for an Incentivized Use when it occupies less than ten (10) percent of the Project's total floor area.

(b) One (1) parking space per 1,000 square feet of Floor Area for an Incentivized Use when it occupies ten (10) percent or more of the Project's total Floor Area.

No maximum parking limitation shall be established for the Incentivized Uses.

6.2.3.3 General Parking Provisions.

The following provisions shall supersede the provisions of Section 12.21-A.4 of the Los Angeles Municipal Code or policies and procedures established by the City pursuant to LAMC Section 17.01, the parking standards established in this Section 6.2.3.3 shall apply to all Projects within the Plan area notwithstanding any contrary parking requirements in this Plan:

(a) Parking Designated for Any Vehicle Alternative to Gasoline-Only Powered Vehicles. All parking spaces provided and reserved for hybrid and/or alternative fuel vehicles (including but not limited to plug-in electric vehicles; hydrogen or fuel cell vehicles; hybrid electric vehicles; and any other alternative fuel vehicles or vehicle alternative to gasoline-only powered vehicles) shall not be calculated into a Project's total parking count for purposes of a parking maximum to the extent that the parking maximum is not exceeded by more than ten percent (10%).

(b) Tandem Parking. Tandem parking may be provided for all Non-Residential parking spaces, provided that: (i) such tandem parking complies with all requirements for tandem parking set forth in the LAMC and (ii) valet operations are provided for such tandem parking spaces during the hours of operation of the Non-Residential use which such tandem parking spaces service.

(c) Unbundled Parking. All parking spaces above the minimum requirement can be made available to meet off-street parking requirements of any Project within the same District or adjacent District within the Plan, with a required covenant to the satisfaction of the Director.

(d) New Street Parking. The development of New Streets in Projects is encouraged by the WC2035 Plan. Any parking provided on a New Street is eligible to meet Project minimum parking requirements for Projects anywhere in the applicable District. Moreover, any parking on a New Street shall not count toward any maximum parking limitations established above.

(e) Disabled Parking. Any disabled parking spaces provided for a Project pursuant to the requirements of the LAMC shall not be calculated into a Project's total parking count for purposes of a parking maximum.

(f) Bicycle Parking. All Projects are required to provide bicycle parking pursuant to the requirements of the LAMC. No other use of these spaces or lockers shall be permitted except for bicycle parking and storage.

6.2.3.4 Deviation from any Parking Space Limitation Requirement.

The Director may permit deviation from any parking maximum or minimum established in this Section 6.2.3, subject to the provisions of this Section 6.2.3.4 and pursuant to the Project Permit Compliance procedures of LAMC Section 11.5.7-C. No deviation may exceed fifty percent (50%) of the established parking space requirements, whether it is a minimum or maximum requirement. The request to the Director for any such deviation shall be submitted in the form of a Project Permit Compliance application, which application must be submitted along with a parking demand study pursuant to the requirements and procedures established for a Shared Parking Agreement as established in LAMC Section 12.24-X.20.

In addition to the requirements and procedures established in LAMC Section 12.24-X.20, in approving the deviation for an increase in parking, the Director must make the following finding:

- That there is no available excess or unbundled parking within a 1,000-foot radius of the proposed development.

The Director, in approving any deviation, may impose conditions necessary to mitigate any identified impacts from the proposed deviation.

6.2.3.5 Shared Parking Agreements.

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

6.2.4 Activity Nodes and Active Street Frontages.

6.2.4.1 Intent.

Activity Nodes and Active Street Frontages are displayed on ***Map 10*** and are unique to each District. The intent behind Activity Nodes and Active Street Frontages is as follows:

Activity Nodes. As detailed in the District requirements, fourteen (14) identified areas within Warner Center are envisioned as Activity Nodes for a concentration of pedestrian and commercial activity that will also function as District focal points. Although commercial and pedestrian activity will be found outside these areas, the Activity Nodes will be distinguished by a concentration of commercial development, including but not limited to: pedestrian serving retail, and restaurants with outdoor seating/dining that is intended to spur pedestrian activity. No habitable floor area devoted to domestic sleeping, dining, kitchen and bath/shower facilities shall be permitted on the ground floor within an Activity Node. This pedestrian activity will also be facilitated by greater investment in infrastructure and promotion of walkability through streetscape improvements and building design. Portions of the streets near an identified Activity Node may also be designed to include public art, transit stops, and tailored signage requirements.

Active Street Frontages. As detailed in the District requirements, many of Warner Center's streets are designated as Active Street Frontages. These Active Street Frontages focus on both non-residential and residential uses with connections to the adjacent street, including transparent frontage and pedestrian serving uses, signage and other design and landscaping elements at the ground level.

Parking is only permitted on the ground floor of a building or structure within an Active Street Frontage when at least eighty percent (80%) of the ground floor frontage on any side of the above-grade parking structure, which is adjacent to a public street (except an alley) or adjacent to a public open space/plaza, includes ground floor non-residential use subject to the provisions established in Section 6.1.2.2.4 (a) and (b).

6.2.4.2 Regulations for Projects Near Activity Nodes and Active Frontage Street.

6.2.4.2.1 **Non-Residential.** That portion of the ground floor of all Projects located within 150 linear feet from the mid-point intersecting centerline of the two streets forming an Activity Node and/or located adjacent to one or more Active Street Frontages shall be limited to Non-Residential uses to a depth of 25 feet from the building frontage along the street, except, however, that Projects located adjacent to one or more Active Street Frontages, but not within an Activity Node, may permit ground floor Residential Uses that meet the requirement of Section 6.2.4.2.2 below. That portion of the ground floor of all Projects adjacent to a pedestrian courtyard or pedestrian plaza that fronts the intersecting corner of an Activity Node shall be limited to Non-Residential uses to a depth of 25 feet from the building frontage along the pedestrian courtyard or pedestrian plaza.

(a) Required Ground floor Non-Residential uses shall have a minimum depth of 25 feet from the front facade and a minimum of 15 feet in floor-to-floor height.

(b) Required Ground floor Non-Residential development shall have a minimum of 75 percent of the Building Facade located between 30 inches and 84 inches from the ground floor devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards the minimum percentage.

6.2.4.2.2 **Residential Uses.** That portion of the ground floor of all projects located within 150 linear feet from the mid-point intersecting centerline of the two streets forming an Activity Node and/or located adjacent to one or more Active Street Frontages shall not contain Residential uses to a depth of 25 feet from the building frontage along the street,

provided, however, that Projects located adjacent to one or more Active Street Frontages may permit ground floor Residential Uses that meet the following requirements:

(a) Permitted Residential Uses in these ground floor areas shall be limited to Work-Live Units professional offices or residential common spaces and shall be designed to include wall openings comprised of a minimum of fifty percent (50%) of the street level Building Facade located between 30 inches and 84 inches from the ground floor.

(b) If ground floor residential units are oriented to public or private streets, they shall be accessed individually and directly from the abutting street with individual front stoops or porches.

(c) Fence and wall heights along an Active Street Frontage shall not exceed 42 inches, as measured from the highest adjacent grade. Fences and walls shall include latticework, ornamental fences, screen walls, hedges or thick growth of shrubs or trees.

6.2.5 New Streets and Pedestrian Adapted Pathways (PAP).

6.2.5.1 Intent.

The regulations established in this subsection are designed to ensure that large Projects on existing large blocks provide adequate pedestrian and vehicular circulation through inclusion of publicly accessible small streets called New Streets. It is envisioned that as development occurs on these lots over the life of the WC2035 Plan, they will be subdivided by New Streets and Pedestrian Adapted Pathways that provide pedestrian access and linkages between PAOS and other uses within the District.

Projects shall also be required to provide pedestrian-oriented walkways and access ways called Pedestrian Adapted Pathways. Over the life of the WC2035 Plan, these publicly accessible pathways will create a network of circulation points for non-motorized vehicles and pedestrians.

6.2.5.2 Standards.

6.2.5.2.1 New Streets.

The following shall be the required standards for the development of any New Street within the Plan area as illustrated in ***Figure 11***:

(a) A minimum 64-foot right-of-way (inclusive of roadway width, paved sidewalk width, and parkway width) shall be provided.

(b) A maximum roadway width of 36 feet shall be provided.

(c) A minimum paved sidewalk width of six (6) feet on each side of the roadway shall be provided.

(d) A minimum parkway width of eight (8) feet on each side of the roadway shall be provided from the edge of the sidewalk to the edge of the roadway curb.

(e) Any connection to any public street shall be provided subject to review and approval of the Director in consultation with the City Engineer (Bureau of Engineering) and the General Manager of the Department of Transportation.

(f) Access for motorized vehicles and parking shall be permitted.

(g) Pedestrian amenities, including but not limited to benches, information and retail kiosks, water features, and trash cans, shall be provided and shall occupy a minimum of five

(5) percent of the total surface area of each New Street.

(h) Lighting shall be provided subject to the approval of the Director in consultation with the Bureau of Street Lighting.

(i) Open public access and right of travel shall be provided at all times.

6.2.5.2.2 Pedestrian Adapted Pathways (PAP).

The following are the required standards for the development of any Pedestrian Adapted Pathways (PAP) within the Plan area. (No illustrative figure in the Plan is provided.)

(a) A minimum 20-foot right-of-way shall be provided.

(b) Any connection to any public street shall be provided subject to review and approval of the Director in consultation with the City Engineer (Bureau of Engineering) and the General Manager of the Department of Transportation.

(c) Only non-motorized vehicles shall be permitted (except for emergency vehicle uses during an emergency).

(d) A minimum 10-foot wide pathway clear of obstructions shall be provided; permeable surface treatments may be incorporated.

(e) Lighting shall be provided subject to the approval of the Director in consultation with the Bureau of Street Lighting.

(f) A minimum of twenty-five percent (25%) of the total square-footage devoted for the Pedestrian Adapted Pathways shall be landscaped (with plantings).

(g) Open access to the public shall be provided from 6 a.m. to 10 p.m., seven days per week, at a minimum.

6.2.5.3 Requirements.

6.2.5.3.1 For Master Planned Projects Only.

For any Master Planned Project located on a Project site that is 217,800 square feet (i.e., five acres) or greater, the following shall be required:

(a) <u>One Public Street Frontage Only</u>.

For such Projects with only one (1) public street frontage, as determined by the Director, a New Street or PAP shall be incorporated into the Master Planned Project and shall connect with the public street at a minimum of one (1) discrete point and must connect with an accessway on an adjacent lot.

(b) Two Public Street Frontages Only – Perpendicular Frontage Streets.

For such Projects with two (2) public street frontages that are perpendicular to each other, as determined by the Director, a New Street or PAP shall be incorporated into the Master Planned Project and shall connect with each public street at a minimum of one (1) discrete point.

(c) Two Public Street Frontages Only – Parallel Frontage Streets.

For such Projects with two (2) public street frontages that are parallel to each other, a New Street shall be

incorporated into the Master Planned Project, and such New Street shall provide a continuous connection between the two parallel public streets.

(d) Three Public Street Frontages Only.

For such Projects with three (3) public street frontages, a minimum of one (1) New Street shall be incorporated into the Master Planned Project, and such New Street shall provide a continuous connection between at least two (2) public streets.

(e) Four or More Public Street Frontages.

For such Projects with four (4) or more public street frontages, a minimum of two (2) New Streets shall be incorporated into the Master Planned Project, and such two New Streets shall provide a continuous connection among at least three (3) public streets.

6.2.5.3.2 For All Projects Not Master Planned.

(a) With respect to any Project that is not a Master Planned Project, a New Street or Pedestrian Adapted Pathway shall be required if an existing or approved New Street or Pedestrian Adapted Pathway or other accessway is located on an adjacent property, and such required News Street or Pedestrian Adapted Pathway shall be subject to the approval of Director, in consultation with the Bureau of Engineering and Transportation,

based on the Street Standards established in ***Figures 1 through 11*** and in the text of this Plan.

(b) Applicant for a Project that is required by the Director through an Administrative Clearance process or Project Permit Compliance process to provide New Street(s) or PAP(s) but cannot meet the provisions established in this Plan may request relief from such provisions of this Plan. In order for an approval to be granted for such a request, the Director must make a specific finding that there are special circumstances applicable to the Project or Project site that make the strict application of the Plan's requirement to provide either a New Street or PAP impractical. This finding must be supported by official documentation provided by the applicant. In reviewing this documentation, the Director may consult the Bureau of Engineering and the Department of Transportation.

6.2.6 Urban Design Guidelines and Supplemental Urban Design Standards.

6.2.6.1 Urban Design Guidelines.

The design features set forth in the Urban Design Guidelines, which are attached as part of the ***Appendix F*** to this Plan, are intended to guide all Projects in the Plan area. The provisions of this Plan shall take precedence where there is a conflict with any Citywide design guidelines.

6.2.6.2 Supplemental Urban Design Standards.

Unlike the Urban Design Guidelines set forth in ***Appendix F*** of this Plan, compliance with which is encouraged but not required, the

following Supplemental Urban Design Standards shall be required as standards for all Projects within the Plan area:

6.2.6.2.1 Parking in Required Setbacks.

Surface parking shall not be located anywhere in the front setback area (except that surface parking may be allowed in the front setback area within the Topanga District and only on the east side of Topanga Canyon Boulevard between Erwin Street and Vanowen Street).

6.2.6.2.2 Architecture.

The ground floor of a building or structure that is three (3) or more stories in height shall have a different architectural treatment than the upper floors of that building.

6.2.6.2.3 Lighting and Security.

If exterior lighting is provided, it shall be: 1) integrated with the building's design and 2) shielded to reduce glare.

6.2.6.2.4 Utilities.

For Master Planned Projects only, utility lines within the public right-of-ways shall be placed underground, subject to the standards of the Bureau of Street Services. At minimum, all other Projects shall provide on-site all infrastructure that is necessary for the future placement of underground utilities off-site, as approved by the Department of Building and Safety.

6.2.6.2.5 Articulation of Building Facades.

In order to help distinguish a building or structure's appearance from the surrounding plane surface (i.e., the street), the architectural design of all Building Facades of all buildings or structures (excluding parking structures) over 250 horizontal feet in length, where the exterior wall of that

building or structure is within 50 feet of the setbacks required by each District shall include variations as seen from a bird's eye view (plan view) as follows:

- The Building Facade shall provide variations in depth, creating a change in depth, and the portion of the Building Façade with the different depth shall, in total, be at least 15 percent of the length of the entire Building Facade. Changes in depth of the Building Facade may be accomplished by wall offsets, bays, projections, recesses, courtyards, stair towers, balconies or by other similar architectural design treatments.

- The variation in the depth of a Building Facade shall continue along those portions of the applicable facades to a minimum building or structure height of 35 feet, or the height of the building or structure if it is less than 35 feet in height. Each portion of the Building Façade that offers a change in depth shall be at least five (5) feet in horizontal length.

- Building Facades shall incorporate ornamentation techniques in its architectural design. Techniques may include, but are not limited to: variation in materials, textures, apparent wall thickness, roof lines, cornice lines and fenestration.

- The Building Facade of any parking structure shall be designed to be compatible in color, material, and architectural detail with the

building(s) or structure(s) which the parking structure serves.

6.2.6.2.6 General Landscape Requirements for All Projects - Landscape and Irrigation Plans.

All planted areas within a Project shall be serviced by automatic irrigation systems and conform to the City's water conservation requirements. Landscape and irrigation plans prepared by a licensed landscape architect shall be submitted to the Director for review and approval prior to the issuance of any building permit for a Project.

6.2.6.2.7 Landscaping Requirements for Parking Facilities.

The following provisions shall apply to any surface parking, structured parking, any portion of a building used for parking, or temporary parking facilities:

(1) Surface Parking.

For proposed new surface parking lots and existing surface parking lots with a proposed increase in parking spaces of more than twenty percent (20%), the following shall be required:

At minimum, one canopy tree shall be provided for every four new parking spaces. These trees shall be evergreen shade-producing trees and, at the time of planting, shall each: come in a box at least 24-inch in size, have a minimum trunk caliper of 2 inches, and have a minimum of ten (10) feet in height from the ground after it is planted in the ground. The trees must be of a type expected to be, at the point of maturity, a minimum of 30 feet in height up to a maximum of 50 feet in height and with a tree canopy of 20 feet to 40 feet in diameter. These trees shall be distributed throughout the new parking area in a

manner so that a minimum of one (1) tree shall be located within ten (10) feet of any parking space. The distribution shall not preclude groups or clusters of trees located throughout the parking lot. Solar structures may be installed instead of such canopy trees. The following shall not be subject to the surface parking requirements set forth in this subsection (1): (i) the top of a parking structure; (ii) auto dealer inventory display areas; and (iii) resurfacing of existing parking lots, provided that the resurfacing does not result in more than a twenty percent (20%) increase in parking spaces.

(2) Structured Parking or Any Portion of a Building or Structure Used for Parking.

The following provisions shall apply to all structured parking or any portion of a building or structure used for parking:

- A minimum landscaped setback of five (5) feet shall be observed on all of the perimeters of standalone parking structures or any portion of a building or structure used for parking at grade or above grade within the interior of a lot, and not located adjacent to an existing public street, new public or private street, or PAP.

- Any structured parking or any portion of a building or structure used for parking located adjacent to a public street, new public or private street, or PAP shall meet the requirements for setbacks as required for the District in which such building or structure is located. The landscaping within the setback area shall include a berm, hedge or combination of hedge and berm,

measuring at least 36 inches in height that may contain openings as necessary to address potential safety and security concerns.

- To screen or break up the appearance of the façade, trees shall be planted in the setback area at a minimum ratio of one tree for every 30 linear feet of the length of the parking structure or that portion of a building which is used for parking.

- Parking structures or that portion of a building or structure that is used for parking at grade or above grade shall be designed to minimize vehicle headlight and noise impacts on adjacent properties. Permitted screening techniques include parapet walls, railings, planter boxes, and external landscaping. Other design solutions that address headlight and noise impacts may be approved by the Director.

- Parking structures or that portion of a building or structure that is used for parking at the ground floor shall be designed to include climbing vines on the facade of each parking level in order to provide landscaped screening and exterior amelioration to the walls. The roofs of parking structures shall also be landscaped with planted materials, which may consist of landscaping in perimeter planter boxes.

- Parking structures or that portion of a building or structure that is used for parking shall include air circulation vents and/or fans shall be installed.

(3) Temporary Surface Parking.

Where temporary surface parking is proposed for any Project, temporary landscaping (e.g., trees in planters) shall be provided with a temporary irrigation system. Such landscaping and irrigation shall be provided pursuant to a landscape and irrigation plan prepared by a licensed landscape architect and approved by the Director.

6.2.6.2.8 Street Trees.

New street trees shall be of the species indicated for street trees, as set forth in ***Appendix F*** (Urban Design Guidelines) of this Plan.

6.2.6.3 Application of the Urban Design Guidelines and the Supplemental Urban Design Standards

No Project may be approved before consultation with the City's Urban Design Studio (or an equivalent position/organization) on the issue of whether or not the proposed Project is consistent with the Urban Design Guidelines set forth in ***Appendix F*** of this Plan and those Supplemental Urban Design Standards required in Section 6.2.6.2 above.

The responsibilities of the Director in enforcing the Urban Design Guidelines are as follows: The Director, in consultation with the Urban Design Studio, shall provide detailed feedback to the Project applicant based on the Urban Design Guidelines. The Project applicant's response to such feedback shall be evaluated by the Director and incorporated into final plans to be part of any determination or Project approval. A finding of general consistency with the Urban Design Guidelines is a requirement of any Project approval.

6.2.6.4 Revisions to the Urban Design Guidelines.

The City Planning Commission may revise the Urban Design Guidelines from time to time.

6.2.7 Hybrid Industrial.

Warner Center is a Regional Center. As a Regional Center, Warner Center is designed to allow a wide range of uses, which co-exist to form a self-sustaining and livable community. The intent of the Hybrid Industrial provisions of this section is to maintain the industrial base in Warner Center and its jobs while recognizing that the industrial landscape in Warner Center in specific has transformed into a light industrial/research and development demand market. The majority of the industrial uses that currently exist in Warner Center are the high-end, research and development uses. This section is designed to not only preserve those industrial uses but also encourage their expansion.

The following uses are considered Hybrid Industrial Uses and shall be permitted within the boundaries of the Plan area in accordance with **Table A - Land Use Matrix** of this Plan, which Table A specifies the District(s) where these uses are allowed.

6.2.7.1 Uses.

Allowable Hybrid Industrial Uses in the Plan area (for both existing and proposed buildings) shall be limited to the following:

Animal Clinics and Hospitals;
Advertising Studio;
Broadcasting Studio;
Computer component, parts, accessory manufacturing, and assembly;
Corporate Headquarters;
Electric parts, assembly and manufacturing;
Electric appliances assembly;
Electric generator and motor manufacturing (small);
Electric products assembly and manufacturing;
Electric instruments and devices assembly and manufacturing;
Engineering services office;
Facilities for development and production and manufacture of computer equipment and media-related products and services, including hardware;
Film developing; printing machines, or similar services as technology evolves;
Film laboratory or similar services as technology evolves;
Film and tape editing or similar editing services;
Financial institution - administrative offices with only non-retail services;

Insurance agency, office or company, including corporate headquarters Laboratory - experimental film, motion picture, research or testing;
Laboratory - medical or dental;
Laboratory - quality control, as an accessory to headquarters or branch offices of a manufacturer or as an independent facility;
Laboratory - research and development;
Mail order production (not used as a primary distribution center);
Metal products x-ray inspection;
Motion picture reconstruction;
Motion picture, radio, or television studio or station;
Printing establishment;
Publishing office with no wet printing permitted;
Radio and television assembly and manufacturing;
Recording studio;
Research and development facility;
Scientific instrument and equipment manufacturing;
Software development;
Stereo equipment assembly;
Stereo equipment manufacturing;
Warehouse, not used as a primary distribution center;
Wholesale businesses with no direct public sales; and
Similar uses as approved by the Director pursuant to LAMC 11.5.7.H.

No other uses otherwise permitted in the industrial zones of the LAMC, including the MR1, MR2, M1, M2 and M3 zones, shall be permitted.

All Hybrid Industrial Uses shall be light-industrial in nature with respect to the industrial processes, the machinery used, and the goods and commodities carried to and from the premises. All regulations of the LAMC and all local, state, and federal regulations shall be complied with at all times.

6.2.7.2 Site Activity.

All Hybrid Industrial Uses shall be conducted completely out of view of the public right-of-way. No exterior activities, including display, storage, or similar exterior activities common to an industrial use, that are visible from any public street, New Street, or Pedestrian Access Pathway shall be permitted. Notwithstanding the foregoing, motion pictures, radio, television

production, and other studio related production activities are not subject to the prohibitions set forth in this Section 6.2.7.2. Loading and unloading activities, including trash pick-up, may be permitted only during the following hours: Monday through Friday from 7 a.m. to 10 p.m.; Saturday from 8 a.m. to 8 p.m.; and Sunday from 9 a.m. to 6 p.m.

6.2.8 Automobile Uses.

The intent of this subsection is to emphasize that, throughout the Plan area, there are many existing uses that continue to service automobile demand either through purchase, service, and maintenance. In particular, the Topanga District is comprised of lots fronting the west side of Topanga Canyon Boulevard between Burbank Boulevard and Bassett Street. These lots are mostly small and narrow and are generally improved with single- and multi-story commercial buildings and surface parking lots. The uses associated with these commercial buildings include fast-food restaurants, retail shopping centers, offices and new automobile dealership franchises. The auto-oriented nature of Topanga Canyon Boulevard, a State Highway, has attracted auto-oriented uses including new Automobile Dealership franchises. These auto-oriented uses should be permitted to expand and flourish in the Topanga District only.

The intent of this Section is a narrow one, which is to continue the rich history of automobile sales and service along Topanga Canyon Boulevard. It is not intended to expand the nature of vehicle sales to the wide sales and service that are available to the public in the present day including recreational vehicles, motorcycles, larger-scale trucks, all-terrain vehicles, trailers, and the like.

6.2.8.1 Requirements.

New Automobile Dealerships and new Truck Dealerships or expansion of an existing Automobile Dealership and an expansion of an existing Truck Dealership shall be permitted in the Topanga District only (See ***Appendix A***) subject to the development standards enumerated in Sections 6.2.8.2 and 6.2.8.3 below. These automobile and truck uses can include accessory services including, but not limited to used automobile and truck sales, service, parts sales, test driving, vehicle fueling and washing, etc. No other new or expanded dealerships of vehicle uses shall be permitted in the Plan area, including but not limited to: motorcycles, recreational vehicles, boats, and like vehicles.

6.2.8.2 Development Standards – New Automobile Dealerships and Truck Dealerships in the Topanga District Only.

The applicant proposing the construction of a new Automobile or Truck Dealership shall file as a Project pursuant to the requirements of either Section 5.2 or 5.3 of this Plan, if not otherwise specifically Exempted in Section 5.1 of this Plan. Any new Automobile or Truck Dealership shall comply with all of the development standards set forth in subsections (a) through (n), inclusive, below, and any approval of such new dealership, either by an Administrative Clearance or Project Permit Approval, shall incorporate, as conditions of approval, all such development standards, notwithstanding the requirements established in LAMC Section 12.22-A.28.

(a) Primary Entrance. The main building or structure for the new dealership shall be located with at least one primary entrance along Topanga Canyon Boulevard.

(b) Ground Level. A minimum of fifty percent (50%) of the main building's ground level floor area must be designed with a depth of at least 25 feet from the front Building Facade and a minimum 15-foot floor-to-floor height.

(c) Additional Setback. An additional setback may be permitted to a maximum of 50 feet above the setback requirements established in the Topanga District per subsection 6.1.2.7.8 of this Plan for any building or structure adjacent to Topanga Canyon Boulevard.

(d) Lot Coverage. The footprint of all structures and buildings, vehicle display areas, vehicle storage areas and landscaped areas shall comprise at least 50 percent of the entire Project site. The remaining area may be used for customer and service parking, service inventory, loaner inventory and vehicle circulation.

(e) Windows. The exterior walls and doors of any building or structure, excluding bay doors and/or security grills, which walls and doors are parallel to and have a visible frontage from the public rights-of-way along Topanga Boulevard shall consist of at least fifty percent (50%) transparent windows on the ground floor, unless otherwise prohibited by law.

(f) Bay Doors. Bay doors shall not directly face Topanga Canyon Boulevard, nor shall they directly face any residentially-zoned property.

(g) Wash Rack. Every wash rack shall be constructed or arranged so that openings shall not face any school or lot with a certificate of occupancy for residential use and shall be screened from any public right-of-way.

(h) Fences. No fences shall be erected along the Topanga Canyon Boulevard.

(g) Screening of Trash Storage Areas. A solid masonry wall at least six feet in height shall be erected if the lot where the trash storage area is located abuts or is adjacent to a lot or lots with a school or any residential use, except for that portion of the lot line where an access driveway is required by the City as determined by the Departments of Planning and Transportation. Trash storage bins shall be located within a gated enclosure constructed of solid masonry and finished to match the exterior wall materials of the main building.

(h) Setback - Landscaping. Street Frontages. A landscaped, planted area having a minimum depth of five (5) feet shall be required along all street frontages of the lot or lots, except for that portion of the lot line where an access driveway is required by the City as determined by the Departments of Planning and Transportation, and along the perimeters of all parking areas. No vehicle display shall be permitted in this landscape area.

(i) Vehicle Display – Pedestrian Movement. A minimum of ten (10) percent of the ground level "vehicle display" area must be designed through landscape and/or hardscape techniques to provide for customer and pedestrian movement and circulation.

(j) Irrigation System. An automatic irrigation system shall be required for all landscaped areas.

(k) Lighting. All exterior and flood lighting shall be directed onto the Project site and shall be designed to eliminate any glare to adjoining properties.

(l) Operating Conditions. All of the following operational conditions shall be incorporated into the Project approval:

(1) Spray painting shall be allowed in a new automobile dealership service center but shall only be conducted in an enclosed space.

(2) Junkyard or automobile dismantling activities (which does not include repair work associated with new automobile dealership franchises) are prohibited.

(3) Public address systems shall not be permitted.

(4) Site cleaning, sweeping, trash collection, and vehicle deliveries to the site shall be limited to the following hours with no ambient noise restrictions: Monday through Friday, 7:00 a.m. to 9:00 p.m. and Saturday and Sunday 8:00 a.m. to 7:00 p.m. These activities shall be permitted outside the hour limitation specified above as long as the dealership maintains noise levels below the levels provided in Table II of Section 111.03 of the Los Angeles Municipal Code.

(5) Hours of operation for the service department of the dealership shall not be limited.

(6) Vehicles being repaired shall be stored on-site.

(7) Trailers and/or temporary modular buildings shall not be permitted as a permanent work area.

(8) Arcades or game machines shall be permitted as long as they are provided free of charge and for customer use only.

(9) Installation of temporary canopy tents shall only be permitted for a period not to exceed 90 days per calendar year (i.e. January 1st to December 31st).

(10) The Project site shall be kept clear of weeds, rubbish, and all types of litter and combustible materials at all times.

(11) One trash receptacle shall be located for every 200 square feet of open space and shall be uniformly distributed throughout the open areas of the site.

(12) Any automotive laundry or wash rack, in which power-driven or steam-cleaning machinery is used, shall maintain noise levels below the levels provided in Table II of Section 111.03 of the Los Angeles Municipal Code. The comparison between the noise emanating from the automotive laundry or wash rack and from Table II shall be made in the manner set forth in Section 111.02 (a) of the LAMC.

(13) Any vehicle repair activity shall be conducted within a fully- enclosed building.

(14) No more than five percent of any one window shall be utilized for identification or signage purposes.

(m) Sale and Service of Used Automobiles. Any sale and service of used automobiles may be conducted in conjunction with a dealership of new automobiles and trucks within the Topanga District.

(n) Other than the sales and service of new and used automobiles and trucks , no other vehicles, except for those permitted above, shall be sold or serviced on a lot or lots operated by a New Automobile and Truck Dealership.

6.2.8.3 Development Standards – Expansion of/Addition to an Existing Automobile Dealerships and Truck Dealerships in the Topanga District Only.

The applicant proposing the expansion of/addition to an existing Automobile or Truck Dealership shall file as a Project pursuant to the requirements of either Section 5.2 or 5.3 of this Plan, if not otherwise specifically Exempted in Section 5.1 of this Plan. Any such Project shall comply with all of the development standards set forth in subsections (a) through (l), inclusive, below, and any

approval of such new dealership either by an Administrative Clearance or Project Permit Approval, shall incorporate, as conditions of approval, all such development standards, notwithstanding the requirements established in LAMC Section 12.22-A.28.

(a) Primary Entrance. Any expansion or addition to a main building or structure located along Topanga Canyon Boulevard shall provide at least one primary entrance along Topanga Canyon Boulevard if one does not exist.

(b) Windows. The exterior walls and doors of any expanded portion of a building or structure, excluding bay doors and/or security grills, which walls and doors are parallel to and have a visible frontage from the public rights-of-way along Topanga Boulevard shall consist of at least fifty percent (50%) transparent windows on the ground floor, unless otherwise prohibited by law.

(c) Bay Doors. Bay doors shall not directly face Topanga Canyon Boulevard, nor shall they directly face any residentially-zoned property.

(d) Wash Rack. Every wash rack shall be constructed or arranged so that openings shall not face any school or lot with a certificate of occupancy for residential use and shall be screened from any public right-of-way.

(e) Fences. No fences shall be erected along the Topanga Canyon Boulevard.

(f) Screening of Trash Storage Areas. A solid masonry wallat least six feet in height shall be erected if the lot where the trash storage area is located abuts or is adjacent to a lot or lots with a school or any residential use, except for that portion of the lot line where an access driveway is required by the City as determined by the Departments of Planning and Transportation. Trash storage bins shall be located within a gated enclosure constructed of solid masonry and finished to match the exterior wall materials of the main building.

(g) Vehicle Display – Pedestrian Movement. A minimum of ten (10) percent of the ground level "vehicle display" area

must be designed through landscape and/or hardscape techniques to provide for customer and pedestrian movement and circulation.

(h) Irrigation System. An automatic irrigation system shall be required for all landscaped areas.

(i) Lighting. All exterior and flood lighting shall be directed onto the Project site and shall be designed to eliminate any glare to adjoining properties.

(j) Operating Conditions. All of the following operational conditions shall be incorporated into the Project approval:

(1) Spray painting shall be allowed in a new automobile dealership service center but shall only be conducted in an enclosed space.

(2) Junkyard or automobile dismantling activities (which does not include repair work associated with new automobile dealership franchises) are prohibited.

(3) Public address systems shall not be permitted.

(4) Site cleaning, sweeping, trash collection, and vehicle deliveries to the site shall be limited to the following hours with no ambient noise restrictions: Monday through Friday, 7:00 a.m. to 9:00 p.m. and Saturday and Sunday 8:00 a.m. to 7:00 p.m. These activities shall be permitted outside the hour limitation specified above as long as the dealership maintains noise levels below the levels provided in Table II of Section 111.03 of the Los Angeles Municipal Code.

(5) Hours of operation for the service department of the dealership shall not be limited.

(6) Vehicles being repaired shall be stored on-site.

(7) Trailers and/or temporary modular buildings shall not be permitted as a permanent work area.

(8) Arcades or game machines shall be permitted as long as they are provided free of charge and for customer use only.

(9) Installation of temporary canopy tents shall only be permitted for a period not to exceed 90 days per calendar year (i.e. January 1st to December 31st).

(10) The Project site shall be kept clear of weeds, rubbish, and all types of litter and combustible materials at all times.

(11) One trash receptacle shall be located for every 200 square feet of open space and shall be uniformly distributed throughout the open areas of the site.

(12) Any automotive laundry or wash rack, in which power-driven or steam-cleaning machinery is used, shall maintain noise levels below the levels provided in Table II of Section 111.03 of the Los Angeles Municipal Code. The comparison between the noise emanating from the automotive laundry or wash rack and from Table II shall be made in the manner set forth in Section 111.02 (a) of the LAMC.

(13) Any vehicle repair activity shall be conducted within a fully- enclosed building.

(14) No more than five percent of any one window shall be utilized for identification or signage purposes.

(k) Sale and Service of Used Automobiles. Any sale and service of used automobiles may be conducted in conjunction with a dealership of new automobiles and trucks within the Topanga District.

(l) Other than the sales and service of new and used automobiles and trucks, no other vehicles, except for those permitted above, shall be sold or serviced on a lot or lots operated by an existing Automobile and Truck Dealership.

6.2.8.4 The display and limited sale of new vehicles including, but not limited to, automobiles, trucks, motorcycles, and boats, shall be permitted in all eight Districts in the Plan subject to all of the following standards:

1. All vehicle display on the Project site shall be conducted indoors, with the exception that four (4) vehicles or less may be displayed outdoors temporarily, not to exceed 90 days per calendar year. These vehicles permitted for temporary display outdoors may be placed either in the same location or separate locations on the Project site.

2. Service, repair, fueling, storage, and alike of vehicles on the Project site shall be strictly prohibited. Exception: Those vehicles permitted for outdoor display may be washed only.

3. Used vehicle sales and/or display shall be prohibited.

4. Limited vehicle sales shall be permitted under the condition that all vehicle sale activity shall be conducted indoors.

5. Testing of vehicles shall be prohibited, including test driving.

6. No sale of new or used vehicle parts shall be permitted.

7. No vehicle (including display vehicles) located on-site may be made available for sale. Purchased vehicles may not be stored anywhere within the Plan area except for the Topanga District.

6.2.9 Establishment of Entertainment Uses - Downtown and Uptown Districts Only.

For any commercial use in the Downtown and Uptown Districts only, the following provisions shall apply to permit Entertainment Uses.

6.2.9.1 Purpose.

The purpose of this section is to encourage entertainment and nightlife uses in the Downtown and Uptown Districts of Warner Center, while also preserving a healthy and safe environment for residents and businesses. This will be accomplished through the

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

6.9.2.3 Applicability and Location.

This Section 6.9.2 of the Plan is only applicable to Entertainment Uses in the Downtown and Uptown Districts.

6.9.2.4 Application.

The applicant of any proposed Entertainment Use shall submit a site plan, floor plan, and elevations of such proposed Entertainment Use for review and approval by the Director, pursuant to Section 5.3.3 of this Plan and LAMC Section 11.5.7-C.

6.9.2.5 Standards.

(a) Use: Adult Entertainment, including but not limited to strip clubs, cabarets, and "hostess" type activities shall not be permitted through the Project Permit Compliance review process established in Section 5.3.3. These uses may be permitted through the established processes in the LAMC.

(b) Noise: Noise level of any Entertainment Use shall not cause disruption above the ambient urban noise levels along the adjacent public streets.

(c) Security and Crowd Control: The Director may consult the Police Department to evaluate the operation of an Entertainment Use to determine if policing is required. If additional security is required by the Police Department, the applicant shall be responsible for the expense of such additional security and a public safety plan.

6.9.2.6 Review of the Approved Use.

Any approved Entertainment Use in the Downtown and Uptown Districts, approved under Project Permit Compliance pursuant to the Plan and operating in compliance with all conditions of

approval, shall be allowed to operate through the life of the Plan. However, the Director may initiate additional Project Permit Compliance review at any time to modify conditions or impose new conditions to respond to nuisance activities, including without limitation imposing a new condition that shortens the duration of the right to operate the previously-approved Entertainment Use.

6.9.2.7 Revocation.

If any of the conditions of a Project Permit Compliance approval for an Entertainment Use project has not been complied with, the Director may give notice to the property owner or lessee of the real property affected to appear at a time and place set by the Director and show cause for why the use permitted by this Subsection 6.9.2 should not be modified, discontinued or revoked. These proceedings shall be carried out in accordance with LAMC Section 12.24-Z.

SECTION 7. MOBILITY

7.1 Intent.

The Plan contemplates that Warner Center will become a sustainable, mixed-use, transit-oriented, walkable Center serving the West Valley. As the West San Fernando Valley's downtown, Warner Center will maintain its neighborly character as it grows into a cosmopolitan center. With respect to mobility, the WC2035 requires incorporation of key components into Warner Center's character. These include: sustainability, community connectedness, accessible public transit, and promotion of innovative businesses, job diversity, and a safe and friendly pedestrian environment.

As a vital transit-oriented community, Projects in the WC2035 Plan area shall transform the Warner Center street network into one engendering enhanced mobility and pedestrian/commercial activity from many uses proximate to each other. Development of the Plan's proposed infrastructure shall provide residents easy access to a broad range of transit and "small, slow vehicle" options. Green, dynamic, and eco-friendly streets will be inviting and walkable with retail at ground level and work/live space above.

The WC2035 Plan area shall be developed as a collection of neighborhoods where none are left disconnected or ignored. Low-emission public transit shall be made available for shuttling within its districts and to adjacent communities. Transit systems must reliably allow easy access for young, old, and those who are physically challenged in order to connect all parts of Warner Center. The expanded Orange Line and Red Line connect Warner Center to the region, making many daily work commutes and other trips car-free.

The concept of a one-dimensional, uni-modal Transportation System shall be replaced by the concept of a Mobility System with, not only its streets for vehicles, but one that also has an extensive network of infrastructure supporting modes that offer alternatives to the automobile. Activity Nodes and Active Frontage Streets are intended to provide for a pedestrian experience that is safe and efficient and support their use of the Transportation System. Extensive paths for bikes, other "small slow vehicles" must be well integrated into the dense, urban fabric.

Some Mobility provisions are intended to ensure that measures are taken to limit spillover traffic into surrounding neighborhoods, recognizing that traffic volumes in Warner Center will increase until people shift from single-occupant cars to the many other modes that are encouraged in Warner Center. Measures are also provided to mitigate the impacts of additional traffic in the region related to the growth planned for the Warner Center area.

7.2 Department Of Transportation Review.

7.2.1 Requirement. All Project applicants shall file an application with the Department of Transportation for an Initial Site Assessment Form Issuance, which application will initiate an assessment to determine the Project's mobility requirements, including but not limited to Mobility Fees, Mitigation Measures, Street Dedications and Improvements, and Covenant and Agreements.

7.2.2 Application Fee. See Section 5.3.6 (DOT Fee).

7.3 Mobility Fee.

Mobility Fees shall be collected from Project applicants and deposited into a special Warner Center Mobility Trust Fund for the implementation of Transportation Mitigation Plans (TMP) and other mobility measures and improvements identified by the Plan.

7.3.1 Mobility Fee Calculation.

Mobility Fee shall be calculated based on a Project's land uses and size, as calculated by DOT using the Mobility Fee Table set forth in ***Appendix D*** of this Plan. DOT shall have the final authority in determining which lots constitute the project site specifically for the purpose of calculating a Mobility Fee. The Mobility Fee funds the six components of the TMP including Roadway Improvements, New Orange Line Station Terminus, Bus Purchases, Bus Operating Expenses, Streetscape Improvements, and Neighborhood Protection / Plan Implementation / Transportation Demand Management (TDM).

7.3.2 Mobility Fee Credits.

The following Mobility Fee Credits shall apply to Mobility Fees:

7.3.2.1 Existing Use Credit. Credit against the Mobility Fee of a Project shall be given based on such Project's land use, size, and occupancy on January 1, 2008, or subsequently permitted and occupied use, based on floor area (as defined in LAMC Section 12.03), as determined by the Department of Building and Safety, using the Mobility Fee Table set forth in ***Appendix D*** of this Plan.

7.3.2.2 In-Lieu Credit for Mitigation Measures. In-lieu Mobility Fee credit shall be given (on a one dollar to one dollar basis) for those mobility mitigation measures implemented by a Project for up to 82% of the total Mobility Fee obligation of the Project; however, in-lieu credit shall be limited to the percentage share of the Mobility Fee by each individual Mobility Fee subcategory (street

improvements, transit improvements, etc.) as set forth in Table 2 of ***Appendix D***. In-Lieu Credits shall be applied to reduce the Mobility Fees after the required transportation/mobility improvements have been completed or guaranteed to the satisfaction of DOT and Department of Public Works - Bureau of Engineering.

7.3.2.3 In-Lieu Credit for Dedications.

In-Lieu Mobility Fee credit shall be granted for all dedications for public streets.

(a) In-Lieu Credit shall be granted for land dedications for right-of-way purposes that implement those transportation/mobility improvements listed in ***Appendix D*** of this Plan and are to be funded by the Mobility Fee. In-Lieu Credit shall be granted based on the cost of the land dedication at $100.00 per square-foot estimated in determining the Mobility Fee. This In-Lieu Credit for land dedication will be adjusted by annual indexing pursuant to Section 7.4 of this Plan.

(b) In-Lieu Credit shall be used only for an existing Project, or a future Project, on the Project site where the In-Lieu Credit is given. In-Lieu Credit shall not be transferable.

7.3.2.4 Cost Recovery Fee for Use of the City's Traffic Model

For any Project required by DOT to prepare additional traffic analysis because the proposed traffic generated may generate more impacts than originally anticipated under the original traffic modeling, included in the Plan's environmental analysis, additional traffic model runs may be required. The applicant may either analyze the traffic impacts with their own modeling, the adequacy of which modeling shall be subject to approval by the City, or pay for the use of the City's traffic model by the applicant or the applicant's consultant. The payment for using the City's model is a cost recovery fee for the cost to the City for running the traffic model. If the applicant pays the City for the use of the City's traffic model, the first model run request will be at a cost recovery fee of $3,500. Any subsequent request for a model run by the City shall be charged $3,500 cost recovery fee. This fee shall be indexed on July 1 of every year after the adoption of the

Plan. All monies collected under this provision shall be deposited into the Warner Center Mobility Trust Fund.

7.4 Annual Indexing of All Fees.

All fees, including, but not limited to, Mobility Fees, DOT Application Fees (Section 5.3.6 of this Plan), and Model Run Costs, shall be annually increased or decreased as follows: The Fees shall be adjusted as of June 30 in order to become effective by July 1 of each year by the amount of the percent increase or decrease in the most recently available City Building Cost Index, as determined by DOT. The revised Fees shall be posted on the applicable City websites. If the Department of Transportation determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the DOT shall recommend to the City Council, based on a written report, that the City Council adopts different cost figures for purposes of this Subsection 7.4. Upon receipt of a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Mobility Fees under this Section 7.4.

7.5 Fee Refunds.

If a Mobility Fee is claimed to be erroneously or illegally collected, or a refund is claimed pursuant to this Specific Plan, then refunds shall be preceded by requests for refunds pursuant to LAMC Sections 22.12 and 22.13.

The City may fully or partially refund the Mobility Fee and/or release a letter of credit when: (1) the building permit expires and no extensions have been granted for a Project for which the Mobility Fees have been collected; or (2) a refund or release is specifically authorized by resolution of the City Council.

Any claim for refund pursuant to this subsection shall be filed no later than one year after payment of the Mobility Fees or one year after the expiration date of the building permit, including any extensions granted, whichever is later.

7.6 Establishment of a Project's Obligation to Mitigate Mobility Impacts.

Once DOT determines the Project's Mobility Fee obligation based on the land use and size of a Project or Master Planned Development, as determined by the Director and/or the Department of Building and Safety, the assignment of Mitigation Measures shall be as follows:

7.6.1 Assignment of Mitigation Measures. DOT shall determine an applicant's total obligation to mitigate its impacts by requiring: 1) the physical roadway and streetscape mitigation measure improvements as outlined in ***Appendix E*** proportionate to the size of the Project, 2) the Mobility Fee in-lieu of the Project

providing the physical roadway and streetscape mitigation measure improvements as outlined in ***Appendix E***, or 3) the combination of both the mitigation measures outlined in ***Appendix E*** and the payment of the Mobility fee.

7.6.2 Mitigation Measure Proportion. DOT shall assign Mitigation Measures to Projects based on the size and use of the Project according to ***Appendix D***. Available Mitigation Measures are listed in ***Appendix E***.

7.6.3 Mitigation Availability. If DOT determines that a Mitigation Measure is not available, DOT shall assign a different Mitigation Measure from the next category of the highest dollar amount value from ***Appendix E***.

7.6.4 Substitute Mitigation Measures. DOT shall have the discretion to substitute or add equivalent Mitigation Measures to the Transportation Mitigation Program (TMP) listed in ***Appendix E***, as they become available as a result of new technology innovations or other unforeseen improvements.

7.7 Street Improvements and Dedications.

Land dedication for the purpose of adding right-of-way, roadway widening and improvements, and streetscape improvements may be required of Projects, as part of the Section 5.3.2 and 5.3.3 processes, based on the Plan's street standards pursuant to ***Figures 1 through 11*** and General Plan street designations.

7.7.1 Warner Center Street Designations.

See ***Tables 1 and 2*** for the official required standards for those specified Warner Center street designations, existing roadway and right-of-way dimensions, and future roadway and right-of-way dimensions. ***Figures 1 through 11*** are a generalized graphic representation only of those required standards specified in ***Tables 1 and 2***. Projects shall be subject to the provision of street dedication pursuant to the adopted designations.

7.7.2 Procedures.

Once the application fee required under Section 7.2.3 is paid with respect to a Project, DOT shall inform the Director in writing of all of the mobility requirements for such Project, as required under this Section 7 of the Plan. All dedication and improvement requirements for a Project, if any, shall be reviewed and approved by the Director pursuant to the requirements established in Sections 5.3.2 and 5.3.3.

7.8 Transportation Demand Management (TDM) Program.

The following additional requirements shall apply to any Project filed pursuant to Section 5.3.2 or Section 5.3.3 of this Plan which involves: 1) an existing building or structure containing 30,000 square feet or more of floor area; 2) an addition to or structural modification to an existing building or structure where that building or structure contains 30,000 square feet or more of floor area; or 3) any new building or structure containing 30,000 square feet or more of floor area.

7.8.1 Transportation Demand Management (TDM) Options.

Property owner(s) of a lot or lots with an existing building or structure or an applicant of a Project that is subject to this Subsection 7.8 shall be permitted to select from several options in order to comply with this Subsection 7.8. The applicant may choose one (1) of the following two (2) options in order to satisfy the TDM requirements of the Plan:

7.8.1.1 Option No. 1 – Submittal of a TDM Plan to the City.

Prior to the issuance of any Project approval pursuant to Section 5.3.2 or Section 5.3.3 of this Plan, the Project applicant and/or the property owner(s) (including resident associations) of the lot where the Project is located shall submit to DOT an application for review and approval of a TDM plan. DOT shall review and approve or disapprove a TDM plan within 90 days after the date of submittal of a complete application. Any plan not approved or disapproved by the end of this 90 day period shall be deemed approved. The TDM plan shall, at a minimum, include all of the following elements:

(a) Building and site design elements that facilitate customer, tenant and employee vehicle reduction efforts, such as loading and unloading areas for HOV's, bicycle facilities, direct pedestrian access, preferential parking for HOV's, and public transit stops.

(b) Specific measures that will be performed by the Project applicant(s) and/or the property owner(s) in providing ridesharing services

and information to customers, tenants and employees within the development.

(c) Financial and non-financial trip reduction incentives that the Project applicant(s) and/or the property owner(s) will provide to customers, tenants and employees working within the development.

(d) Methods that the Project applicant(s) and/or property owner(s) will use, such as leasing provisions, to encourage the participation and cooperation within the development in regards to the TDM plan.

7.8.1.1.2 Administrative Review.

Within 15 days after a determination by DOT approving or disapproving a TDM Plan Project, applicant(s) and/or the property owner(s) (including residential associations) may request a review of DOT's action by the Director pursuant to the Project Permit Compliance requirement procedures established in LAMC Section 11.5.7-C. A request shall be made upon the application forms and fee prescribed. Any appeal of the Director's action in this matter shall follow the appeal procedures in LAMC Section 11.5.7-C.

7.8.1.1.3 TDM Review Fee.

For fees related to DOT review of TDM, see Section 5.3.6.

7.8.1.2 Option No. 2 – Membership in a Transportation Management Organization or Similar Organization.

Prior to the issuance of any building, foundation, grading, demolition, change of use or use of land permit for a Project approved pursuant to Section 5.3.2 or Section 5.3.3 of this Plan, a Project applicant(s) and/or the property owners(s) (including resident associations) shall join a Transportation Management Organization (TMO) or an equivalent organization. Proof of membership in good standing shall be required at the time of any

building permit clearance. A member in good standing shall include the following minimum specifications which implement the TMO's overall TDM goals and objectives:

a) Providing building and site design elements that facilitate customer, tenant and employee vehicle reduction efforts, such as loading and unloading areas for those sharing a ride, bicycle facilities, direct pedestrian access, preferential parking for ridesharing and public transit stops.

b) Designate an on-site coordinator or point person to manage on-site TDM efforts and work with the TMO or equivalent organization.

c) Specific promotional measures that will be performed in providing ridesharing services and information to customers, tenants and employees on-site.

d) Financial and non-financial trip reduction incentives that will be provided on-site to customers, tenants and employees.

e) Payment of annual membership dues as determined by the TMO or equivalent organization.

f) Submittal of an annual TDM status report to the TMO or equivalent organization. The report should include a survey of all employees and/or tenants on their mobility patterns.

7.8.2 Transportation Demand Management Program Enforcement.

No building, grading, demolition, foundation, use of land, and change of use permit shall be issued for any eligible Project that has not complied with the requirements specified in Section 7.8.

SECTION 8. NEIGHBORHOOD PROTECTION PROGRAM (NPP)

The intent of the Neighborhood Protection Program is to provide those areas surrounding Warner Center a procedure established within the Plan to allow for access and funding from the Mobility Fee collected of localized mitigations to unanticipated impacts. Such impacts may be specific to an area in the form of traffic, parking, crime, noise, or many other types of localized impacts related to the short-term construction and long-term operation of development in the Plan area.

8.1 Establishment of the Neighborhood Protection Program.

A Neighborhood Protection Program is hereby established for the eight (8) neighborhoods immediately surrounding the Plan area. (See ***Map 11***.)

8.2 Goals and Objective of the NPP.

The primary goal of the Neighborhood Protection Program shall be to minimize the intrusion of through traffic into the residential neighborhoods adjacent to this Specific Plan area, with nearby streets and intersections given high priority for proposed traffic impact mitigation measures. A secondary goal shall be to facilitate vehicular and pedestrian egress from local streets in the adjacent residential neighborhoods onto the primary arterial street and highway system. Additional goals include reduction in crime and noise.

The objective of this Program shall be to discourage through-traffic from using local streets and to encourage, instead, use of the arterial street system. The Program shall establish measures to make the primary arterial routes more attractive and local routes less attractive for through-traffic, and establish measures designed to facilitate vehicular and pedestrian egress from local streets in the adjacent neighborhoods onto the primary Arterial Street and highways system.

As stated in Section 7 of this Plan, the Mobility Fee collected from Projects that are deposited into the Warner Center Mobility Trust Fund finances the six components of the TMP that includes Neighborhood Protection.

8.3 NPP Committee Formation and Program Development.

After adoption of this Plan, the Council members in whose districts these neighborhoods are located shall appoint a Neighborhood Protection Committee (Committee), consisting of representatives from each of the 8 neighborhoods (including representation from public and private schools within the designated areas), as shown on ***Map 11,*** and property owners/developers from within the Plan area. The Committee may make recommendations to the Director and the applicable Council District Offices

concerning measures to implement goals and objectives of the Neighborhood Protection Program.

City staff including, but not limited to, Planning, DOT, Police, Fire, Public Works - Bureau of Engineering and Public Works - Bureau of Street Services, shall assist the Committee as necessary to develop the NPP. All actual costs incurred by City staff in assisting the Neighborhood Protection Committee shall be allocated from the Neighborhood Protection sub-account within the Warner Center Mobility Trust Fund.

8.5 Implementation, Enforcement, and Review.

As funds become available from payments of the Mobility Fee from Projects to the Warner Center Mobility Trust Fund designated for this purpose, the Director shall have the responsibility for implementation of an approved Neighborhood Protection Program.

8.6 Warner Center Mobility Trust Fund.

The Warner Center Mobility Trust Fund is adopted under a separate ordinance and funds shall be distributed pursuant to that ordinance including but not limited to funding the Neighborhood Protection Program.

SECTION 9. CULTURAL AMENITIES

9.1 Establishment of the Warner Center Cultural Amenities Development Fee.

Notwithstanding the fact that the Citywide Arts Fund collected pursuant to the Arts Development Fee, as referenced in LAMC Section 91.0304(b)11, is a fee that is only applicable to commercial and industrial developments with a building permit valuation of $500,000 or more, it is hereby established that all Projects within the WC2035 Plan area with a building permit valuation of $500,000 or more shall be assessed a fee at the same rate as the Citywide Arts Development Fee, and such fee charged pursuant to this Section 9 shall be referred to herein as the Warner Center Cultural Amenities Development Fee.

9.2 Intent of the Warner Center Cultural Amenities Development Fee.

The Citywide Arts Fund is collected to be spent on funding cultural amenities citywide. The goal of the Warner Center Cultural Amenities Development fee is to direct all monies collected from Project building permits into this specific fund to be used fund cultural amenities in Warner Center. The Warner Center 2035 Plan assesses the Plan's fee on both residential and Non-Residential Projects.

9.3 Exemptions from the Warner Center Cultural Amenities Development Fee.

The following Projects or potions of larger Projects shall be exempt from the Warner Center Cultural Amenities Development Fee:

(a) Incentivized Uses as established and specified in Section 7 of this Plan.

(b) Temporary uses.

(c) Institutional or governmental uses.

(d) Residential Projects where, based upon the total number of units proposed: (1) A minimum of five percent (5%) of all units are restricted by covenant as Very Low Income affordable units as defined by LAMC Section 12.22-A.25, or (2) A minimum of ten percent (10%) of all units are restricted by covenant as Low Income affordable units as defined by LAMC Section 12.22-A.25.

(e) A Project that provides on-site cultural amenities, provided that: (i) the cost of providing such on-site cultural amenities shall be equal to or greater than the amount of Warner Center Cultural Amenities Development Fee that would otherwise be required of that Project and (ii) the proposed on-site cultural

amenities shall be consistent with all applicable requirements set forth in this Plan, as determined by the Director, and shall be approved by the Department of Cultural Affairs.

9.4 Warner Center Cultural Amenities Trust Fund.

All fee collected pursuant to Section 9 of this Plan shall be deposited into the Warner Center Cultural Amenities Trust Fund.

9.5 Warner Center Cultural Amenities Committee or Similar Body or Authority.

A five-member Warner Center Cultural Amenities Committee, or similar body or authority, shall be established after the adoption of this Plan and be responsible for the appropriate disbursement of the Warner Center Cultural Amenities Trust Fund within this Plan area. The membership of this committee shall include the manager of the Cultural Affairs Department or his/her designee and the City Councilmember(s) representing this Plan area should appoint others who have specific interest within the community.

9.6 Warner Center Cultural Amenities Master Plan.

No monies collected into the Warner Center Cultural Amenities Trust Fund shall be spent until after the City adopts a Warner Center Cultural Amenities Master Plan as an implementation guide with principals and standards. Such master plan shall be developed by the Department in coordination with the Warner Center Cultural Affairs Committee.

The master plan shall be approved by the City Planning Commission pursuant to all applicable requirements for notice and hearing set forth in the LAMC. All subsequent revisions to the Master Plan may be done by the Director pursuant to the same LAMC requirements for notice and hearing.

Any cultural and artistic facilities, services, and community amenities provided shall comply with the principles and standards set forth in the Warner Center Cultural Amenities Master Plan.

SECTION 10. IMPLEMENTATION OF THE PLAN

10.1 Plan Implementation Board/Entity/Corporation.

The Plan contemplates a public-private corporation or other entity to be developed which will take the lead in implementing the Vision for Warner Center. Within twenty-four (24) months after the adoption date of this Plan, the Department, in conjunction with the Department of Transportation and City Attorney's Office, shall submit a draft of an enabling Ordinance for review and consideration by City Council for adoption. The enabling Ordinance shall provide the mechanism for the creation of a Plan Implementation Board, entity or similar body responsible for the implementation of many of the requirements established under the WC2035 Plan including, to the extent legally permissible, the following:

- Streetscape Improvements
- Roadway Improvements
- Transit Improvements
- Coordinate and Plan for Internal Circulating System including input on the development of a fourth Orange Line Stop in Warner Center
- Coordinate Transportation Demand Management mitigation measures including coordination with Transportation Management Organizations
- Parking coordination
- Open Space and recreational space including coordination and programming of private and public open space and collection and disbursement of recreational fees
- Wayfinding Signage Coordination
- New Street and internal walkway coordination
- Public benefit development
- Maintenance, Landscaping and tree trimming
- Resource management including water, gas, and electricity
- Economic Development including possible fee reductions, tax incentives, parking meter recommendations, federal and state grants/matching funding
- Insure that Projects are developed consistent with the Plan's Urban Design Guidelines

The draft ordinance shall outline options and procedures including, but not limited to: Appointment of Members, Composition of Members, Quorum, Action, Terms, Expiration of Terms, Vacancies, Meeting Schedule, Responsibilities and Elections.

10.2 Baseline Development Condition and Build-out Limitation.

Based on the environmental clearance for the Warner Center 2035 Plan, the Baseline Development Condition and the Build-out Limitation are set forth below.

Development Type	Baseline Development Condition (as of 2008)	Build-out Limitation (2035 projection)
Residential (Dwelling Units)	6,200	26,048
TOTAL (Dwelling Units)	6,200	26,048
Residential (Floor Area)	9,100,000	32,600,000
Non-Residential (Floor Area)	16,100,000	30,100,000
TOTAL (Floor Area)	25,200,000	62,700,000

10.2.1 Development Limits Based on the Build-out Limitation.

Subject to Section 10.2.2 of this Plan, no Project may be approved if the Project's development would:

(a) Exceed the cumulative total square footage set forth in Section 5.1.2 of this Plan;

(b) Exceed the cumulative total square footage set forth in Section 5.1.3 of this Plan;

(c) Exceed the cumulative total number of dwelling units set forth in Section 5.1.4 of this Plan; or

(d) Require Project approval that would take place after December 31, 2035.

10.2.2 Development Rights Beyond the Build-out Limitation.

Notwithstanding Section 10.2.1 of this Plan, a Project proposing development that goes beyond any of the Build-out Limitation set forth in Section 10.2.1 of this Plan shall be permitted limited development rights as follows:

10.2.2.1 Basic Development Right.

Any Project proposing development that goes beyond any of the Build-out Limitation shall be permitted a Basic Development Right as follows:

(a) The same FAR limitations specified for commercial or industrial zones in Height District No. 1 pursuant to LAMC Section 12.21.1-A;

(b) The same Height limitations specified for Height District No. 1-L pursuant to LAMC Section 12.21.1-A; and

(c) The same Density limitations specified for the R3 zone pursuant to LAMC Section 12.10.

All other use, environmental, mobility, and area provisions of the Plan shall continue to apply to all Basic Development Right Projects.

10.2.2.2 Submittal Requirements.

All Basic Development Right Projects shall submit for Project Permit Compliance Review pursuant to Section 5 of the Plan. All Basic Development Right Projects shall prepare a separate environmental analysis, including a Mobility analysis, prior to any issuance of project approvals.

10.3 Official Accounting Based on the Baseline Development Condition.

10.3.1 Calculation of Cumulatively Approved Floor Area (Residential or Non-Residential).

(a) The Department shall calculate the cumulatively approved floor area each time floor area is approved and shall also separately calculate the cumulative change of use floor area exempted pursuant to Section 5.3.2.1 of this Plan.

(b) The Department shall maintain an official accounting of the current cumulatively approved floor area, and cumulatively exempted change of use floor area, above the Baseline Development Condition. This official accounting shall be available for public review.

(c) If the building permit for a development expires without having been used for any development, and no extension of time for such permit is granted, then the Department, after being presented with satisfactory evidence that shows no development will result from such expired permit, shall delete the floor area

permitted under that expired permit from its official accounting of the cumulative approved floor area.

10.3.2 Calculation of Cumulatively Approved Dwelling Units (Residential or the Residential Portion of a Mixed Use Project).

(a) The Department shall calculate the cumulatively approved dwelling units each time any dwelling unit is approved.

(b) The Department shall maintain an official accounting of the current cumulatively approved dwelling units above the Baseline Development Condition. This official accounting shall be available for public review.

(c) If the building permit for a development expires without having been used for any development, and no extension of time for such permit is granted, then the Department, after being presented with satisfactory evidence that shows no development will result from such expired permit, shall delete the dwelling units permitted under that expired permit from its official accounting of the cumulative approved dwelling units.

10.4 Plan Monitoring and Maintenance.

10.4.1 Responsibility for Plan Monitoring and Maintenance.

The Department shall establish, monitor and maintain an official record of all cumulatively approved floor area or dwelling units within the WC2035 Plan area. The floor area or dwelling unit record shall be maintained at the parcel and Plan District level.

10.4.2 WC2035 Plan Five (5) Year Status Report.

In order to provide the public with an official record of the Plan progress, a report is required to be prepared every five years from the anniversary date of the original adoption of the Plan. This five year status report shall be prepared as follows:

(a) The Department, with the assistance of DOT, shall prepare and submit to the City Planning Commission a report on the status of development permitted by the WC2035 Plan and make it available to the public. This report shall be submitted to the City Planning Commission no more than three (3) months from each five-year anniversary date.

(b) Prior to submitting a five-year status report to the City Planning Commission, the Department shall seek public input regarding the implementation of the WC2035 Plan.

(c) Written notice of the meeting shall be sent by First Class Mail to owners and tenants within an 100-foot radius from the boundaries of the WC2035 Plan area and additionally to:

- The City's Department of Neighborhood Empowerment.
- Council District(s) in which the Plan area is located.
- The Mayor's Office.
- The Neighborhood Council(s) in which the project is located.
- Interested Parties who have requested a notice in writing.

(d) The written notice shall be sent at least 15 calendar days prior to the public meeting.

(e) The written notice shall specify the purpose, date, time and location of the meeting.

(f) The written notice shall specify a responsible City staff person(s) contact information to provide support related to the 5-Year Status Report including providing copies of the report.

(g) The written notice shall specify that written public comments shall be accepted for review by the Department.

(h) The status report shall include:

(1) A detailed summary of each Project developed under the Plan during the five-year period including, but not limited to, square footage, height, residential unit count, on-site improvements and off-site improvements.

(2) The cumulatively approved floor area for both residential and Non-Residential Projects developed under the Plan.

(3) The cumulatively approved dwelling units for residential Projects developed under the WC2035 Plan.

(4) A detailed summary of the input received at the public information meeting.

(5) The progress toward implementation of transportation improvements, including physical street improvements, HOV facilities and transit improvements, which serve or benefit this Plan area. This section shall include the total number of monies collected into the Warner Center Mobility Trust Fund including specifics on the planned and developed projects funded in Warner Center and surrounding areas by those monies.

(6) A detailed summary of all public improvements developed under the WC2035 Plan during the 5-year period.

(7) The total number of parking spaces developed within this Plan area.

(8) Total amount of monies collected into the Warner Center Cultural Amenities Trust Fund including specifics on the planned and developed cultural projects funded in Warner Center and surrounding areas by those monies.

(9) Inventory of all adopted Development Agreements in effect within the WC2035 Plan area.

(i) The City Planning Commission, after review of the Department's report, shall recommend to the City Council any actions necessary to ensure that the City's implementation of the Plan does comply with its requirements and stated intents.

(j) The City Council may review the City Planning Commission's action and the Department's report and consider any actions necessary to ensure that the implementation of the Plan does comply with its requirements and stated intents.

10.5 WC2035 Plan Restudy.

If, prior to January 1, 2036, a Project proposes new Non-Residential or residential floor area or new residential dwellings that would either exceed the cumulatively approved floor area or dwellings specified above in Section 10.2 of this Plan, the Director, with the assistance of DOT, may initiate a detailed review of the provisions of this Plan that are exceeded. The detailed review may include a restudy of that portion of the Plan that is exceeded. This restudy may include any necessary environmental analysis. On or after January 1, 2036, the Director, with the assistance of DOT, must initiate a detailed review of the provisions of this Plan, including any necessary environmental analysis.

A recommendation to in whole or in part restudy the Plan shall subsequently be prepared and presented outlining any recommended amendments to the City Planning Commission and the City Council.

The parameters of the restudy effort shall include the following:

10.5.1 Schedule for the Commencement of the Restudy.

The Department and DOT shall commence a restudy of this Plan no later than: 1) July 1, 2033; 2) when the Department approves 24,000 cumulatively approved dwelling units; 3) when the Department approves 30 million square feet of cumulatively approved residential floor area; or 4) when the Department approves 28 million square feet of cumulatively approved Non-Residential floor area, whichever comes first. Notwithstanding the foregoing, future transportation restudies of this Plan shall occur at 1/3 intervals when each 1/3 benchmark is first reached within any of the three categories of the Build-out Limitation (for example, and for illustrative purposes only, the transportation restudy at the first 1/3 benchmark would be required at the time 1/3 of the 32,600,000 square foot Build-out Limitation for residential floor area is reached, even though 1/3 of the Build-out Limitations for residential units and non-residential floor area have not been reached); provided that there shall be no more than 10 years between transportation restudies.

10.5.2 Procedures for the Restudy.

The WC2035 Plan restudy shall be processed following the same procedures for the development, review and approval of a Specific Plan including, but not limited to, City department and agency research and analysis, any required environmental review, and public workshops. The notice for public hearing of any proposed amendments shall be the same as those in LAMC Section 12.24 D Subdivisions 1 and 2.

10.5.3 WC2035 Plan Analysis in the Restudy.

In restudying the WC2035 Plan, staff should present an analysis of all aspects of the Plan, including, but not limited to, transportation, parking, childcare, phasing, air quality and noise quality requirements, and the residential neighborhood protection program, as well as environmental review of these considerations.

10.6 Authority of the Director.

10.6.1 Interpretation of Provisions of the Plan.

Notwithstanding the requirements of LAMC Section 11.5.7-H, the Director shall have the authority to interpret any provision, appendix, map, figure, table, guideline, standard or any other stipulation or calculation of this Plan where there is lack of clarity in the meaning or conflict in any way regarding the interpretation of the Plan or calculation of fees and any other quantitative perimeters of the Plan. The Director's interpretation shall be in writing and shall follow the application procedures as codified in LAMC Section 11.5.7-H, 1 thru 3.

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

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

b) Will not result in practical difficulties or unnecessary hardships inconsistent with the overall intent of the WC2035 Plan.

c) Will protect the best interests of and assure a development more compatible with the surrounding properties or neighborhood.

10.6.2 Clarification of Technical Reports, Analysis, or Investigation of Other City Departments or Agencies

Unless specifically codified in the Los Angeles Municipal Code, the Director shall have the final authority on matters in this Plan related to the technical reporting, analysis or investigation (including the technical reporting, analysis or investigation associated with any requirement for street dedications or improvements) of another City Department or Agency to accept, modify or reject any recommendation officially offered.

SECTION 11. USES AND BUILDINGS MADE NON-CONFORMING BY THIS PLAN

Uses, buildings or structures that exist legally at the time of adoption of this Plan and are made nonconforming by establishment of this Plan shall be deemed to be legal, nonconforming uses and may continue to exist without termination, provided that such legal, nonconforming uses may not be expanded.

SECTION 12. GRANDFATHERING

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

SECTION 13. INTERPRETATION

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

SECTION 14. SEVERABILITY

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

SECTION 15. ACKNOWLEDGMENT OF LIMITATIONS

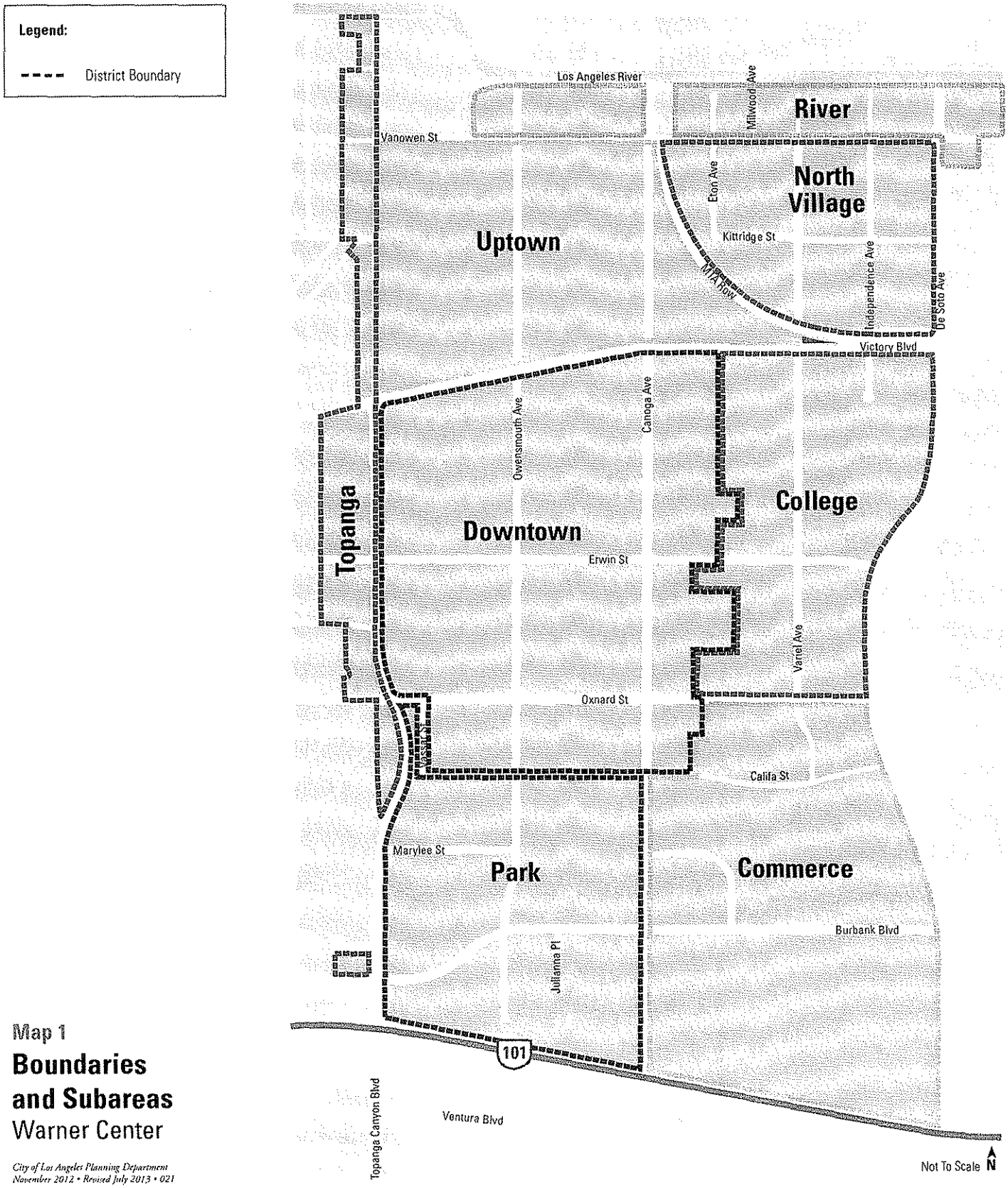
The Department of Building and Safety shall not issue building permits or grading permits for any Project until the owner(s) of the Project site has/have recorded with the County Recorder and submitted to the Department of Building and Safety and the Department an acknowledgment of the contents and limitations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

Section 16. PRORATION OF NUMBERS

Whenever this Plan calls for the calculation of a number, and such calculation does not result in a whole number, such number shall be prorated in the following manner: (i) if such number relates to a minimum requirement, then such number shall be rounded up, and (ii) if such number relates to a maximum allowance, then such number shall be rounded down.

Section 17. FACTORS AFFECTING IMPLEMENTATION

Notwithstanding anything in this Plan to the contrary, the implementation obligations set forth in Section 10 or other sections of this Plan shall be contingent on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of Federal and regional governments and funding agencies, and other conditions. Such implementation obligations should be reviewed periodically and prioritized, where necessary, to reflect funding limitations and the City's objectives. In addition, such implementation obligations may be changed without requesting amendments to this Plan.



Map 1

Boundaries and Subareas

Warner Center

City of Los Angeles Planning Department
November 2012 • Revised July 2013 • 021

Legend:

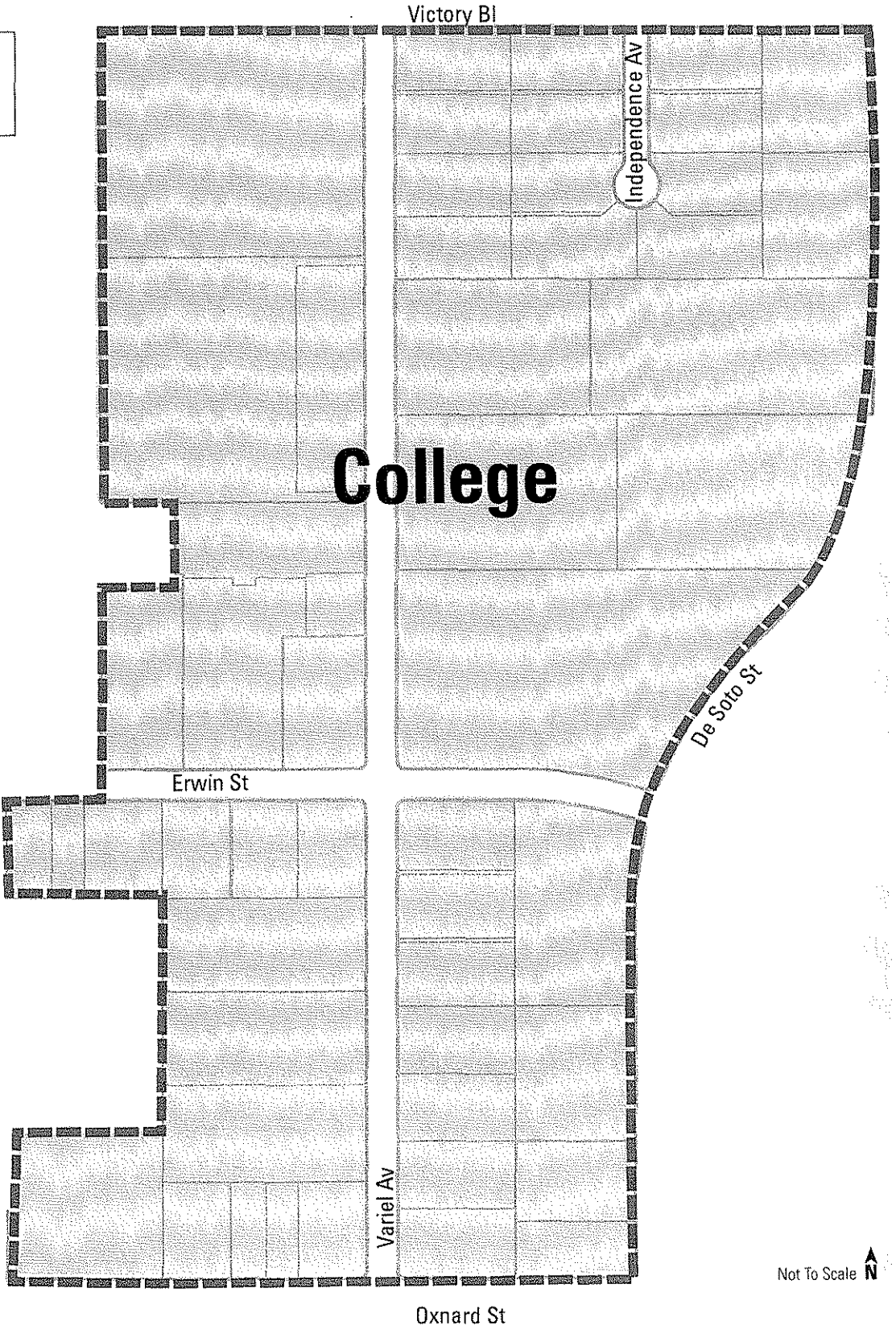
District Boundary

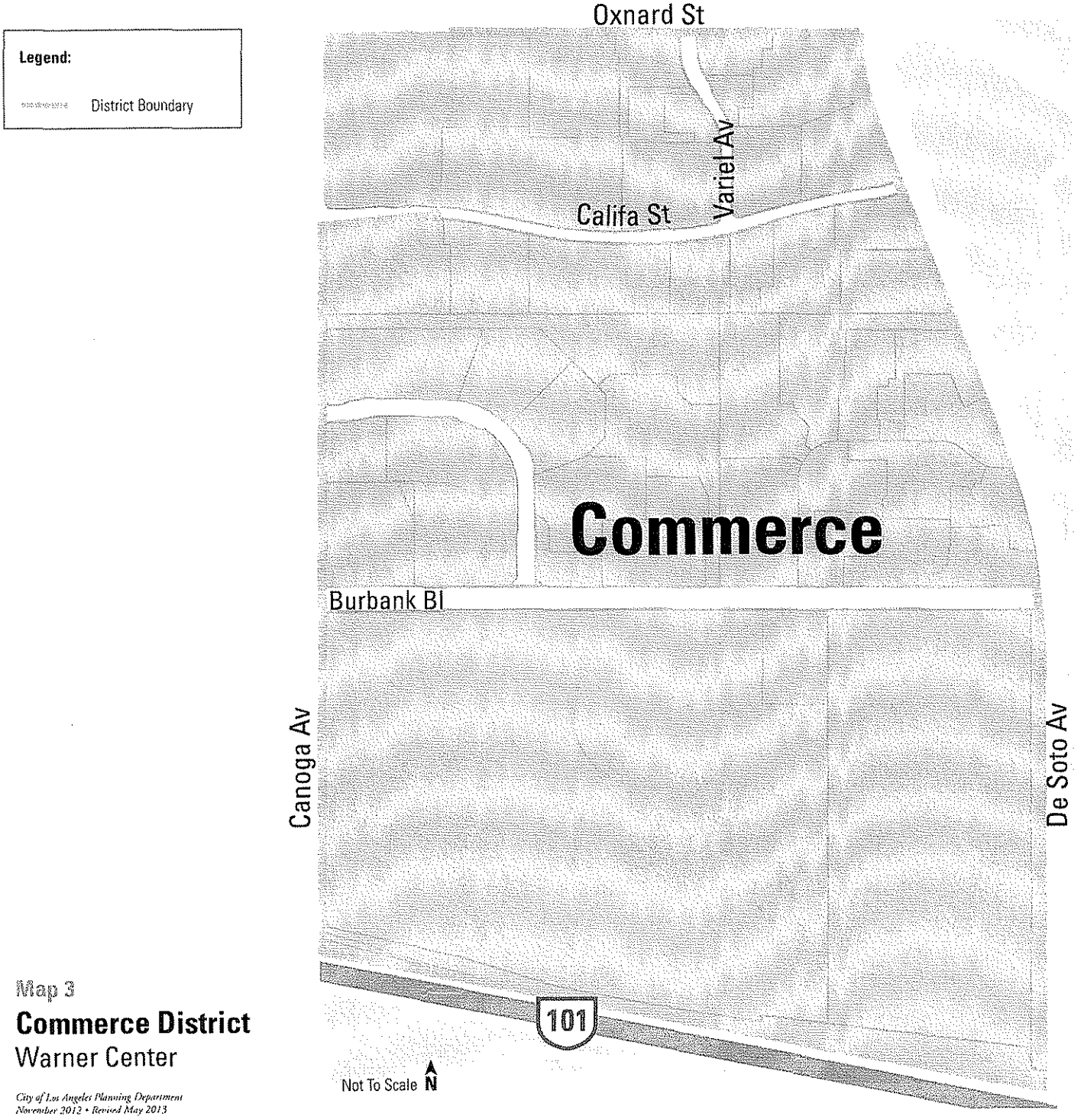
Map 2

College District

Warner Center

City of Los Angeles Planning Department
November 2012 • Revised May 2013



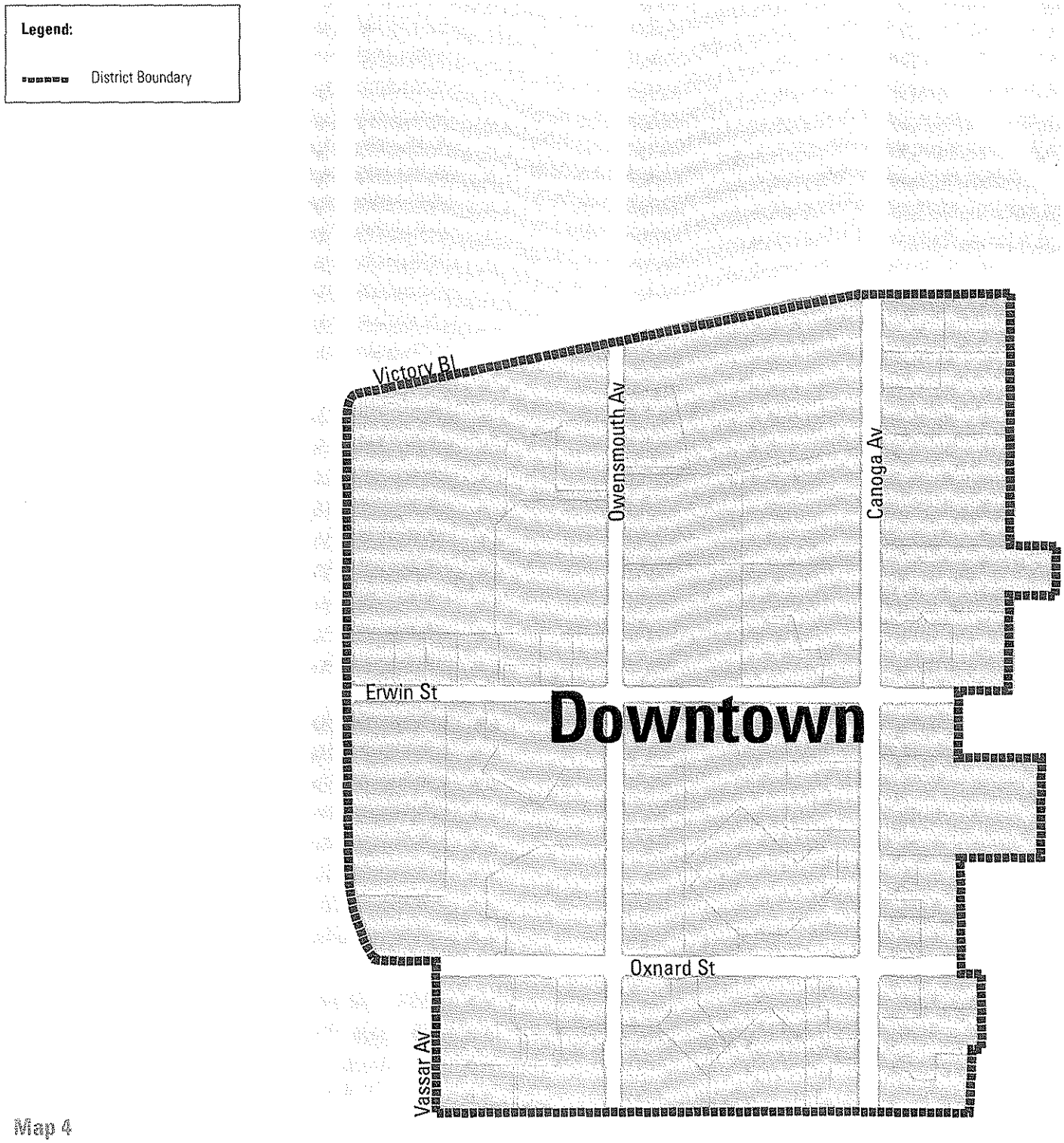


Map 3

Commerce District

Warner Center

City of Los Angeles Planning Department
November 2012 • Revised May 2013



Map 4

Downtown District

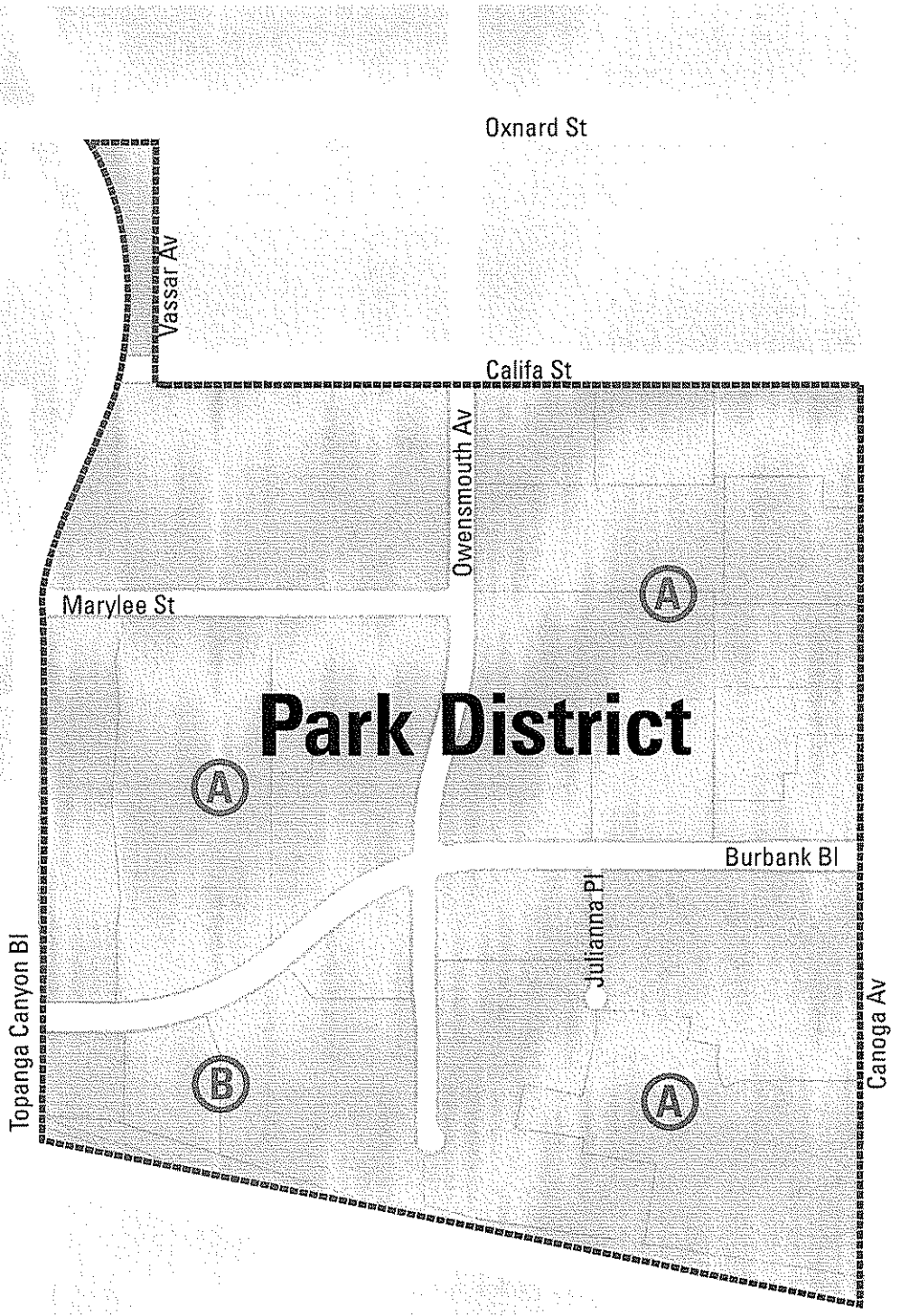
Warner Center

City of Los Angeles Planning Department
November 2012 • Revised May 2013

Not To Scale N

Legend:

- District Boundary
- (A) A minimum of 1.5:1 Residential floor area shall be built on any lot or Master Planned Development prior to or concurrently with any proposed non-residential development.
- (B) No FAR devoted for residential uses shall be permited.



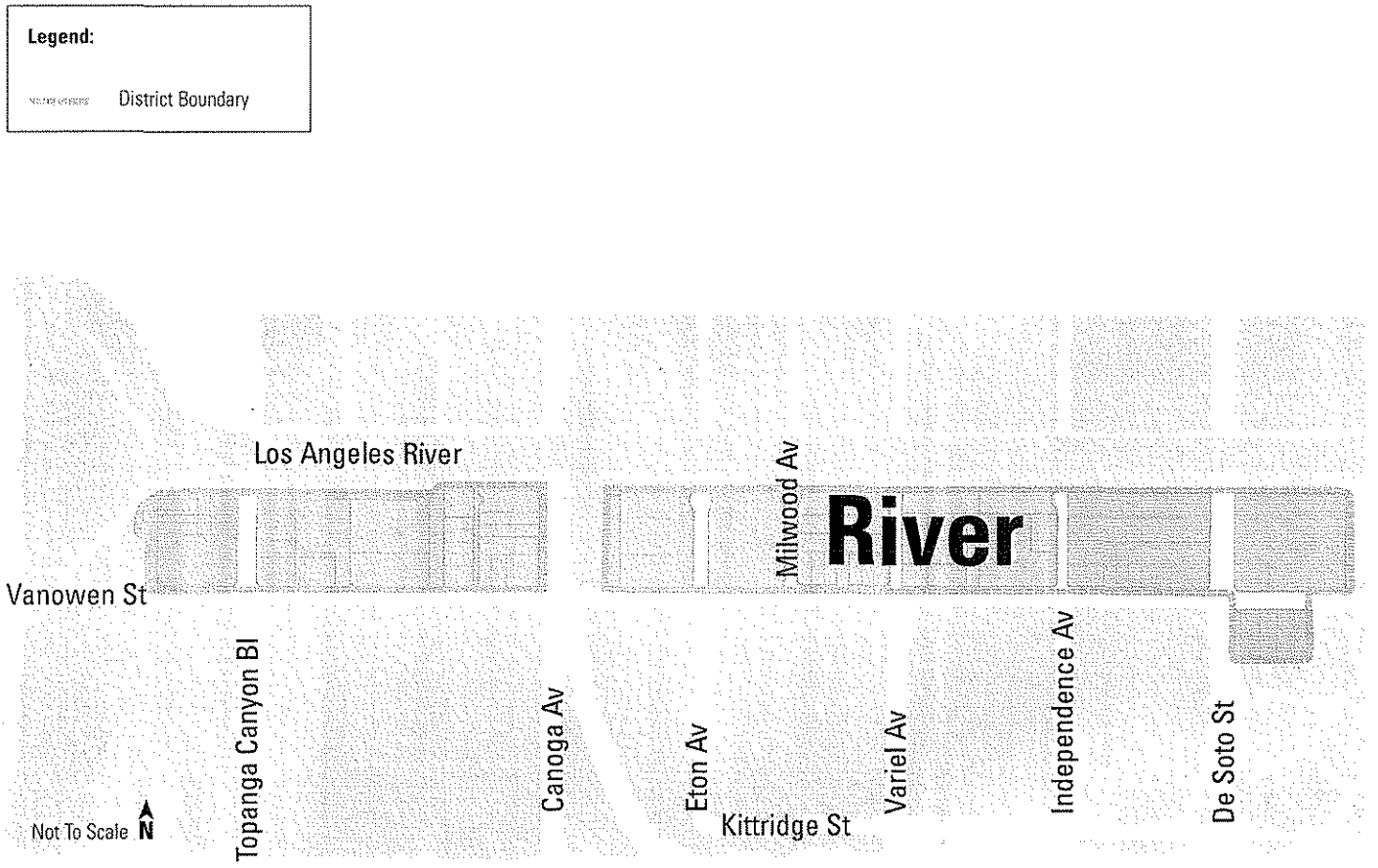
Map 6

Park District

Warner Center

City of Los Angeles Planning Department
November 2012 • Revised May 2013

Not To Scale N



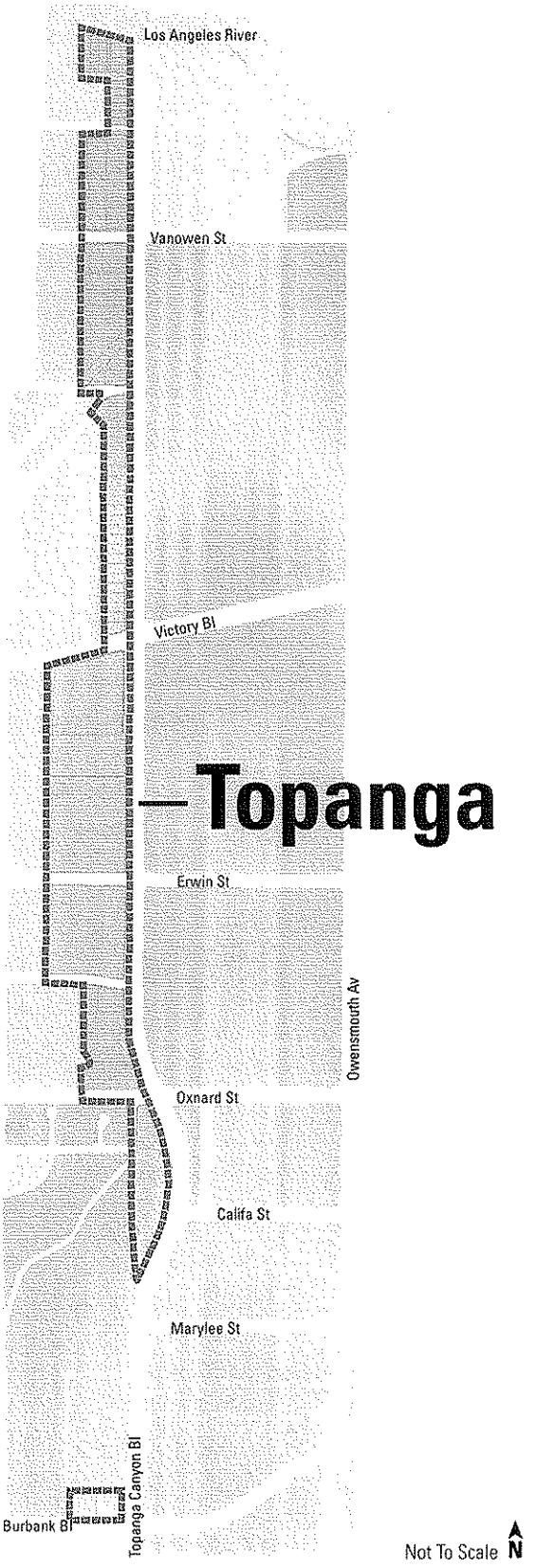
Map 7

River District

Warner Center

Legend:

District Boundary



Map 8

Topanga District

Warner Center

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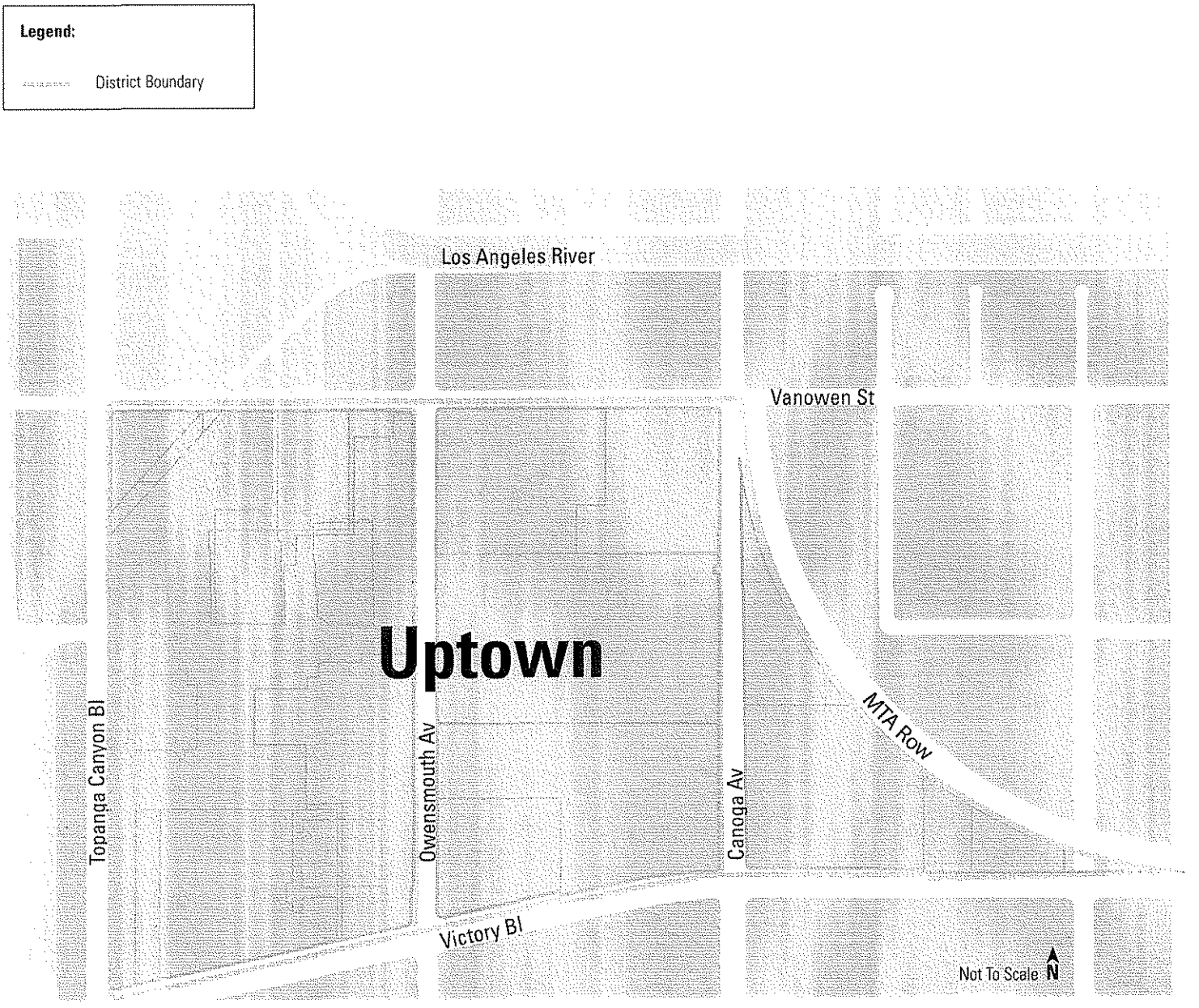
November 2012 • Revised May 2013



Map 9

Uptown District

Warner Center

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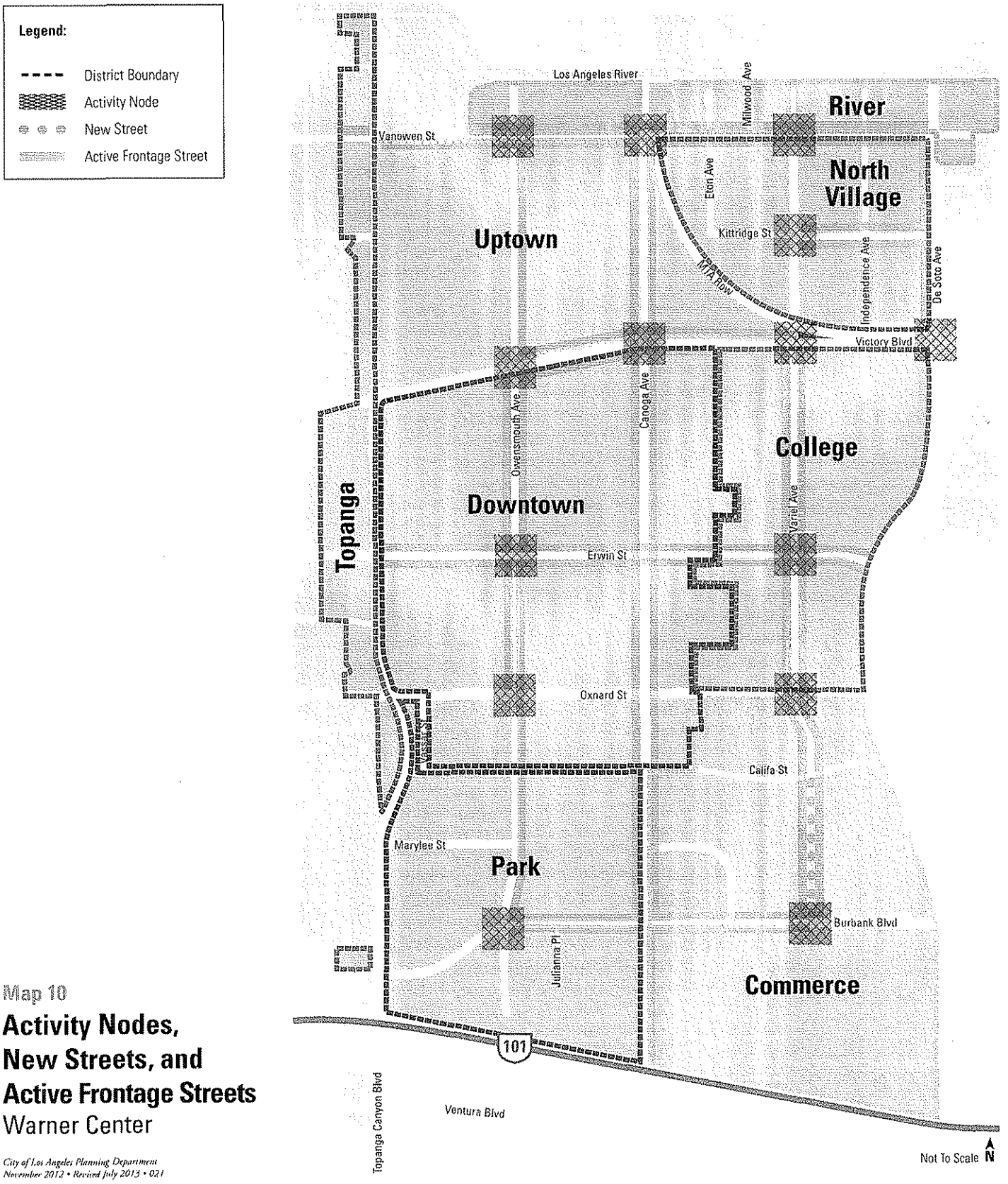
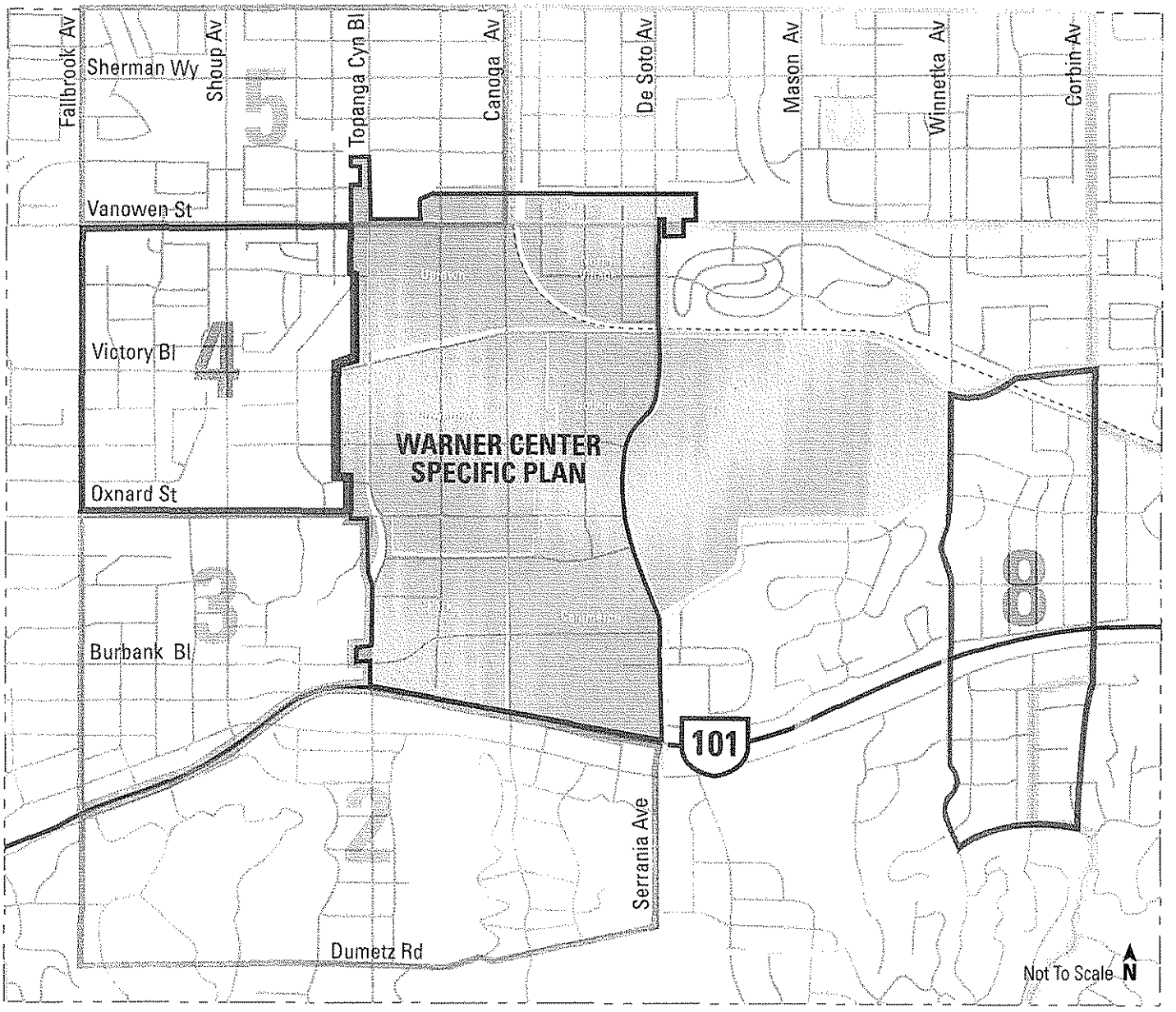


Map 10

Activity Nodes, New Streets, and Active Frontage Streets

Warner Center

City of Los Angeles Planning Department
November 2012 • Revised July 2013 • 021



Map 11

Neighborhood Protection Areas

Warner Center

APPENDIX A: LAND USE MATRIX

Use Classifications								
Key to Permit Requirements P = Permitted Use N = Not Permitted Use CUP = Conditional Use Permit T = Temporary Use	COLLEGE	COMMERCE	DOWNTOWN	NORTH VILLAGE	PARK	RIVER	TOPANGA	UPTOWN
Accessory Buildings, Structures and Uses								
Pumpkin sales from October 1 to October 31st only	T	T	T	T	T	T	T	T
Christmas Tree and ornament selling - December 1 to 25 only (subject to the provisions of Sec. 12.22 A 4)	T	T	T	T	T	T	T	T
Urban Gardening	P	P	P	P	P	P	P	P
Civic								
Community Center, operated by governmental agency, philanthropic organization, or private agency	P	P	P	P	P	P	P	P
Educational Institution or Educational Services	P	P	P	P	P	P	P	P
Hospitals	P	P	P	P	P	P	P	P
Libraries	P	P	P	P	P	P	P	P
Other Ambulatory and Health Care Services	P	P	P	P	P	P	P	P
Parks or Playground, operated by governmental agency, philanthropic organization, or private agency	P	P	P	P	P	P	P	P
Performing Arts Companies	P	P	P	P	P	P	P	P
Museums, for profit or non-profit	P	P	P	P	P	P	P	P
Transit-Related and Accessory Uses	P	P	P	P	P	P	P	P
Nature Parks and Other Similar Institutions	P	P	P	P	P	P	P	P
Industrial/Manufacturing/Research and Development (R&D)								
Animal Keeping or Raising (Excluding Animal Hospitals and Vetenary)	N	N	N	N	N	N	N	N

Key to Permit Requirements P = Permitted Use N = Not Permitted Use CUP = Conditional Use Permit T = Temporary Use	COLLEGE	COMMERCE	DOWNTOWN	NORTH VILLAGE	PARK	RIVER	TOPANGA	UPTOWN
Automobile and/or truck repair (EXCEPTION: Automobile and/or truck repair service that is incidental to a department store, retail/ wholesale merchandise store, automotive parts or tire store, or to vehicle fleet operations shall be permitted on the same lot as the main use and operated within an enclosed building.)	N	N	N	N	N	N	P	N
Automobile, bus and/or truck dismantling or impound yard	N	N	N	N	N	N	N	N
Draying, freighting, or trucking yard or terminal	N	N	N	N	N	N	N	N
Heavy Manufacturing	N	N	N	N	N	N	N	N
Hybrid Industrial	P	P	P	P	P	P	P	P
Public Storage, Household Goods	N	N	N	N	N	N	N	N
Public Storage uses if located in a parking structure	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Salvage yard or business;	N	N	N	N	N	N	N	N
Sound recording studios	P	P	P	P	N	P	P	P
Warehousing and Storage, Non-Household Goods	P	P	P	P	P	P	P	P
Waste Management and Remediation Services	N	N	N	N	N	N	N	N
Residential								
Eldercare Facilities	P	P	P	P	P	P	P	P
Health-related residential uses and care facilities	P	P	P	P	P	P	P	P
Live/Work Units	P	P	P	P	P	P	P	P
Live/Work Units with associated permitted uses	P	P	P	P	P	P	P	P
Multiple residential dwelling units	P	P	P	P	P	P	P	P
Senior Housing	P	P	P	P	P	P	P	P
Retail								

Key to Permit Requirements P = Permitted Use N = Not Permitted Use CUP = Conditional Use Permit T = Temporary Use	COLLEGE	COMMERCE	DOWNTOWN	NORTH VILLAGE	PARK	RIVER	TOPANGA	UPTOWN
Adult Entertainment, including Adult Cabaret	N	N	CUP	N	N	N	N	CUP
Alcohol Sales, on-site	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Alcohol Sales, off-site	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Art Gallery	P	P	P	P	P	P	P	P
Automobile and/or truck repair (EXCEPTION: Automobile and/or truck repair service that is incidental to a department store, retail or merchandise store, automotive parts or tire store, or to vehicle fleet operations shall be permitted on the same lot as the main use and operated within an entirely enclosed building.)	N	N	N	N	N	N	P	N
Automobile Fueling Station	N	N	N	N	N	N	P	N
Automotive Service Station including but not limited to auto painting, auto battery service, tire and tube repairing, battery servicing, lubrication and auto car wash.	N	N	N	N	N	N	P	N
Automotive Service Station including but not limited to auto painting, auto battery service, tire and tube repairing, battery servicing, lubrication and auto car wash <u>if located in a parking structure</u>	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Automobile and/or truck sales and service, new automobile dealerships only	N	N	N	N	N	N	P	N

Key to Permit Requirements P = Permitted Use N = Not Permitted Use CUP = Conditional Use Permit T = Temporary Use	COLLEGE	COMMERCE	DOWNTOWN	NORTH VILLAGE	PARK	RIVER	TOPANGA	UPTOWN
Automobile and/or truck sales and service, used, only in conjunction with a new automobile dealership. Used car lots may be permitted on the same lot as the new automobile dealership or a separate lot owned and operated by a new automobile dealership.	N	N	N	N	N	N	P	N
Automobile and/or Truck Rental	N	N	N	N	N	N	P	N
Bakery	P	P	P	P	P	P	P	P
Bicycle Rental, Sales and Repair (only in a completely enclosed building)	P	P	P	P	P	P	P	P
Dance studio, Pilates studio, Yoga studio, Martial Arts studio, etc.	P	P	P	P	P	P	P	P
Drive-in businesses, including, but not limited to, theaters, refreshment stands, restaurants, food stores, drive-through fast-food establishments, and drive-up ATM kiosks for bank buildings	N	N	N	N	N	N	N	N
Entertainment Uses, otherwise permitted by Conditional Use including but not limted to live dancing, arcades, live music, performances, and alike.	CUP	CUP	P	CUP	CUP	CUP	CUP	P
Vehicle display, including Automobiles and Trucks, with limited sales pursuant to all Development Standards per Section 6.2.8.4 of the Plan	P	P	P	P	P	P	P	P
Restaurants, Bars and Cafes	P	P	P	P	P	P	P	P
Retail stores, general merchandise	P	P	P	P	P	P	P	P
Theater, without drive-in	P	P	P	P	P	P	P	P
Secondhand goods store	P	P	P	P	P	P	P	P

Key to Permit Requirements P = Permitted Use N = Not Permitted Use CUP = Conditional Use Permit T = Temporary Use	COLLEGE	COMMERCE	DOWNTOWN	NORTH VILLAGE	PARK	RIVER	TOPANGA	UPTOWN
Supermarket	P	P	P	P	P	P	P	P
Service Industry and Office								
Animal Hospitals/Clinics and Kennels	P	P	P	P	P	P	P	P
Banks and financial institutions	P	P	P	P	P	P	P	P
Business support services	P	P	P	P	P	P	P	P
Catering Business	P	P	P	P	P	P	P	P
Day care centers	P	P	P	P	P	P	P	P
Dry cleaners	P	P	P	P	P	P	P	P
Gymnasiums, Health Clubs, and other Similar Uses	P	P	P	P	P	P	P	P
Hotels and Motels	P	P	P	P	P	P	P	P
Medical and Dental offices	P	P	P	P	P	P	P	P
Offices	P	P	P	P	P	P	P	P
Personal services, including but not limited to hair salons, nail salons, barber shops, and spas	P	P	P	P	P	P	P	P
Pet grooming	P	P	P	P	P	P	P	P
Public Storage	N	N	N	N	N	N	N	N
Public Storage uses if located in a parking structure	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Real estate offices	P	P	P	P	P	P	P	P
Veterinary office or Veterinary hospital	P	P	P	P	P	P	P	P
Other								
Surface parking lot as main use	N	N	N	N	N	N	N	N
Places of Worship	P	P	P	P	P	P	P	P

APPENDIX B

GRADUATED FAR TABLE FOR ALL PROJECTS

In the College, Commerce, Downtown, and Uptown Districts ONLY

COLLEGE DISTRICT		
Floor Area Ratio (FAR)	Minimum % Non-Residential	Maximum % Residential
≤1.0	*100%*	0%
>1.0 Up To 1.25	*90%*	10%
>1.25 Up To 1.5	*80%*	20%
>1.5 Up To 1.75	*70%*	30%
>1.75 Up To 2.0	*60%*	40%
>2.0 Up To 2.25	*50%*	50%
>2.25 Up To 2.5	*40%*	60%
>2.5 Up To 2.75	*30%*	70%
>2.75 Up To 3.0	*20%*	80%
>3.0	*15%*	85%

COMMERCE DISTRICT		
Floor Area Ratio (FAR)	Minimum % Non-Residential	Maximum % Residential
≤1.0	100%	0%
>1.0 Up To 1.25	95%	5%
>1.25 Up To 1.5	90%	10%
>1.5 Up To 1.75	85%	15%
>1.75 Up To 2.0	80%	20%
>2.0 Up To 2.25	75%	25%
>2.25 Up To 2.5	70%	30%
>2.5 Up To 2.75	65%	35%
>2.75 Up To 3.0	60%	40%
>3.0	50%	50%

DOWNTOWN DISTRICT		
Floor Area Ratio (FAR)	Minimum % Non-Residential	Maximum % Residential
≤1.0	100%	0%
>1.0 Up To 1.25	92%	8%
>1.25 Up To 1.5	84%	16%
>1.5 Up To 1.75	76%	24%
>1.75 Up To 2.0	68%	32%
>2.0 Up To 2.25	60%	40%
>2.25 Up To 2.5	52%	48%
>2.5 Up To 2.75	44%	56%
>2.75 Up To 3.0	36%	64%
>3.0	25%	75%

UPTOWN DISTRICT		
Floor Area Ratio (FAR)	Minimum % Non-Residential	Maximum % Residential
≤1.0	100%	0%
>1.0 Up To 1.25	91%	9%
>1.25 Up To 1.5	82%	18%
>1.5 Up To 1.75	73%	27%
>1.75 Up To 2.0	64%	36%
>2.0 Up To 2.25	55%	45%
>2.25 Up To 2.5	46%	54%
>2.5 Up To 2.75	37%	63%
>2.75 Up To 3.0	28%	72%
>3.0	20%	80%

Footnotes:

1. FAR is assumed to be based on net land area after all dedications.

2. For Master Planned projects, FAR applies to the entire Master Plan area after dedications.

3. For the purposes of calculating mobility fees, per Table D, residential density (dwelling units per acre) and Non-Residential floor area shall be calculated on the land area of the lot(s) after dedication upon which the individual residential building is proposed.

4. Incentivized projects pursuant to Section 6.2.1.2.3 of the Specific Plan may be permitted to use the Floor Area Ratio category inclusive of the Incentivized bonus to calculate maximum percentages of Non-Residential and residential uses, with or without necessarily constructing a project at the full incentivized Floor Area Ratio. Ex. A Uptown District Project at 2.0 FAR that provides 2 Incentivized uses may utilize the percentages outlined in the 2.5 FAR column even if it remains a 2.0 FAR project.

5. Any Project proposing qualifying Work-Live Units under this Plan's standards for each applicable District established in Section 6 shall be credited up to a maximum of 50% of a unit's floor area for Non-Residential calculation purposes. Qualifying units shall have only the Non-Residential floor area within an individual unit credited as Non-Residential floor area component, up to the maximum of 50% of the required non-residential component. The floor area devoted to common areas and other general areas within a Project shall be considered residential for calculation purposes.

6. Multi-phased projects may reserve floor area for the required non-residential component in a future phase on-site. Such future phases must be fully entitled and designed at the same time as the initial phase, to the satisfaction of the Director of Planning. Any change in phasing plans or phasing design shall require written approval from the Director of Planning.

7. For the purposes of this Table, hotels and similar uses (i.e., motel, motor inns, lodges, etc.) shall be considered a non-residential use.

8. For the purpose of Mixed Use projects which contain both residential and Non-Residential components, the common areas (including hallways, lobbies, etc.) shall be attributed proportionate to the residential and Non-Residential project composition. In example, if a Mixed Use project were comprised of 50% Residential uses and 50% Non-residential uses, the common areas would similarly be attributed 50% to the Residential and 50% to the Non-Residential portions of the project.

Appendix C

WARNER CENTER 2035 PLAN
MITIGATION MEASURES TABLE

The following are the environmental conditions or mitigations specified in the Warner Center 2035 Plan Final EIR, which are to be imposed on individual Projects as detailed in the Plan.

Impact Category	Impact	Mitigation Measure (s)
Aesthetics	Shade/Shadow	AES-1: Individual projects will conduct further site-specific analysis to determine whether adjacent sensitive uses could be impacted by proposed structures. The City shall require that proposed structures be designed to minimize shade/shadow impacts to sensitive uses to the extent reasonable and feasible.
Air Quality	Short-Term Construction	AQ-1: The City shall require that all projects use soil binders on soils exposed for extended periods of time (more than two weeks) to reduce fugitive dust AQ-2: The City shall require that ground cover be reestablished on construction sites through seeding and watering on completion of construction (or is sites are to remain undeveloped for more than a year). AQ-3: The City shall require that trucks leaving construction sites be washed to reduce track-out dirt and dust. AQ-4: The City shall require that developers provide rideshare and transit incentives to construction personnel. AQ-5: The City shall require that developers configure construction parking to minimize interference with traffic lanes. AQ-6: The City shall require that developers and City Departments minimize the obstruction of through-traffic in the vicinity of construction sites.

		AQ-7: The City shall require that developers and City Departments use flag people during construction to guide traffic properly. AQ-8: The City shall require that construction activities that could affect roadways be scheduled for off-peak periods. AQ-9: The City shall require that developers (as well as City construction personnel associated with construction of roadway and other infrastructure) ensure that that construction vehicles avoid, to the extent feasible, travel on streets immediately adjacent to Canoga Park High School, Woodland Hills Academy Middle School and Hart Elementary School throughout the construction phase of each project to reduce potentially significant project-specific and cumulative construction-related air quality impacts. The City shall ensure that haul routes are designed to comply with this measure. AQ-10: The city shall require that projects located within 0.5 miles of any LAUSD school shall be subject to a construction fee that provides for funding for the replacement of air filters at the beginning and at the conclusion of construction in any air conditioning units at the affected school site. AQ-11: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall provide advance notification of the project's anticipated general construction schedule and a specific schedule for site grading and preparation activities, and shall allow the affected school 15 days to review and comment on the schedule. In addition any such project shall be required to provide personnel on a daily basis to wash the playground, lunch areas, and seating areas at the affected school site during active grading and earth moving phases of the construction,

		as coordinated with the appropriate school administrative staff. AQ-12: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall, as a condition of the Project Permit Compliance Review, execute a covenant to implement feasible mitigation measures, including all measures identified above. AQ-13: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall, contribute a fair share to the Warner Center Air Quality Trust Fund by paying the Construction Air Quality Impact Assessment (CAQIA) fee prior to the issuance of any building, demolition, grading or foundation permit. The CAQIA Fee shall be $0.10 per square foot of proposed surface area disturbed or greater as may be identified in a subsequent fair share study. AQ-14: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall submit a Construction Air Quality Management Plan (CAQMP) to the City and LAUSD that identifies any anticipated significant project-specific and cumulative air quality impacts on area LAUSD schools and defines appropriate mitigation to reduce interior particulate concentrations in potentially affected schools to a level of less than significance. Comments from LAUSD shall be provided to the planning Director or his/her designee to determine the extent to which LAUSD comments shall be incorporated in to the CAQMP. The developer shall be required to provide a construction mitigation program that identifies a general schedule of construction activities including the types of machinery, duration of each activity, and the amount of grading or potential earth movement as performed on a daily basis. The

		program shall provide quantified evidence that proposed daily construction activities would not generate significant construction-related air quality impacts. The City shall review the CAQMPs to verify that impacts are adequately addressed and appropriate mitigation measures are required. The developer shall be required to covenant for all mitigation measures identified in the CAQMP. If the developer wishes to change an approved CAQMP within 15 days of the start of grading/site preparation, the developer shall request in writing from the Director of Planning permission for any such changes. The Director or his/her designee shall base permission for such changes on information in the case file. AQ-15: If a project were to identify potential significant interior air quality impacts at any school the developer shall provide funding (into the Warner Center Air Quality Trust Fund) for the replacement of air filters at the affected school site. Further developer shall contribute a fair share to fund air conditioners at the school to the extent that air conditioners are not present and/or are in need of replacement.
Air Quality	2035 Net Regional Operating Emissions	AQ-16: The City shall implement the WCSP components, including transit and rideshare incentives and promotions, and the anticipated transit circulation system, transit shelters, bicycle lanes and pedestrian amenities that increase transit, bicycle and pedestrian modes of transport to meet the assumptions used in the trip generation analysis. AQ-17: The City shall encourage alternative work schedules and telecommuting in the Warner Center Specific Plan area. AQ-18: The City shall require that goods

		movement in to and out of the Warner Center Specific Plan area be scheduled for off-peak periods. AQ-19: The City shall promote efficient parking management; as parking demand decreases (as anticipated with smart growth), the City shall change parking requirements to reflect such changes and provide for re-use of parking lots and structures. AQ-20: As streetlights are replaced, energy-efficient lighting shall be used. AQ-21: All landscaping in public and private projects shall be required to be drought tolerant to reduce water consumption and provide passive solar benefits.
Biological Resources	Migratory Birds Treat Act	BIO-1: For development in the Specific Plan area the City should require avoiding disturbance of any nests protected by the Migratory Bird Treaty Act: If construction activities (i.e., removal of trees or shrubs) are scheduled to occur during the non-breeding season (September 1 through January 31), no mitigation is required. If construction activities are scheduled to occur during the breeding season (February 1 through August 31), the project proponent will implement the following measures to avoid potential adverse effects on birds covered by the Migratory Bird Treaty Act: • No more than two weeks prior to construction, a qualified wildlife biologist will conduct preconstruction surveys of all potential nesting habitat within 500 feet of construction activities where access is available. • If active nests are found during preconstruction surveys, the project proponent will create a no-disturbance buffer

		(acceptable in size to the CDFG) around active raptor nests and nests of other special-status birds during the breeding season, or until it is determined that all young have fledged. Typical buffers include 500 feet for raptors and 250 feet for other nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during coordination and in consultation with the CDFG and will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer would be necessary. However, the "take" (mortality, severe disturbance to, etc.) of any individual birds will be prohibited. If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs within the construction footprint that have been determined to be unoccupied by birds covered by the Migratory Bird Treaty Act or that are located outside the no-disturbance buffer for active nests may be removed. BIO-2: The City shall ensure that development within the Specific Plan area avoid disturbance of the roosts of any special-status bats: Prior to construction activities within 200 feet of a bridge (including Owensmouth Avenue, Canoga Avenue, and De Soto Avenue bridges, and the Variel pedestrian bridge), a qualified bat biologist shall survey for special-status bats. If no evidence of bats (i.e., direct observation, guano, staining, strong odors is present, no further mitigation is required. If evidence of bats is observed, the following measures are required to avoid potential adverse effects special-status bats: • A no-disturbance buffer acceptable in size to CDFG shall be created around active

		bat roosts during the breeding season (April 15 through August 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the take of individuals will be prohibited. • Removal of habitat showing evidence of bat activity shall occur during the period least likely to impact the bats, as determined by a qualified bat biologist, generally between February 15 and October 15 for winter hibernacula and between August 15 and April 15 for maternity roosts. If exclusion is necessary to prevent indirect impacts to bats from construction noise and human activity adjacent to areas showing evidence of bat activity, these activities shall be conducted during these periods as well.
Biological Resources	Tree Preservation	BIO-3: For development in the Specific Plan area the City shall require replacement of loss of any protected trees in accordance with the Los Angeles Protected Tree Ordinance: Replace all on-site trees to ensure continuation of the urban forest. Replace all nonnative trees greater than 10 centimeters (4 inches) in diameter at breast height (4.5 feet above surrounding grade) with native or non-native (non-invasive) trees of appropriate local climate tolerance at a 2:1 ratio. For native species, source materials should be from seeds or cuttings gathered within coastal southern California to ensure local provenance.
Biological Resources	Los Angeles River	BIO-4: An Individual Permit or Nationwide Permit, if determined to be necessary by the ACOE, shall be obtained as appropriate prior to construction of the proposed Variel Avenue roadway and bridge crossing the Los Angeles River. In addition, a Water Quality Certificate from the RWQCB may also be necessary in advance of construction activities.

		BIO-5: A Streambed Alteration Agreement from the CDFG shall be obtained if necessary prior to construction of the proposed Variel Avenue roadway and bridge crossing the Los Angeles River.
Cultural Resources	Historic Buildings	CUL 1: For development in the Specific Plan area the City shall require that to the extent feasible, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of known historic resources shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation. Any proposal to preserve, rehabilitate, restore, reconstruct, or adaptively reuse a known historic resource in accordance with the Interior Secretary's Standards shall be deemed to no be a significant impact under CEQA and, in such cases no additional mitigation measures will be required. CUL 2: For development in the Specific Plan area the City shall require that any historic properties (45 years and older) located in the area of potential effect shall be identified and assessed by a qualified historic resources consultant prior to the approval of any ground-breaking activities. CUL 3: For development in the Specific Plan area the City shall require that in the event that a future development project within the Downtown Specific Plan Area is proposed on a site containing a potential historic property, the City shall require, as part of the environmental review of the project, an intensive level survey to determine whether the property is a historic resource under CEQA. If the intensive level survey determines that the potential historic property is a historic resource, the City shall undertake the analysis and impose mitigation measures required under CUL 1 and CUL 2.

Cultural Resources	Archaeological	CUL 4: For development in the Specific Plan area the City shall require that archaeological monitoring, by a qualified archaeologist, of grading of subsurface materials not previously disturbed shall be undertaken. If buried cultural resources are discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated. CUL 5: For development in the Specific Plan area the City shall require that if cultural resources are discovered during construction activities, the construction contractor will verify that work is halted until appropriate site-specific treatment measures are implemented. CUL 6: For development in the Specific Plan area the City shall require that if human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to the disposition of Native American burials that fall within the jurisdiction of the California Native American Heritage Commission (Public Resources Code Section 5097). According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the

		remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission to determine the most likely living descendant(s). The most likely living descendant shall determine the most appropriate means of treating the human remains and any associated grave artifacts, and shall oversee disposition of the human remains and associated artifacts by the project archaeologists.
Cultural Resources	Palentological	CUL 7: For development in the Specific Plan area the City shall require that a qualified paleontologic monitor shall monitor excavation activities below previously disturbed materials. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his/her professional opinion, potentially fossiliferous units, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources.
Geology and Soils	Active Faults	GEO-1: The City shall require that individual projects prepare detailed geotechnical investigations that address site-specific geologic constraints of the site including soil conditions (including liquefaction and expansive soils) and stability. The study shall include recommendations related to erosion control and other site-specific conditions including seismicity for construction of individual projects. GEO-2: The City shall require that individual projects be constructed in compliance with the Uniform Building Code Seismic Safety Standards and other applicable regulations. GEO-3: Unless otherwise specified by the City of Los Angeles, the City shall require that

		individual projects demonstrate compliance with specific recommendations for grading, foundation design, retaining wall design, temporary excavations, slabs on grade, site drainage, asphalt concrete pavement and interlocking pavers, design review, construction monitoring and geotechnical testing as identified in a site-specific geotechnical study, to the satisfaction of the City of Los Angeles Department of Building and Safety, as conditions to issuance of any grading and building permits. GEO-4: The City shall require that individual projects comply with the following Department of Building and Safety requirements (if not already covered by mitigation measure GEO-3), prior to issuance of a grading permit for the project: • Prior to the issuance of a grading permit by the Department of Building and Safety, the consulting geologist and soils engineer for each project shall review and approve project grading plans. This approval shall be conferred by signature on the plans which clearly indicate the geologist and/or soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in the report. • Prior to the commencement of grading activities, a qualified geotechnical engineer and engineering geologist shall be employed on each project for the purpose of observing earthwork procedures and testing fills for conformance to the recommendations of the City Engineer, approved grading plans, applicable grading codes, and the geotechnical report approved to the satisfaction of the Department of Building and Safety. • On each project, during construction,

		all grading shall be carefully observed, mapped and tested by the project engineer. All grading shall be performed under the supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Building Code and to the satisfaction of the City Engineer and the Superintendent of Building and Safety. • Any recommendations prepared by the consulting geologist and/or soils engineer on each project for correction of geologic hazards, if any, encountered during grading shall be submitted to the Department of Building and Safety for approval prior to issuance of a Certificate of Occupancy for the project. • Grading and excavation activities shall be undertaken in compliance with all relevant requirements of the California Division of Industrial safety, the Occupational Safety and Health Act of 1970 and the Construction Safety Act. GEO-5: the City shall require that individual projects conform to applicable criteria set forth in the Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California. GEO-6: The City shall require that seismic design for structures and foundations within WCSP shall comply with the parameters outlined in the 2008 California Building Code as designated for site-specific soil conditions. GEO-7: The City shall require that individual projects within WCSP shall be designed to conform to the City of Los Angeles Seismic Safety Plan and additional seismic safety requirements not encompassed by compliance with the Building Code and Grading Ordinance as may be identified by the Department of

		Building and Safety prior to Plan Check approval on each building. GEO-8: The City shall require that the structural design of each building within the WCSP area shall comply with the seismic standards of the most recent applicable California Building Code according to the seismic zone and construction type. GEO-9: The City shall require that on each project site, during inclement periods of the year, when rain is threatening (between November 1 and April 15 per the Los Angeles Building Code, Sec. 7002.), an erosion control plan that identifies BMPs shall be implemented to the satisfaction of the City of Los Angeles Department of Building and Safety to minimize potential erosion during construction. The erosion control plan shall be a condition to issuance of any grading permit. GEO-10: The City shall require appropriate erosion control and drainage devices to be incorporated to the satisfaction of the Department of Building and Safety in to every project within the WCSP area. Such measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, GEO-11: The City shall require that if temporary excavation slopes are to be maintained during the rainy season, all drainage shall be directed away from the top of the slope. No water shall be allowed to flow uncontrolled over the face of any temporary or permanent slope. GEO-12: The City shall require that on each project site provisions are made for adequate surface drainage away from areas of excavation as well as protection of excavated areas from flooding. The grading contractor

		shall control surface water and the transportation of silt and sediment. GEO-13: The City shall require that all projects within the WCSP area shall comply with National Pollutant Discharge Elimination System (NPDES) permit requirements, including preparation of Storm Water Pollution Prevention Plans. As part of each SWPPP, Best Management Practices would be identified for construction to reduce soil erosion and pollutant levels to the maximum extent possible.
Hazards and Hazardous Materials	Contaminated Areas	HAZ-1: The City shall require that individual projects conduct a Phase 1 Environmental Site Assessment to identify any hazardous materials/wastes that could be present on each project site. The Phase 1 will also include recommendations and measures for further site assessment (Phase 2) and mitigation (Phase 3) to address any hazardous materials/wastes potentially present on each site including any asbestos and lead-based paint. HAZ-2: The City shall require that a Phase 2 Site Assessment be conducted as may be indicated by the site-specific Phase 1 Environmental Site Assessment. Should the Phase 2 site Assessment indicate contamination a Phase 3 Mitigation Plan shall be designed and implemented to the satisfaction of the appropriate regulatory agency (DTSC, LARQCB, LAFD or other regulatory agency as appropriate). HAZ-3: The City shall require that each project applicant and/or contractor ensures that material deliveries associated with construction of each project do not contain hazardous materials that would be transported along Topanga Canyon Boulevard

		or Burbank Boulevard or within one-quarter mile of a school. HAZ-4: The City shall require that each applicant and/or contractor coordinate in advance of construction with the City of Los Angeles Department of Transportation and Fire Department to ensure that road closures (temporary or permanent) are identified and that alternate access and evacuation routes are determined in the event of an emergency and/or natural disaster. HAZ-5: The City shall ensure that any construction site and/or permanent facility storing hazardous materials comply with applicable regulations regarding storage, transport and disposal of hazardous materials and wastes.
Hydrology and Water Quality	Stormwater	HYDRO-1: For development in the WCSP area the City shall require compliance with the Low Impact Development Ordinance. Construction contractors of individual projects shall be required to control erosion and runoff as necessary through the use of site appropriate grading practices. Specifically, the construction contractor shall plan for and implement Best Management Practice during construction to the satisfaction of the Department of Public Works, Bureau of Engineering, Stormwater Management Division City of Los Angeles, and/or other designated responsible agencies/departments. HYDRO-2: For development in the WCSP area the City shall require structural design of individual projects to be modified when possible to avoid the need for a permanent dewatering system. When a permanent dewatering system is necessary, one or more of the following measures as per the Department of Building and Safety shall be followed:

		• Pumping water to a beneficial use on site (landscaping, decorative fountains or lakes, toilet flushing, cooling towers); or • Returning water to the groundwater basin by an injection well. HYDRO-3: For development in the WCSP area the City shall require sufficient area to be available so that runoff can be collected in roadside vegetated swales as appropriate and directed to existing curb and gutter or storm drains. In other areas, runoff shall be collected in gutters and directed to the storm drain systems. Swale design shall be coordinated with on-site hazardous materials issues as necessary. HYDR-4: For development in the WCSP area the City shall require compliance with applicable NPDES permit requirements, including preparation and implementation of a Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan (SUSMP) in accordance with the Los Angeles Municipal Strom Water permit. The SUSMP shall identify post development peak runoff, conserve natural areas, minimize storm water pollutants, protect slopes and channels, and post construction Best Management Practices (BMPs) and other items as required by the permit. HYDRO-5: For development in the Specific Plan area the City shall require runoff from parking lots to be treated, as required by SUSMP regulations, prior to discharging into existing storm drain systems. HYDRO-6: The City shall require as conditions on project approval within the WCSP area that all wastes from construction in the WCSP area shall be disposed of properly. Appropriately

		labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site. HYDRO-7: The City shall require as conditions on project approval within the WCSP area that leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. HYDRO-8: The City shall prohibit, as a condition on project approval within the WCSP area, material spills from being hosed down at the pavement. Dry cleanup methods shall be required wherever possible. HYDRO-9: The City shall require as conditions on project approval within the WCSP area that dumpsters be covered and maintained. Uncovered dumpsters shall be required to be placed under a roof or covered with tarps or plastic sheeting. HYDRO-10: The City shall require as conditions on project approval within the WCSP area that where truck traffic is frequent, gravel approaches and dirt tracking devices shall be used to reduce soil compaction and limit the tracking of sediment into streets. HYDRO-11: The City shall require as conditions on project approval within the WCSP area that all vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be required to be conducted at an appropriate location. Drip pans or drop cloths shall be required to catch drips and spills.

		HYDRO-12: Short-term water quality impacts may result from the construction of the proposed project. Project construction shall comply with the General Construction Activity Stormwater Permit (General Permit) and the City's Development Construction Program pursuant to the NPDES Permit (Permit No. CA00401). Implementation of the General Permit and NPDES Permit programs will mitigate potential impacts to a level of insignificance. These include the following measures: HYDRO-13: Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control, which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/). • The project applicant shall implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. • Post development peak stormwater runoff discharge rates shall not exceed the estimated predevelopment rate for developments where the increase peak stormwater discharge rate will result in

		increased potential for downstream erosion. • Clearing and grading of native vegetation at the project site shall be limited to the minimum needed to build lots, allow access, and provide fire protection. • Trees and other vegetation at each site shall be maximized by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. • Natural vegetation shall be promoted by using parking lot islands and other landscaped areas. • Any identified riparian areas shall be preserved. • Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code will be incorporated. • Outlets of culverts, conduits or channels from erosion by discharge velocities shall be protected by installing a rock outlet protection. Rock outlet protection is physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Sediment traps shall be installed below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain. • Any connection to the sanitary sewer will have authorization from the Bureau of Sanitation. • Impervious surface area will be reduced by using permeable pavement materials where appropriate. These include pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed

		aggregates, cobbles. • Roof runoff systems will be installed where site is suitable for installation. • Messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets shall be painted. • All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping. • Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area. • Legibility of stencils and signs must be maintained. • Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs. • The storage area will be paved and sufficiently impervious to contain leaks and spills. • The storage area shall have a roof or awning to minimize collection of stormwater within the secondary containment area. • An efficient irrigation system shall be designed to minimize runoff including: drip irrigation for shrubs to limit excessive spray;

		shutoff devices to prevent irrigation after significant precipitation; and flow reducers. • Cleaning of oily vents and equipment will be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications. • Trash dumpsters will be stored both under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Containers will be washed in an area with properly connected sanitary sewer. • Wastes, including paper, glass, aluminum, oil and grease will be reduced and recycled. • Liquid storage tanks (drums and dumpsters) will be stored in designated paved areas with impervious surfaces in order to contain leaks and spills. A secondary containment system such as berms, curbs, or dikes shall be installed. Drip pans or absorbent materials whenever grease containers are emptied will be used. • The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per

		manufacturer's instructions.
Noise	Short-Term Construction Noise	NOI-1: For projects within 500 feet of an LAUSD school, the City shall require preparation of a Construction Noise Management Plan (CNMP) to evaluate potential noise impacts on the potentially affected school. The CNMP shall be prepared by a licensed Acoustical Engineer and shall include measurement of existing noise conditions and noise modeling of anticipated construction activities at the site. The CNMP will be used by the Department of City Planning to determine the appropriate mitigation measures for any potentially significant noise impacts generated by a project. NOI-2: For projects within 500 feet of an LAUSD school, the City shall require preparation of a Facility Noise Management Plan (FNP) to ensure that noise emissions from facility operations, including stationary mechanical equipment, do not cause significant impacts on nearby schools. The Facility Noise Management Plan shall ensure that the cumulative mechanical equipment noise does not exceed a level of 64 dBA at the closest school's lot line. The FNMP shall be prepared by a licensed Acoustical Engineer and shall include noise measurements of existing conditions and noise modeling of anticipated on-site noise sources including any loading docks, public address system, any anticipated crowd/spectator noise and other sources of both stationary and mobile noise. Compliance with this noise limitation may include, but is not limited to, the installation of noise walls/barriers, mechanical equipment enclosures, roof-mounted parapets, silencers, barriers and/or appropriate setbacks. NOI-3: The City shall require that all construction activities within the WCSP area

		shall be restricted to hours between 7:00 a.m. and 9:00 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. No noise-generating construction activities shall take be allowed on Sundays or national holidays. NOI-4: The City shall require that noise-generating construction equipment be equipped with the most effective state-of-the-art noise control devices, i.e., mufflers, lagging, or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. NOI-5: The City shall require effective temporary noise barriers to be used and relocated, as needed, to block line-of-sight (sound) between the construction equipment and any noise-sensitive receptors within 500 feet of a construction site. NOI-6: The City shall require that truck deliveries and haul routes, to the extent feasible, shall be directed away from the three LAUSD schools in the vicinity of Warner Center and not access construction sites from De Soto Avenue, along the lot line of Woodland Hills Academy Middle School or from Topanga Canyon Boulevard and Vanowen Street along the lot line of Canoga Park High School, or use Variel north of Warner Center to access project sites in Warner Center. NO-7: The City shall require applicants for projects within Warner Center to notify schools in advance of construction activities. The construction manager's (or representative's) telephone number shall be provided with the notification so that each school may communicate any concerns. NOI-8: For projects within 500 feet of an

		LAUSD school, the City shall ensure that if the results of the Construction and/or Facility Noise Management Plans submitted to the Department of City Planning as part of the Project Permit Compliance Review application show that additional noise mitigation measures are necessary, these additional measures shall be imposed by the Planning Department. NOI-9: As part of the entitlement process of new projects, the City shall ensure that any construction within 100 feet of an adjacent off-site building of more than 70 years old such buildings should be protected from potential vibration impacts as appropriate.
Public Services	Fire	PS-1: The City shall ensure that adequate fire protection service levels are maintained through the addition of personnel and facilities as necessary to meet anticipated demand. If necessary (i.e. general fund revenue were insufficient to fund necessary protection levels), new development shall be subject to a fee (based on a study establishing a nexus between new development, demand and the need for additional personnel and facilities), to provide for such personnel and facilities. PS-2: The City shall require that applicants of the individual projects developed as part of the WCSP shall submit for review and approval all future project plans to the LAFD to ensure that all new structures would comply with current fire codes and LAFD requirements. PS-3: Project building plans shall include the submittal of a plot plan for approval by the Los Angeles Fire Department either prior to the recordation of the final map or the approval of a building permit. PS-4: The City shall require that all applicants within the WCSP area consult with the Fire Department and incorporate fire prevention

		and suppression features appropriate to the design of each project. PS-5: The City shall require that plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of any project. PS-6: The City shall require fire hydrants to be installed as appropriate that shall be fully operational and accepted by the Fire Department prior to any building construction above grade. PS-7: The City shall require plot plans indicating access driveways and roads and turning areas be reviewed and approved by the Fire Department, prior to the issuance of a building permit. PS-8: The City shall require that during the construction phase of each project, emergency access shall remain clear and unobstructed. PS-9: The City shall require that each project comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles. PS-10: The City shall require that all access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.

		PS-11: The City shall require a Fire Flow analysis to be prepared for all projects within the WCSP. The purpose of the analysis will be to determine whether the proposed public water system could deliver required fire flows to the public fire hydrants located in the area. Should fire flow be found to be inadequate each applicant shall be required to comply with the requirements of LADWP (including construction of additional water supply lines within the WCSP area, payment of a fee to cover fair share costs and/or other measures as deemed necessary by LADWP and/or LAFD) to ensure adequate fire flow.
Public Services	Police	PS-12: The City shall require that during construction of individual projects, each project applicant shall implement security measures including security fencing, lighting, locked entry, and security patrol on the site. PS-13: The City shall require that during the construction phase of each project, each applicant shall provide adequate through access and emergency access to adjacent uses as necessary. PS-14: The City shall require that each applicant consult with the Police Department and comply with recommended security features for each construction site, including security fencing, locked entrances, lighting, and the use of a seven-day, 24-hour security patrol. PS-15: The City shall ensure that adequate police protection levels are maintained in Warner Center through provision of personnel and facilities. If necessary (i.e. general fund revenue were insufficient to fund necessary protection levels), new development shall be subject to a fee (based on a study establishing a nexus between new development, demand and the need for additional personnel and

		facilities), to provide for such personnel and facilities. PS-16: The City shall require that applicants consult with the LAPD Crime Prevention Unit regarding crime prevention features appropriate for the design of the project and subsequently, shall submit plot plans for review and comment. The plans shall incorporate design guidelines relative to security sand semi-public and private spaces which may include but not be limited to access control to buildings, secured parking facilities, wall/fences with key systems, well-illuminated public and semi-public and private spaces, which may include access control to buildings, secured parking facilities, walls/fences with key systems, well –illuminated public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provisions of security guard patrol if need. These measures shall be approved by the LAPD prior to the issuance of building permits. PS-17: The City shall require that upon completion of each project, each applicant shall provide the local Commanding Officer with access routes and other information that might facilitate police response, as requested by the LAPD. PS-18: The City shall require that each applicant provide project plans to the LAPD Crime Prevention Unit to determine any additional crime prevention and security features appropriate to the design of the project. Any additional design features identified by the LAPD Crime Prevention Unit shall be incorporated into the project's final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project.

		PS-19: The City shall require that each project incorporate design guidelines relative to security, semi-public and private spaces, which may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas and provision of security guard patrol throughout the project site if needed.
Public Services	Schools	PS-20: For projects developed under the WCSP, the City shall ensure that prior to issuance of a building permit, the project developer shall pay to the LAUSD the prevailing State Department of Education Development Fee to the extent allowed by State law. School fees exacted from residential and commercial uses would help fund necessary school service and facilities improvements to accommodate anticipated population and school enrollment within the LAUSD service area, and would allow for the LAUSD to allocate these funds as they deem necessary.
Public Services	Parks	PS-21: The City shall require that project applicants comply with one or more of the following: 1) dedicate two acres of neighborhood parkland and two acres of community parkland per 1,000 residents; 2) pay in-lieu fees for any land dedication requirement shortfall; or 3) provide on-site improvements equivalent in value of the in-lieu fees, or any portion thereof.
Public Services	Libraries	PS-22: The City shall require that individual projects developed within the WCSP area be required to pay any appropriate impact fees to offset the burden on the existing libraries.
Transportation	Intersections and Arterials	For the system-wide and intersection and arterial mitigation measures (TRS-1 and TR-1 –

		TR-94), the City shall require individual projects developed within the WCSP area to pay an appropriate fee to offset their share of transportation impacts through the implementation of the following transportation capacity and operational improvements: TRS-1: Implement the Variel Avenue Corridor Improvement to complete the two disconnects in Variel Avenue between Victory Boulevard and the L.A. River. The system improvement includes construction of a new at-grade crossing of the Metro Orange Line Busway along Variel Avenue (including signalization); construction of a new 4-lane bridge crossing the Los Angeles River (replacing the current pedestrian bridge in the same location), and; widening of Variel Avenue to a 4-lane cross-section between Victory Boulevard and Bassett Street. TR-1: Topanga Canyon Boulevard and Vanowen Street (#1): the addition of: a second dedicated northbound right turn lane, a second dedicated northbound left turn lane, a dedicated westbound right turn lane. The removal of the eastbound right turn lane for a shared through-right lane to add a 2nd eastbound left turn lane. TR-2: Canoga Avenue and Vanowen Street (#2): the addition of a third eastbound and westbound through lane. TR-3: De Soto Avenue and Vanowen Street (#3): the addition of a third eastbound and westbound through lane. TR-4: Topanga Canyon Boulevard and Victory Boulevard (#4): the addition of: a fourth eastbound through lane, a second dedicated northbound left turn lane, a dedicated northbound right turn lane, a dedicated

		westbound right turn lane, a second dedicated southbound left turn lane, and a dedicated southbound right turn lane. TR-5: Canoga Avenue and Victory Boulevard (#5): the addition of: a dedicated eastbound right turn lane, a dedicated northbound right turn lane, a second dedicated westbound left turn lane, and a second dedicated southbound left turn lane. TR-6: De Soto Avenue and Victory Boulevard (#6): the addition of: a dedicated eastbound right turn lane, a dedicated northbound right turn lane, a second dedicated northbound left turn lane, a westbound shared through-right turn lane as a fourth through lane, to replace dedicated right turn lane, a second dedicated southbound left turn lane, a fourth southbound through lane, and a dedicated southbound right turn lane. Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street. TR-7: Topanga Canyon Boulevard and Erwin Street (#7): the addition of: a dedicated northbound right turn lane, a dedicated westbound right turn lane, and a second dedicated westbound left turn lane. TR-8: Owensmouth Avenue and Erwin Street (#8): the addition of: a dedicated northbound right turn lane, a second dedicated northbound left turn lane, a dedicated eastbound right turn lane, a second dedicated eastbound left turn lane, a dedicated westbound right turn lane, and dual southbound dedicated right turn lanes. Change southbound left turn lane signal control from protected to permitted/protected. TR-9: Canoga Avenue and Erwin Street (#9): the addition of: a second dedicated

		northbound left turn lane, a dedicated eastbound right turn lane, a second dedicated eastbound left turn lane, a dedicated westbound right turn lane, and a second dedicated westbound left turn lane. TR-10: DeSoto Avenue and Erwin Street (#11): in conjunction with mitigations TR-6 and TR-13, the addition of: a second northbound through lane, a fourth southbound through lane, a dedicated southbound right turn lane. Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street. TR-11: Topanga Canyon Boulevard and Oxnard Street (#12): the addition of a dedicated northbound right turn lane,and a second dedicated westbound left turn lane. TR-12: Canoga Avenue and Oxnard Street (#13): the addition of: a dedicated northbound right turn lane, a dedicated westbound right turn lane, a dedicated southbound right turn lane, and a second dedicated northbound left turn lane. TR-13: De Soto Avenue and Oxnard Street (#14): the addition of: a dedicated northbound right turn lane, a dedicated southbound right turn lane, a fourth southbound through lane. Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street. TR-14: Topanga Canyon Boulevard and Calfia Street (#15): signalize the intersection and add a dedicated northbound right turn lane and a second dedicated westbound right turn lane. TR-15: DeSoto Avenue and Calfia Street (#18): signalize the intersection and add a dedicated southbound right turn lane and second dedicated eastbound right turn lane.

		TR-16: US-101 Ventura Freeway Westbound Ramp and Burbank Boulevard (#19): in conjunction with improvements at intersection TR-17: the addition of a second westbound through lane. TR-17: Topanga Canyon Boulevard and Burbank Boulevard (#20): the addition of: a third westbound through lane, a northbound shared through-right turn lane as a fourth through lane, to replace dedicated right turn lane, a second dedicated northbound left turn lane. TR-18: Canoga Avenue and Burbank Boulevard (#22): the addition of dual dedicated northbound right turn lanes and a second dedicated northbound left turn lane. TR-19: De Soto Avenue and US-101 Ventura Freeway Westbound Ramp (#25): the addition of a third northbound through lane, and a second dedicated southbound right turn lane. TR-20: De Soto Avenue and US-101 Ventura Freeway Eastbound Ramp (#27): the addition of a fourth northbound through lane. TR-21: Topanga Canyon Boulevard and Nordhoff Street (#28): the addition of a second dedicated westbound left turn lane. TR-22: Topanga Canyon Boulevard and Roscoe Boulevard (#29): the addition of a second dedicated southbound right turn lane and a second dedicated northbound left turn lane. TR-23: Shoup Avenue and Sherman Way (#31): the addition of a dedicated northbound right turn lane. Change southbound left turn lane signal control to protected for AM peak period and protected/permitted for PM peak period.

		TR-24: Owensmouth Avenue and Sherman Way (#33): the addition of a second dedicated westbound left turn lane. TR-25: Canoga Avenue and Sherman Way (#34): the addition of protected left turn signal control for northbound and westbound left turn lanes, and a second dedicated westbound left turn lane. TR-26: De Soto Avenue and Sherman Way (#35): the addition of a dedicated northbound right turn lane, and a dedicated southbound right turn lane. TR-27: Fallbrook Avenue and Vanowen Street (#36): the addition of: a northbound shared through-right turn lane as third through lane, to replace dedicated right turn lane; and a southbound shared through-right turn lane as third through lane, to replace dedicated right turn lane. Requires relocation of existing Metro bus stops along Fallbrook Avenue at the northeast and southwest corners. TR-28: Shoup Avenue and Vanowen Street (#37): the addition of a dedicated eastbound right turn lane. TR-29: Owensmouth Avenue and Vanowen Street (38): the addition of: a third eastbound through lane, a third westbound through lane, a second dedicated westbound left turn lane, a dedicated southbound right turn lane. TR-30: Variel Avenue and Vanowen Street (#39): as part of TRS-1: the addition of: a second northbound through lane, a dedicated northbound left turn lane, a second southbound through lane, and a dedicated southbound left turn lane. In conjunction with improvements at intersections TR-2 and TR-3: the addition of a third eastbound through lane and a third westbound through lane.

		TR-31: Topanga Canyon Boulevard and Kittridge Street (#40): mitigated by way of TRS-1 Variel Avenue Corridor Improvement. TR-32: Woodlake Avenue and Victory Boulevard (#41): the addition of a northbound shared through-left lane and shared through-right lane, to replace existing single share left-through-right lane. TR-33: Fallbrook Avenue and Victory Boulevard (#42): the addition of a second dedicated southbound left turn lane, and a dedicated westbound right turn lane. TR-34: Shoup Avenue and Victory Boulevard (#43): the addition of a third eastbound through lane and a third westbound through lane. TR-35: Owensmouth Avenue and Victory Boulevard (#45): the addition of a third northbound through lane, a third southbound through lane, and a second dedicated southbound left turn lane. TR-36: Variel Avenue and Victory Boulevard (#46): the addition of a dedicated eastbound right turn lane and a second dedicated westbound left turn lane. As part of TRS-1, the addition of: a second northbound through lane, a dedicated northbound right turn lane, a dedicated eastbound left turn lane, a shared westbound right turn lane to the future fourth westbound through lane; a new southbound approach with two through lanes, one dedicated left turn lane, and one dedicated right turn lane. TR-37: Mason Avenue and Victory Boulevard (#47): the addition of: a second dedicated eastbound left turn lane, a second southbound left turn lane, a dedicated

		northbound right turn lane, and a second southbound right turn lane by converting the existing through lane into a shared through-right lane. TR-38: Owensmouth Avenue and Canyon Creek Drive (#48): the addition of a second dedicated northbound left turn lane, a second dedicated eastbound right turn lane, and a dedicated southbound right turn lane. TR-39: Shoup Avenue and Erwin Street (#49): the addition of a dedicated northbound right turn lane. TR-40: Shoup Avenue and Oxnard Street (#50): the addition of a dedicated northbound right turn lane. TR-41: Shoup Avenue and Burbank Boulevard (#52): change westbound left turn phasing from permitted to protected; change northbound left turn phasing from permitted to protected. TR-42: Shoup Avenue and Ventura Boulevard (#53): reconfigure phasing on eastbound and westbound approach to remove split phasing and add protected left turn phasing. Add a second westbound right turn lane by converting the existing through lane into a shared through-right lane. TR-43: US-101 Ventura Freeway and Ventura Boulevard (#54): the addition of a second dedicated eastbound left turn lane. TR-44: US-101 Ventura Freeway WB Off Ramp to Northbound to Northbound Topanga Canyon Boulevard (#55): within existing right-of-way, restripe and construct an island to change the WB-off-ramp (two stop controlled right turn lanes) into 1 free-flowing channelized right turn lane, merging into 3

		lanes northbound on Topanga Canyon Boulevard. TR-45: Topanga Canyon Boulevard and Ventura Boulevard (#56): the addition of: second dedicated eastbound left turn lane, a second dedicated southbound left turn lane, a second dedicated southbound right turn lane, and a second dedicated westbound right turn lane. TR-46: De Soto Avenue/Serrania Avenue and Ventura Boulevard (#58): the addition of a dedicated northbound right turn lane. TR-47: De Soto Avenue and Kittridge Street (#61): intersection mitigated by way of TRS-1, Variel Avenue Corridor Improvement. TR-48: AMC Driveway and Oxnard Street (#70): the addition of a dedicated northbound right turn lane and a dedicated northbound left turn lane. TR-49: Eton Avenue and Vanowen Street (#71): in conjunction with improvements at intersections TR-2 and TR-3: add a westbound shared through-right turn lane as a third through lane, to replace dedicated right turn lane, and add a third eastbound through lane. TR-50: Independence Avenue and Vanowen Street (#72): in conjunction with improvements at intersections TR-2 and TR-3:add a westbound shared through-right turn lane as a third through lane, to replace dedicated right turn lane, and add a third eastbound through lane. TR-51: Variel Avenue and Kittridge Street (#73): signalize the intersection. As part of TRS-1, the addition of: a second northbound through lane, a dedicated northbound left turn lane, a second southbound through lane,

		a dedicated southbound left turn lane. TR-52: Variel Avenue and Oxnard Street (#74): Signalize the intersection and add a dedicated westbound left turn lane and a dedicated eastbound left turn lane. TR-53: De Soto Avenue and Clark Street (#77): the addition of a dedicated northbound right turn lane and a third northbound through lane. TR-54: Randi Avenue and Victory Boulevard (#83): in conjunction with improvements at intersections TR-4 and TR-34: add a third eastbound through lane and a third westbound through lane. TR-55: Topanga Canyon Boulevard and Clarendon Street (#86): the addition of a second dedicated eastbound left turn lane and a second dedicated westbound right turn lane. TR-56: Jordan Avenue and Sherman Way (#87): the addition of a dedicated northbound left turn lane and a dedicated southbound left turn lane. TR-57: Remmet Avenue and Sherman Way (#88): the addition of a dedicated northbound left turn lane, a dedicated southbound left turn lane, and a dedicated westbound right turn lane. TR-58: Variel Avenue and Sherman Way (#89): the addition of a dedicated northbound left turn lane a dedicated northbound right turn lane, a dedicated southbound left turn lane, and a dedicated eastbound right turn lane. TR-59: Owensmouth Avenue and Hart Street (#91): intersection mitigated by way of TRS-1, Variel Avenue Corridor Improvement

		TR-60: Mason Avenue and Vanowen Street (#93): add a dedicated northbound right turn lane, a dedicated southbound right turn lane, a dedicated eastbound right turn lane, and a dedicated westbound right turn lane. The additional westbound right turn lane capacity would require the relocation of an existing Metro bus stop. TR-61: Owensmouth Avenue and Saticoy Street (#95): the addition of a dedicated northbound left turn lane. TR-62: Canoga Avenue and Saticoy Street (#96): the addition of a second dedicated southbound left turn lane and a dedicated eastbound right turn lane. TR-63: De Soto Avenue and Saticoy Street (#98): the addition of a dedicated eastbound right turn lane and a dedicated westbound right turn lane. TR-64: Canoga Avenue and Valerio Street (#101): add westbound protected left turn signal control, change northbound left turn signal control from protected to permitted. TR-65: Mason Avenue and Sherman Way (#103): change southbound and westbound left turn lane signal control to protected for AM peak period and protected/permitted for PM peak period; change northbound and eastbound left turn lane signal control to permitted for AM peak period and protected/permitted for PM peak period. TR-66: Winnetka Avenue and Vanowen Street (#106): the addition of a dedicated southbound right turn lane and a dedicated northbound right turn lane. TR-67: Winnetka Avenue and Victory Boulevard (#108): add a second dedicated

		northbound left turn lane, second dedicated eastbound left turn lane, second dedicated southbound left turn lane, and a second dedicated westbound left turn lane. TR-68: Winnetka Avenue and Oxnard Street (#112): add a dedicated westbound right turn lane. TR-69: Fallbrook Avenue and Burbank Boulevard (#113): add protected left turn signal control to northbound and westbound approaches. TR-70: Winnetka Avenue and Ventura Boulevard (#118): add a westbound shared through-right turn lane as third through lane, to replace the existing dedicated right turn lane. TR-71: Topanga Canyon Boulevard and Mullholland Drive (#120): add a dedicated southbound right turn lane. TR-72: Fallbrook Avenue and Ventura Boulevard (#121): change eastbound left turn control to strictly protected. TR-73: Tampa Avenue and Ventura Boulevard (#123): change eastbound left turn control to strictly protected. TR-74: Vanalden Avenue and US-101 Ventura Freeway Eastbound Ramp (#126): add a third westbound through lane. TR-75: Topham Street/Busway and Victory Boulevard (#127): reconfigure Topham Street (northbound) approach for one dedicated left turn lane and one shared left-through-right lane. TR-76: Corbin Avenue and Victory Boulevard (#128): the addition of a third eastbound

		through lane and a third westbound through lane. TR-77: Tampa Avenue and Victory Boulevard (#129): the addition of a third eastbound through lane and a third westbound through lane. TR-78: Burbank Boulevard and Ventura Boulevard (#130): add protected southbound left turn control. TR-79: Reseda Boulevard and Burbank Boulevard (#131): the addition of a dedicated eastbound right turn lane, a third northbound through lane, and a second dedicated northbound right turn lane. TR-80: Reseda Boulevard and US-101 Ventura Freeway Eastbound Ramp (#132): add a second dedicated eastbound left turn lane. TR-81: Reseda Boulevard and US-101 Ventura Freeway Westbound Ramp (#133): remove westbound shared left-through-right lane to add a second left turn lane and a second right turn lane. Add a third northbound through lane. TR-82: De Soto Avenue and Nordhoff Street (#136): add a second dedicated eastbound left turn lane. Change southbound left turn lane signal control to protected. TR-83: Topanga Canyon Boulevard and Parthenia Street (#137): add a third southbound through lane. Add a third northbound through lane. TR-84: De Soto Avenue and Parthenia Street (#139): the addition of a dedicated eastbound right turn lane and a dedicated westbound right turn lane.

		TR-85: Fallbrook Avenue and Roscoe Boulevard (#140): add a shared right turn to existing northbound through lane. TR-86: Shoup Avenue and Roscoe Boulevard (#141): add protected northbound left turn control. TR-87: Canoga Avenue and Roscoe Boulevard (#142): add protected northbound left turn control. TR-88: De Soto Avenue and Roscoe Boulevard (#143): The addition of a dedicated northbound right turn lane and a dedicated westbound right turn lane. TR-89: Mason Avenue and Roscoe Boulevard (#144): the addition of a dedicated northbound right turn lane and a dedicated southbound right turn lane. TR-90: Winnetka Avenue and Roscoe Boulevard (#145): the addition of a third northbound through lane and a third southbound through lane. TR-91: Mason Avenue and Saticoy Street (#148): add a dedicated northbound right turn lane, a dedicated southbound right turn lane, a dedicated eastbound right turn lane and a dedicated westbound right turn lane. TR-92: Winnetka Avenue and Saticoy Street (#149): the addition of a third northbound through lane and a third southbound through lane. TR-93: Fallbrook Avenue and Sherman Way (#150): add protected southbound left turn control. TR-94: Winnetka Avenue and Sherman Way (#151): the addition of a third northbound

		through lane and a third southbound through lane. TR-95: Vanowen Street from Topanga Canyon Boulevard to DeSoto Avenue (Segment 10): Add third eastbound and westbound through lanes. Arterial improvement included in: TR-2, TR-3, TR-30, TR-49, TR-50. TR-96: Desoto Avenue from Victory Boulevard to Oxnard Street (Segment #44): Add a fourth southbound through lane. Arterial improvement included in: TR-6, TR-10, TR-13. TR-97: Victory Boulevard from Corbin Avenue to Tampa Avenue (Segment #21): Add a fourth through lane in each direction. Arterial improvement included as part of TR-76, TR-77. TR-98: Vanowen Street from Winnetka Avenue to Reseda Boulevard (Segments #12 and #13): Implement peak hour parking restrictions for added eastbound and westbound through lanes. TR-99: Implement the WCSP Mitigation Assignment Process: The mitigation assignment process is intended to ensure appropriate mitigation measures, both in scale and location of improvement, are assigned to each individual project. TR-100: Require proposed WCSP projects to assess construction impacts prior to project approval. Each project will be required to develop and, if necessary, implement a construction traffic management plan, subject to LADOT approval. The construction traffic management plan will identify potential interim construction impacts and mitigation measures.
Transportation	Local Streets	Intersection and arterial mitigations TRS-1, and TR-1 – TR-94 and TR-98 would improve

		levels of service throughout the study area, and are thereby essential to reduce the potential for residential cut-through traffic. After intersection and arterial mitigations, the total number of intersections to pose significant cut-through risk is reduced to from 41 to 15 intersections. TR-101: The City shall implement the WCSP Neighborhood Protection Program. In accordance with the updated WCSP, a portion of the new Mobility Fee will be dedicated to fund a Neighborhood Protection Program to promptly assess and mitigate unforeseeable neighborhood circulation impacts as they arise. The Neighborhood Protection Program will address and mitigate any unforeseeable traffic impacts resulting from a potential increase in overflow or cut-through traffic along study area neighborhood streets caused by the WCSP development or its mitigation measures.
Utilities and Service Systems	Wastewater	U1: The City shall require that the project applicant for each project within the WCSP be required to coordinate with the Department of Public Works, Bureau of Sanitation in order to ensure that existing and/or planned sewer conveyance and treatment facilities are capable of meeting wastewater flow capacity requirements. In coordination with the Bureau of Engineering, each Applicant/Contractor shall be required to identify specific on- and off-site improvements needed to ensure that impacts related to wastewater conveyance capacity are addressed prior to issuance of plans. Sewer capacity clearance from the Department of Public Works will be required at the time that a sewer connection permit application is submitted.
Utilities and Service Systems	Water Supply	U2: The City shall require that each applicant coordinate with the City of Los Angeles Department of Water and Power

		(LADWP) in order to ensure that existing and/or planned water supply and water conveyance facilities are capable of meeting water demand/pressure requirements. (In accordance with State Law, a Water Supply Assessment shall be required for projects that meet the size requirements specified in the regulations.) In coordination with the LADWP, each applicant will identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed prior to issuance of a certificate of occupancy. Water supply and conveyance demand/pressure clearance from the LADWP will be required at the time that a water connection permit application is submitted. U3: The City shall require each applicant to coordinate with the City of Los Angeles Fire Department and Building Safety Department in order to ensure that existing and/or planned fire hydrants are capable of meeting fire flow demand/pressure requirements. The issuance of building permits will be dependent upon submission, review, approval, and testing of fire flow demand and pressure requirements, as established by the City of Los Angeles Fire Department and Building Safety Department prior to occupancy. U-4: The City shall require that each applicant implement water conservation measures in new development that shall include but not be limited to the following: • Installation of high-efficiency toilets (1.28 gallons per flush or less, includes dual flush. • High-efficiency urinals (0.5 gallons per flush includes waterless) • Restroom faucet flow rate of 1.5

		gallons per minute or less • Public restroom self-closing faucets • Showerhead flow rate of 2 gallons per minute or less • Limit of one showerhead per shower stall • High efficiency clothes washers (water factor of 6.0 or less) • High efficiency dishwashers (Energy Star rated) • Domestic water heating system located in close proximity to point(s) of use, as feasible; use of tankless and on-demand water heaters as feasible • Cooling towers must be operated at a minimum of 5.5 cycles of concentration • Install on-site water recycling as feasible • Use of recycled water (if available) for appropriate end uses (irrigation, cooling towers, sanitary) • Single pass cooling shall be prohibited (e.g. any vacuum pumps or ice machines) • Irrigation shall include; Weather-based irrigation controller with rain shutoff Flow sensor and master valve shutoff (for large landscaped areas) Matched precipitation (flow) rates for sprinkler heads

		Drip/microspray/subsurface irrigation where appropriate Minimum irrigation system distribution uniformity of 75% Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials Use of landscape contouring to minimize precipitation runoff U-5: The City shall require that prior to the issuance of a building permit, each applicant shall consult with LADWP to identify feasible and reasonable measures to reduce water consumption, including, but not limited to, systems to use reclaimed water for landscaping (should reclaimed water become available in Warner Center), drip irrigation, re-circulating hot water systems, water conserving landscape techniques (such as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, soil moisture sensors, automatic irrigation systems, clustered landscaped areas to maximize the efficiency of the irrigation system), water conserving kitchen and bathroom fixtures and appliances, thermostatically controlled mixing valves for baths and showers, and insulated hot water lines, as per City adopted UBC requirements. U-6: The City shall require that each project incorporate Phase I of the City of Los Angeles Emergency Water Conservation Plan including prohibiting hose watering of driveways and associated walkways; requiring decorative fountains to use recycled water, and repairing water leaks in a timely manner. U-7: The City shall require that each project

		comply with any additional mandatory water use restrictions imposed as a result of drought conditions. U-8: The City shall require automatic sprinkler systems to be installed to irrigate landscaping during morning hours or during the evening to reduce water losses from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall season, so that water is not wasted in excessive landscape irrigation. U-9: Prior to issuance of building permits, applicants shall pay any appropriate fees imposed by the Building and Safety Department. A percentage of building permit fees is contributed to the fire hydrant fund, which provides for Citywide fire protection improvements. U-10: Development within Warner Center must remain within Citywide water budgets established by LADWP. As required by LADWP projects may be required to provide for new water supply through a combination of water conservation (on and potentially off-site) and recycled water, such that the net increase in water demand (not including demand for recycled water) from Warner Center does not exceed the calculated demand anticipated for the City and/or Warner Center as appropriate and as documented in the 2005 and/or 2011 Urban Water Management Plan.
Utilities and Service Systems	Solid Waste	U-11: The City shall require that each project recycle and/or salvage at least 75% of non-hazardous construction and demolition debris, and that each applicant prepare a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled shall be developed and implemented.

		Excavated soil and land-clearing debris do not contribute to the amount of recycled/salvaged debris. Calculations can be done by weight or volume, but must be consistent throughout. U-12: The City shall require that each project institute a recycling program to reduce the volume of solid waste going to landfills in compliance with the City's current goal of a 62 percent reduction in the amount of waste going to landfills, with the 2020 goal of a 70 percent reduction of waste going to landfills. Additionally, recycling bins shall be provided at appropriate locations on each site to promote recycling.
Utilities and Service Systems	Electricity	U-13: The City shall require that each applicant coordinate with the City of Los Angeles' Department of Water and Power in order to ensure that existing and/or planned electrical facilities are capable of meeting electrical demand requirements. In coordination with the Department of Water and Power, the applicant will be required to identify specific on- and off-site improvements needed to ensure that impacts related to electrical facility requirements are addressed prior to operation. Electrical facility design clearance from the Department of Water and Power will be required as established by the LADWP. U-14: The City shall require that each project, during the design process, consult with the Department of Water and Power, Energy Services Subsection and the Southern California Gas Company, the Commercial, Industrial or Residential Staff Supervisor, regarding possible Energy Conservation Measures for the each project.
Utilities and Service Systems	Gas	U-15: The City shall require that each applicant coordinate with the Gas Company in order to ensure that existing and/or planned

		natural gas facilities are capable of meeting natural gas demand requirements. In coordination with the Gas Company, the applicant will identify specific on- and off-site improvements needed to ensure that impacts related to natural gas facility requirements are addressed prior to operation. Natural gas facility design clearance from the Gas Company will be required as established by the Gas Company.

APPENDIX D

WARNER CENTER 2035 PLAN – MOBILITY FEE TABLE

Categories A Through F [1]

Category A **Residential Land Uses**	*Dollars per Square Foot of Floor Area*						
	Greater Than 3.75 Total Project FAR	Greater Than 3.25 Up To 3.75 Total Project FAR	Greater Than 2.75 Up To 3.25 Total Project FAR	Greater Than 2.25 Up To 2.75 Total Project FAR	Greater Than 1.75 Up To 2.25 Total Project FAR	Greater Than 1.25 Up To 1.75 Total Project FAR	1.25 or Less Total Project FAR
Apartment Boarding House Condominium/Townhouse Dormitory and Student Housing Mobile Home Park Rental Townhouse Senior Adult Housing-Attached Senior Adult Housing-Detached Single Family Detached Housing Work-Live [2]	**$1.01**	**$1.08**	**$1.18**	**$1.31**	**$1.97**	**$3.26**	**$6.11**

Category B **Institutional Land Uses**	*Dollars per Square Foot of Floor Area*						
	Greater Than 3.75 Total Project FAR	Greater Than 3.25 Up To 3.75 Total Project FAR	Greater Than 2.75 Up To 3.25 Total Project FAR	Greater Than 2.25 Up To 2.75 Total Project FAR	Greater Than 1.75 Up To 2.25 Total Project FAR	Greater Than 1.25 Up To 1.75 Total Project FAR	1.25 or Less Total Project FAR
Adult Day Care Facility (No Overnight) Assisted Living Facility Child Care Center Congregate Care Facility Continuing Care Rehabilitation Facility Continuing Care Retirement Community Eldercare Facility Family Day Care Home Hospital or Medical Center Library Lodge, Club, or Fraternal Organization Museum or Art Studios, No Retail Sales Nursery or Pre-School Facility Nursing Home Private School (K-12) Private University or College Recycling Buyback Center (Fixed or Mobile) Trade or Continuing Education School	**$2.65**	**$2.84**	**$3.09**	**$3.46**	**$3.65**	**$4.03**	**$5.16**

Category C **Industrial Land Uses**	*Dollars per Square Foot of Floor Area*						
	Greater Than 3.75 Total Project FAR	Greater Than 3.25 Up To 3.75 Total Project FAR	Greater Than 2.75 Up To 3.25 Total Project FAR	Greater Than 2.25 Up To 2.75 Total Project FAR	Greater Than 1.75 Up To 2.25 Total Project FAR	Greater Than 1.25 Up To 1.75 Total Project FAR	1.25 or Less Total Project FAR
Animal Boarding Animal Clinic Animal Hospital Brewery (Not Part of a Restaurant) High-Cube Warehouse Hybrid Industrial (uses not listed in this Category and specified per Section 6.2.7 of the Plan) Industrial Park Laboratory Light Industrial Manufacturing	**$5.43**	**$5.82**	**$6.34**	**$7.08**	**$7.49**	**$8.26**	**$10.58**

Mini-Warehouse Mortuary Sales and Showroom, Wholesale Building Supplies and Materials Sales and Showroom, Wholesale Interior and Exterior Furnishings Sales and Showroom, Wholesale Other (Bakery, Cake, Clothing, Home/Office Furnishings, etc.) Terminal, Truck or Bus Utilities Warehousing and Storage							

Category D General Office Land Uses	*Dollars per Square Foot of Floor Area*						
	Greater Than 3.75 Total Project FAR	Greater Than 3.25 Up To 3.75 Total Project FAR	Greater Than 2.75 Up To 3.25 Total Project FAR	Greater Than 2.25 Up To 2.75 Total Project FAR	Greater Than 1.75 Up To 2.25 Total Project FAR	Greater Than 1.25 Up To 1.75 Total Project FAR	1.25 or Less Total Project FAR
Business Park Office, General Office Park Real Estate Office Research and Development Center Single Tenant Office Building	**$5.43**	**$5.82**	**$6.34**	**$7.08**	**$7.49**	**$8.26**	**$10.58**

Category E Commercial and Retail / Recreational / Service Land Uses	*Dollars per Square Foot of Floor Area*						
	Greater Than 3.75 Total Project FAR	Greater Than 3.25 Up To 3.75 Total Project FAR	Greater Than 2.75 Up To 3.25 Total Project FAR	Greater Than 2.25 Up To 2.75 Total Project FAR	Greater Than 1.75 Up To 2.25 Total Project FAR	Greater Than 1.25 Up To 1.75 Total Project FAR	1.25 or Less Total Project FAR
<u>Commercial and Retail Uses</u> Apparel Store Arts and Crafts Store Art Gallery Automobile Display Automobile Part Sales Automobile Rental Building Materials and Lumber Store Convenience Market Department Store Discount or Membership Club Factory Outlet Center Farmer's Market (Permanent) Furniture Store Free-Standing Discount Store Hardware or Paint Store New and Used Automobile Sales New and Used Vehicle Sales (RV, Motorcycle, Marine, etc.) Optometry Service and Sales Pharmacy and Drugstore Secondhand Store Sales and Showroom, Retail Building Supplies and Materials Sales and Showroom, Retail Interior and Exterior Furnishings Sales and Showroom, Retail Other (Bakery, Cake, Clothing, Home/Office Furnishings, Jewelry, etc.) Shopping Center Specialty Retail Center Supermarket, Full Service or Discount Superstore (Home and Home Improvement, Electronics, Pet Supply, Office Supply, Toy, Baby, Furniture, etc.) Tire Store Wholesale Market or Supermarket	**$10.47**	**$11.21**	**$12.21**	**$13.65**	**$14.42**	**$15.91**	**$20.38**

Wholesale Store or Superstore							
<u>Recreational Uses</u>							
Arcade, Gaming							
Athletic Club							
Amusement Park							
Arena							
Banquet Hall and Private Club							
Batting Cages							
Bowling Alley							
Dance Studio or Academy							
Golf Facility							
Health and Fitness Club							
Playground							
Skating Rink, Ice or Roller							
Live Music, Night club or Dance club							
Live Theater							
Movie Theater							
Miniature Golf Course							
Museum or Art Studio, Retail Sales							
Music School							
Pool Hall							
Private Recreational Center							
Recreational Facility, Privately Owned							
Stadium							
<u>Service Uses</u>							
Automobile Care and Service							
Bakery							
Bank / Credit Union (Walk-in Only)							
Barber and Beauty Shop							
Car Wash (Automated or Self-Service)							
Coffee/Donut/Bagel Shop (Walk-in Only)							
Copy, Print and Express Ship Store							
Drinking Place or Bar							
Dry Cleaner							
Florist							
Gasoline Sale and Service Station							
Hair Salon							
Hotel, Motel, Suite, Lodge, Extended Stay Facility, Resort, Motor Inn, etc.							
Medical or Dental Office and Clinics							
Repair and Cleaning Service (Jewelry, Clothing, Electronics, etc.)							
Restaurant (Fast Food/High Turnover/Quality), Walk-in Only							
Surgery Center (No Overnight Stay)							
Veterinary Office (No Overnight Boarding)							

Category F Exempted Land Uses	No Fee Assessed
Community Center or Facility (No greater than 40,000 Square feet) [3] Changes of Use (No greater than 1,000 Square Feet) Governmental Office, Facility, Station, etc. Ground Floor Mixed Uses of a Residential/Office Tower (10% or less of overall floor area) Non-Profit Facility (Hospital/Medical Center and their related Medical Uses, Library, Museum, Cultural Arts Center, Community Center, K-12 School, College, University, Trade School, Pre-School, Day Care Center, etc.) Park or Playground, Public or Philanthropic Operated Place of Worship Public Park, Playground, or Other Recreational Facility Public School / K-12 (Including Charter School) Public University and College Recycling Buyback Center, Non-Profit Only Temporary Uses (Christmas Trees, Pumpkin, Farmer's Market, Circus, Carnival, etc.) Public Trade School and Continuing Educational Facility Transit Station and Park-And-Ride Facility	**$0.00**

FOOTNOTES
[1] Each Category contains a listing of the most common uses; however, not all uses are listed. Any use not listed in Categories A through F will be assessed at the rate as determined by the Director of Planning in consultation with the Department of Transportation. *[2] Pursuant to DOT policies, Work Live units are provided a credit that assumes that 50% of the morning trips and 35% of the afternoon trips are work to home and therefore a credit of 50% is applied for the total trips from the work-live portion of the project due to on-site travel. As a result, the Mobility Table reflects a 50% credit for the Work Live Units in any proposed development in Warner Center. For the purposes of this Table only, Work-Live is considered a residential use.* *[3] Community Facilities greater than 40,000 square feet will be assessed the Category B rate for only the portion of the Facility over 40,000 square feet.*

Version: August 20, 2013

APPENDIX D
TABLE 2

WARNER CENTER MOBILITY FEE COST BREAKDOWN

TOTAL MOBILITY IMPROVEMENT COSTS					
Improvement Measure	**Total Cost (2010 Dollars)**	**% Paid for by Mobility Fee**	**Mobility Fees Collected**	**% Share of Total Mobility Fee**	**Collected from Outside Funding**
Roadway Improvements	$155,687,779	40%	$62,300,000	40%	$93,877,779
New Orange Line Station Terminus	$10,000,000	20%	$2,000,000	1%	$8,000,000
Bus Purchase	$16,000,000	20%	$3,200,000	2%	$12,800,000
Bus Operating Expenses	$49,200,000	100%	$49,200,000	32%	$0
Streetscape Improvements	$11,250,000	100%	$11,250,000	7%	$0
Neighborhood Protection, Local Development Corp, TDM, Administrative and Restudy Costs over life of the Plan	$28,000,000	100%	$28,000,000	18%	$0
	$270,137,779		**$155,950,000**		**$114,187,779**

Existing Warner Center Trip Fee Balance	$7,507,019
After 10% Trip Credit for exempt projects	33,334 Person Trips
Mobility fee per trip	**$4,454**

* Trip fee assumes substantial transit, TOD and TDM vehicle trip reductions modeled for the Warner Center Specific Plan. The rate is only to be used in conjunction with Warner Center Specific Plan trip rates and is not applicable to any other form of trip generation estimation.

APPENDIX E

WARNER CENTER 2035 PLAN – MOBILITY FEE NEXUS STUDY

This Appendix is derived from a memorandum from Iteris, Inc. (City's traffic consultant) dated May 16, 2012. This memorandum summarizes the comprehensive Mobility Fee Nexus Study and steps used to determine the final Mobility Fee Schedule for the Warner Center 2035 Plan. The full study is included in the administrative file.

• A total of 152 intersections were studied as part of the WCRCCSP analysis. Out of the 152 intersections, 87 intersections were projected to be significantly impacted by the project. Intersection mitigation measures were determined at the 87 impacted intersections. These mitigation measures included additional left-turn, through, and right-turn lanes, as well as signal modifications or construction of a new traffic signal.

• Construction cost estimates for each mitigation measure were calculated using the following estimates:

- o Left-turn lane = $168,000
- o Through lane = $1,108,000
- o Right-turn lane = $168,000
- o Signal Modification = $20,000
- o New Signal = $180,000

The total construction cost of all mitigation measures was $47,583,560.

• The total construction cost was multiplied by 1.23 to account for City of Los Angeles Bureau of Engineering Design/Administrative costs.

• Right-of-way (ROW) costs for each mitigation measure, where necessary for widening purposes, were calculated using the following estimates (assuming $100 per square foot):

- o Left-turn lane = $240,000
- o Through lane = $1,584,000
- o Right-turn lane = $240,000

The total right-of-way cost of all mitigation measures was $64,560,000.

• The total cost estimate for the purchase of 40 buses dedicated to Warner Center circulation was $16,000,000.

• The total Warner Center Orange Line terminus station costs, including construction and ROW (assuming $100 per square foot), was $10,000,000.

• The total transit operating and maintenance costs were $86,800,000 over the life of the plan, which were calculated assuming an incremental buildup of the transit fleet to the buildout year 2035. The Warner Center share of these costs totaled $49,200,000 over the life of the plan.

• The total Warner Center Streetscape Improvement cost was $11,250,000, which was calculated by using an average cost per mile estimate of $750,000 and assuming approximately 15 miles of existing streetscape.

• The following percentages of funding towards the mobility fee were applied to the 5 improvement categories, resulting in a total cost of each category in 2010 dollars:

o Roadway Improvements – 40% funded by fee resulting in a cost of $58,200,000.

o New Orange Line Station Terminus – 20% funded by fee resulting in a cost of $2,000,000.

o Bus Purchase – 20% funded by fee resulting in a cost of $3,200,000.

o Bus Operating Expenses – 100% funded by fee resulting in a cost of $49,200,000.

o Streetscape Improvements – 100% funded by fee resulting in cost of $11,250,000.

The applied percentages were provided by LADOT.

• In addition, funding for the proposed Local Development Corporation (LDC), TDM, and neighborhood traffic management and protection measures over the life of the plan was estimated at $28,000,000

• The subtotal for mobility improvement costs (for the mobility fee calculation) was $151,850,000, which was then reduced by the existing Warner Center Trip Fee balance of $8,250,000, resulting in a total cost of $143,600,000.

• The total mobility improvement cost of $143,600,000 was divided by the change in person trips between 2008 and 2035, which was 33,334 (accounting for a 10% reduction from trip credits). The resulting mobility fee was $4,308 per person trip.

• The mobility fee was then used to calculate the total fee for each Warner Center land use category, which included residential, retail, office, and institutional uses. The following trip rates for each land use were extracted from the SGAG model which utilized socio-economic data (SED) inputs in accordance with market development forecasts anticipated to occur under the propose project (see Appendix A2 of the EIR):

- o 0.32 trips per residential dwelling unit
- o 1.58 trips per retail job
- o 0.55 trips per office job
- o 0.40 trips per institutional job

The trips per job for the retail, office, and institutional uses were converted to trips per 1,000 square feet using the following assumptions (residential dwelling units did not need to be converted):

- o 1 retail employee per 500 square feet
- o 1 office employee per 333 square feet
- o 1 institutional employee per 500 square feet

The resulting final person trip rates per land use category were:

- o 0.32 trips per residential dwelling unit
- o 1.58 trips per retail job
- o 0.55 trips per office job
- o 0.40 trips per institutional job

The final person trip rates were multiplied by the calculated mobility fee of $4,308, resulting in the following trip fee schedule:

- o $1,379 per residential dwelling unit
- o $13,613 per 1,000 square feet of retail
- o $7,051 per 1,000 square feet of office
- o $3,446 per 1,000 square feet of institutional

Attached on the following tables is a comprehensive listing of each mitigation measure and its cost.

Warner Center - Cost Per Mitigation Measure

Int #	Control Type	Intersection Name	ROW Required?	Retail Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (including 1.23 Factor)	New Signal (including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
1	Signalized	Topanga Canyon Blvd and Vanowen St								
		Add a 2nd NB right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd NB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Remove EB right for a shared through/right K, add 2nd EB left	No		$160,000	$200,640			$200,640	
		Add a dedicated WB right	Yes	$240,000	$160,000	$200,640			$440,640	
							$24,000		$1,371,360	Int Total
2	Signalized	Canoga Ave and Vanowen St								
		Add a 3rd EB through lane	Yes	$1,584,000	$1,100,800	$2,303,424			$2,947,824	
		Add a 3rd WB through lane	Yes	$1,584,000	$1,100,800	$2,303,424			$2,947,824	
									$5,895,648	Int Total
3	Signalized	De Soto Ave and Vanowen St								
		Add a 3rd EB through lane	Yes	$1,584,000	$1,100,800	$2,303,424			$2,947,824	
		Add a 3rd WB through lane	Yes	$1,584,000	$1,100,800	$2,303,424			$2,947,824	
									$5,895,648	Int Total
4	Signalized	Topanga Canyon Blvd and Victory Blvd								
		Add a 4th EB through	Yes	$1,584,000	$1,100,800	$2,303,424			$2,947,824	
		Add a 2nd NB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated NB Right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated WB Right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd EB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated SB Right	Yes	$240,000	$160,000	$200,640			$440,640	
							$24,000		$5,305,824	Int Total
5	Signalized	Canoga Ave and Victory Blvd								
		Add a dedicated EB shared through/right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated NB Right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd WB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd SB left	Yes	$240,000	$160,000	$200,640			$440,640	
							$24,000		$1,811,760	Int Total
6	Signalized	De Soto Ave and Victory Blvd								
		Add a dedicated EB right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated NB Right	None available	$0	$0	$0			$0	
		Add a 2nd NB left	None available	$0	$0	$0			$0	
		Add a WB shared through/right as a 4th, replacing dedicated right	Yes	$1,584,000	$1,100,800	$2,303,424			$2,947,824	
		Add a 2nd SB left	None available	$0	$0	$0			$0	
		Add a 4th EB through	Yes	$1,584,000	$1,100,800	$2,303,424			$2,947,824	
		Add a dedicated SB Right	None available	$0	$0	$0			$0	
									$6,395,288	Int Total
7	Signalized	Topanga Canyon Blvd and Erwin St								
		Add a dedicated NB Right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated WB Right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd WB left	Yes	$240,000	$160,000	$200,640			$440,640	
							$24,000		$1,364,520	Int Total
8	Signalized	Owensmouth Ave and Erwin St								
		Add a dedicated NB Right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd NB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated EB right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd EB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated WB Right	Yes	$240,000	$160,000	$200,640			$440,640	
		Change SB left-turn signal control from prot to perm/prot	No				$24,000		$24,000	
		Add dual SB dedicated rights	Yes	$480,000	$320,000	$641,280			$961,280	
									$3,151,080	Int Total

Item	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (Including 1.23 Factor)	New Signal (Including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
9	Signalized	Canoga Ave and Erwin St								
		Add a 2nd NB left	None available	$0	$0	$0			$0	
		Add a dedicated EB right	Yes	$240,000	$160,000	$200,040			$440,040	
		Add a 2nd EB left	Yes	$240,000	$160,000	$200,040			$440,040	
		Add a dedicated WB right	Yes	$240,000	$160,000	$200,040			$440,040	
		Add a 2nd WB left	Yes	$240,000	$160,000	$200,040			$440,040	
							$24,600		$1,815,160	Int Total
10	Signalized	De Soto Ave and Erwin St								
		Add a 2nd NB through	Yes	$1,574,000	$1,103,800	$1,373,824			$2,947,824	
		Add a 4th SB through	No	$0	$0	$0			$0	
		Add a dedicated SB right	Yes	$240,000	$160,000	$200,040			$440,040	
		Relocate existing bike lane								
							$24,600		$3,413,064	Int Total
11	Signalized	Topanga Canyon Blvd and Oxnard St								
		Add a dedicated NB right	Yes	$240,000	$160,000	$200,040			$440,040	
		Add a 2nd WB left	Yes	$240,000	$160,000	$200,040			$440,040	
							$24,600		$917,880	Int Total
12	Signalized	Canoga Ave and Oxnard St								
		Add a dedicated NB right	Yes	$240,000	$160,000	$200,040			$440,040	
		Add a dedicated WB Right	None available			$0			$0	
		Add a dedicated SB right	Yes	$240,000	$160,000	$200,040			$440,040	
		Add a 2nd NB left	Yes	$240,000	$160,000	$200,040			$440,040	
							$24,600		$1,304,520	Int Total
14	Signalized	De Soto Ave and Oxnard St								
		Add a dedicated NB right	Yes	$240,000	$160,000	$200,040			$440,040	
		Add a dedicated SB right	Yes	$240,000	$160,000	$200,040			$440,040	
		Add a 4th SB through	Yes	$1,574,000	$1,103,800	$1,373,824			$2,947,824	
		Relocate existing bike lane							$0	
									$3,041,104	Int Total
15	Unsignalized	Topanga Canyon Blvd and Califa St								
		Add a traffic signal						$223,400	$223,400	
		Add a dedicated NB right	Yes	$240,000	$160,000	$200,040			$440,040	
		Add a 2nd dedicated SB right	Yes	$240,000	$160,000	$200,040			$440,040	
									$1,114,480	Int Total
16	Unsignalized	De Soto Ave and Califa St								
		Add a traffic signal						$223,400	$223,400	
		Add a dedicated SB right	Yes	$240,000	$160,000	$200,040			$440,040	
		Add a 2nd dedicated EB right	Yes	$240,000	$160,000	$200,040			$440,040	
									$1,114,480	Int Total
17	Signalized	101 Ventura Fwy WB and Burbank Blvd								
		Add a 2nd WB through lane	Cost accounted for	$0	$0	$0			$0	
									$0	Int Total
18	Signalized	Topanga Canyon Blvd and Burbank Blvd								
		Add a 2nd WB through lane	Yes	$1,574,000	$1,103,800	$1,373,824			$2,947,824	
		Add a shared NB through/right lane & 4th through, replacing existing right	Yes	$1,574,000	$1,103,800	$1,373,824			$2,947,824	
		Add a 2nd NB left	Yes	$240,000	$160,000	$200,040			$440,040	
		Add a 2nd WB left	Yes	$240,000	$160,000	$200,040			$440,040	
							$24,600		$6,813,528	Int Total
20	Signalized	Canoga Ave and Burbank Blvd								
		Add dual dedicated NB rights	Yes	$240,000	$160,000	$200,040			$440,040	
		Add a 2nd NB left	Yes	$240,000	$160,000	$200,040			$440,040	
							$24,600		$913,880	Int Total
21	Signalized	De Soto Ave 101 Ventura Fwy WB								
		Add a 2nd NB through lane	Yes	$1,574,000	$1,103,800	$1,373,824			$2,947,824	
		Add a 2nd NB left	Yes	$240,000	$160,000	$200,040			$440,040	
									$3,296,464	Int Total
22	Signalized	De Soto Ave and 101 Ventura Fwy EB								
		Add a 4th NB through	Cost accounted for	$0	$0	$0			$0	
									$0	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (Including 1.23 Factor)	New Signal (Including 1.23 Factor)	Total Physical Mitigation Cost (Per Intersection)	
29	Signalized	Topanga Canyon Blvd and Nordhoff St								
		Add a 2nd WB left (restripe)	No	$0	$3,000	$3,690			$3,690	
							$24,000		$27,690	Int Total
30	Signalized	Topanga Canyon Blvd and Roscoe Blvd								
		Add a 2nd SB right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd NB left	Yes	$240,000	$160,000	$200,640			$440,640	
							$24,000		$917,920	Int Total
31	Signalized	Sepulveda Blvd and Sherman Way								
		Add a dedicated NB right	Yes	$240,000	$160,000	$200,640			$440,640	
		Change SB left-turn signal control to permitted for AM and permitted for PM	No				$24,000		$24,000	
									$471,240	Int Total
32	Signalized	Owensmouth Ave and Sherman Way								
		Add a 2nd WB left	Yes	$240,000	$160,000	$200,640			$440,640	
							$24,000		$471,240	Int Total
34	Signalized	Canoga Ave and Sherman Way [No physical mitigation measures available]								
		Add peak signal control for NB and WB	No				$0		$0	
		Add a 2nd WB left	No	$0	$0	$0			$0	
									$0	Int Total
35	Signalized	De Soto Ave and Sherman Way								
		Add a dedicated NB right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated SB right	Yes	$240,000	$160,000	$200,640			$440,640	
							$24,000		$917,920	Int Total
36	Signalized	Fallbrook Ave and Vanowen St								
		Add a NB shared through/right as 3rd through to replace existing right	No	$0	$19,000	$24,354			$24,354	
		Add a SB shared through/right as 3rd through to replace existing right	No	$0	$19,000	$24,354			$24,354	
		Requires relocation of existing Metro bus stop(s) on NB & SW corners								
									$48,708	Int Total
37	Signalized	Shoup Ave and Vanowen St								
		Add a dedicated EB right	Yes	$240,000	$160,000	$200,640			$440,640	
									$440,640	Int Total
38	Signalized	Owensmouth Ave and Vanowen St								
		Add a 2nd EB through	Yes	$1,584,000	$1,100,000	$1,363,824			$2,947,824	
		Add a 2nd WB through	Yes	$1,584,000	$1,100,000	$1,363,824			$2,947,824	
		Add a 2nd WB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated SB right	Yes	$240,000	$160,000	$200,640			$440,640	
							$24,000		$6,813,536	Int Total
39	Signalized	Variel Ave and Vanowen St								
		Add a 2nd NB through	Part of Variel Corridor Improvement			$0			$0	
		Add a dedicated NB left	Part of Variel Corridor Improvement			$0			$0	
		Add a 2nd SB through	Part of Variel Corridor Improvement			$0			$0	
		Add a dedicated SB left	Part of Variel Corridor Improvement			$0			$0	
		Add a 3rd EB through	Yes	$1,584,000	$1,100,000	$1,363,824			$2,947,824	
		Add a 3rd WB through	Yes	$1,584,000	$1,100,000	$1,363,824			$2,947,824	
									$5,895,648	Int Total
40	Signalized	Topanga Canyon Blvd and Rittridge St	Mitigated by Variel Ave Corridor Improvement							
41	Signalized	Woodlake Ave and Victory Blvd								
		Add a NB shared left/through & shared through/right, restriping existing left/through/right	Yes	$1,584,000	$1,100,000	$1,363,824			$2,947,824	
									$2,947,824	Int Total
42	Signalized	Fallbrook Ave and Victory Blvd								
		Add a 2nd SB left	None available	$0	$0	$0			$0	
		Add a dedicated WB right	Yes	$240,000	$160,000	$200,640			$440,640	
									$440,640	Int Total
43	Signalized	Shoup Ave and Victory Blvd								
		Add a 3rd EB through (restripe)	No	$0	$19,800	$24,354			$24,354	
		Add a 3rd WB through (restripe)	No	$0	$19,800	$24,354			$24,354	
									$48,708	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.33 Factor	Signal Modification (Including 1.33 Factor)	New Signal (Including 1.33 Factor)	Total Physical Mitigation Cost (Per Improvement)	
41	Signalized	**Owensmouth Ave and Victory Blvd**	Part of Base Conditions							
		Add a 2nd NB through				$0			$0	
		Add a 2nd SB through				$0			$0	
		Add a 2nd SB left				$0			$0	
		Add a 4th WB through				$0			$0	
		Add a 4th EB through				$0			$0	
									$0	Int Total
42	Signalized	**Variel Ave and Victory Blvd**	Part of Base Conditions							
		Add an EB shared through/right				$0			$0	
		Add a 2nd WB left				$0			$0	
		Add a 2nd NB through				$0			$0	
		Add a dedicated NB right				$0			$0	
		Add an EB left				$0			$0	
		Add a WB shared through/right				$0			$0	
		New SB approach: one left, two through, one right				$0			$0	
									$0	Int Total
43	Signalized	**Wilson Ave and Victory Blvd**								
		Add a 2nd EB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd SB left	Yes	$240,000	$160,000	$200,640			$440,640	
							$34,600		$917,880	Int Total
44	Signalized	**Owensmouth Ave and Canyon Creek Dr (Pvt)**								
		Add a 2nd NB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd dedicated EB right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated SB right	Yes	$240,000	$160,000	$200,640			$440,640	
							$34,600		$1,364,520	Int Total
45	Signalized	**Shoup Ave and Erwin St**								
		Add a dedicated NB right	Yes	$240,000	$160,000	$200,640			$440,640	
							$34,600		$471,240	Int Total
50	Signalized	**Shoup Ave and Oxnard St**								
		Add a dedicated NB right	Yes	$240,000	$160,000	$200,640			$440,640	
							$34,600		$471,240	Int Total
53	Signalized	**Shoup Ave and Burbank Blvd**								
		Change WB left-turn phasing from semi to prot	No						$0	
		Change NB left-turn phasing from lead to prot	No						$0	
							$34,600		$34,600	Int Total
57	Signalized	**Shoup Ave and Ventura Blvd**								
		Reconfigure EB & WB phasing from split to prot	None available, new plans to base conditions applied						$0	
		Add a 2nd WB right by converting existing through to shared through/right				$0			$0	
									$0	Int Total
54	Signalized	**101 Ventura Fwy EB and Ventura Blvd**								
		Add a 2nd EB left	None available	$0	$0	$0			$0	
									$0	Int Total
55	Unsignalized	**Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)**								
		Reconfigure & construct an Alternate change WB off-ramp into 1 free-flowing channelized right	No	0	$160,000	$200,640			$200,640	
									$200,640	Int Total
56	Signalized	**Topanga Canyon Blvd and Ventura Blvd**								
		Add a 2nd EB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd WB right	Yes	$240,000	$160,000	$200,640			$440,640	
							$34,600		$913,880	Int Total
58	Signalized	**De Soto Ave/Variel Ave and Ventura Blvd**								
		Add a dedicated NB right	Yes	$240,000	$160,000	$200,640			$440,640	
							$34,600		$471,240	Int Total
52	Signalized	**De Soto Ave and Rinaldi St**	Mitigated by Variel Ave Corridor Improvement							
70	Signalized	**AMC Dwy and Oxnard St**								
		Add a dedicated NB right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated NB left	Yes	$240,000	$160,000	$200,640			$440,640	
							$34,600		$917,880	Int Total

Int.#	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (Including 1.23 Factor)	New Signal (Including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
71	Unsignalized	Etiwanda Ave and Vanowen St								
		Add a WB shared through/right and a 3rd through, restricting dedicated right	Cost accounted for	$0	$0	$0			$0	
		Add a 3rd EB through	Cost accounted for	$0	$0	$0			$0	
									$0	1st Total
72	Unsignalized	Independence Ave and Vanowen St								
		Add a WB shared through/right and a 3rd through, restricting dedicated right	Cost accounted for	$0	$0	$0			$0	
		Add a 3rd EB through	Cost accounted for	$0	$0	$0			$0	
									$0	1st Total
73	Signalized	Variel Ave and Kittridge St								
		Add a traffic signal								
		Add a 3rd NB through	In conjunction with Variel Corridor Improvement			$0			$0	
		Add a dedicated NB left	In conjunction with Variel Corridor Improvement			$0			$0	
		Add a 3rd SB through	In conjunction with Variel Corridor Improvement			$0			$0	
		Add a dedicated SB left	In conjunction with Variel Corridor Improvement			$0			$0	
									$0	1st Total
74	Unsignalized	Variel Ave and Oxnard St								
		Add a traffic signal						$223,400	$223,400	
		Add a dedicated WB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated EB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$3,032,560	1st Total
77	Unsignalized	De Soto Ave and Clark St								
		Add a dedicated NB right	No	$0	$168,000	$206,640			$206,640	
		Add a 3rd NB through	Cost accounted for	$0	$0	$0			$0	
									$206,640	1st Total
78	Unsignalized	Owensmouth Ave and Marylee St								
		Add a NB through	Yes	$1,584,000	$1,104,000	$1,363,824			$2,947,824	
		Add a SB through	Yes	$1,584,000	$1,104,000	$1,363,824			$2,947,824	
									$5,895,648	1st Total
83	Signalized	Randi Ave and Victory Blvd								
		Add a 3rd EB through	Cost accounted for	$0	$0	$0			$0	
		Add a 3rd WB through	Cost accounted for	$0	$0	$0			$0	
									$0	1st Total
85	Signalized	Topanga Canyon Blvd and Clarendon St								
		Add a 2nd EB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd dedicated WB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$917,880	1st Total
87	Signalized	Jordan Ave and Sherman Way								
		Add a dedicated NB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$917,880	1st Total
88	Signalized	Remmet Ave and Sherman Way								
		Add a dedicated NB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$1,368,520	1st Total
89	Signalized	Variel Ave and Sherman Way								
		Add a dedicated NB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$1,368,520	1st Total
91	Signalized	Owensmouth Ave and Nant St	Mitigated by Variel Ave Corridor Improvement							

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (Including 1.23 Factor)	New Signal (Including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
93	Signalized	**Mason Ave and Vanowen St**								
		Add a dedicated NB right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated SB right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated EB right	No	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated WB right	No	$240,000	$160,000	$200,640			$440,640	
		Additional WB right capacity requires relocation of existing Metro Gas								
									$1,746,560	Int Total
95	Signalized	**Owensmouth Ave and Sunnyslope St**								
		Add a dedicated NB left	Yes	$240,000	$160,000	$200,640			$440,640	
							$24,600		$471,240	Int Total
96	Signalized	**Canoga Ave and Sunnyslope St**								
		Add SB through	Yes	$1,584,000	$1,184,000	$1,360,824			$2,947,824	
							$24,600		$2,972,424	Int Total
98	Signalized	**De Soto Ave and Sunnyslope St**								
		Add a dedicated EB right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated WB right	Yes	$240,000	$160,000	$200,640			$440,640	
									$880,280	Int Total
101	Signalized	**Canoga Ave and Valerio St**								
		Add WB prot left, change NB from prot to perm	No				$24,600		$24,600	
									$24,600	Int Total
103	Signalized	**Mason Ave and Sherman Way**								
		Change SB left-turn signal control to prot for AM and perm/prot for PM	No				$0		$0	
		Change WB left-turn signal control to prot for AM and perm/prot for PM	No				$0		$0	
		Change NB left-turn signal control to prot for AM and perm/prot for PM	No				$0		$0	
		Change EB left-turn signal control to prot for AM and perm/prot for PM	No				$0		$0	
							$24,600		$24,600	Int Total
104	Signalized	**Winnetka Ave and Vanowen St**								
		Add a dedicated SB right	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a dedicated NB right	Yes	$240,000	$160,000	$200,640			$440,640	
									$892,280	Int Total
105	Signalized	**Winnetka Ave and Victory Blvd**								
		Add a 2nd NB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd EB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd SB left	Yes	$240,000	$160,000	$200,640			$440,640	
		Add a 2nd WB left	Yes	$240,000	$160,000	$200,640			$440,640	
							$24,600		$1,811,160	Int Total
112	Signalized	**Winnetka Ave and Oxnard St**								
		Add a dedicated WB right	Yes	$240,000	$160,000	$200,640			$440,640	
									$440,640	Int Total
113	Signalized	**Fallbrook Ave and Burbank Blvd**								
		Add prot left-turn signal control to NB & WB	No				$24,600		$24,600	
									$24,600	Int Total
117	Signalized	**Winnetka Ave and 101 Ventura Fwy EB (restripe)**								
		Change EB from 1 L, 3 T, 1 Rm 1 L & 1 shared LTR	No	$0	$3,000	$3,690			$3,690	
							$24,600		$28,290	Int Total
118	Signalized	**Winnetka Ave and Ventura Blvd**								
		Add a WB shared through/right as a 3rd through, requiring widening dedicated right	No	$1,584,000	$1,184,000	$1,360,824			$2,947,824	
									$2,947,824	Int Total
120	Signalized	**Topanga Canyon Blvd and Multiple Land Dr**								
		Add a dedicated SB right	Yes	$240,000	$160,000	$200,640			$440,640	
							$24,600		$471,240	Int Total
121	Signalized	**Fallbrook Ave and Ventura Blvd**								
		Change EB left-turn control to strictly protected	No				$24,600		$24,600	
									$24,600	Int Total
123	Signalized	**Topanga Ave and Ventura Blvd**								
		Change EB left-turn control to strictly protected	No				$24,600		$24,600	
									$24,600	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.33 Factor	Signal Modification (Including 1.33 Factor)	New Signal (Including 1.33 Factor)	Total Physical Mitigation Cost (Per Improvement)	
126	Signalized	Vanowen Ave/ 101 Ventura Fwy ED and Ventura Blvd								
		Add a 3rd WB through	Yes	$1,564,000	$1,100,000	$1,463,624			$2,947,624	
									$2,947,624	Int Total
127	Signalized	Topham St/Runway and Victory Blvd								
		Restripe nr NB approach for 1 dedicated left & 1 shared left/through/right	No	$0	$1,000	$1,330	$24,020		$25,350	
									$25,350	Int Total
128	Signalized	Corbin Ave and Victory Blvd								
		Add a 3rd EB through lane	Yes	$1,564,000	$1,100,000	$1,463,624			$2,947,624	
		Add a 3rd WB through lane	Yes	$1,564,000	$1,100,000	$1,463,624			$2,947,624	
									$5,895,248	Int Total
129	Signalized	Tampa Ave and Victory Blvd								
		Add a 3rd EB through lane (restripe)	No	$0	$19,800	$24,354			$24,354	
		Add a 3rd WB through lane (restripe)	No	$0	$19,800	$24,354			$24,354	
									$48,708	Int Total
130	Signalized	Burbank Blvd and Ventura Blvd								
		Add pre-signal control for SB	No				$24,600		$24,600	
									$24,600	Int Total
131	Signalized	Reseda Blvd and Burbank Blvd								
		Add a 6th/2nd EB right	Yes	$240,000	$160,000	$266,560			$446,560	
		Add a 3rd NB through lane	Yes	$1,564,000	$1,100,000	$1,463,624			$2,947,624	
		Add a 2nd dedicated SB right	Yes	$240,000	$160,000	$266,560			$446,560	
									$3,841,304	Int Total
132	Signalized	Reseda Blvd and 101 Ventura Fwy ED								
		Add a 2nd EB left (optional)	No	$0	$0	$0			$0	
							$0		$0	Int Total
133	Signalized	Reseda Blvd and 101 Ventura Fwy WB								
		Remove WB shared LTR to add 2nd left and 2nd right	Yes	$0	$160,000	$266,560			$266,560	
		Add a 3rd NB through lane	Cost accounted for	$0	$0	$0			$0	
									$266,560	Int Total
134	Signalized	De Soto Ave and Nordhoff St								
		Add pre-signal control for NB	None available				$0			
		Add a 2nd EB left	None available	$0	$0	$0			$0	
							$0		$0	Int Total
137	Signalized	Topanga Canyon Blvd and Parthenia St								
		Add a 3rd NB through lane (restripe)	No	$0	$19,800	$24,354			$24,354	
		Add a 2nd SB through lane (restripe)	No	$0	$19,800	$24,354			$24,354	
									$48,708	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost w 1.23 Factor	Signal Modification (Including 1.23 Factor)	New Signal (Including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
139	Signalized	De Soto Ave and Panthera St								
		Add a dedicated EB right	No	$240,000	$100,000	$200,640			$440,640	
		Add a dedicated WB right	No	$0	$0	$0			$0	
							$24,000		$471,293	Int Total
140	Signalized	Fallbrook Ave and Roscoe Blvd								
		Add a shared right turn to existing NB through (restripe)	No	$0	$2,500	$2,500			$2,500	
									$2,500	Int Total
141	Signalized	Shoup Ave and Roscoe Blvd								
		Add span signal control for NB	No				$24,000			
							$24,000		$24,000	Int Total
142	Signalized	Canoga Ave and Roscoe Blvd								
		Add span signal control for NB	No				$24,000			
							$24,000		$24,000	Int Total
143	Signalized	De Soto Ave and Roscoe Blvd								
		Add a dedicated NB right	Yes	$240,000	$100,000	$200,640			$440,640	
		Add a dedicated WB right	Yes	$240,000	$100,000	$200,640			$440,640	
									$880,280	Int Total
144	Signalized	Mason Ave and Roscoe Blvd								
		Add a dedicated NB right (restripe)	No	$0	$3,000	$3,690			$3,690	
		Add a dedicated SB right (restripe)	No	$0	$3,000	$3,690			$3,690	
									$7,380	Int Total
145	Signalized	Winnetka Ave and Roscoe Blvd								
		Add a 3rd NB through lane (restripe)	No	$0	$1,980	$2,435			$2,435	
		Add a 3rd SB through lane (restripe)	No	$0	$1,980	$2,435			$2,435	
									$4,871	Int Total
148	Signalized	Mason Ave and Sunberry St								
		Add a dedicated NB right	Yes	$240,000	$100,000	$200,640			$440,640	
		Add a dedicated SB right	Yes	$240,000	$100,000	$200,640			$440,640	
		Add a dedicated EB right	Yes	$240,000	$100,000	$200,640			$440,640	
		Add a dedicated WB right	Yes	$240,000	$100,000	$200,640			$440,640	
									$1,706,560	Int Total
149	Signalized	Winnetka Ave and Sunberry St								
		Add a 3rd NB through lane (restripe)	No	$0	$10,000	$24,354			$24,354	
		Add a 3rd SB through lane (restripe)	No	$0	$10,000	$24,354			$24,354	
									$48,708	Int Total
150	Signalized	Fallbrook Ave and Sherman Way								
		Add span signal control for SB	No				$24,000		$24,000	
									$24,000	Int Total
151	Signalized	Winnetka Ave and Sherman Way								
		Add a 3rd NB through lane (restripe)	No	$0	$10,000	$24,354			$24,354	
		Add a 3rd SB through lane (restripe)	No	$0	$10,000	$24,354			$24,354	
									$48,708	Int Total
									$123,007,779	TOTAL

Appendix E
Table 2

Project Intensity Table

Category	Project Intensity	Level A	Level B	Level C	Level D	TDM	Transit	Neighborhood Protection
1	$3M +	X	X			X	X	X
2	$1M to $3M		X	X		X	X	X
3	$250K to $1M			X	X	X	X	X
4	Less than $250K				X	X	X	X

Appendix D
Table 3

WARNER CENTER PHYSICAL MITIGATION TABLE BY CATEGORY AND COST

Mitigation Category	Int. #	Name	Mitigation Measure	1000's of Vehicles Through Intersection	Peak V/C	Relative Cost Effectiveness Index	Physical Mitigation Cost	Variel Ave Corridor Improvement Contribution
CATEGORY A	39	Variel Ave and Vanowen St	Add eastbound and westbound through lanes, as continuation of mitigation at #38 and #3.	2.58	0.899	9	$10,008,326	$4,000,000
	73	Variel Ave and Kittridge St	No additional physical mitigation measures required.	0.52	0.767	12.84	$7,295,821	$4,000,000
	38	Owensmouth Ave and Vanowen St	Add dedicated right turn lane southbound; add westbound left turn lane; add eastbound and westbound through lane.	4.05	1.064	8	$7,025,221	
	45	Owensmouth Ave and Victory Blvd	Add northbound through lane in addition to Victory Boulevard widening project.	5.08	1.238	5	$6,535,224	
	128	Corbin Ave and Victory Blvd	Add eastbound through lane, westbound through lane.	5.31	0.725	-15	$6,008,326	
	20	Topanga Canyon Blvd and Burbank Blvd	Add westbound through lane, northbound and westbound left turn lane; Change northbound right turn lane to shared through-right turn lane per mitigation for #55.	5.68	1.316	12	$5,523,140	
	4	Topanga Canyon Blvd and Victory Blvd	Add athrough lane and dedicated right turn lane both northbound and southbound approachs. Add an eastbound through lane.	5.20	1.256	14	$5,491,051	
	46	Variel Ave and Victory Blvd	Victory Widening project provides eastbound 1 left turn, 4 through, 1 right turn; westbound 2 left turns, 3 through, 1 shared through-right. Variel connection provides 1 left turn lane, 2 through lanes, and 1 right turn lane in both northbound and southbound directions.	4.27	1.082	4	$5,016,895	$4,000,000
	6	De Soto Ave and Victory Blvd	Add a second left turn lane on northbound and southbound approaches. Replace the dedicated right turn lane with shared through-right turn lane on eastbound and westbound approaches. Add a through lane on southbound approach.	6.97	1.449	14	$4,489,663	
	13	Canoga Ave and Oxnard St	Add a second left turn lane and dedicated right turn lane on thenorthbound approach. Add a dedicated right turn lane on the westbound and southbound approaches.	4.37	1.117	20	$3,999,665	
	14	De Soto Ave and Oxnard St	Add a southbound through lane, southbound right turn lane, northbound right turn lane (potential conflict with bike lane)	5.26	1.281	16	$3,984,158	
	3	De Soto Ave and Vanowen St	Add a through lane in eastbound and westbound directions.	5.57	1.308	20	$3,004,163	
	2	Canoga Ave and Vanowen St	Add an eastbound and westbound through lane, for continuation of mitigation at #38 and #3.	4.68	1.189	30	$3,004,163	
	118	Winnetka Ave and Ventura Blvd	Change westbound right turn lane to a shared through-right turn lane. Add eastbound left turn lane.	4.59	0.626	-21	$3,004,163	
	126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	Add westbound through lane.	4.38	0.600	-15	$3,004,163	
	41	Woodlake Ave and Victory Blvd	Add northbound shared through-right lane.	3.16	0.408	12	$3,004,163	

WARNER CENTER PHYSICAL MITIGATION TABLE BY CATEGORY AND COST

Mitigation Category	Int. #	Name	Mitigation Measure	1000's of Vehicles Through Intersection	Peak V/C	Relative Cost Effectiveness Index	Physical Mitigation Cost	Variel Ave Corridor Improvement Contribution
CATEGORY B	8	Owensmouth Ave and Erwin St	Add a second left turn lane to eastbound, northbound and southbound approaches. Add a dedicated right turn lane to all approaches.	3.20	0.984	42	$2,976,885	
	47	Mason Ave and Victory Blvd	Add eastbound and southbound left turn lanes.	6.67	0.764	9	$2,889,226	$1,333,333
	9	Canoga Ave and Erwin St	Add a second left turn lane and dedicated right turn lane on eastbound and westbound approaches.	4.02	1.058	41	$2,486,888	
	131	Reseda Blvd and Burbank Blvd	Add northbound through lane. Add dedicated eastbound right turn lane. Add northbound right turn lane.	4.09	0.546	-21	$2,482,077	
	74	Variel Ave and Oxnard St	Add new signal. Add dedicated eastbound and westbound right turn lane. Add dedicated eastbound and westbound left.	2.03	0.833	23	$2,267,490	
	108	Winnetka Ave and Victory Blvd	Add westbound left turn lane, eastbound left turn lane, northbound left turn lane, sorthbound left turn lane	6.65	0.763	-31	$1,996,890	
	5	Canoga Ave and Victory Blvd	Add a dedicated right turn lane on northbound and eastbound approaches. Add a second left turn lane on southbound and westbound approaches.	6.03	1.346	55	$1,996,890	
	56	Topanga Canyon Blvd and Ventura Blvd	Add southbound left turn lane and westbound right turn lane.	5.94	1.326	3	$1,996,890	
	89	Variel Ave and Sherman Way	Add dedicated northbound sorthbound left turn lane. Add dedicated eastbound right turn lane. Change eastbound and sorthbound phasing from left-turn permitted to protected.	3.09	0.401	7	$1,996,890	
	148	Mason Ave and Saticoy St	Add dedicated right turn lane to all movements.	4.89	0.669	-65	$1,959,990	
	93	Mason Ave and Vanowen St	Add dedicated right turn lane all approaches.	4.25	0.589	-14	$1,959,990	
	1	Topanga Canyon Blvd and Vanowen St	Add a northbound right turn lane and left turn lane. Remove the eastbound right turn lane for a shared through-right lane and add a 2nd eastbound left turn lane. Add a dedicated westbound right turn lane.	4.76	1.194	58	$1,758,890	
	7	Topanga Canyon Blvd and Erwin St	Add a dedicated right turn lane on northbound and westbound approaches. Add a second left turn lane on westbound approach.	4.10	1.079	47	$1,506,893	
	88	Remmet Ave and Sherman Way	Change eastbound left turn from permitted to protected, add westbound right turn lane, northbound left turn lane, sorthbound left turn lane.	2.65	0.331	2	$1,506,893	
	48	Owensmouth Ave and Canyon Creek Dr (Pvt)	Add dedicated southbound and eastbound right turn lanes; add northbound left turn lane.	2.06	0.839	33	$1,506,893	
	25	De Soto Ave 101 Ventura Fwy WB	Add dedicated right turn lane on southbound approach; add northbound through lane.	4.33	1.114	51	$1,490,384	
	72	Independence Ave and Vanowen St	Add eastbound and westbound through lanes, as continuation of mitigation at #38 and #3.	2.71	0.910	29	$1,420,163	
	71	Eton Ave and Vanowen St	Add eastbound and westbound through lanes, as continuation of mitigation at #38 and #3.	2.64	0.905	37	$1,420,163	
	40	Topanga Canyon Blvd and Kittridge St	No additional physical mitigation measures required.	2.98	0.928	50.48	$1,333,333	$1,333,333
	91	Owensmouth Ave and Hart St	No additional physical mitigation measures required.	1.60	0.798	14.85	$1,333,333	$1,333,333
	18	De Soto Ave and Califa St	New Signal. Add eastbound right turn lane. Southbound right turn lane.	4.53	1.158	42	$1,287,495	
	15	Topanga Canyon Blvd and Califa St	New Signal. Add northbound right turn lane, westbound right turn lane.	3.95	1.046	82	$1,250,595	
	11	De Soto Ave and Erwin St	Add a dedicated southbound right turn lane, change the eastbound right turn lane phasing to overlap. Add a southbound through lane for continuation of mitigation at #6 and #14.	4.33	1.088	78	$1,233,673	
	29	Topanga Canyon Blvd and Roscoe Blvd	Add northbound left turn lane and southbound right turn lane.	6.49	0.757	-22	$1,016,895	
	35	De Soto Ave and Sherman Way	Change northbound phasing from left-turn permitted to protected. Change westbound phasing from left-turn protected to permitted. Add dedicated right turn lane northbound and southbound.	5.93	0.746	16	$1,016,895	
	139	De Soto Ave and Parthenia St	Add dedicated eastbound westbound right turn lane and northbound phasing from left-turn permitted to protected.	5.34	0.729	-79	$1,016,895	
	42	Fallbrook Ave and Victory Blvd	Add westbound right turn lane.	5.30	0.709	10	$1,016,895	
	96	Canoga Ave and Saticoy St	Add southbound through lane. Change sorthbound and eastbound phasing from left-turn permitted to protected.	4.98	0.674	-22	$1,016,895	
	22	Canoga Ave and Burbank Blvd	Add northbound left turn lane and right turn lane; change southbound left turn control from protected to permitted/protected.	4.96	1.228	66	$1,016,895	
	12	Topanga Canyon Blvd and Oxnard St	Add a second westbound left turn lane and a dedicated northbound right turn lane.	4.71	1.191	48	$1,016,895	
	86	Topanga Canyon Blvd and Clarendon St	Add eastbound left turn lane and change westbound configuration to add 2nd right turn lane, either by restriping or restricting left turns.	4.06	1.073	-47	$1,016,895	
	87	Jordan Ave and Sherman Way	Add dedicated northbound left turn lane, sorthbound left turn lane.	2.80	0.381	20	$1,016,895	
	70	AMC Dwy and Oxnard St	Reconfigure northbound: 1 left turn lane, shared through-right turn lane, 1 right turn lane; southbound: 1 left turn lane, shared through-left turn lane, 1 right turn lane; change westbound left turn to protected.	2.20	0.849	59	$1,016,895	

WARNER CENTER PHYSICAL MITIGATION TABLE BY CATEGORY AND COST

Mitigation Category	Int. #	Name	Mitigation Measure	1000's of Vehicles Through Intersection	Peak V/C	Relative Cost Effectiveness Index	Physical Mitigation Cost	Variel Ave Corridor Improvement Contribution
CATEGORY C	98	De Soto Ave and Saticoy St	Add eastbound right turn lane, westbound right turn lane.	5.49	0.732	-85	$979,995	
	106	Winnetka Ave and Vanowen St	Add northbound right turn lane, sorthbound right turn lane	5.05	0.685	-70	$979,995	
	143	De Soto Ave and Roscoe Blvd	Add northbound and westbound right turn lane.	4.62	0.649	-89	$979,995	
	19	101 Ventura Fwy WB and Burbank Blvd	Mitigation Measure at # 20 will add 2nd westbound through lane. No additional physical mitigation required.	1.95	0.831	109.00	$710,082	
	136	De Soto Ave and Nordhoff St	No additional physical mitigation measures required.	6.00	0.748	-148	$526,898	
	58	De Soto Ave/Serrania Ave and Ventura Blvd	Add dedicated northbound right turn lane; change westbound right turn phasing to Overlap. Change northbound and sucthbound phasing from split phase to left-turn protected.	5.22	1.268	-15	$526,898	
	34	Canoga Ave and Sherman Way	No physical mitigation measures available.	5.19	0.707	-10	$526,898	
	31	Shoup Ave and Sherman Way	Add dedicated right turn lane northbound.	4.63	0.651	43	$526,898	
	50	Shoup Ave and Oxnard St	Add dedicated northbound right turn lane. Change westbound and northbound phasing from left-turn permitted to protected.	4.56	0.623	-88	$526,898	
	54	101 Ventura Fwy EB and Ventura Blvd	No physical mitigations available.	4.45	0.617	60	$526,898	
	33	Owensmouth Ave and Sherman Way	Add westbound left turn lane.	3.63	0.508	70	$526,898	
	95	Owensmouth Ave and Saticoy St	Add dedicated northbound left turn lane.	3.27	0.423	-111	$526,898	
	120	Topanga Canyon Blvd and Multholland Dr	Add dedicated sorthbound right turn lane. Change sorthbound right turn to overlap.	3.26	0.408	-70	$526,898	
	132	Reseda Blvd and 101 Ventura Fwy EB	Add second eastbound left turn lane.	2.75	0.370	-38.91	$526,898	
	49	Shoup Ave and Erwin St	Add dedicated northbound right turn lane; change northbound left turn lane from permitted to protected left.	2.73	0.354	46	$526,898	
	37	Shoup Ave and Vanowen St	Add eastbound right turn lane.	4.25	0.592	58	$489,998	
	112	Winnetka Ave and Oxnard St	Add dedicated westbound right turn lane.	4.20	0.567	-123	$489,998	
	27	De Soto Ave and 101 Ventura Fwy EB	Add northbound through lane.	3.60	1.011	118	$472,914	
	81	Topanga Canyon Blvd and Calvert St	Add Signal.	3.93	1.042	124	$270,600	
	55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	Reconfigure westbound off-ramp from two right turn lanes to 1 free flowing right turn lane with curbed median.	4.49	1.154	300	$249,998	
	77	De Soto Ave and Clark St	Add northbound right turn lane, Add 3rd northbound through lane per mitigations at #25 and #27.	4.28	1.087	201	$249,998	
	133	Reseda Blvd and 101 Ventura Fwy Wb	Add northbound through lane. Additional lane at westbound off ramp approach (2 left turn lanes, 2 right turn lanes)	3.41	0.475	-96	$249,998	

WARNER CENTER PHYSICAL MITIGATION TABLE BY CATEGORY AND COST

Mitigation Category	Int. #	Name	Mitigation Measure	1000's of Vehicles Through Intersection	Peak V/C	Relative Cost Effectiveness Index	Physical Mitigation Cost	Variel Ave Corridor Improvement Contribution
CATEGORY D	53	Shoup Ave and Ventura Blvd	No physical mitigations available.	4.15	0.552	-23	$85,900	
	151	Winnetka Ave and Sherman Way	Add northbound and sorthbound through lane.	6.07	0.750	-2942	$48,708	
	129	Tampa Ave and Victory Blvd	Restripe to add eastbound through lane, westboundthrough lane.	5.76	0.734	-1369	$48,708	
	149	Winneska Ave and Saticoy St	Add northbound and sorthbound through lane.	4.83	0.659	-1948	$48,708	
	43	Shoup Ave and Victory Blvd	Restripe for 3rd eastbound and westbound through lane.	4.73	0.656	-64	$48,708	
	137	Topanga Canyon Blvd and Parthenia St	Remove painted median to provide 3rd through lane in northbound and sorthbound direction.	4.72	0.651	-1947	$48,708	
	36	Fallbrook Ave and Vanowen St	Convert northbound and southbound right turn lanes into shared through-right turn lanes, for an additional through lane in northbound and southbound directions.	4.59	0.626	834	$48,708	
	28	Topanga Canyon Blvd and Nordhoff St	Restripe westbound approach for dual left turn lane.	4.33	0.595	557	$40,590	
	127	Topham St/Busway and Victory Blvd	Restripe northbound to 1 left turn lane and one shared left-right turn lane.	4.21	0.580	-1527	$40,590	
	103	Mason Ave and Sherman Way	Add northbound/eastbound left turn lane protected phase in PM, add sorthbound/westbound left turn protected phase in AM.	5.72	0.733	-542	$36,900	
	123	Tampa Ave and Ventura Blvd	Change eastbound phasing from left-turn protected+permitted to protected only.	4.62	0.642	-1650	$36,900	
	142	Canoga Ave and Roscoe Blvd	Change northbound left turn from permitted to protected.	4.55	0.618	-2282	$36,900	
	150	Fallbrook Av and Sherman Way	Change sorthbound phasing from left-turn permitted to protected.	4.44	0.604	-2528	$36,900	
	121	Fallbrook Ave and Ventura Blvd	Change eastbound phasing from left-turn protected+permitted to protected only.	3.91	0.541	-2680	$36,900	
	141	Shoup Ave and Roscoe Blvd	Change northbound left turn from permitted to protected.	3.89	0.535	2306	$36,900	
	113	Fallbrook Ave and Burbank Blvd	Change northbound and westbound phasing from left-turn permitted to protected.	3.87	0.513	-439	$36,900	
	130	Burbank Blvd and Ventura Blvd	Change sorthbound phasing from left-turn permitted to protected.	3.54	0.488	-3542	$36,900	
	101	Canoga Ave and Valerio St	Change westbound left turn from permitted to protected, change northbound left turn from protected to permitted.	3.01	0.381	-634	$36,900	
	52	Shoup Ave and Burbank Blvd	Change westbound and northbound phasing from left-turn permitted to protected.	2.47	0.297	1407	$36,900	
	144	Mason Ave and Roscoe Blvd	Restripe for northbound right turn lane and sorthbound right turn lane.	4.84	0.685	-11626	$7,380	
	145	Winnetka Ave and Roscoe Blvd	Restripe for 3rd through lane in northbound and sorthbound direction.	4.74	0.669	-17533	$4,871	
	140	Fallbrook Ave and Roscoe Blvd	Restripe northbound to 1 left turn lane, 1 through lane, 1 shared through-right lane, 1 right turn lane.	3.41	0.439	-20759	$3,690	
						TOTALS	$145,367,779	$16,000,000

Section 3 also provides direction regarding setbacks.

Section 4 establishes key design characteristics of the ground floor that faces the street, with a focus on cultivating activity along the street and the building street wall as it defines and encloses the street providing a transition from the building to the pedestrian scale at the sidewalk. Section 4 also identifies locations where ground floor space should be designed to accommodate retail or similar uses.

Section 5 addresses vehicular access and parking. Section 6 addresses building architecture, including massing, details and materials.

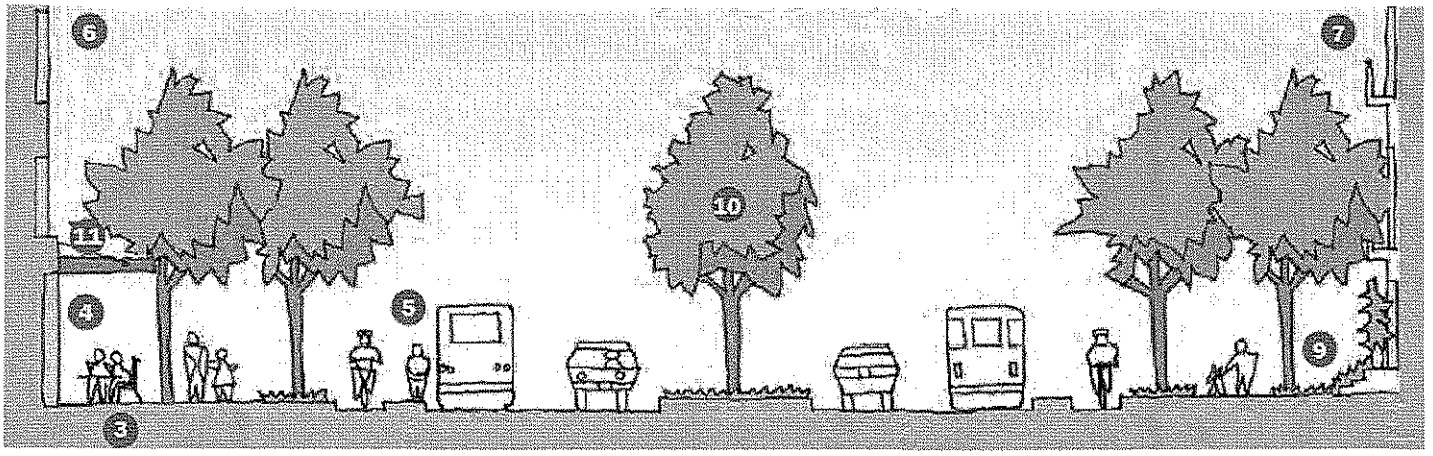
Section 7 addresses on-site open space including private streets and publically assessable open spaces. Section 8 addresses landscape and storm water treatment, and Section 9 streetscape improvements.

Section 10 addresses signage; Section 11 cultural amenities, including public art. The portion of Warner Center north of Victory Boulevard is located in the River District and should achieve a total of 20 points to comply with the Los Angeles County's RIO Property Improvement Guidelines. The heron symbol (adjacent) highlights provisions that achieve RIO compliance and the number of points each provision achieves. Compliance with RIO will be determined by the Department of City Planning.

D. AMENDMENTS TO THE DESIGN GUIDE

The Guidelines may be amended by the Director of Planning.

Boulevards



Graphic 2. Applicability of the Guidelines to Type of Project/Clearance means the section of the Guidelines applies to the corresponding project type. The Guidelines apply only to the portion of the building or site to which the Project clearance applies, except that Sections 3, 8 and 9 apply to the adjacent setback & public right-of-way as well.

GRAPHIC 2

Project Type	Applicable Guidelines										
	02 Blocks	03 Streets & Setbacks	04 Street Wall	04 Ground Floor	05 Parking	06 Archi-Tecture	07 Open Space	08 Land-Scape	09 Street-Scape	10 Signage	11 Cultural
Building Permit											
Change of Use								☼	☼	☼	☼
Use of Land								☼	☼	☼	☼
New Construction	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼
Addition	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼
Exterior Alteration						☼		☼	☼	☼	☼
Interior Alteration											
Demolition											
Signs	See Warner Center 2035 Plan Supplemental Sign District.										
Site Grading											
Fences		☼	☼			☼		☼			
Division of Land											
Parcel Map	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼
Tract Map	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼
Private Street		☼						☼	☼		
Public Works Permit											
A Permit		☼							☼		
B Permit		☼							☼		

Graphic 3.

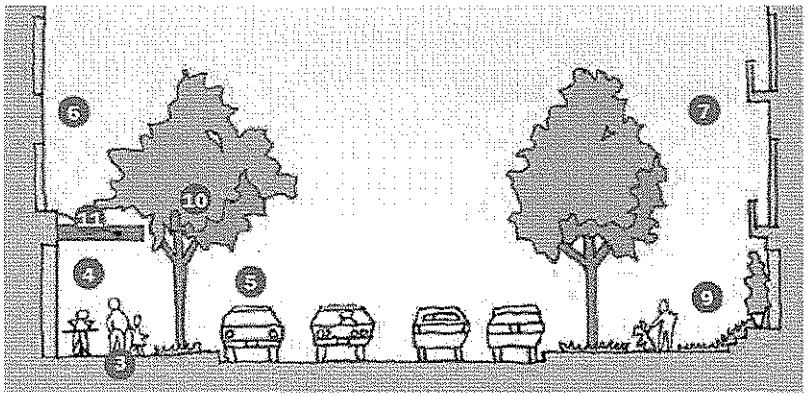
An applicant submittal material necessary for documenting compliance with the Guidelines should be in the form of those materials specified in the submittal requirements for Site Plan Review Instructions and Checklist per Los Angeles Municipal Code Section 16.05.

Graphic 3 provides a guide to what submittals/plan sheets are necessary to judge compliance with each of the Urban Design Guideline sections.

GRAPHIC 3

Plan Sheets	Compliance with the Guidelines by Section									
	02 Blocks	03 Streets & Setbacks	04 Street Wall & Ground Floor	05 Parking	06 Archi-Tecture	07 Open Space	08 Land-scape	09 Street-scape	10 Signage	11 Cultural
Site Plans	☼	☼		☼		☼				☼
Floor Plans			☼	☼	☼	☼				
Roof Plans				☼	☼					
Elevations			☼	☼	☼					
Sections		☼	☼	☼	☼					
Landscape/ Hardscape Plans						☼	☼	☼		☼
Open Space Plans						☼	☼			☼
Sign Plans									☼	

Collectors and Required Private Streets



Focus of the Design Guide. The diagram at left shows the zone of development on which the standards and guidelines focus for both boulevards and smaller streets. Numbers correspond to sections of this document in which each topic is addressed:

3 Sidewalks and Setbacks
4 Ground Floor Treatment
5 Access and Parking
6 Massing and Street Wall
7 Architectural Detail & Materials
8 On-Site Open Space (not shown)
9 Landscape & Storm Water
10 Streetscape Improvements
11 Signage
12 Public Art & Culture (not shown)

E. DESIGN PRINCIPLES FOR CREATING A LIVABLE CENTER

• Employment Opportunities. Maintain and enhance the concentration of jobs, in both the public and private sectors that provides the foundation of a sustainable center.

• Housing Choices. Provide a range of housing types and price levels that offer a full range of choices, including home ownership, and bring people of diverse ages, ethnicities, household sizes and incomes into daily interaction.

• Transportation Choices. Enable people to move around easily on foot, by bicycle or other small slow vehicle, transit, and auto. Accommodate cars, but fewer than in the surrounding suburbs, and allow people to live more easily without one.

• Shops and Services within Walking Distance. Provide shops and services for everyday needs, including groceries, day care, cafes and restaurants, banks and drug stores, within an easy walk from home.

• Safe, Shared Streets. Design streets not just for vehicles, but as usable outdoor space for walking, bicycling and visual enjoyment at all hours.

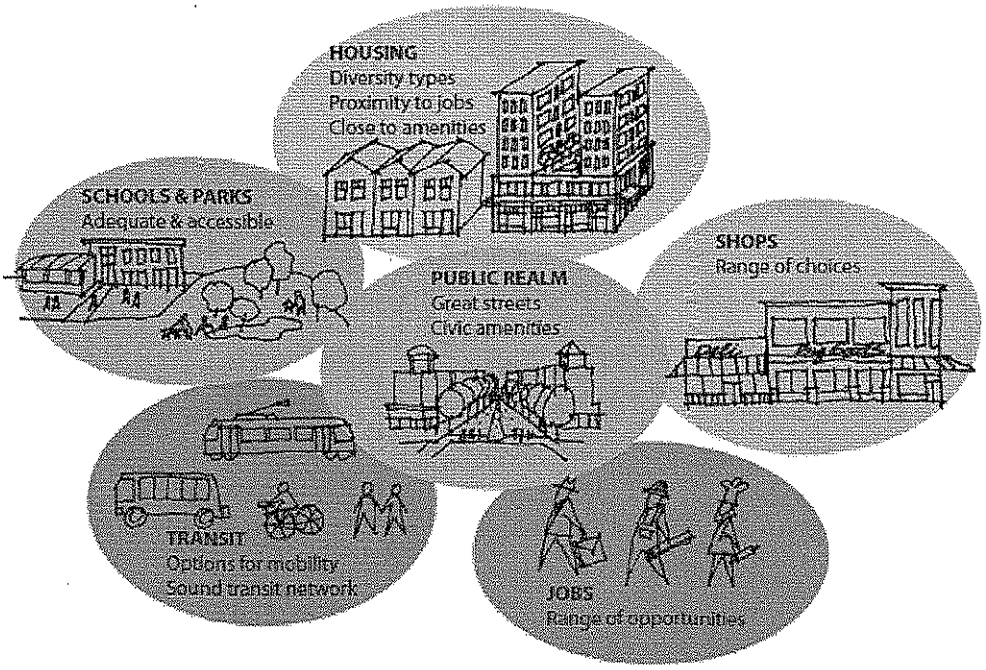
• Gathering Places. Provide places for people to socialize, including parks, sidewalks, courtyards and plazas that are combined with shops and services. Program places for events and gatherings.

• Active Recreation Areas. Provide adequate public recreational open space, including joint use open space, within walking distance of residents.

• A Rich Cultural Environment. Integrate public art and contribute to the civic and cultural life of the City.

• Sustainability[1]. Meet the needs of the present without compromising the ability of future generations to meet their own needs.

The components of a livable center as diagramed as follows:

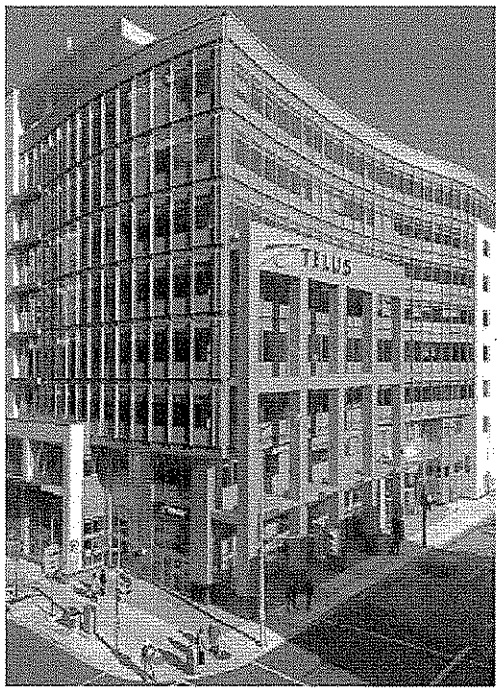


[1] According to Gilbert, Stevenson, Girardet, Stren (1996), sustainability addresses the maintenance and enhancement of environmental, social and economic resources, in order to meet the needs of current and future generations. The three components of sustainability are:

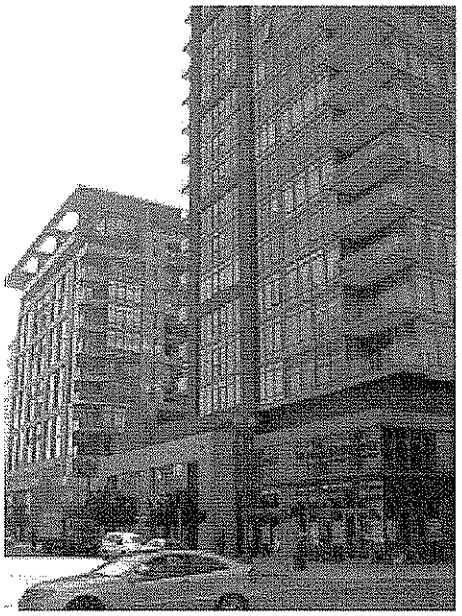
• Environmental sustainability which requires that natural capital remains intact. This means that the source and sink functions of the environment should not be degraded. Therefore, the extraction of renewable resources should not exceed the rate at which they are renewed, and the absorptive capacity to the environment to assimilate wastes should not be exceeded. Furthermore, the extraction of non-renewable resources should be minimized and should not exceed agreed minimum strategic levels.

• Social sustainability which requires that the cohesion of society and its ability to work towards common goals be maintained. Individual needs, such as those for health and well-being, nutrition, shelter, education and cultural expression should be met.

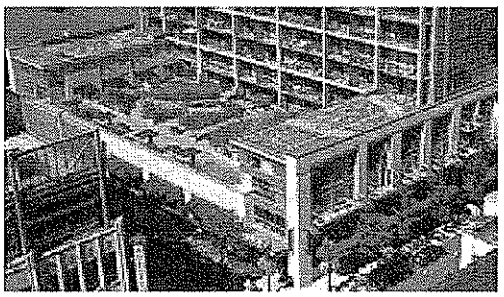
• Economic sustainability – which occurs when development, which moves towards social and environmental sustainability, is financially feasible.



LEED™ certified midrise office.



LEED™ Gold housing in Downtown Los Angeles.



Example of a green roof.

F. SUSTAINABILITY OVERVIEW

Sustainability is a key element of the Warner Center 2035 Plan. To promote a more livable center, projects must address sustainability at multiple levels. The design of the street, buildings, and landscape must work in tandem to achieve the most effective results. Subsequent sections of the Guidelines address sustainability at all those levels. This section provides examples of the intent of the Guidelines with respect to sustainability.

District and Neighborhood Design

- Support walkability through sensitive design of the site, building and streetscape.

- Since the goal of the Plan is for all of Warner Center to be within walking distance of transit, design all projects as transit-oriented developments (TODs) that encourage residents, tenants and visitors to use multiple modes of transit.

- Orient projects to provide convenient access to the nearest transit options (Orange Line, bus, or local transit) wherever possible.

Street Design

- Design Complete Streets to accommodate all modes of transportation and to include adjacent land uses.

- Design sidewalks, including street trees, parkways, tree wells and paving, to collect storm water runoff, thereby contributing to sustainable Green Streets and enhancing the value of the project.

Site and Landscape Design

- Incorporate a full range of sustainable site and landscape elements, including usable open space at grade that infiltrates storm water and runoff, pervious paving, native and other drought-tolerant plants, efficient irrigation and the use reclaimed water.

• Consider providing a green roof to reduce solar gain (which contributes to the urban heat island effect) and to reduce the quantity of water entering the storm drain system.

• Design on-site open spaces to collect storm water where feasible.

Building Design

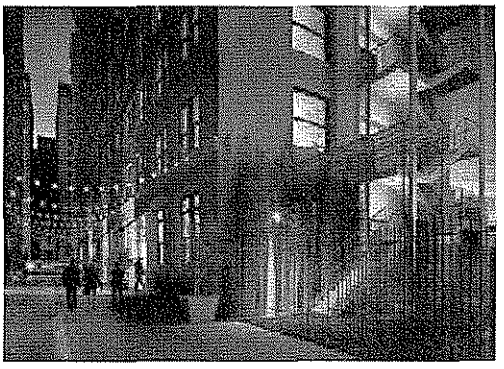
• All Projects are required to comply with the City's Green Building Ordinance.

• Projects that include a hotel should participate in the California Green Lodging Program.

BLOCKS 02

Example of open space surrounded by residences in a smaller block development. The park provides neighborhood identity and serves as an important gathering space.

Example of a mid-block promenade lined with ground floor retail and residential lobbies that "breaks down the block".



Example of shared-use alley connecting a commercial street with a district parking garage.

The new publicly accessible small streets shown in the various pictures and graphics in the Section, which may be public or private, will subdivide the large auto-oriented block structure of Warner Center. However, the resulting blocks are still relatively large (600' x 600' on average) and must be scaled down further and made more walkable by breaking up the mass of the buildings providing public pedestrian access between them, organizing development around required public open spaces, and locating parking so it does not overwhelm the neighborhood.

Subdivide blocks to provide pedestrian-scaled access points and visual connections into the development with streets, shared-use alleys or pathways.

1. Mass and site buildings to avoid building street walls more than 200' long. An exception may be made if a building provides a ground floor lobby that is transparent to allow a visual connection to another street or public space and that the public can use to cross walk through the block.

2. Within each block, integrate building massing and open space to create distinct places, make sensible transitions to lower structures, and contribute to a cohesive street wall along the smaller internal streets.

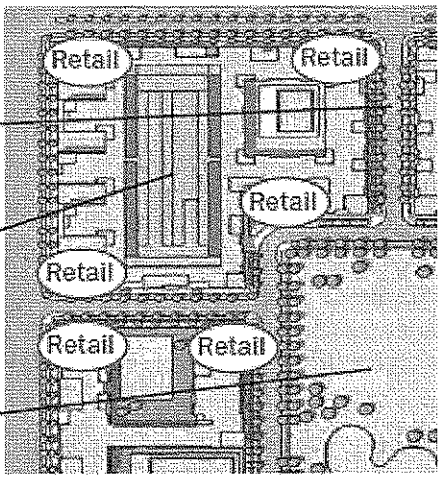
3. Locate open space within smaller block developments to create meaningful public rooms. Required public open spaces should be a central feature with residential and commercial uses facing onto it.

4. Incorporate neighborhood-defining features such as a park, plaza, streets and pathways where active uses are focused. These spaces should be designed so residents and visitors can stroll, relax and socialize in a place that is memorable.

Example 1 - Plan View
Internal streets create smaller blocks that are lined with active uses or residential units at the ground floor, with retail focused at corners

Parking garages are located internally to the block and wrapped by habitable uses

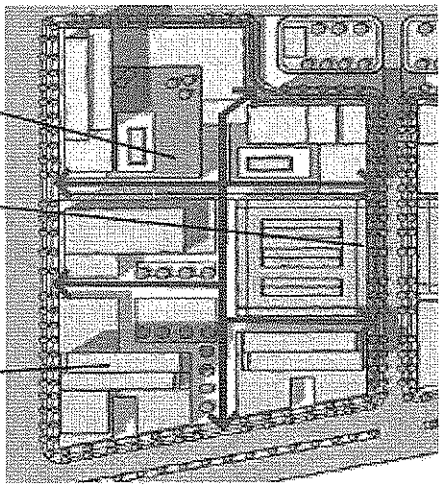
Open space aggregated to create an important amenity and unique identity for the neighborhood



Example 2 - Plan View
Open spaces can be focused in courtyards and accessible by paseos and private streets (shown in red)

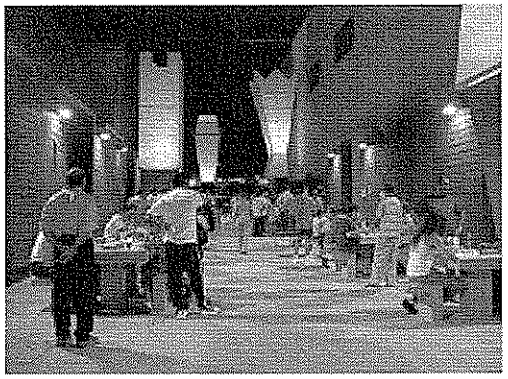
Driveways to garages located at least 200' from a street corner to avoid conflicts with retail activity and pedestrian crossings

Taller development and commercial uses clustered near primary corners along a major corridor

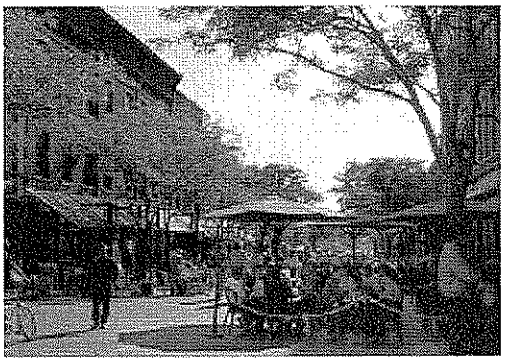


5. Site taller structures along the major corridors where their visual presence can serve as focal points within the district and reinforce the street wall.

6. Locate the project's greatest density, residential units and employment centers as close to a fixed transit station as possible.



Example of mid-block paseo in a commercial development that connects pedestrians to a building lobby and uses a public art installation as a neighborhood feature.



A more active paseo.

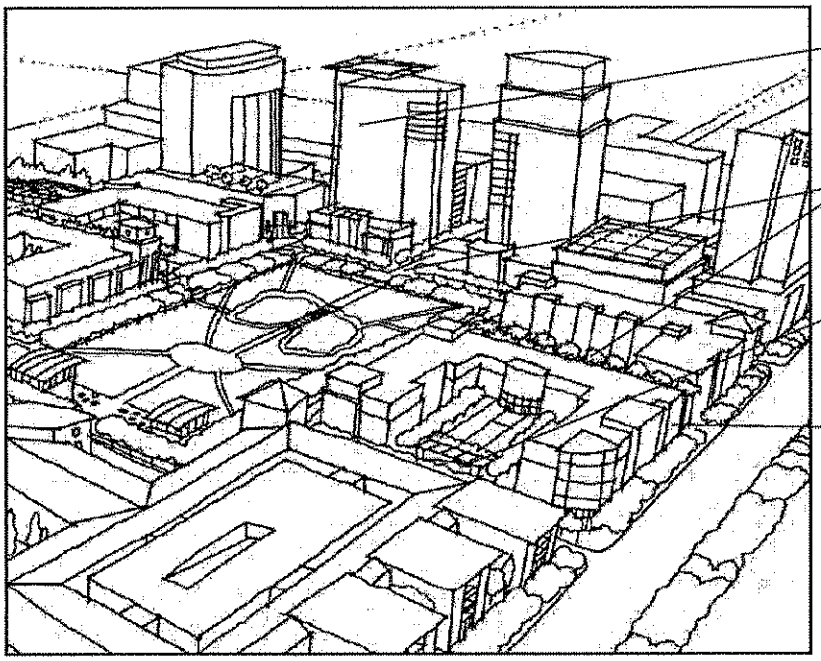
7. Locate parking garages that serve the development or district underground, in a podium wrapped by habitable uses, or in above-ground structures with active ground floor uses along street frontages, consistent with the provisions in Section 5.

8. Locate the entrances to parking on private streets at least 200 feet from the corner to avoid conflicts with retail activity and pedestrian crossings.

9. Private streets should be the minimum width for cars and fire trucks and include a parkway, sidewalk and landscape buffer so walking beside the access lane is comfortable (see the Street Standards in Section 3).

10. Line required new, small streets with active uses, wherever possible, so they contribute to a pedestrian-oriented street.

11. Neighborhood retail is encouraged and should be visibly concentrated at primary street corners, internal street corners, or facing onto public-private open spaces or pathways.



Example - Perspective Sketch

Taller structures are clustered near a fixed transit station and major corridor providing a visual landmarks within the district

Internal streets and paseos help break down the block at a finer grain and have a more defined street wall

Driveway access points are located to avoid conflicts with pedestrian crossings

Buildings with no more than 200' of frontage before an opening between buildings, or a transparent lobby that allows pedestrian access through the block

STREETS 03

A. STREET STANDARDS

1. Improve the street to the street center line adjacent to a project as shown in the Warner Center 2035 Plan Street Standards in Figures 1-12 of the adopted Plan including:

• Required right-of-way, sidewalk easement, and setback widths.

• Maximum allowable roadway width.

• Recommended lane configuration, including landscaped medians and bicycle or "Small Slow Vehicle Lanes" and shared lanes. Small slow vehicle lanes are like bicycle lanes, except that other human-powered or electric vehicles that travel at a comparable speed as bicycles, that is, less than 20 mph, may use the lanes.

• Minimum required sidewalk width, which is typically a combination of public right-of-way (which may require a dedication) and easement for sidewalk purposes.

• Required sidewalk configuration, which typically includes an 8-foot wide continuous landscaped parkway and 8-foot wide paved walkway.

• Required setback width, which is a function of the adjacent ground floor use. Where the ground floor is designed as Active Ground Floor Space, the required setback is less than in other conditions. Active Ground Floor Space is defined as habitable space that meets the criteria in the adopted Plan.

• Illustrative setback treatment, which is also a function of the adjacent ground floor use. The cross sections illustrate several typical setback treatments adjacent to Active Ground Floor retail, Active Ground Floor residential, and conditions which do not create an Active Ground Floor. Streets may not deviate from the standards. No portion of the roadway, including intersections and bus stops, may exceed the maximum roadway width specified.

2. Roadway designed should conform to the following criteria.

• Provide adequate pedestrian crossing time at all intersections, that is at least 1 second /3.5 feet (per FHWA/USDOT Pedsafe Guide , 2004).

• Provide traffic signals with automatic pedestrian walk cycles (that is, no push button) at new small streets and at existing signal locations, which will make signal spacing throughout Warner Center approximately 600 feet.

• Design left-turn lanes to accommodate a visually significant length of median, that is, the landscaped median between intersections should be at least 1/3 the length of the block, e.g., 200' if the block is 600' long.

• Evaluate each intersection of a new small street with an existing street to determine whether a right-turn only configuration is acceptable, that is, does not reduce the segment level of service to F and intersection level of service on the street to worse than F. If a right turn only configuration meets this criterion, provide a signalized bicycle and pedestrian crossing only.

• Evaluate each intersection within Warner Center to determine whether a round-about, similar, or other at-grade configuration would provide superior access for all modes, than a conventional intersection. The at-grade intersection configuration that optimizes access for all modes should be implemented.

• Generally provide 10-foot wide traffic lanes, except adjacent to the curb, to discourage speeding, accommodate bicycle lanes and medians and reduce the roadway width.

3. Where the Street Standards show a roadway widening, but the widening is not required at the time of Project construction, that portion of the sidewalk located in the potential future widening is the Temporary Sidewalk Zone. The Temporary Sidewalk Zone may not be included in the required sidewalk width. The Temporary Sidewalk Zone should be developed as a landscaped parkway, small slow vehicle lane or other function approved by staff. Design the irrigation so that the portion in the Temporary Sidewalk Zone can be removed without damaging the irrigation in the remaining parkway.

4. All public streets and private streets in Warner Center should be located within a few feet of existing grade and on soil (not structure) to maintain walkability, support tree growth, and allow for stormwater infiltration into parkways and medians

5. Underground all utility lines within the public rights-of-way adjacent to the Project and on the Project site. (Los Angeles County RIO points: 1 for every 100 feet of undergrounded lines in the public right-of-way).

6. All utility boxes, including traffic control, electrical, phone and fiberoptics, should be undergrounded, unless City Planning approved an above-grade box due to extenuating circumstances.

7. New street trees on streets should be of the species indicated in Figures 1-12 in the adopted Plan or, for collector, local, and new small streets for which species are not shown, a species/cultivar that will achieve a mature height and spread of 35 feet within 10 years.

8. A street lighting master plan that includes both roadway and pedestrian-scale lighting should be prepared following adoption of the Specific Plan.

9. As the districts and neighborhoods in Warner Center evolve and develop distinct identifies, a system of wayfinding signage should be designed and installed to: 1) reinforce district identity, 2) direct people to key destinations, and 3) tell the story of Warner Center's history and its art and other cultural amenities.

B. SIDEWALKS

The Warner Center 2035 Plan Street Standards establish sidewalk widths and treatment. In Warner Center, the sidewalk is divided into two parts: the parkway, which is adjacent to the curb, landscaped and designed to collect storm water, and the walkway, as illustrated below. On most existing streets, the sidewalk width is a combination of public right-of-way (dedication) and easement for sidewalk purposes only.

Provide adequate width for improvements based on adjacent ground floor use.

1. Provide parkways and walkways per the adopted Street Standards. The required walkway may be located directly adjacent to the parkway or it may be located partially within the first 8 feet of the setback. That is, the sidewalk may undulate within the easement and setback.

2. Structures may not project over or under the easement or public right-of-way to allow for stormwater infiltration, tree canopies, and soil volume for tree roots.

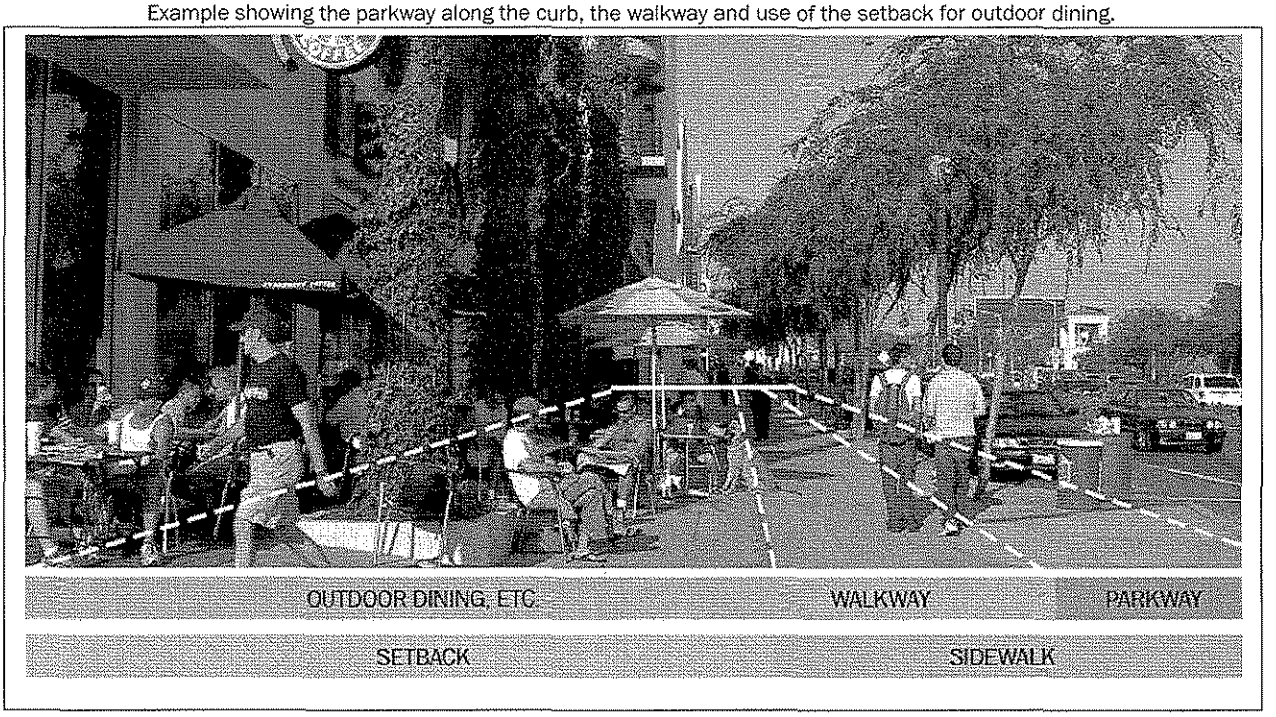
3. Projections, which are permitted in the public right-of-way (ROW) by the Municipal Code, such as signs, canopies and awnings, are permitted and encouraged over the easement, subject to the same approvals.

4. Provide a 2-foot wide paved access zone next to the curb where there is curbside parking.

5. Outdoor dining may occur on any portion of the paved sidewalk provided a minimum 6' wide continuous path of travel is maintained.

6. Provide parkways, tree wells, street trees and other streetscape improvements as shown in the adopted Street Standards and described in Section 10 of these Guidelines.

Example showing the parkway along the curb, the walkway and use of the setback for outdoor dining.



C. SETBACKS

The Warner Center 2035 Plan and its Street Standards establish both: 1) the setback and 2) treatment of the setbacks. The graphic illustration above demonstrates the setback requirements.

Provide setbacks appropriate to the adjacent land use and district.

1. Provide setbacks standards per the adopted Plan and provide setback treatments per the Plan's Street Standards (Figures 1-12).

2. Adjacent to ground floor retail, the ground floor street wall may set back farther to accommodate dining or similar activities, provided that structural columns at the ground floor level and building walls above the ground floor extend to the setback line.

Treat setbacks appropriately given the adjacent land use and district.

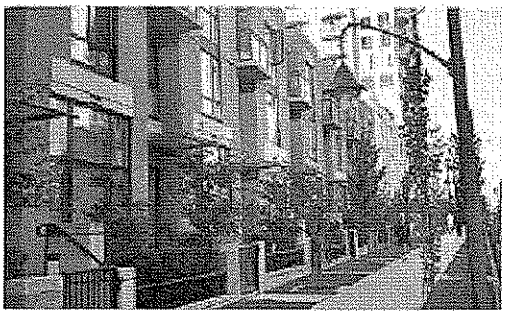
3. Adjacent to retail, the setback should be primarily hardscape and may be used for outdoor dining and other commercial activities.

4. Adjacent to live-work space or professional office space, at least 50% of the setback should consist of landscaping.

5. Adjacent to ground-floor residential units with individual entries or residential common areas (lobbies, recreation rooms, libraries, or other active uses), the setback should be primarily landscaped and may include: walkways, porches, raised planters and other solid walls up to 3 feet above sidewalk elevation, and transparent fences (e.g., wrought iron, tubular steel, glass) up to a height of 4 feet above sidewalk elevation.

Zero setback with ground-floor retail.

A small setback with a little landscaping next to professional office or live-work space.



Housing with front yards (setbacks) and secondary entrances along the sidewalk.

6. Adjacent to all other ground floor treatments, the setback should be landscaped. Paving should be limited to pedestrian and small, slow vehicle access routes, except where the setback is part of a larger usable open space.

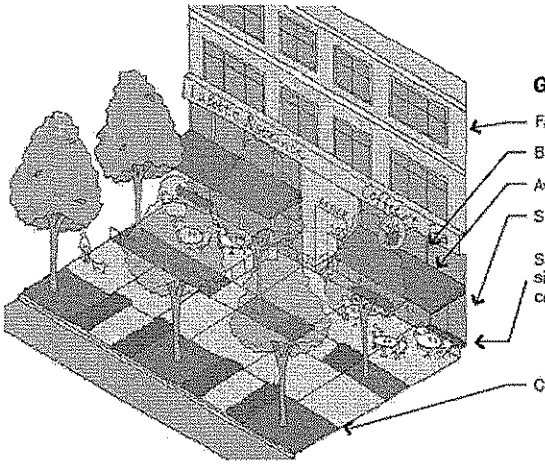
7. Surface parking should not be located in the setback.

8. In the limited circumstances described in Section 5 where surface parking may be located between the setback and buildings, provide plant materials or a combination of berms and plant materials in the setback to create a more-or-less continuous screen 3 feet high. A 3-foot high solid wall may be provided directly adjacent to the parking spaces, provided that the footing does not extend into the landscaped setback beyond the wall.

9. Portions of setback areas that are landscaped should be designed to treat and infiltrate storm water (see Section 8 of these Guidelines).

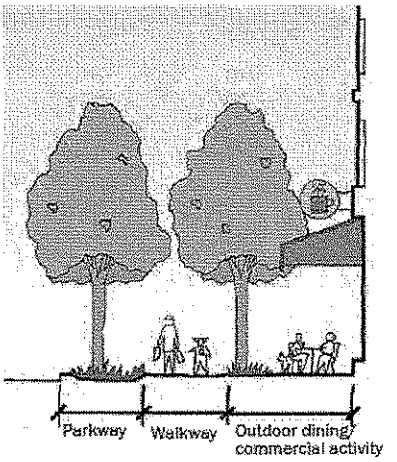
10. A building may project up to 4 feet into the setback either: 1) above the first floor, provided that it does not interfere with tree spacing or canopies (see Section 9 of these Standards) or 2) below grade. However, if an unobstructed volume of soil at least 5 feet deep and contiguous with the soil volume in easement and public right-of-way is provided above a below-grade structure that structure may extend under the entire setback.

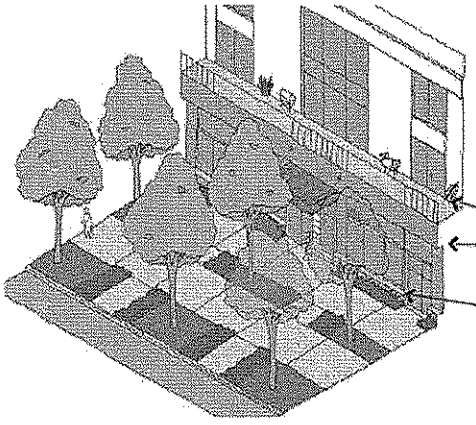
Sidewalk and setback treatment on public streets varies with ground floor treatment.



Ground Floor Retail

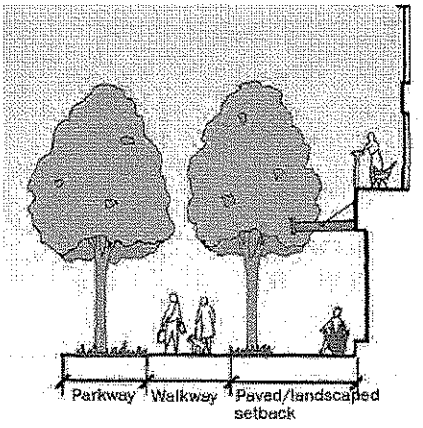
- Facade at back of setback
- Blade signs
- Awnings
- Storefronts with display windows
- Setback treated as extension of sidewalk with outdoor dining/ commercial activity
- Continuous landscaped parkway

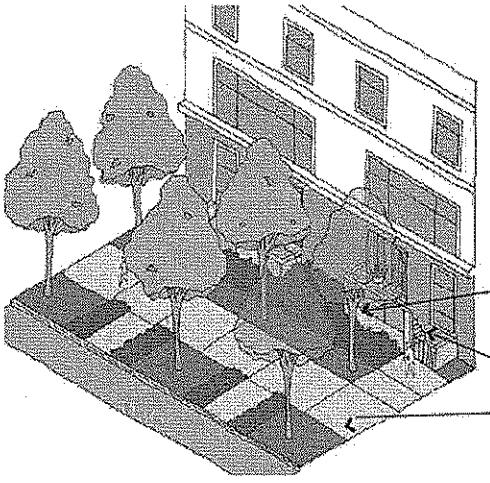




Ground Floor Live Work

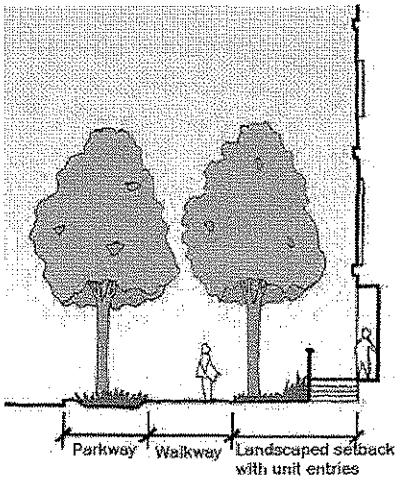
- Some transparency
- Doors at sidewalk
- Continuous landscaped parkway



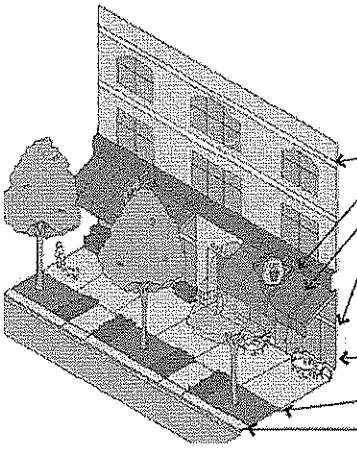


Ground Floor Residential with Individual Entries

- Planting in front, including storm water treatment/infiltration (at-grade or raised)
- Fence or low wall to screen entry terrace
- Continuous landscaped parkway

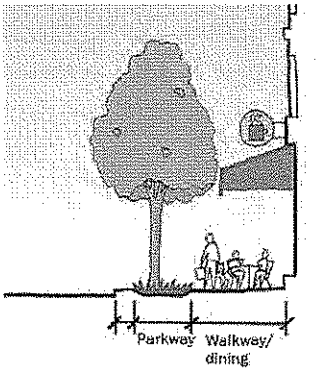


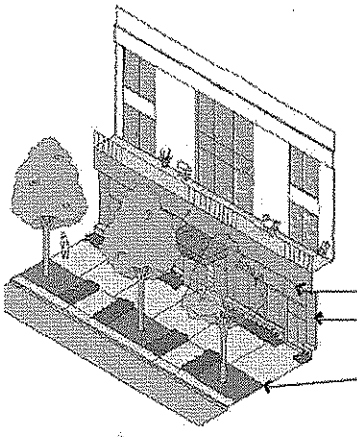
Sidewalk and setback treatment on new public or private small streets also varies with ground floor treatment.



Ground Floor Retail

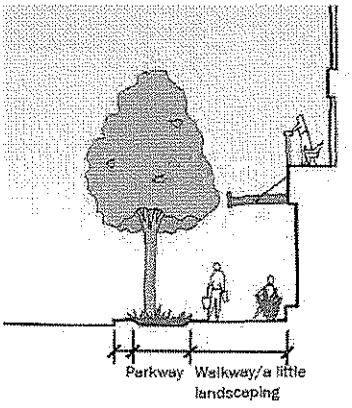
- Facade at back of setback
- Blade signs
- Awnings
- Storefronts with display windows
- Setback treated as extension of sidewalk with outdoor dining/commercial activity
- Continuous landscaped parkway
- Paved landing zone adjacent to parking

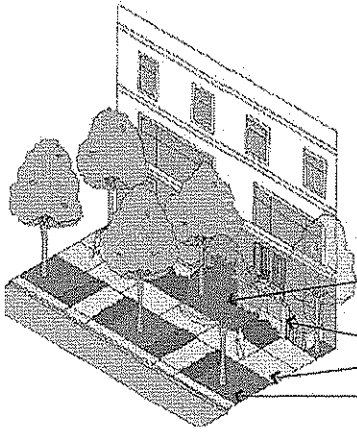




Ground Floor Live Work

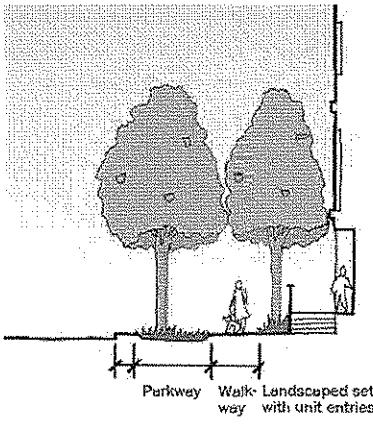
- Some transparency
- Doors at sidewalk
- Continuous landscaped parkway



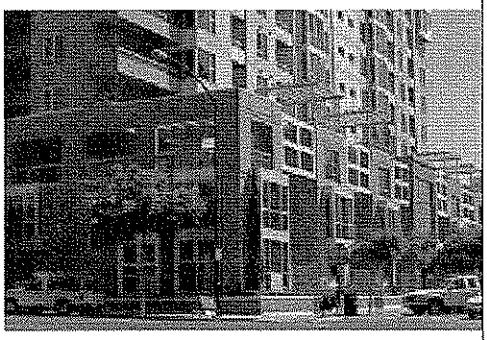


Ground Floor Residential with Individual Entries

- Planting in front, including storm water treatment/infiltration (at-grade or raised)
- Fence or low wall to screen entry terrace
- Continuous landscaped parkway
- Paved landing zone adjacent to parking

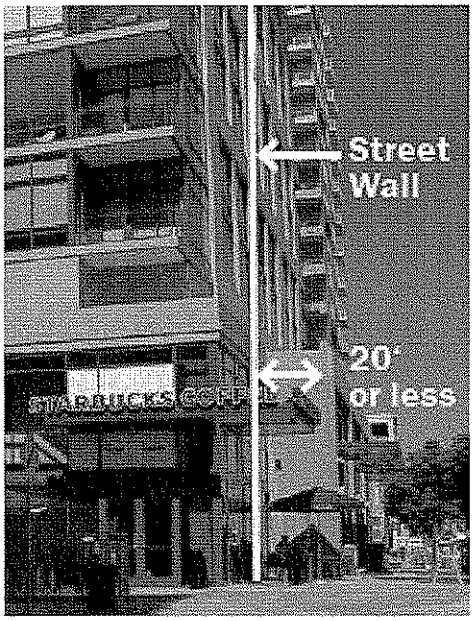


Street Wall. Examples showing various street wall heights.



3-story street wall

6- and 7-story street wall



Walls above the ground floor that step back less than 20' from the ground floor street wall are part of the street wall, as illustrated above.

STREET WALL & GROUND FLOOR 04

A. STREET WALL

Design building walls along the sidewalk (street walls) to define the street and to provide a comfortable scale for pedestrians.

1. Locate street walls In relationship to the back of the setback. Project frontage adjacent to open space is excluded, provided that the open space is lined on at least 2 sides with building walls.

2. Along 90% of a building's street walls, provide the minimum number of stories. Walls above the ground floor that step back less than 20 feet from the ground floor street wall are part of the street wall.

3. Buildings may step back above the minimum height along the street. Step backs should be judiciously applied to minimize disruption of the overall street wall.

4. Breaks in the street wall should be limited to those necessary to accommodate pedestrian pass-throughs, public plazas, entry forecourts, permitted vehicular access driveways, and hotel drop-offs.

5. Provide a break between a building's retail floors (ground level and, in some cases, second and third floors) and upper floors. This break may consist of a change in material, change in fenestration, or similar means.

B. ACTIVE STREET FRONTAGES

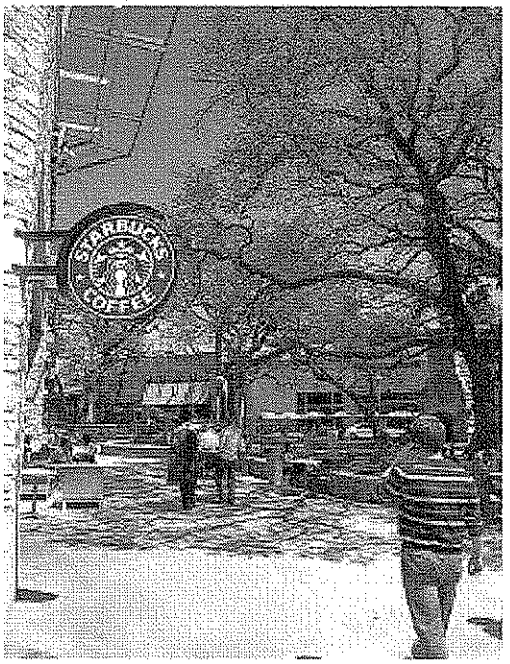
Line streets with Active Ground Floor Space.

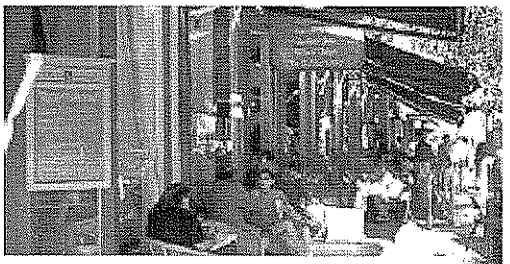
1. Design ground floor space that fronts on public streets and on private streets to be habitable and active, as described in C. and D. below, except in and within 70 feet east of the flood control easement on the east side of Topanga Canyon Boulevard between Oxnard Street and Erwin Street, or where City Planning staff determines that is it not feasible or appropriate to provide active ground floor space. Where active ground floor space is not required, provide the additional setback. Screen parking and blank walls from view.

2. Design ground floor space to accommodate retail uses, as described in C below along street frontages.

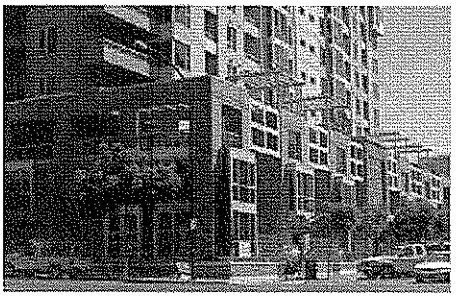
3. Ground floor retail space that meets the criteria in the adopted Plan and is encouraged in other locations.

4. Surface parking between the setback and building street walls is not allowed except within flood control easements.

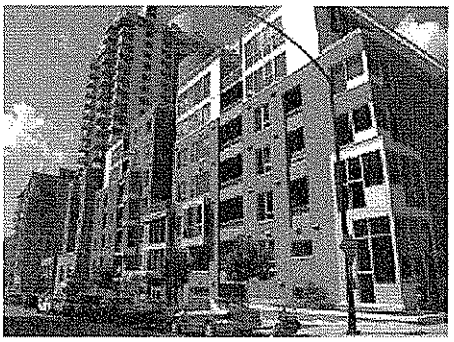




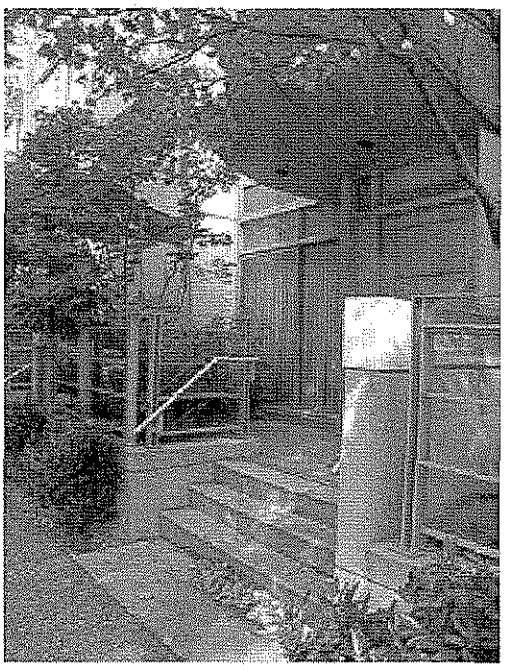
Street Wall. Examples showing various street wall heights.



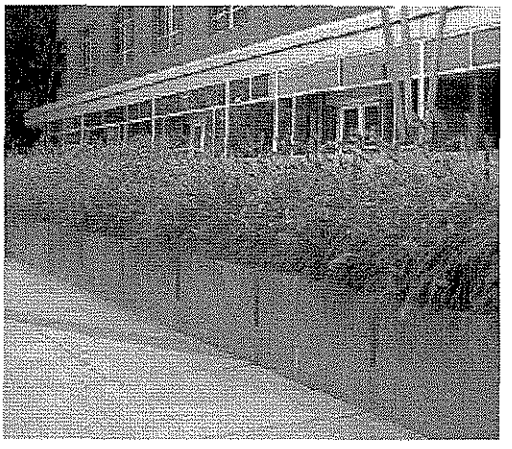
3-story street wall



6- and 7-story street wall



Good example of individual unit's secondary entry several feet above the sidewalk with porch and windows that look onto the street.



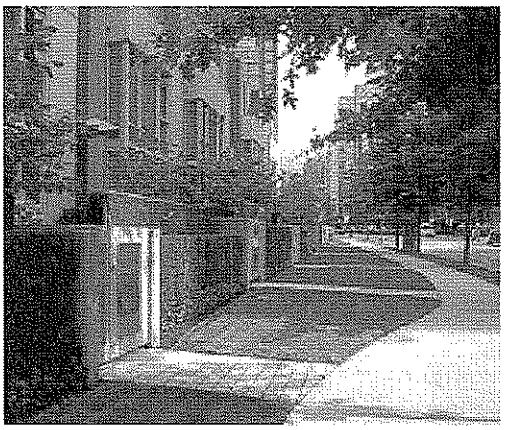
Other habitable ground floor uses that do not have entries on the street should include transparent windows with more landscaping in the setback.

C. ACTIVE GROUND FLOOR RETAIL

Where ground floor retail is required or provided, orient tenant spaces to the street and maximize transparency and entries along the sidewalks to sustain street level interest and promote pedestrian traffic.

1. Locate ground floor retail space along the street wall or along a courtyard or plaza, provided the retail frontage is not more than 60 feet from the back of sidewalk and is visible from the sidewalk.

2. Provide ground floor retail space to a depth of at least 25 feet from the front façade and at an average 15'-0" floor-to-floor height. Note that the ground floor retail space may be occupied by other uses initially, but will be available for retail uses in the future when there is demand for such uses.



Above, example of a well-designed ground floor and setback, free of equipment.

3. Locate the primary entrance to each street-level tenant space that has its frontage along a public street from that street.

4. Locate the primary entrance to each street-level tenant that does not have its frontage along a public street from a pedestrian pathways, courtyard or plaza, which is connected to the public street.

D. ALL GROUND FLOOR USES

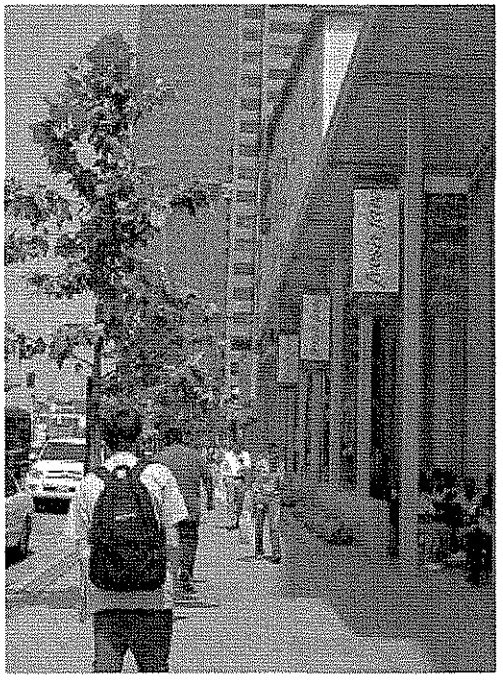
Orient buildings to the street to promote the sidewalk activity.

1. A building's primary entrance, defined as the entrance which provides the most direct access to a building's main lobby and is kept unlocked during business hours, should be located on a public street or on a courtyard, plaza or pathway that is connected to and visible from a public street.

2. At least one building entrance, which provides access to a building's main lobby and which is kept unlocked during business hours, should be located on a public street, private street or Los Angeles River Greenway.

3. At least one building entrance, which may be either a building or tenant/resident entrance, should be provided along each street frontage.

4. More public entrances than the minimum specified, including building and/or tenant/resident entrances, are encouraged.



Good examples of buildings that promote sidewalk activity with overhangs, awnings and other transitional elements integrated into the architecture.

Incorporate a pedestrian-oriented scale at the street level.

5. Street wall massing, articulation and detail, street level building entrances and storefront windows and doors, as well as the use of quality materials and decorative details, should be used to promote pedestrian-scaled architecture along the street.

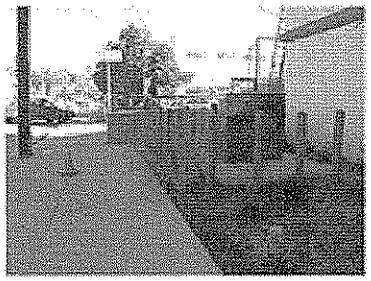
6. Architectural features that reinforce the pedestrian character of the ground street wall and/or help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, are encouraged and should be integral to the architecture of the building.

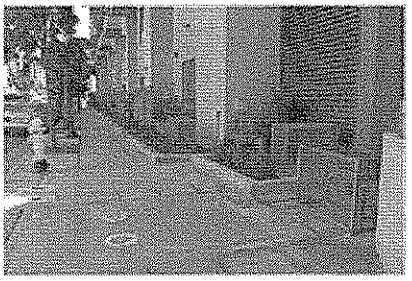
7. Awnings and canopies should be fabricated of woven fabric, glass, metal or other permanent material compatible with the building architecture. Internally illuminated, vinyl awnings are not permitted.

Do not waste valuable street frontage on "back of house" uses.

8. Locate loading docks, electrical transformers, mechanical and other equipment so that they are not in the setback or visible from a public or private street or the Los Angeles River Greenway.

9. Locate enclosed stairs, storage spaces, blank walls, and other elements that are not pedestrian-oriented more than 100 feet from the corner of any public or private street and, to the extent feasible, so they are not visible from the street.





Left: examples of poor equipment location choices. A primary opening to a courtyard garden is walled off with electric meters (left) and irrigation equipment is in plain view near a building entrance (right).

PARKING & ACCESS 05

A. ALL PARKING AND ACCESS

Locate parking, loading and vehicular circulation to minimize its visibility.

1. Except in and within 70 feet east of the flood control easement on the east side of Topanga Canyon Boulevard between Oxnard Street and Erwin Street, surface parking may not be located between buildings and a public right-of-way.

2. Screen surface parking that is visible from a public right-of-way or the Los Angeles River Greenway with landscaping or a combination of berm and landscaping to a height of 4 feet.

3. Except for the ground-level frontage required for access to parking, no parking or loading should be visible on the ground floor of any building façade that faces a public right-of-way or the Los Angeles River Greenway.

4. Parking, loading and circulation located above the ground floor should be: 1) lined by habitable floor area along all public rights-of-way or, 2) if City Planning determines that it is not feasible to line the parking with habitable space above the ground floor along a public right-of-way, integrated into the design of the building façade, provided that there are no more than three visible parking levels with at least one habitable level below and above fronting on a public right-of-way. (See adjacent Graphic.)

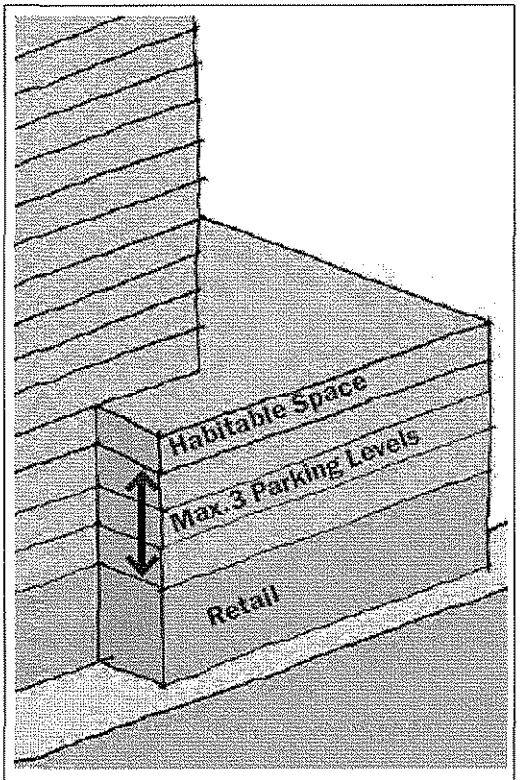
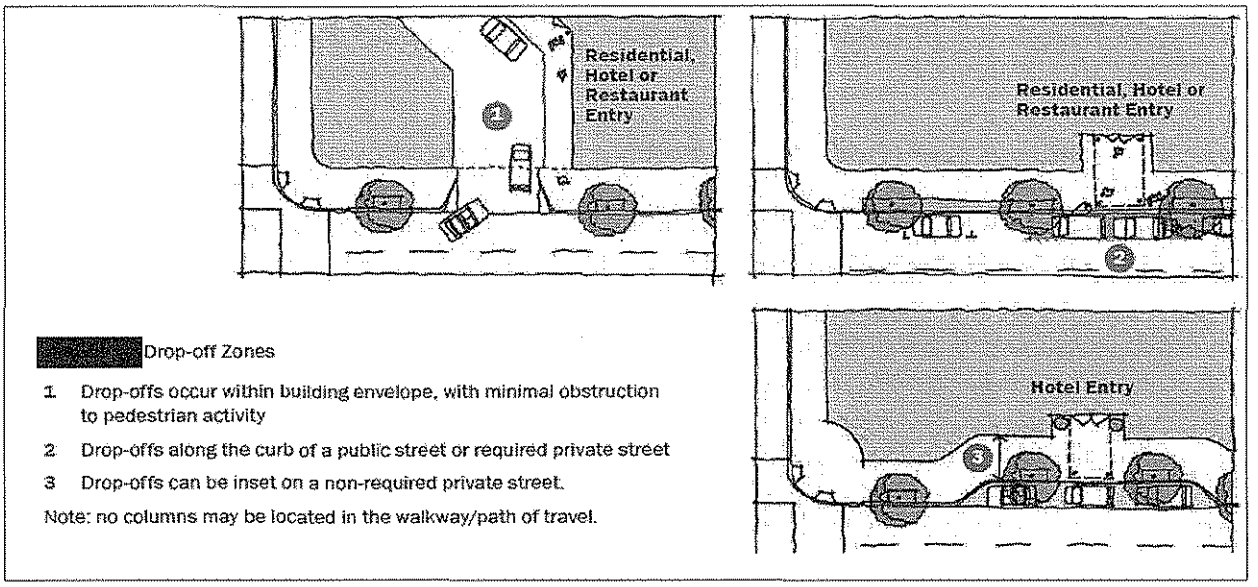


Diagram showing a street wall along a public right-of-way with ground floor retail and the maximum three parking levels with habitable space above.

5. Along private streets, parking above the ground floor that is not lined with habitable space is allowed, provided it is well designed as described in Section 5.B of these Guidelines.

6. Drive-through aisles for fast food or similar use are not permitted.



Locate drop-off zones along the curb or within parking facilities to promote sidewalk/street wall continuity and reduce conflicts with pedestrians.

7. Drop-off, including residential, hotel and restaurant drop-off, should be provided: 1) within the off-street parking facilities using the parking access; 2) on a private street; or 3) along the curb line of a public street or private street where there is a full-time curbside parking lane, with no sidewalk narrowing. (See Graphic above.)

Encourage the use of alternate modes of transportation by providing incentives for reduced automobile use.

8. Parking in excess of one space per residential unit should be sold or rented separately from residential units and commercial spaces ("unbundled") in perpetuity. Parking that is required for residential use but is unused and all commercial parking should be made available as public parking during daytime and evenings through a shared parking program.

9. Secure bicycle parking consistent with the Citywide standards established in the LAMC for a bicycle parking requirements. Also, a number of bicycle parking spaces provide by a mixed use or non-residential Project should be within 500 feet of a building's entrance for the convenience of employees and visitors.

10. Projects have more than 200,000 square feet of Floor Area should provide:

• Designated stalls for scooters, mopeds and motorcycles for at least 5% of regular building occupants assuming 1 employee per 350 square feet of Floor Area for non-residential and 1.5 persons per dwelling unit.

• 5% of parking spaces as designated electrical charging outlets for electric-run autos, bicycles, scooters and/or motorcycles.

• On-site changing/shower facilities for employees.

Limit the number and width of curb cuts and vehicular entries to promote street wall continuity and reduce conflicts with pedestrians.

11. Vehicular access to parking should be, whenever feasible, from a new small street, rather than an existing public street.

12. Curb cuts and parking/loading entries into buildings should be limited to the minimum number required and the minimum width permitted.

13. Parking and loading access should be shared, where feasible.

14. Required loading for residential buildings may be provided along the curbside parking lane on a private or public street, which has curbside parking, rather than in the building.

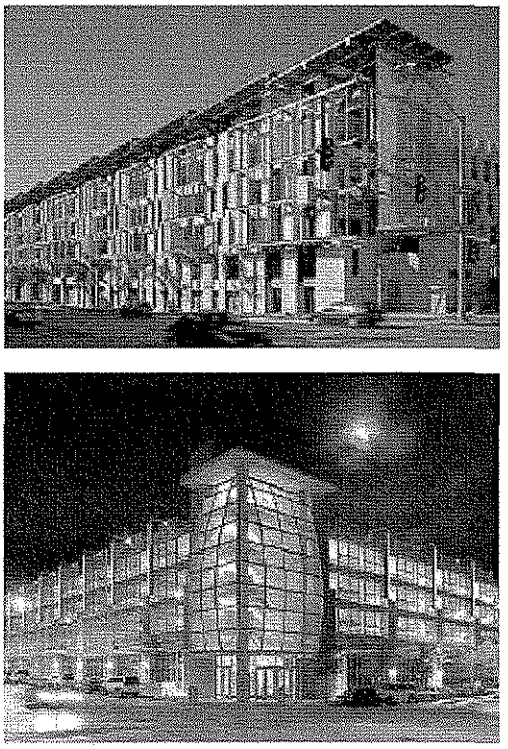
15. Parking and loading access should be located a minimum of 25 feet from a primary building entrance, pedestrian pathway, or public outdoor gathering area. This guideline is not applicable to a hotel or residential porte cochere.

B. STAND-ALONE PARKING STRUCTURES

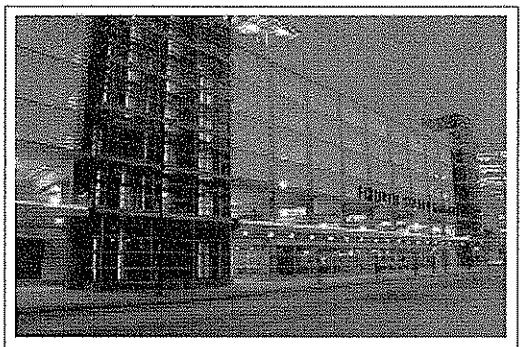
Architectural Treatment

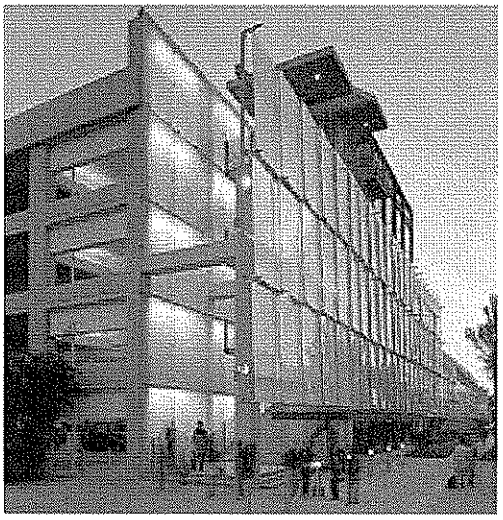
Parking structures should exhibit the same principles of good building design as other buildings. Providing an exterior screen comprised of high quality materials that screen the underlying concrete structure can elevate the building's stature and contribute to the overall quality of Warner Center's built environment.

1. Parking structures should have an external skin designed to improve the building's appearance over the basic concrete structure of ramps, walls and columns. This can include heavy-gage metal screen, pre-cast concrete panels, laminated glass or photovoltaic panels, or other material consistent with or complementary to the overall project.



Precast panel and glass louver screening, plus photovoltaic panels on top deck (upper), and metal screen with tower element marking the entry corner and vertical circulation (lower).





Example of a parking garage with a glass facade and backlighting that transcends function to provide an interesting architectural facade.

2. Parking structures should integrate sustainable design features such as photovoltaic panels (especially on the top parking deck), renewable materials with proven longevity, and storm water treatment wherever possible.

3. Vertical circulation cores (elevator and stairs) should be located on the primary pedestrian corners and be highlighted architecturally so visitors can easily find and access these entry points.

4. Ground floor area along public streets should be treated to provide visual interest and encourage walking: on private streets, provide active ground floor uses at corners where feasible or provide a low screening element that blocks views of parked vehicle bumpers and headlights from pedestrians using the adjacent sidewalk.

5. Signage and wayfinding should be integrated with the architecture of the parking structure.

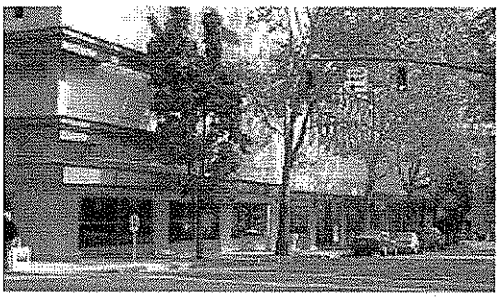
6. Integrate the design of public art and lighting with the architecture of the structure to reinforce its unique identity. This is especially important for public parking structures to aid in visitors finding them upon arrival and getting oriented to Warner Center.

7. Interior garage lighting should not produce glaring sources while providing safe and adequate lighting levels.

8. In addition to required Active Ground Floor Uses along public streets, Active Ground Floor Uses are encouraged along private streets.

9. Automated and/or subterranean parking structure are encouraged to reduce the land and Floor Area devoted to parking.

10. In parking structures where the majority of spaces are not reserved for residents or tenants, visitors should be directed to available spaces.

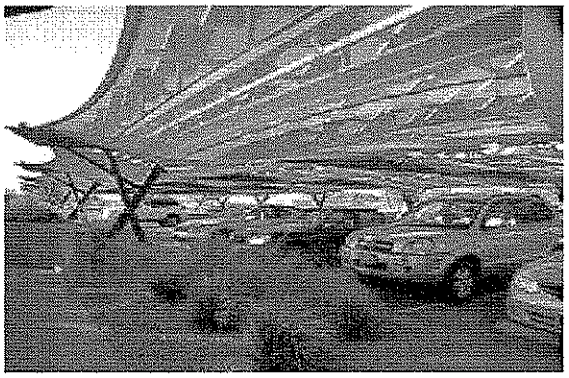


Streetscape can complement a well-designed parking structure, particularly in conjunction with an active ground floor.

In limited circumstances, a green screen (above) or dense tree planting (below) can screen an unimproved concrete structure.

Landscape Treatment

11. In most circumstances, streetscape and landscaping should complement the building design. If a parking structure is well-designed, it does not need to be screened by dense landscaping in an urban setting. However, where the Director of Planning determines that conformance with the Guidelines is not feasible, a parking structure may be screened with landscaping.



Photovoltaic panels should be incorporated into the roof of parking structures or over surface parking.

12. A "green screen" that is coordinated with the building design may be provided, along with the streetscape improvements.

13. Alternatively, an additional row of evergreen columnar trees may be provided in a minimum 8-foot wide setback and staggered with the street trees. In combination, the setback and street trees should screen the parking structure from view.

C. SURFACE PARKING

1. For every three (3) net new parking spaces, at least one tree shall be planted.

ARCHITECTURE 06

A. INTRODUCTION

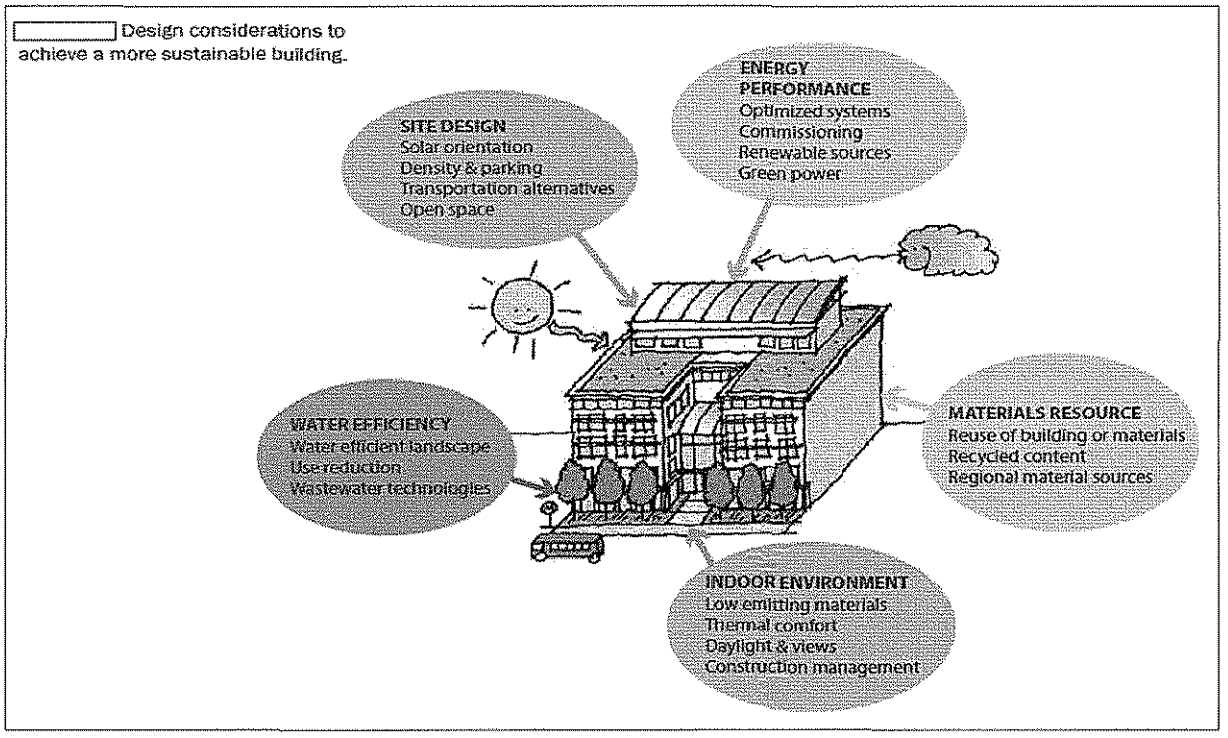
Well designed and crafted buildings are highly valued in Warner Center. New projects are expected to contribute to making a great development, successful block and livable neighborhood.

• Recognize that individual projects are the "building blocks" of great streets and neighborhoods. This requires particular attention to the way the building meets the sidewalk, providing a transition to pedestrian scale and elements that activate the street.

• Encourage innovative architectural design that expresses the forward looking identity of Warner Center. At the same time, respect significant existing buildings massing and scale, and neighborhood context.

• Accommodate vehicular access and parking in a way that respects pedestrians and public spaces and contributes to the quality of the neighborhood.

• Express an underlying design philosophy (a "big idea") that is articulated and supported by all aspects of building design and initially conveyed through design sketches, drawings and specifications.



Encouraging Architectural Creativity and Innovation.

The Guidelines provides both broad and specific suggestions regarding building design, which are based on the fundamentals of good architecture, independent of style, and should result in well-designed buildings. However, exceptions to the precise requirements of the Guidelines regarding building design may be entertained by decision makers, provided that a Project achieves the overall objectives of the Design Guide.

For example, a proposed site may be genuinely unique and requires special consideration, or an innovative architectural design may bring more value to a site and to Warner Center than a purely contextual solution. In some places, buildings are seen as good contextual solutions when they appear similar to other buildings in the neighborhood. But contextual solutions can also reinterpret the existing character and features within a city block, and recompose them in a cleverly modern interpretation. This can result in new projects that are aesthetically unique and represent good building since they too contribute to the overall neighborhood identity.

Most architecture that is considered memorable is ground-breaking in its design approach and sometimes contrasts sharply with its surrounding environment. Such projects usually bring the cache of a well-known or internationally recognized architect whose work is based on a strong theoretical design practice. These projects are often elevated above normal considerations, and exceptions to the Guidelines can be entertained because the design meets or exceeds the objectives of the Guidelines.

Good buildings help sustain a neighborhood and maintain a healthy economic environment. Making good buildings can be achieved using the skills of experienced and talented architects, whose designs routinely incorporate the sustainability and livability objectives of the Design Guide. Using their professional experience, they are often practiced at determining how to integrate these objectives into a project in a manner that results in a contemporary solution that genuinely contributes to the richness of Warner Center's built landscape, and in turn, contributes to a great community of good buildings.

B. GENERAL DESIGN GUIDELINES

This Section describes Guidelines for all building types regardless of use or district. The Guidelines start by addressing architectural design (the building's contribution to its environment and variation in the facade) followed by materials and details.

Massing

The street is often described by urban designers as "a large outdoor room". The ability to shape this room exists on every street, and its walls are defined by the primary façades of its buildings, which create a street wall. How building mass is distributed on a site usually has the greatest impact on a project's overall appearance and on the strength of the street wall.

Breaking down large floor plates and varying a building's height through the creation of smaller structures or façades is a valuable concept when designing large projects that consume half a block or more. Sculpting a building's massing can also help avoid big bulky structures, which provide more visual monotony than variety. It is the well-balanced variety of building massing and textures of shadow, light and materials that in total adds to the richness of Warner Center's built environment.

Buildings in Warner Center generally fall within three types of massing as shown in Figure 6-1. These categories are based on visual observation and may vary among projects or over time. Any portion of a building that is above 100 feet is subject to the tower Guidelines in this section.

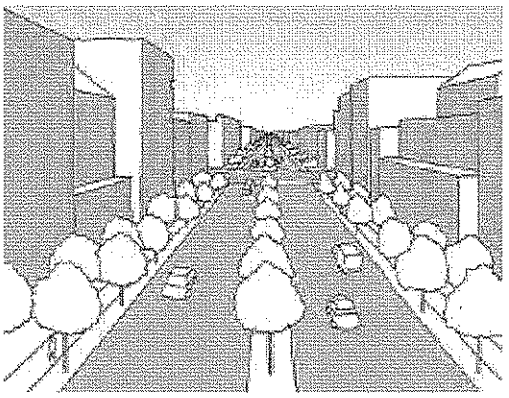
Design building massing to reinforce the street wall with well-scaled elements or structures that are sensitive to the neighborhood context.

1. High-rise and mid-rise buildings are generally preferred in Warner Center. Low-rise buildings are most appropriate where they are the first phase of or part of a larger project that includes mid-rise and/or high-rise buildings.

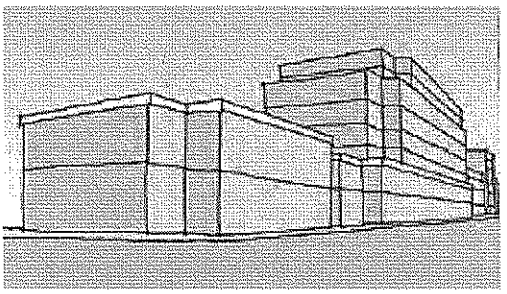
2. Break large projects into a series of appropriately scaled buildings so that no building should be more than 300 feet in length. Provide a passageway at least 20 feet wide between buildings. This passageway should provide variation in width, landscaping, materials and lighting to create a pleasant pedestrian experience during the daytime or evening.

3. Generally, buildings should maintain a consistent street wall along their street frontages that includes both horizontal and vertical variations. While variety in massing can occur through step-backs as a building ascends upward, it is not required.

4. Monolithic slab-like structures that wall off views and overshadow the surrounding neighborhood are discouraged.



The street wall is largely defined by individual building massing.

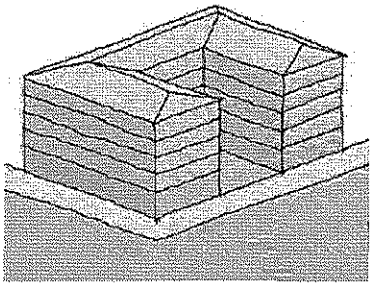


Large half- to full-block projects should be massed to form a collection of appropriately scaled buildings that provide cohesion on a block.

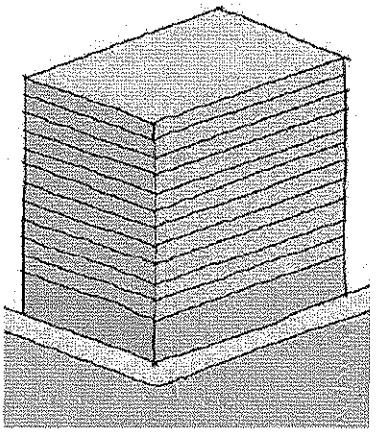
5. Equal attention to design and detail should be provided to all visible sides of a building.

6. To assist in understanding the proposed massing of a project, all projects should include new construction should provide a 3-D digital model in Google Earth SketchUp format.

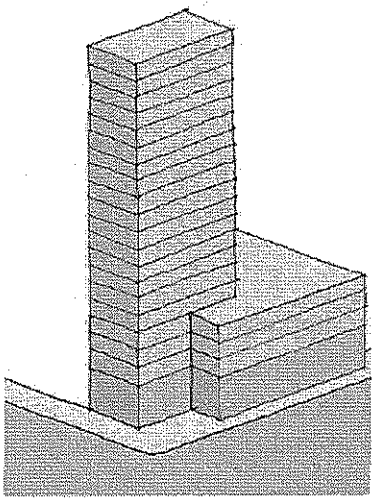
Examples of Three Massing Types for Warner Center.



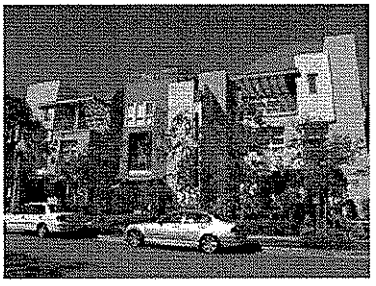
Low-rise buildings. Generally consists of wood-frame construction either at grade or on a concrete parking podium lined with habitable space and up to 6 stories tall.

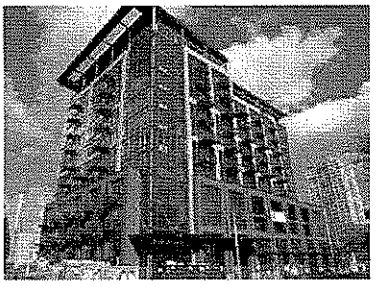


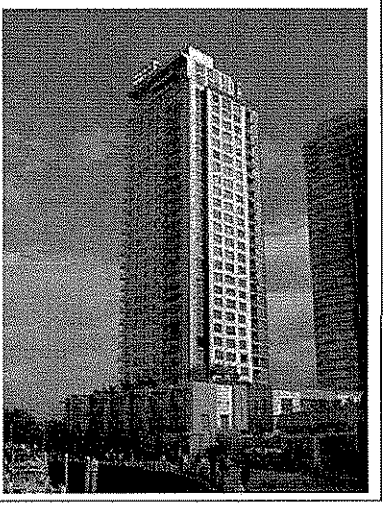
Mid-rise block buildings. Blocky structures constructed of concrete and steel and typically 8 to 20 stories.



Towers. Tower structures have smaller footprints than mid-rise block buildings, constructed of steel and glass, and typically 13 or more stories tall.







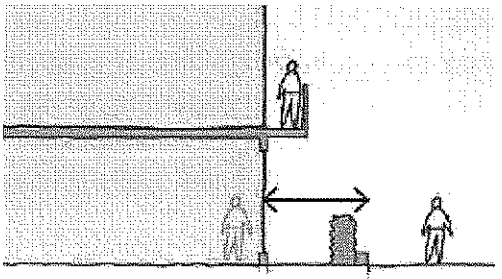
Residential Unit Spacing - Provide privacy and natural light and air for all residential units.

6. The shortest horizontal distance between the specified window of one residential unit and the specified window or wall of another residential unit in the same project should have, at a minimum, the "line-of-sight" distances from the middle of the windows specified in Graphic 4 below. The following table, Graphic 4, shows the minimum line-of-sight distances between windows and other elements:

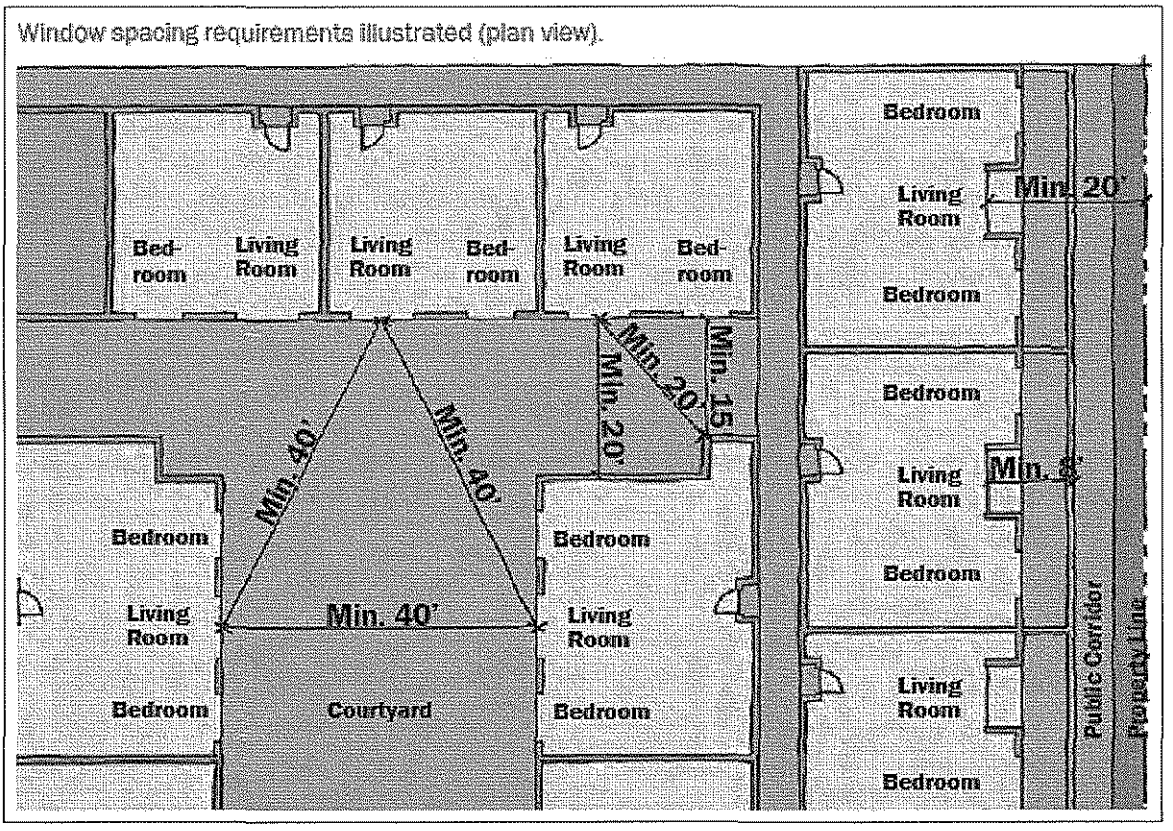
Graphic 4 Minimum Line-of-Sight Distances Between Windows and Other Elements

	PRIMARY ROOM - LARGEST WINDOW	SECONDARY ROOMS - LARGEST WINDOW	BLANK WALL
Primary room - Largest window	40'	-	-
Secondary rooms - Largest window	30'	15'	-
Blank wall	25'	15'	10'
Public corridor	8'	0'	0'
Side property lines	20'	setback	setback

Primary room is a living, dining, combined living/dining or family room. Secondary rooms are all rooms not defined as the primary room. If there is more than one large windows, any may be selected as the largest. Blank walls include garden walls 4' or more in height, frosted glass or other translucent but nontransparent material and windows with a lower sill not less than 5'-6" above finished floor. Public corridors are on-site outdoor walkways used for circulation.



Horizontal line of sight (in section).



Horizontal & Vertical Variation

Once a building's massing and street wall have been defined, architectural details, including façade variation, materials and details shape a building's visual identity. Buildings should be well-detailed with long-lived materials that can be appreciated when viewed as a part of the distant skyline, or at the most intimate level by the pedestrian.

Vary the horizontal plane of a building to provide visual interest and enrich the pedestrian experience, while contributing to the quality and definition of the street wall.

8. Avoid extensive blank walls that would detract from the experience and appearance of an active streetscape.

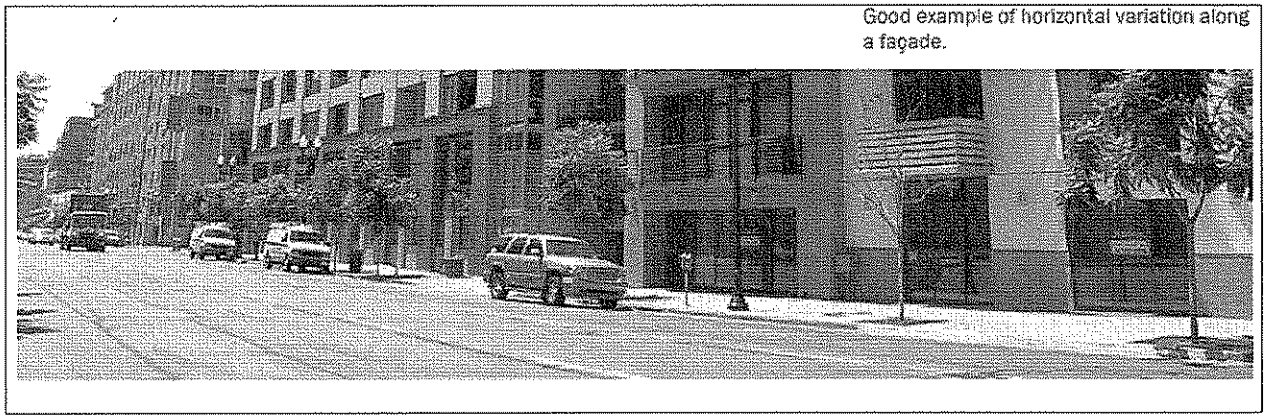
9. Horizontal variation should be of an appropriate scale and reflect changes in the building uses or structure.

10. Vary details and materials horizontally to provide scale and three-dimensional qualities to the building.

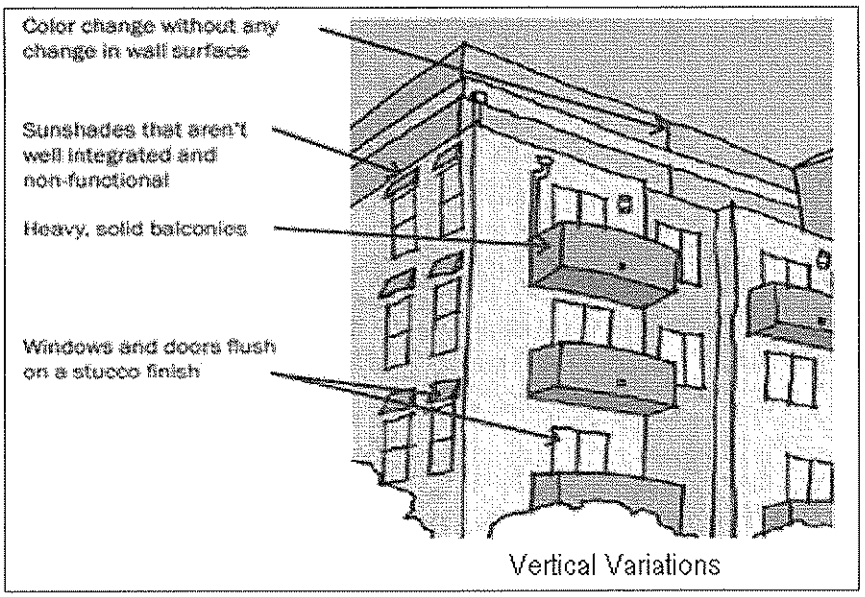
11. While blank street wall façades are generally prohibited, an exception may be made for integration of public art or a graphic-based façade if it adds scale and interest to an otherwise

bland frontage. In these cases, the façade should be a maximum of four floors high, and should have horizontal variation in its surface plane (using cut outs, insets or pop-outs). It should employ different scales of elements as viewed when seeing the entire building massing and as seen by pedestrians at a more intimate scale near the street.

12. Provide well-marked entrances to cue access and use. Enhance all public entrances to a building or use through compatible architectural or well-crafted graphic treatment. Examples of architectural treatments include a tower element, entrance canopy, or public art. Graphic treatments can include material patterns or permanent signage that is integrated with the architecture. Main building entrances should read differently from retail storefronts, restaurants, and commercial entrances.


Good example of horizontal variation along a façade.

Both classical and modern buildings can exhibit basic principles of visual order in the vertical plane -- often with a distinct base (street and pedestrian lower levels), a middle (core mid-section, and often consistent for multiple floors of a mid- to high-rise building), and a top (the upper level that distinguishes a building and defines how it "meets the sky"). Modern or contemporary building designs often layer this principle with more variation and syncopation to create interesting architectural compositions.



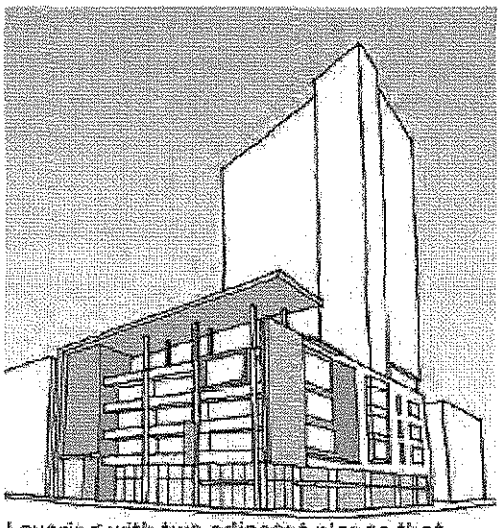
Vertical Variations

Variation in the vertical plane of a building should clarify the building's uses and visually differentiate ground floor uses, from core functions and how the building "meets the sky."

13. Ground floors of buildings should have a different architectural treatment than the upper floors, and feature high quality materials that add scale, texture and variety at

the pedestrian level. Consider focusing dark colors at ground floor, and using lighter colors on upper floors so visual emphasis is at the pedestrian level.

14. The street wall façade should be vertically articulated (establishing different treatment for the building's base, middle and top) by the careful manipulation and design of massing, stepbacks, balconies, fenestration, material changes, overhangs or other elements to create an interesting pattern of projections and recesses. Articulation cannot achieved through color application alone.



Layering with two adjacent planes that extend from the primary façade forming a modern composition.

15. An identifiable break should be provided between the building's ground floors and upper floors designed for office or other use. This break may include a change in material, change in fenestration pattern or similar means.

16. Where appropriate, employ shade and shadow created by reveals, surface changes, overhangs and sunshades to provide sustainable benefits and visual interest on façades exposed to the sun. Architectural details should be treated to a similar degree on all sides of the building.

Materials Strive for a "timeless design" and employ sustainable materials and careful detailing that have proven longevity in Warner Center's environment.

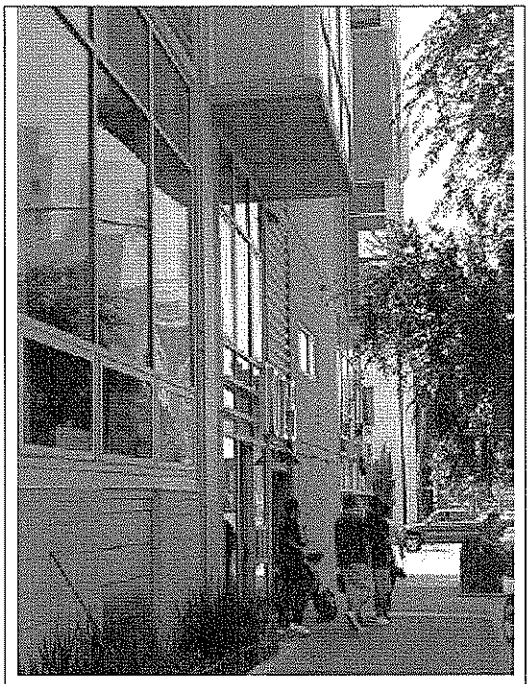
17. Use materials that are durable and of a high quality, especially on ground floor façades.

18. To provide visual variety and depth, layer the building skin and provide a variety of textures that bear a direct relationship to the building's massing and structural elements. The skin should reinforce the integrity of the design concept and the building's structural elements, and not appear as surface pastiche. Layering can also be achieved through the extension of two adjacent building planes that are extended from the primary façade to provide a modern sculptural composition.

Materials at the ground level include precision block, ceramic tile, metal spandrel and a glazed storefront systems. Operable windows at the ground level engage the building with the street level activity.

19. Use materials and color to reinforce the building's massing and not just be applied as unrelated surface treatment. They should suggest form changes and turn corners so there is a substantive reading of form and material together.

20. The finish texture and color of materials should be consistent with the overall architectural approach and appear compatible with natural materials used in the project.



A mix of materials including concrete, concrete masonry units and corrugated metal emphasizes depth and massing.

21. Establish a simple color palette that reinforces the design concept and is not independent of the structural form.

22. Integration of photovoltaic panels into the design of the building's facade, roof decks, or garages should be achieved, whenever possible.

23. Color can add a playful and stylish quality to projects, but it should be used thoughtfully and in consideration of its longevity within Warner Center.

24. The building skin, especially on towers, should either successfully integrate solid and transparent forms or be largely transparent.

25. Detail storefronts and curtain walls with the highest quality materials.

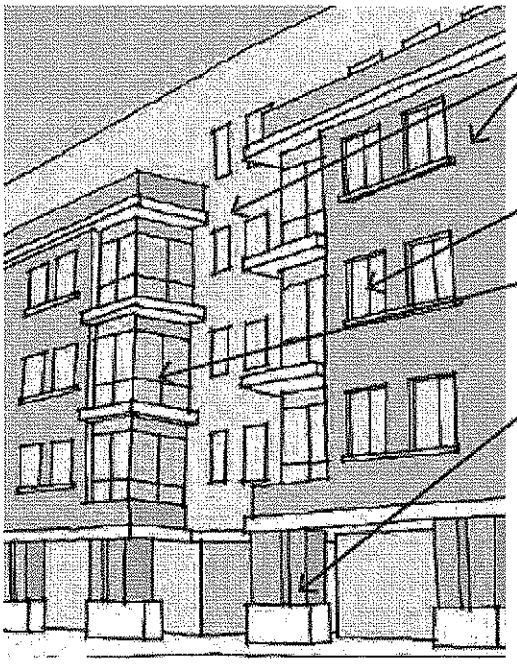
Windows and Doors

Provide high-performance, well-detailed windows and doors that add to the depth and scale of the building's façade.

26. Window placement, size, material and style should help define a building's architectural style and integrity.

27. Detail door and window frames to achieve a depth and shadow reading. This may be done through the use of passive solar louvers, extruded window boxes, recessed window frames and buttressing systems for curtain walls and storefronts. For example, in buildings other than curtain wall buildings, recess windows and doors a minimum of 3" from the finished exterior wall to achieve a depth and shadow reading. Flush finish installations, especially with stucco, are not permitted, except where appropriate to the building's architectural style. The recess should not be accomplished by the use of plant-ons around the window.

28. Windows and doors should be well-detailed where they meet the exterior wall to provide adequate weather protection and to create a shadow line.



Layering. A building's skin should be layered and bear a direct relationship to the building's structural elements.

Incorporate glazing that contributes to a warm, inviting environment.

29. Use transparent, non-reflective glazing in ground-floor windows and doors.

30. Above the ground floor, both curtain wall and window or door glazing should have the minimum reflectivity needed to achieve energy efficiency standards. Non-reflective coating or tints are preferred.

31. A limited amount of translucent glazing may be used to provide privacy.

32. In dwelling units, operable windows should be installed in all units to provide natural ventilation.

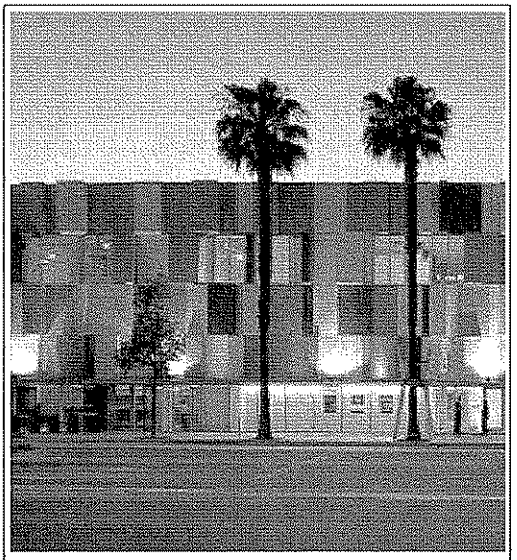
Lighting and Security

Provide well-designed lighting.

32. All exterior lighting (building and landscape) should be integrated with the building design and promote public safety to support Warner Center's vital nightlife.

33. Architectural lighting should relate to the pedestrian and accentuate major architectural features, the street wall and public space of the sidewalk.

34. Landscape lighting should be of a character and scale that relates to the pedestrian and highlights special landscape features.

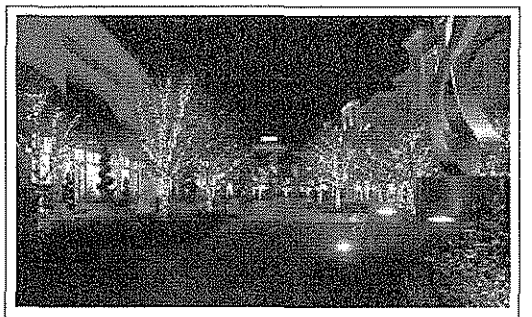


Exterior lighting enhances building presence - from its variation in skin to the showcasing of the public ground floor gallery and restaurant uses.

35. Exterior lighting should be shielded to reduce glare and eliminate light being cast into the night sky.

36. Security lighting should be integrated into the architectural and landscape lighting system and should not be distinguishable from it.

Balance the need for security doors and windows with the need to create an attractive, inviting environment.



Landscape lighting, combined with facade lighting can enhance the pedestrian environment.

37. Subject to approval of City Planning, interior roll-down doors and security grills may be permitted, provided they are at least 75% transparent (open), retractable and designed to be fully screened from view during business hours.

Minimizing Impacts on Neighbors

In Warner Center, many projects are viewed directly from adjacent properties where tenants and residents have clear sight lines to roofs and back-of-house functions. It is important that new projects respect neighboring properties, and that the major mechanical systems, penthouses and lighting are designed to limit adverse impacts.

Architecturally incorporate or arrange roof top elements to screen equipment such as mechanical units, antennas, or satellite dishes.

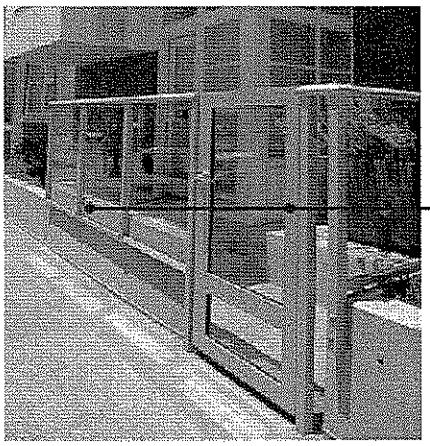
38. Mechanical equipment should be either screened from public view or the equipment itself should be integrated with the architectural design of the building.

40. Penthouses should be integrated with the buildings architecture and not appear as foreign structures unrelated to the building they serve.

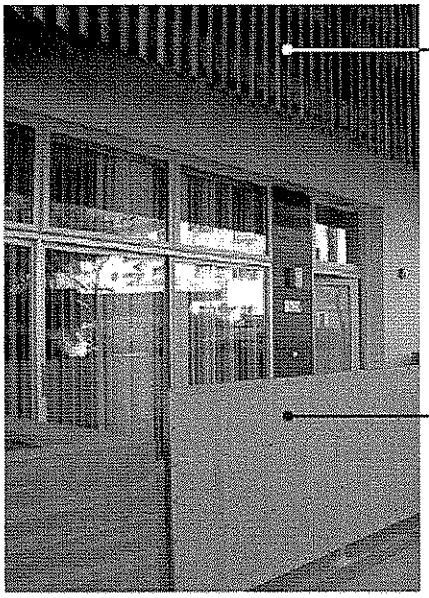
41. Ventilation intakes and exhausts should be located to minimize adverse effects on pedestrian comfort along the sidewalk. Locating vents more than 20' vertically and horizontally from a sidewalk and directing the air flow away from the public realm should accomplish this objective.

42. Construction details should consistently integrated with all building systems including mechanical vents, drainage systems, fire life-safety elements and security features.

43. Antennas and satellite dishes should be screened. Cable and satellite services should be provided through a single source that serves the entire complex that serves individual units through wired connections that are buried within building walls.

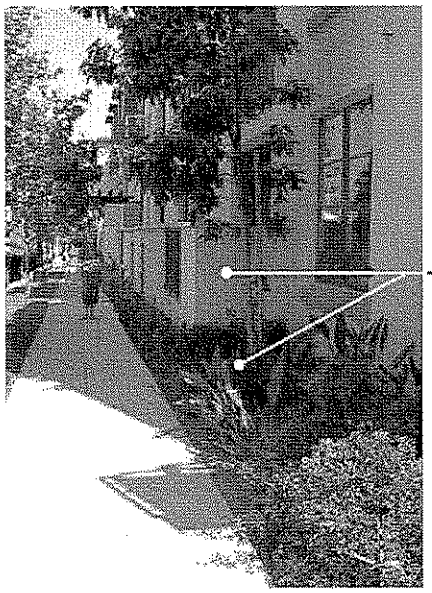


A transparent yet durable security feature is integrated with the landscape planter walls at the edge of property. The "stoop" is visually a part of the streetscape, while providing privacy and security for an entry that is set back.



Vertical wood slats camouflage the interior lighting and cars parked on the upper level parking structure.

Elegant security solution to residential units accessed by the sidewalk.



A good overall treatment of the ground level on a new small street in which a landscaped setback helps soften the sidewalk edge and patios provide architectural variation.

Minimize glare upon adjacent properties and roadways.

44. Lighting (exterior building and landscape) should be directed away from adjacent properties and roadways and shielded as necessary. In particular, no light should be directed at the window of a residential unit either within or adjacent to a project.

45. Reflective materials or other sources of glare (like polished metal surfaces) should be designed or screened to avoid impacts on views and measurable heat gain on surrounding windows either within or adjacent to a project.

46. Consider illuminating buildings' street wall in order to define the street "room," highlight the building architecture, and provide indirect light onto the street.

C. LOW-RISE BUILDINGS

The community's vision for Warner Center envisions a mix of buildings types (low-, mid- and high-rise) with an emphasis on taller buildings to achieve development intensity appropriate to a transit-oriented urban center. It is anticipated that initially low-rise multi-family residential, mixed-use and commercial projects will be constructed. To promote their sustainability over time, non-residential buildings should be designed to be flexible so they can accommodate a wide range of non-residential uses.

Architectural Design

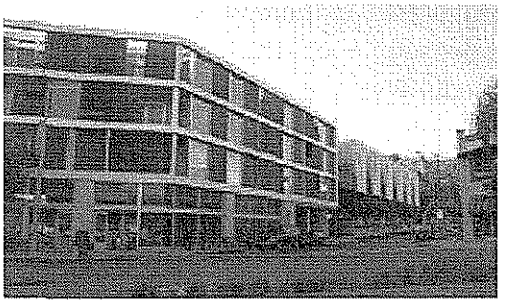
New low-rise buildings should contribute to defining the character of the street and improving Downtown's pedestrian environment.

1. Low-rise buildings should respect the existing style and architectural character of their district, neighborhood and block while enriching both with complementary ideas and design elements.

2. Low-rise massing and roof forms should be simple and straightforward, proportional and well studied if referencing existing styles.

3. Individual low-rise buildings generally should employ a single architectural style, rather than a mix of different styles. Where appropriate, different design architects can create unique buildings for larger developments, but artificial changes to style along a single low-rise facade are not encouraged. Variation should be achieved by varying the massing

A facade that balances solid and transparent surfaces, with a well-detailed window system.



Maintaining structural and material integrity as a building turns the corner.

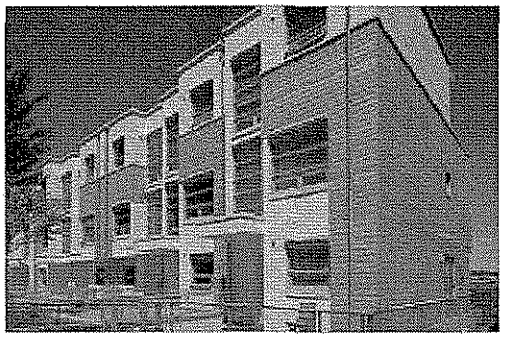
and design within the assumed stylistic approach to avoid a smorgasboard effect.

4. When located on a corner site, low-rise buildings should include design elements that differentiate them from their mid-block neighbors, and integrate special features that accentuate the buildings presence on the corner and help provide a visual landmark.

5. Detailed façade elements are essential to reinforce the overall design concept, to create texture, shade, and shadow, and to relate a building to human scale. Exaggeration of details or use of generic, applied details should not be used as they create a cartoon-like appearance that is not consistent with quality design.

6. Courtyards, often included in low-rise buildings, should be designed as a significant feature of the development and be integrated with the overall design idea.

7. Balconies should be a minimum of 50% transparent to avoid creating heavy forms on the facade. They should be well-designed to help hide some of the clutter that often accumulates here. Opaque glass can count towards the transparency requirement because it appears much lighter than solid materials like stucco, wood or concrete.



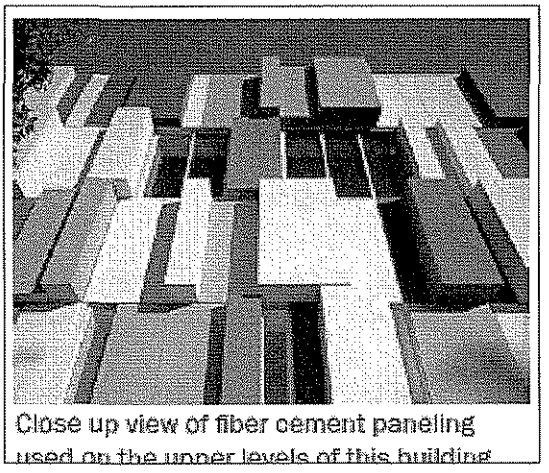
Example of reinforced cement panels on a low-rise residential project.

Residential Materials

8. The use of the following materials is encouraged. In general, materials should not mimic other materials but should express their own nature.

• Natural stone, precast concrete, and brick (red, gold, or multi-colored).

• Reinforced fiber cement panels installed with a vertical cavity system, including Trespa, Swisspearl and Hardie Reveal or Artisan Matrix Panels. Wood texture is not permitted.



Close up view of fiber cement paneling used on the upper levels of this building

• Concrete with a finished architectural appearance when used as part of a larger architectural design approach. Colored concrete is generally discouraged since it does not age well.

• Concrete masonry units that have a honed finish (burnished or glazed). Split face block may be used to create patterns, provided it is the secondary material.

• Factory finished metal panels (heavy gage only, in corrugated or flat sections) but not resembling natural materials artificially.

• Doors and windows fabricated of wood, wood with vinyl clad exterior, recycled-content aluminum vinyl clad, steel casement, high quality anodized aluminum (generally 6063 T-5 alloy at least 0.125" thick for structural frame and 0.062" thick for non-structural frame elements with a thermal barrier), and other durable materials approved by City Planning. Divisions in the window panel should consist of framed mullions – thin strip applied mullions applied onto the glass or between layers of glass are not permitted.

• Ceramic tile to highlight architectural features.

• Metal railings, entry canopies, downspouts or scuppers, shutters, garage openings that are well designed and high quality.

8. Use of the following materials is discouraged, but may be allowed under certain conditions if approved by City Planning:

• Horizontal wood siding and wood trim for structures 3 stories or less, and window and door frames, provided the wood is sustainable and carries a Forest Stewardship Council (FSC) label certifying it comes from a responsibly managed forest.

• Stucco on upper floors. Where it is allowed on upper floors, the texture should be fine-textured and smooth, for example, Santa Barbara, 20/30 Float. Rough, irregular or coarse-textured finishes like heavy lace, machine dash, or light lace are not allowed.

9. Use of the following materials is discouraged:

• Stucco at the ground floor.

• Stucco above the ground floor in the Uptown, Downtown and Commerce Districts.

• Wood shingles with wood trim at building corners.

• Horizontal wood siding with wood trim on structures taller than 2 stories.

• Vinyl siding and vinyl windows.

• Aluminum windows that do not meet the criteria in 7 above.

• Foam molding.

Commercial and Business Park Materials

10. Use of the following materials is encouraged:

• Granite, stone, precast concrete, glazed, burnished or honed block, and other similar materials.

• Metal panel, curtain wall, frameless glass, and high quality glass storefront wall systems.

• Reinforced fiber cement panels using a vertical cavity installation system as noted above.

Stone and other high quality materials are concentrated on the ground floor and lobby entrance of this low-rise hotel.

11. Use of the following materials is discouraged:

• Glass fiber reinforced composite panels.

• Facade elements constructed of foam.

12. Design exterior details to avoid a monolithic elevation that appears flat.

13. Transparency is encouraged in curtain wall systems and fenestration. Highly reflective or very dark glass curtain wall systems or fenestration are not allowed.

14. Concrete tilt-up projects should integrate details that provide scale and texture to the structure and avoid large expanses of flat panel areas. Infilling the concrete panels with other materials, joint details and horizontal relief of the wall plane should make these buildings appear visually interesting while maintaining their structural integrity.

D. MID-RISE BUILDINGS

Based on their larger scale, mid-rise buildings are often considered district landmarks or neighborhood anchors. Mid-rise buildings tend to read more solid than transparent due to structural requirements. The massing and elevation design should strike a balance between solid and transparent treatment. This is an important factor when evaluating if the material and detailing choices support the overall style proposed.

Architectural Design

Mid-rise buildings can greatly affect the success of a block and street, and are expected to have a higher quality of design and construction than what is required for low-rise buildings. They

are expected to be great examples of design and detailing based on the efficiencies of construction.

1. The massing and design of mid-rise buildings should be sensitive to adjacent buildings' scale, and carefully address the transition to lower height structures that may exist or be anticipated on the same block.

2. Concrete deck construction, often visible at extended balconies, floor levels, and roof decks, should be considered in the overall composition of the building and it's exterior wall design.

3. Balconies should be a minimum of 50% transparent and can integrate metal railing or glass guardrail systems. Opaque glass can count towards the transparency requirement.

4. New mid-rise buildings should integrate sustainable features, especially opportunities for green roofs that can provide usable open space and be viewed by tenants from the upper floors.

Visual variety and depth is achieved through color, transparency and baconies, thus reinforcing the nature of the structure.

5. Sunshades should support the overall design idea and be made of high quality materials detailed in proportion to the building massing.

6. Unit vents and balcony downspouts should not be visible on the exterior wall, unless proposed as an appropriate architectural feature consistent with the proposed style (like terra cotta scuppers on a Mediterranean style building).

7. Transparency in the exterior wall design is encouraged to "visually lighten" the appearance of what is usually a shorter blocky building massing.

8. If using a flat roof forms or roof decks, integrate a top of parapet detail (like a thin eyebrow, transparent or framed overhang) to accentuate where the building meets the sky.

9. Integrate glass window bay systems to add variation in the facade where appropriate.

10. Large scale window systems for individual units or offices (common in loft or industrial buildings) are appropriate for mid-rise buildings and can add transparency without using a complete curtain wall system.

11. Brick can add a sense of higher quality to mid-rise buildings even when applied to just the lower levels and where it is most appreciated by pedestrians.

12. Concrete wall systems should capitalize on joint systems to add simple detailing (joint location, width and depth) to utilitarian parts of the building exterior and should be limited on the more public elevations.

Materials

13. Use of the following materials is encouraged:

• Architectural concrete or precast concrete panels, stone, curtain wall and heavy gage metal panels, and brick.

• Doors and windows in metal or a curtain wall system.

• Concrete masonry units – ground face, burnished, and honed.

• Reinforced fiber cement panels installed using a vertical cavity system.

• Transparency is encouraged in curtain wall systems and fenestration.

• Photovoltaic panels, especially if integrated into the building design.

14. Use of the following materials is discouraged:

• Stucco.

• Highly reflective or very dark glass curtain wall systems or fenestration.

E. TOWERS

Towers are encouraged in Warner Center. This building type should read more transparent than solid as primary functions are usually programmed into the building's central core leaving the exterior wall available for expansive views made available from the increased building height. Well-designed towers can exist as icons within a skyline and should embody a sophisticated design approach.

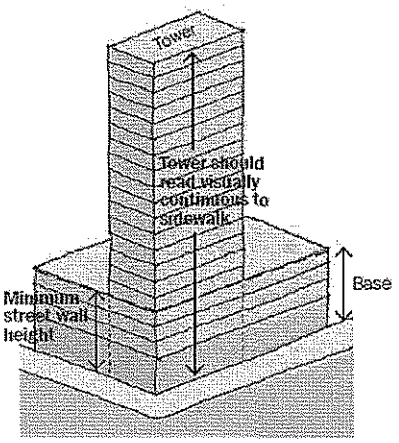
Tower Massing

Towers in Warner Center greatly affect the appearance of the overall skyline. Evaluations in other cities suggest that towers are most attractive when they have a ratio of height to width of about 3.5:1, for example, 100 feet wide and 350 feet tall. Reducing the bulk of the top of a tower ("sculpting" the tower) can make it more attractive.

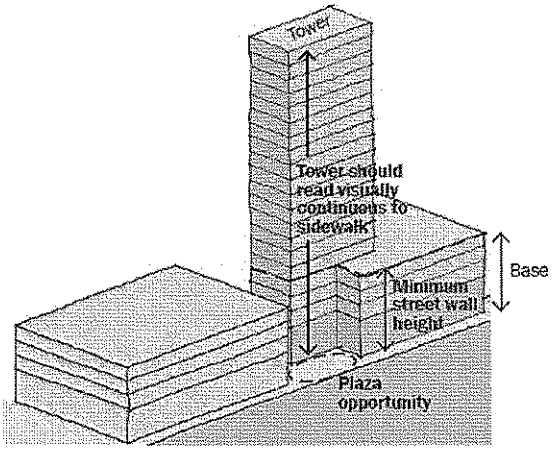
Tower Street Walls

These diagrams illustrate several common tower/base configurations and how the street wall minimum is measured for each. The base/tower consists of ground floor retail and parking or habitable space above.

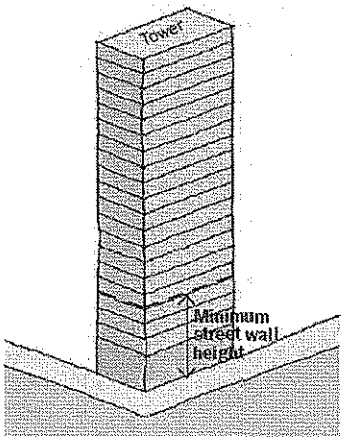
Common Tower Forms



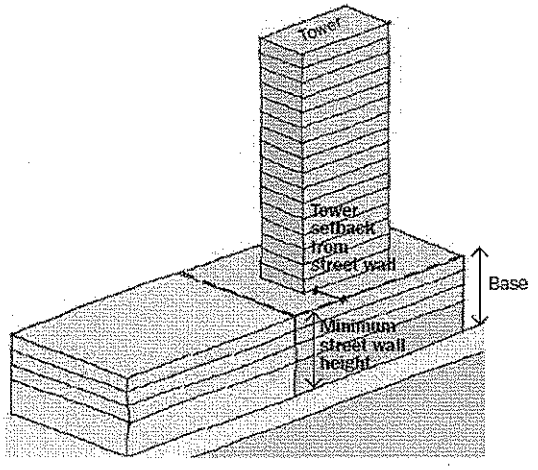
Tower at Street Corner. Base (or podium) with the tower set flush to a street corner. The tower massing and detail reads visually continuous to the sidewalk. The minimum street wall height and frontage are met by the base and the tower.



Tower Engaged with Base. Base and tower forms are engaged. The tower massing and detail shall read visually continuous to the sidewalk. The minimum street wall height and frontage are met by the base and the tower.



Tower Only. Tower form without a base on a small site. The minimum street wall height and frontage are met by the tower.



Tower Set Back on a Base. Usually the tower rises above the base and steps back from the street wall 20' or more. The minimum street wall height and frontage are met by the base.

Towers should have slender massing and sound proportions.

1. Towers should have their massing designed to reduce overall bulk and to appear slender.

2. Towers may extend directly up from the property line at the street and are not required to be set back.

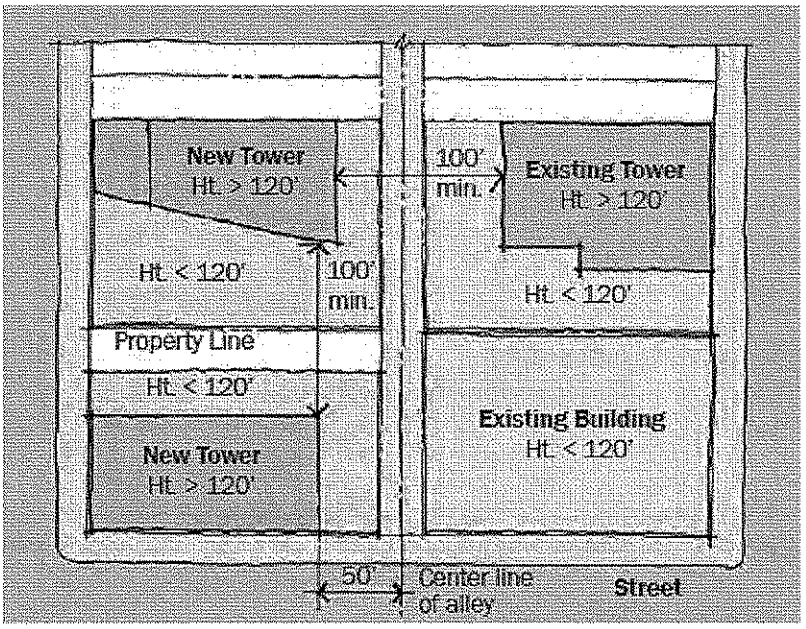
3. Tower siting and massing should maintain key views to important natural and man-made features.

Tower Spacing

Towers should be spaced to provide privacy, natural light and air, as well as to contribute to an attractive skyline.

4. The portion of a tower above 120 feet should be spaced at least 80 feet from all existing or possible future, both on the same block and across the street, except where the towers are offset (staggered) so that no wall with windows faces another wall, the diagonal distance between towers is encouraged to meet the minimum per code. Where there is an existing adjacent tower, the distance should be measured from the wall of the existing adjacent tower to the proposed tower. Where there is no existing adjacent tower, but one could be constructed in the future, the proposed tower is encouraged to be 40 feet from an interior property line and 40 feet from the alley center line shared with the potential new tower as shown in Figure 6-2.

Plan and axonometric diagram showing minimum tower spacing to existing and future adjacent towers, and where exceptions are allowed.



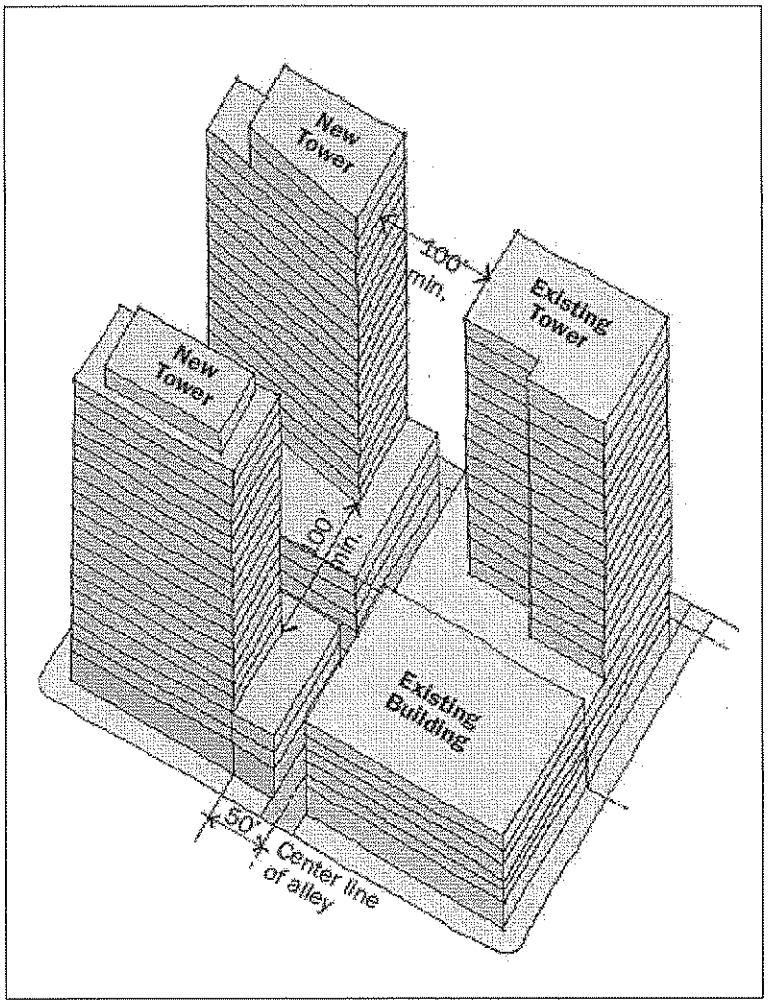
Architectural Design

Tower forms should appear simple yet elegant, and add an endearing sculptural form to the skyline.

6. Towers should be designed to achieve a simple faceted geometry (employing varied floor plans), and exhibit big, simple moves. They should not appear overwrought or to have over manipulated elements.

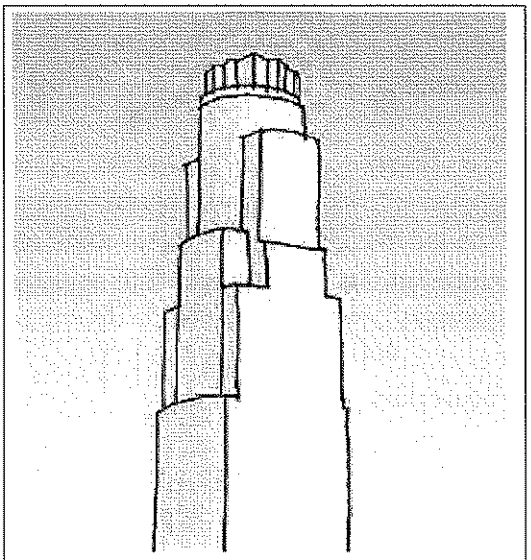
7. Towers that emulate a more streamline modern style should provide variety through subtle details in the curtain wall, and the articulation of a human-scaled base at the street level.

8. If a project has more than one tower, they should complement one another and employ the same architectural design approach.

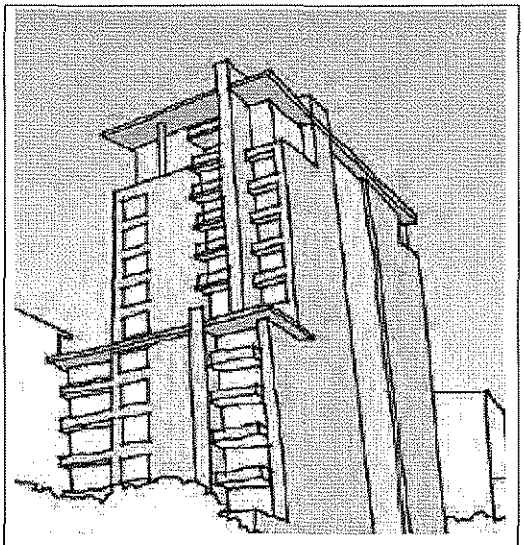


9. Projects with multiple towers should offset their footprints and sculpt their massing to create attractive and usable open spaces in between the towers at the ground or podium level.

10. Buildings over 75' tall should not be historicized. They are contemporary interventions in the skyline and should appear as such.



Tapered. Tower tapers gracefully towards the sky to appear thinnest at top.



Pavilion. Tower retains its box form towards the sky and culminates in a pavilion-like top.

11. A tower's primary building entrances should be designed at a scale appropriate to the overall size and design of the tower and be clearly marked.

12. Towers should taper as they ascend to meet the sky and/or have a clear design attitude in the appearance of the top floors or penthouse.

13. Helipads should be integrated to support the larger design idea and meeting necessary Municipal Code requirements. They should be well integrated with penthouses, elevator shafts, and the overall design approach for terminating the tower top.

14. Details should be designed to reinforce the tall, slender massing for towers in Warner Center.

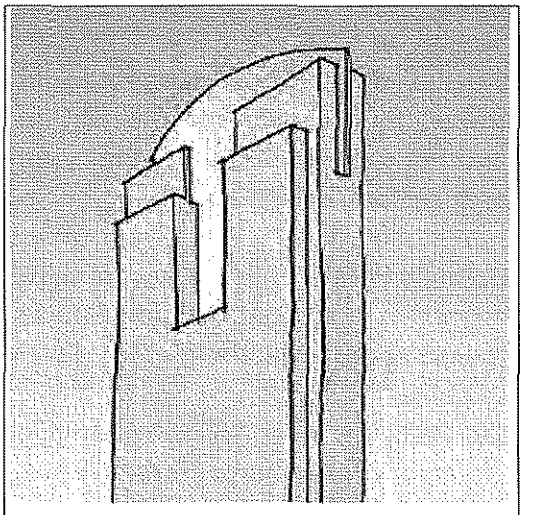
15. Details should execute the overall design idea at the most refined scale.

16. The interplay of solid and transparent forms, how materials meet and are read at the scale of the pedestrian or distant viewer should be carefully studied.

17. Develop a design approach that includes texture, shadows and details that are true to the proposed material palette.

18. When curtain wall systems are used, exploit the efficiencies of curtain wall systems to convey lightness, transparency and texture and to compose beautiful elevations. Consider the near-views of adjacent building neighbors, and the long distance reading in tandem.

19. Towers that reinterpret traditional skyscraper forms should be constructed with the highest quality stone, metal panel or terra cotta and be meticulously detailed to be considered appropriate for Warner Center.



Engaged. Tower as a set of engaged masses that form a sculptural top.

Materials

20. High-rise buildings should have an overall design rationale that translates from its overall massing down to the details of the exterior skin.

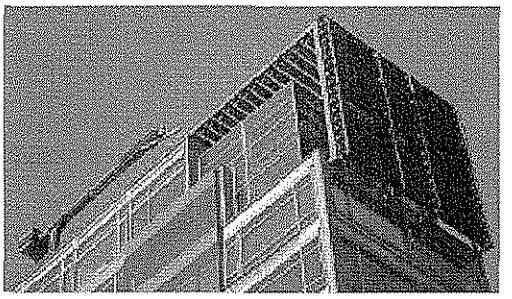
21. Acceptable materials include curtain wall systems, architectural concrete or precast concrete panels, stone, stainless steel, curtain wall, heavy gage metal panels with factory finish. Being the most prominent building type seen for miles, the highest quality design, material, and detailing is necessary.

22. Highly reflective or very dark glass curtain wall systems or fenestration are not permitted.

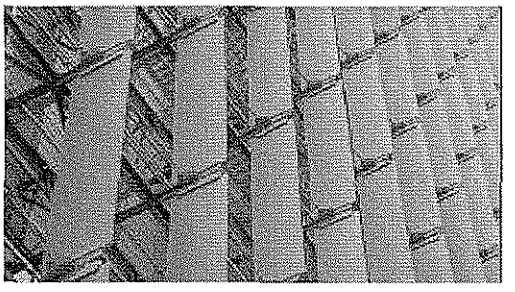
23. Stucco is not permitted anywhere on high-rise buildings 100 feet or higher. Brick is permitted on the lower levels if consistent with the architectural style.

24. Balconies should be a minimum of 50% transparent and can integrate metal railing or glass guardrail systems. Opaque glass can count towards the transparency requirement.

25. Materials used to define the street wall may be carried up into the upper floors when integral to the overall design approach.



Innovative use of curtain wall system and rooftop mechanical screening. Architecture by Jean Nouvel.



Innovative use of color and active solar building controls.

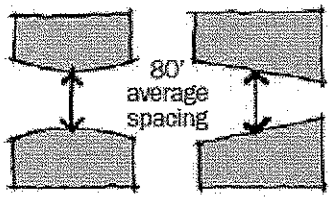
Exceptions. Towers over 120' in height may waver from the minimums shown in the plan diagram above in the following conditions:

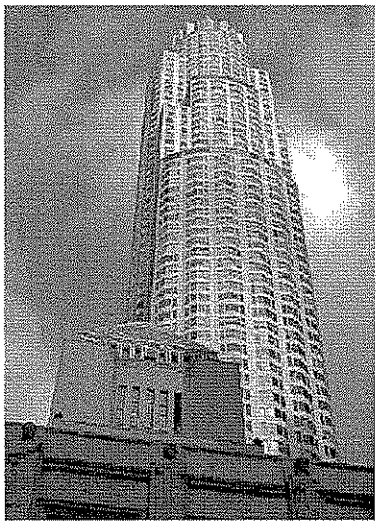
Offset Towers

Adjacent Towers

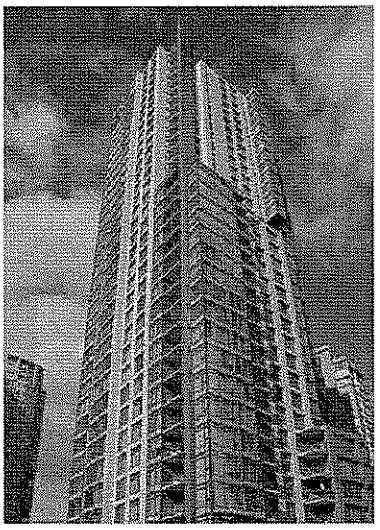
If no primary room
(as defined in Table 6-2)

Curved or Angled Towers

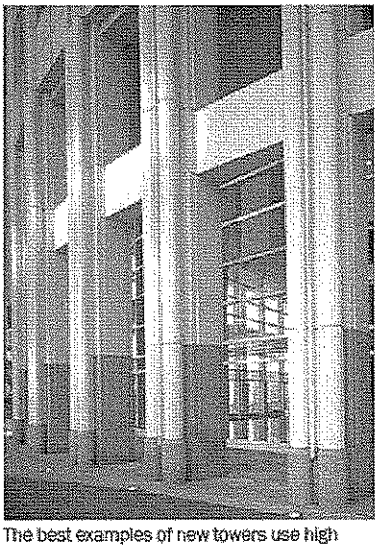




A tower that is primarily solid.



A tower that balances solid and transparent surfaces.

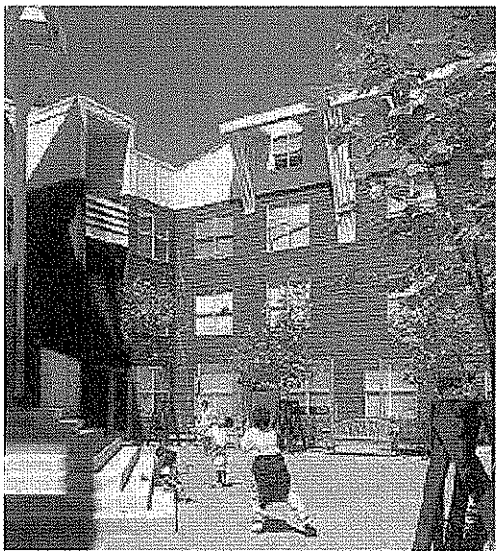


The best examples of new towers use high quality materials and reinterpret any traditional forms for relevance in today's world.

ON-SITE OPEN SPACE 07

Provide publically accessible open spaces that may be shared and that provide pedestrian linkages throughout Warner Center.

Except for projects that front on the Los Angeles River, design publicly accessible, usable open space so that one edge that is at least 100 feet long fronts on a public street, or private street;



On-site open space should be designed to serve a building's residents.

1. For Projects that front along the Los Angeles River, design publicly accessible, usable open space so that: it creates a linear open space along the River frontage that is an average of 50 feet wide and a minimum of 30 feet wide: is an extension of the River Greenway or provides access to it at frequent intervals (at least every 100 feet): and is accessible from a public street via a pedestrian paseo along the edge of or through the Project.

2. Design for publicly accessible open space so that:

- It should be located within a few feet of the elevation of and directly accessible from the adjacent sidewalk.
- It should be on natural soil; not over structure
- It should be at least 90% open to the sky, excluding shade structures or other elements approved by City Planning.
- It should be at least 50% landscaped, unless City Planning approves a lesser percentage to accommodate paved recreational or other elements.
- Paved areas should be permeable or drain into a landscaped area where storm water is collected and infiltrated.
- It should include a mix of passive and active recreational facilities designed to serve residents, employees and visitors to Warner Center.
- It should include at least one gathering place with a fountain or other focal element.

3. Design for pedestrian pathways should:

- Be at least 15' wide at a minimum and 20' wide average.

• Have a clear line of sight from a public street or private street to the back of the paseo, gathering place, or focal element.

• Be at least 50% open to the sky.

• Include at least one gathering place with a fountain or other focal element;

Projects that provide publicly accessible open space at-grade may receive a reduction in the on-site open space requirement.

4. Provide for the on-going maintenance and operation of the open space through a recorded covenant and on-going public access through an easement.

Provide adequate on-site open space to serve residents.

5. At least 50% of the required trees should be canopy trees that shade open spaces, sidewalks and buildings, unless City Planning approves a less percentage to accommodate recreational facilities.

A park-like paseo along office and residential developments.

6. Variances from the number of trees should not permitted; however, required trees may be planted off-site if the Director of Planning determines that they cannot be accommodated on-site. Off-site trees may be planted, in the following locations in order of preference: nearby streets, public open space, and private projects. All off-site trees should be planted within the boundaries of the Plan, if feasible.

Establish a clear hierarchy of common open spaces distinguished by design and function to create a connected pedestrian realm conducive to both active and passive uses.

Warner Center's common open spaces are comprised of the following:

• Streets. Streets are the most public of all open spaces. Streets communicate the quality of the public environment and the care a city has for its residents.
• Parks and Squares. Publicly accessible open space will take the form of parks and public squares that are largely usable green space with active and passive recreational facilities. They will provide an open space network that is linked by streets, small slow vehicle paths, and pathways.
• Residential Setbacks. Building setbacks established by the Warner Center Street Standards provide a transition between the public and private realm, that benefits both building occupants and pedestrians.

• Pathways. Pathways are extensions of the street grid located on private property. As outdoor passages devoted exclusively to pedestrians, they establish clear connections among streets, plazas and courtyards, building entrances, parking and transit facilities.
• Entry forecourts. Entry forecourts announce the function and importance of primary building entrances. They should provide a clear, comfortable transition between exterior and interior space.
• Courtyards. Courtyards are common open space areas of a scale and enclosure that is conducive to social interaction at a smaller scale.
• Plazas. Plazas are common open space areas typically amenable to larger public gatherings. They are readily accessible from the street, as well as active building uses.
• Corner Plazas. Corner plazas should be an appropriate in scale (intimate for residential, larger for commercial) and be programmed with specific uses (to provide outdoor dining for an adjacent restaurant, or small neighborhood gathering place featuring a public amenity). Unprogrammed or over-scaled corner plazas are discouraged.
• Roof Terraces. Roof terraces and gardens can augment open space and are especially encouraged in conjunction with hotels or residential uses.

Containment of Open Space

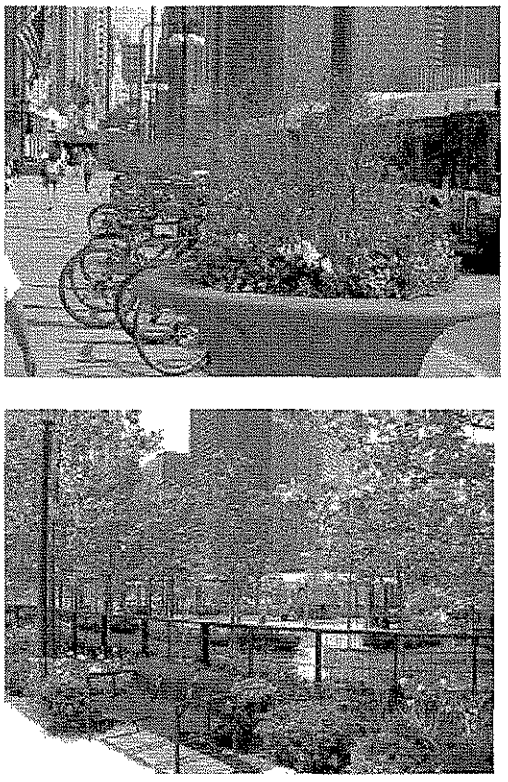
OPEN SPACE TYPE	MINIMUM CONTAINMENT
Parks & Squares	2 sides*
Setbacks	1 side
Paseos	2 sides
Entry Forecourts	2 sides
Courtyards	3 sides
Plazas & Corner Plazas	1 side
Roof Terraces	1 side

7. On-site open space types should be sited in relation to the street and permit public access during normal business hours as follows:

Design open space areas to have the character of outdoor rooms contained by buildings.

8. Open space should be generally contained along a minimum percentage of its perimeter by building and/or architectural features as follows:

OPEN SPACE TYPE	LOCATION	CONNECTION TO STREET	PUBLIC ACCESS
Parks & Squares	enter at street level	direct connection required	required
Setbacks	street level*	visual access; may include public walkways	per Figure 3-1
Paseos	enter at street level	direct connection required	required
Entry Forecourts	street level	direct connection required	required
Courtyards	street level or above grade	direct connection not required	not required
Plazas & Corner Plazas	enter at street level *	direct connection required	required
Roof Terraces	above grade or rooftop	direct connection not required	not required



Open space and landscaping can take a variety of forms.

10. Plazas and courtyards are encouraged to incorporate amenities beyond the minimum required, including permanent and/or temporary seating, to facilitate their enjoyment and use. Seating should be placed with consideration to noontime sun and shade; deciduous trees should be planted as the most effective means of providing comfortable access to sun and shade.

Use landscape elements to provide shade and other functional and aesthetic objectives.

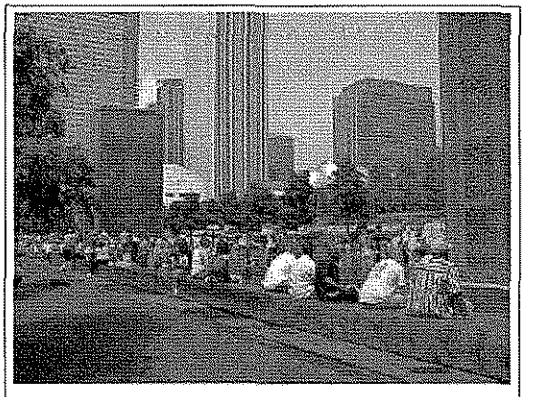
11. Roof terraces should incorporate trees and other plantings in permanent and temporary planters that will shade, reduce reflective glare, and add interest to the space. These spaces should also include permanent and temporary seating that is placed with consideration to sun and shade, and other factors contributing to human comfort.

12. Landscape elements should support an easy transition between indoors and outdoors through such means as well-sited and comfortable steps, shading devices and/or planters that mark building entrances, etc.

13. Landscape elements should establish scale and reinforce continuity between indoors and outdoors space. Canopy trees planted in minimum 36 inch boxes that will achieve a height of at least 35 feet in 10 years should be provided within open spaces, especially along streets and setbacks.

14. Landscape elements should provide scale, texture and color. A rich, coordinated palette of landscape elements that enhances the Development Site's identity is encouraged.

15. Landscaping should be used to screen or break up the mass of blank walls. Trees and shrubs may be planted in front of a blank wall where there is room or vines may be trained on the wall where space is limited.



Seating is an essential element in most open spaces.

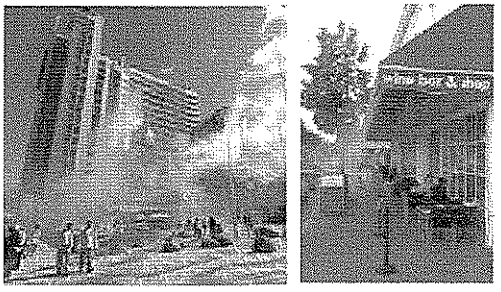
GENERAL PARAMETERS FOR LANDSCAPING AND SEATING

OPEN SPACE TYPE	MINIMUM PLANTED AREA	MINIMUM SEATING*
Parks & Squares	75%	1 seat per 500 SF
Setbacks	See Section 4	1 seat per 100 LF
Paseos**	30%	1 seat per 2,000 SF
Entry Forecourts	25%	1 seat per 500 SF
Courtyards	50%	1 seat per 500 SF
Plazas & Corner Plazas	25%	1 seat per 500 SF
Roof Terraces	25%	None required

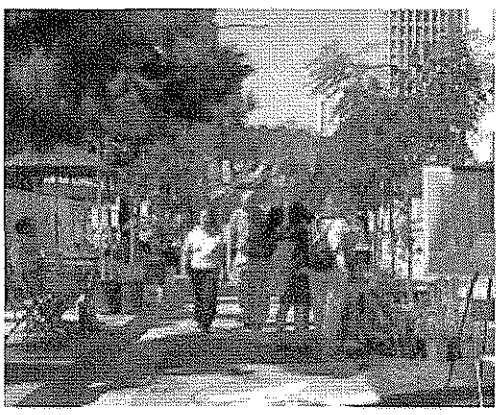
* Seats may be permanent or movable, accessible during normal business hours. Two linear feet of bench or seat wall equals one seat. A minimum of 2 seats should be provided in each location to allow for interaction.

** Except where the paseo serves as a fire lane, in which case the paving should be turf block or similar permeability.

16. Cooling elements, such as water/energy efficient water elements and misters, are encouraged to supplement shading/cooling by the tree canopy.



Misters and other cooling elements can be incorporated at a variety of scales from building plazas like the new San Jose City Hall's to sidewalk dining areas.



Open space and streets should be designed to accommodate a variety of activities and events.

LANDSCAPE & STORM-WATER TREATMENT 08

A. STORM WATER MANAGEMENT

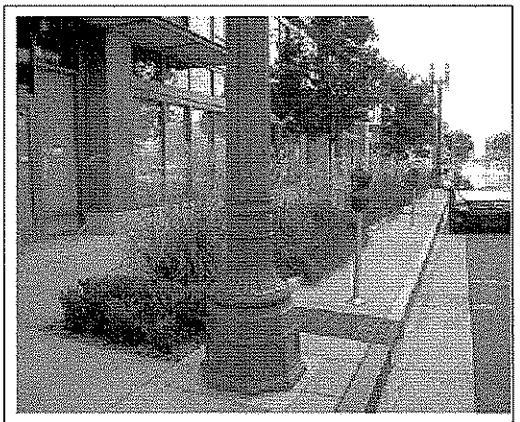
Reduce storm water runoff entering the storm drainage system and increase on-site treatment and infiltration of storm water.

1. Treat 100% of the 85th percentile storm and provide detention capacity to retain a rainfall intensity of 0.5 inches/hour or other Code requirement if the later is more restrictive. On-site infiltration is the preferred method of treatment.

Compliance with this standard should be evaluated by the Bureau of Sanitation. To determine the best management practices to achieve this standard for a particular site, meet with the Bureau of Sanitation for guidance as early as possible.

B. LANDSCAPE

Increase the quantity of native and drought-tolerant plant species to reduce water use and increase wildlife habitat, especially near the Los Angeles River and for migratory species.



Parkways can be designed to collect and infiltrate stormwater.

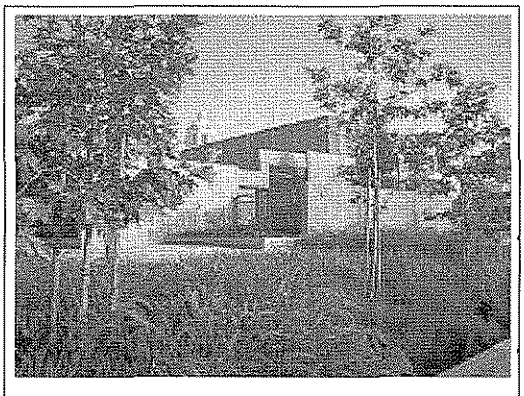
1. Remove all existing exotic weedy plants as identified by the California Invasive Plant Council (www.cal-ipc.org).

2. All Projects are encouraged to select and install plants identified as California Friendly by the Metropolitan Water District's Be Water Wise program (www.bewaterwise.com) for at least 50% of the plant materials used.

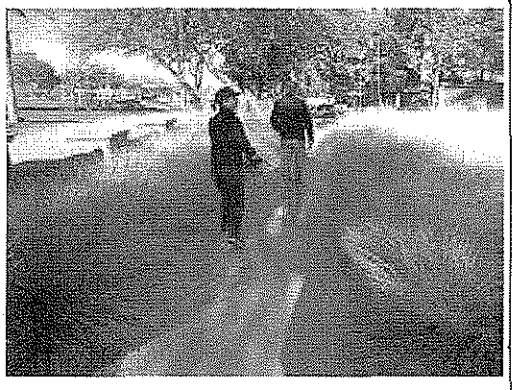
3. Projects located north of Victory Boulevard are encouraged to select and install indigenous Plants per the County's Los Angeles River Master Plan (LARMP) Landscaping Guidelines and Plant Palettes' short list for at least 25% of the plant materials used.

4. Projects located south of Victory Boulevard are encouraged to select and install indigenous plant species per the LARMP Landscape Guidelines and Plant Palettes Appendix B or cultivars of those species.

5. Install a high-efficiency "smart" irrigation system, which includes a weather-based controller and, where feasible, in-line drip and bubblers, rather than overhead spray. Where overhead spray is used, heads should have low-precipitation nozzles to reduce run-off.



A mix of native and other drought tolerant plants.



A mass planting of native Deer Grass that requires little or no supplemental water.

6. All Projects are encouraged to use permeable paving for at least 75% of all hardscape areas.

7. Prepare and implement a maintenance manual/program that follows the guidelines in the LARMP Landscape Guidelines and Plant Palettes (page 48). For irrigation maintenance, most of Warner Center is classified as a "high use" or "highly paved area" that "may require additional supplemental irrigation for an extended number of years."

8. Prepare and implement a maintenance manual/program that uses best management practices to provide seasonable organic horticulture, making chemical fertilizers and pesticides unnecessary.

9. Prepare and implement a maintenance manual/program for parking lots and parking structures that establishes on-going procedures to maintain those surfaces free of chemical residues and debris

STREETSCAPE IMPROVEMENTS 09

A. RESPONSIBILITIES OF THE CITY AND OTHER PUBLIC AGENCIES

1. Recognize the shared use of streets not just for moving all modes of access (cars, buses, small slow vehicles and pedestrians), but equally as 1) the front door to businesses that are the economic and fiscal foundation of the City and 2) outdoor open space for residents and workers in a City that is severely lacking in pubic open space.

2. Implement the Guidelines in this document that pertain to improvements within street rights-of-way, including sidewalk configuration and streetscape improvements.

3. For improvement projects undertaken by public agencies, comply with the Warner Center Street Standards and all guidelines in this document, including sidewalk width, sidewalk configuration and streetscape improvements. In the case of sidewalk width, acquisition of rights-of-way or easements from adjacent property may be required.

4. Do not unreasonably burden property owners, developers and business owners with complicated regulations and protracted processes.

B. RESPONSIBILITIES OF THE DEVELOPER OR LEAD PUBLIC AGENCY

1. Provide sidewalks, parkways and walkways as specified in Section 3 and Figures 1-12 in the Plan.

2. Install and maintain the improvements specified in this section.

3. Execute a Maintenance Agreement with the City by which the Applicant (either a public or private entity) agrees to maintain the streetscape improvements and accepts liability for them. Agree to an on-going assessment by the City to maintain and operate the ornamental street lights.

C. POTENTIAL AREAWIDE ASSESSMENT DISTRICT

1. An assessment district or some other implementing entity will be established to maintain streetscape and other shared improvements.

D. CURB EXTENSIONS AND CROSSWALKS

1. Provide midblock crosswalks on all blocks 550' or longer. LADOT approval should be granted upon technical review.

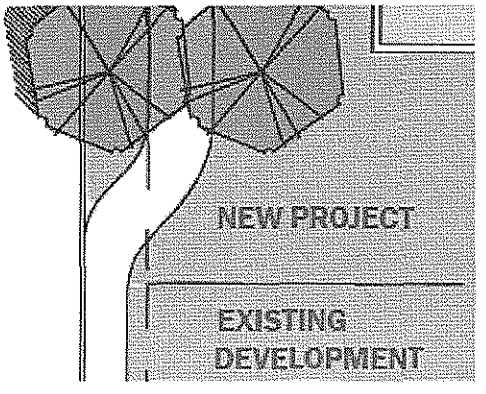
2. Provide curb extensions at all corners and midblock crossings, except at the intersection of two Major Highways and on streets where the curb lane is used as a peak-hour traffic lane.

3. Install ladder or zebra striping at all crosswalks. Other enhanced paving may be approved provided it is as visible as ladder striping and is regularly maintained by the Applicant or Lead Agency.

E. PARKWAYS AND TREE WELLS

Design the parkways to accommodate and support large street trees and to collect storm water.

1. As shown in Figures 1-12 (Street Standards) of the adopted Plan Ordinance, provide continuous landscaped parkways that are minimum of 8 feet wide, except adjacent to bus stops, or in other locations determined by staff to be inappropriate for parkways. The continuous landscaped parkways should be designed to collect and retain or treat runoff from, at a minimum, the sidewalk and, if approved by the Bureau of Engineering, adjacent on-site, ground level open space.



Transition from existing narrow sidewalk to new parkway/walkway.

2 Where a new Project is adjacent to an existing sidewalk the walkway and parkway should transition as illustrated in the adjacent graphic.

3. Where there is curbside parking, provide one walkway for every one or two parking spaces or other means of access through the parkway to curbside parking.

4. The elevation of the parkways within 2 feet of the sidewalk pavement should be within a few inches of the sidewalk elevation. The center 2' or 3' of the parkway should be depressed 3-4 feet to form a shallow swale to collect sidewalk storm water or alternative means of storing runoff, such as gravel trenches within the parkway, may be provided.

5. The roots of trees planted in the parkway should not be restricted by concrete curbs, root barriers or other means, so that roots may extend throughout the parkway and support a large, healthy tree canopy.

6. If parkways are designed to collect storm water from the street as well as from the sidewalk, they should be designed according to the Bureau of Engineering (BOE) Green Streets guidelines or standards. However, if trees are not permitted to be planted in the parkways but in separate tree wells, they should be planted as described in the provisions for tree wells below.

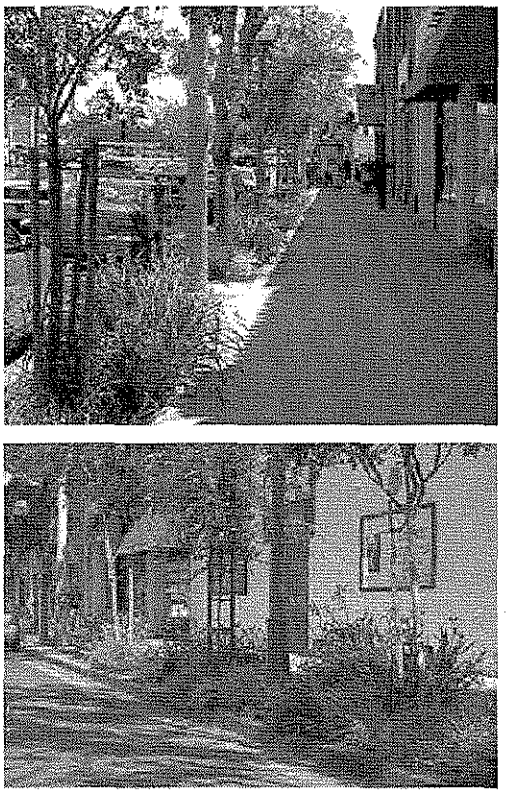
7. Where a double row of trees is shown in Figures 1-12 of the adopted Plan, align the second row with those in the parkway zone. The second row of trees may be planted in large tree wells or planting areas, depending on the adjacent ground floor use.

Where continuous landscaped parkways are not feasible, provide large street wells with gap-graded soil beneath the sidewalk.

8. If trees are not planted in the center of continuous landscaped parkways with the opportunity for unrestricted root growth, plant them in large trees wells, which are at least 8 feet wide by 12 feet long.

9. If tree wells have less than 120 square feet of surface area, install gap graded soil under the entire sidewalk.

10. Where tree wells and parkways would conflict with existing features that cannot be easily relocated, modify the tree well and parkway design to eliminate such conflicts. Parking meters and signs are examples of existing features that can be easily relocated.



All continuous landscaped parkways collect storm water runoff from the sidewalk.

F. STREET TREES AND OTHER PARKWAY/TREE WELL PLANTING

Plant street trees and other plant materials to optimize tree health.

1. Plant street trees of the species/cultivars listed in Figures 1-12 of the adopted Plan in conjunction with each project. In-lieu fees are not allowed.

2. Space trees from one another:

• Along the length of the street, not more than an average of 30 feet on center in the parkway and, where Figure 3-1 shows trees in the setback, 30 feet on center in the setback to provide a more-or-less continuous canopy along the sidewalk.

• At least 20 feet between trees in the parkway and trees in the setback. The spacing may be achieved by staggering the trees.

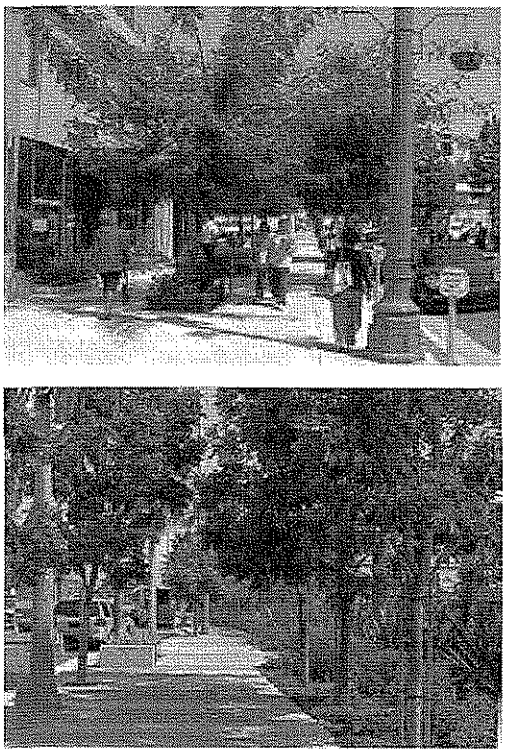
• At least 8 feet from building walls.

3. Space trees from other elements as specified by the Urban Forestry Division/Bureau of Street Services/Department of Public Works, except trees may be 6 feet from pedestrian lights. The Applicant should agree to maintain the trees so that the pedestrian lights are accessible for maintenance purposes.

4. Plant the species/cultivars shown in Figures 1-12 of the adopted Plan. If properly planted and maintained, they will achieve a mature height of at least 40 feet on Modified Major and Secondary Highways and 30 feet on other streets with a mature canopy that can be pruned up to a height of 14 feet.

5. Plant minimum 36" box trees.

6. Plant parkways with drought-tolerant groundcover or perennials at least 18 inches but not more than 3 feet tall, except within 3 feet of tree trunks, where the surface should be mulched.



A double row of trees is typically required on public streets.

7. Tree wells may be planted as described above; mulched; or covered by a tree grate, provided the tree grate is enlarged over time to accommodate the tree trunk.

8. Where gap-graded (structural) soil is required by E. 8. above, it should be installed to a depth of at least 30 inches below the required miscellaneous base material under the concrete sidewalk for the entire length and width of the sidewalk adjacent to the Project, except: 1) gap-graded soil is not required under driveways and 2) adjacent to existing buildings, the existing soil should be excavated at a 2:1 slope away from the building wall or as required by the Department of Building and Safety to avoid shoring of the building footing.

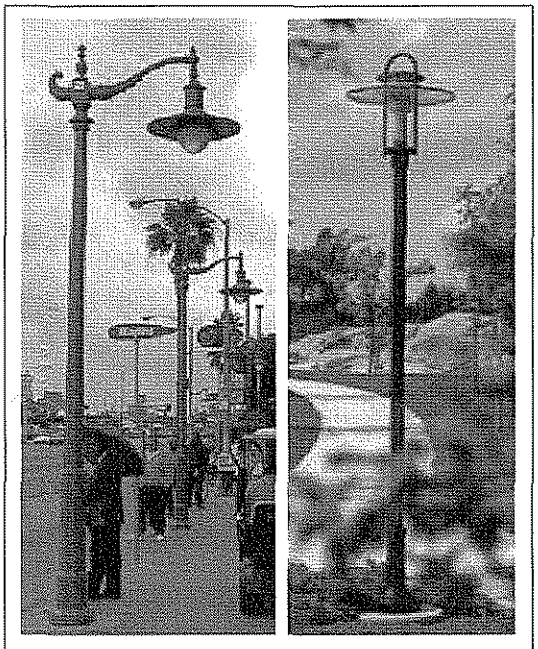
9. Irrigate the trees and landscaped parkways and tree wells with an automatic irrigation system. In-line drip irrigation is preferred. Spray heads or bubblers may also be used provided

they adequately irrigate trees (minimum of 20 gallons per week dispersed over the root zone) and do not directly spray the tree trunks.

G. STREET LIGHTS AND ELECTRICAL SERVICE

Implement a street lighting plan and program that reinforces the identity of Warner Center and its districts and contributes to its sustainability.

On public streets in Warner Center, there are two types of street lights: roadway lights ("street lights") and pedestrian-scale lights ("pedestrian lights"). Street lights provide illumination of both the roadways and sidewalks to the levels required by the Bureau of Street Lighting (BSL) for safety and security. Pedestrian lights are ornamental and supplement the illumination provided by the street lights. Pedestrian lights contribute to the pedestrian scale of the street and add a warm glow of yellow light on the sidewalk.



Pedestrian lights.

On private streets, which are narrower than public streets, a single "hybrid" fixture can illuminate both the roadway and sidewalk.

Warner Center needs a comprehensive street lighting plan and program to achieve the goals of increased sustainability and enhanced identity. Because street lighting design is in transition at the time of plan adoption, it is recommended that the plan and program be developed after the Specific Plan is adopted, perhaps as one of the LDC's first projects. The plan should first establish performance criteria (including light levels, pole locations, and spacing) by street type and district. Once the performance criterion has been established, a family of street lights (roadway, pedestrian and hybrid) which incorporations both unifying elements and the potential for variations by district. Until the lighting plan and program are adopted, BSL should establish an in-lieu fee based on the following preliminary criteria:

1. On private streets, install hybrid street lights adjacent to the curb 60 feet on center.

2. On public streets, install roadway lights adjacent to the curb 100-120 feet on center and pedestrian street lights in the parkway or setback, as shown in Figures 1-12 of the adopted Plan, 50 to 60 feet apart and offset by 25 to 30 feet from the roadway lights.

3. All light sources should provide a warm (yellow, not blue) light and should be LED or a future more energy-efficient technology.

4. All optic systems should be cut-off with no light trespass into the windows of residential units.

5. Provide adequate electrical service in the setback to energize seasonal lighting and other special event needs. At a minimum provide one outlet adjacent to each tree in the setback.

H. STREET FURNITURE

Develop a street furniture master plan to provide coordinated streetscape furnishings and bus stop gardens.

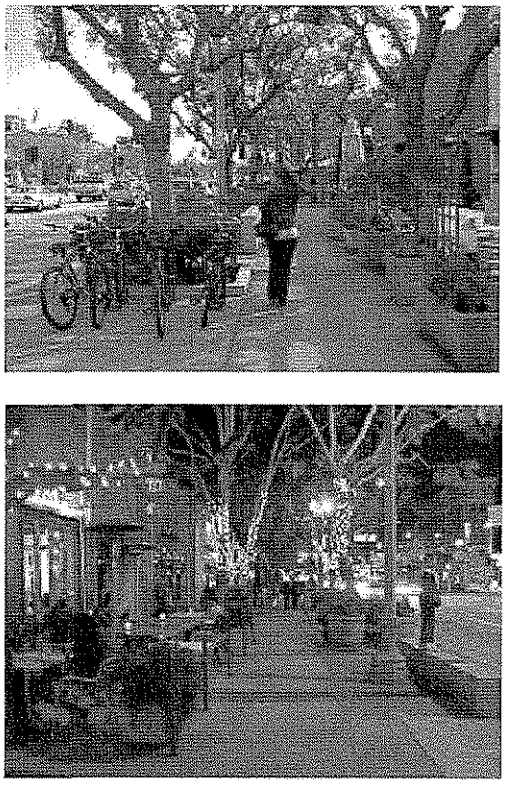
A master plan should be developed by the LDC and implemented either through the area-wide assessment district or by individual developers as projects are constructed.

I. STREETSCAPE PROJECT APPROVAL AND PERMITS

Streetscape project approval results in the issuance of a permit by the Department of Public Works. Three different types of permits are issued for streetscape projects, each with varying levels of review. Projects are reviewed for consistency with general City standards and specifications for projects in the public right-of-way. The following is a description of the types of permits required for Streetscape projects.

1. A-permit. The A-Permit is for the construction of minor street improvements and is issued through the internet or at the public counter once the applicant provides all of the necessary information and complies with the A-Permit requirements.

2. Revocable Permit. Revocable Permits are for the placement or maintenance of a private improvement in the public right of way. Revocable permit application require the submittal of a sketch showing the encroachment and are reviewed by the various Bureaus within the Department of Public Works for safety and liability issues. Improvements approved through the Revocable Permit process are maintained by the permittee. Failure by the permittee to keep the improvement in a safe and maintained condition allows the City to revoke the permitting rights at which point a permittee is requested to restore the street to its original condition. Projects requiring approval through the Revocable Permit process include improvements within the public right of-way that do not change



Streetscape improvements should support activity during both day time and evenings.

the configuration of the street. A moderate fee is assessed for plan check, administrative filing, and inspection and the applicant is typically required to provide proof of liability insurance.

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

SIGNAGE 10

The provisions in this section supplement the Warner Center 2035 Plan Sign (SN) District provisions.

A. MASTER SIGN PLAN

1. All projects over 50,000 square feet, or that have more than 50 residential units, should submit a master sign plan for the entire project during the Plan review process. The master sign plan should identify all sign types that can be viewed from the street, sidewalk or public right-of-way. The plan should be designed and prepared by a single graphic design firm or signage design company to assure a cohesive, integrated approach to the variety of signs required for building identification, wayfinding and regulatory needs.

The master signage plan should include:

• A site plan and building elevations showing the approximate location and sign of anticipated signs.

• Ground floor street wall elevations at 1/8" = 1' 0" showing ground floor sign locations and characteristics in greater detail, including sign type (see Appendix A for a discussion of tenant sign types), materials, size and location.

Prior to issuance of each sign permit, the following should be submitted for Specific Plan final sign review:

• A site plan identifying location of all sign types and identifies each proposed sign by number, showing its location in relation to structures, walkways and landscaped areas.

• A matrix describing general characteristics of each sign type (type, sign name or number, illumination, dimensions, quantity).

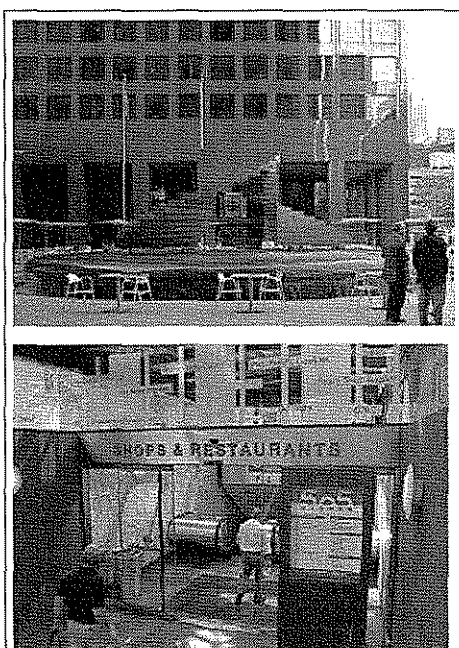
• A scaled elevation of each sign type showing overall dimensions, sign copy, typeface, materials, colors and form of illumination.

B. SIGNAGE GUIDELINES BY TYPE

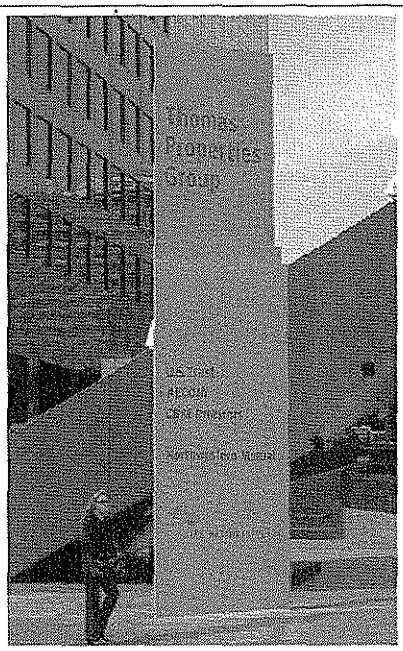
The following Guidelines are intended to provide design guidance to achieve visually effective and attractive signage throughout Warner Center. These design recommendations and visual examples are meant to help Applicants understand what is generally considered good signage design for a corporate campus, residential or retail project.

Corporate Campus

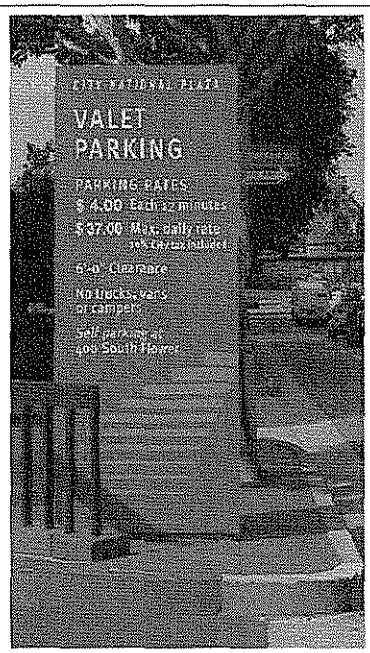
A corporate campus refers to a commercial property that may include multiple buildings with commercial or institutional tenants, often with ground floor commercial and retail spaces, open space, parking garage and loading dock.



Corporate Identity and Retail Signs. Campus identity can be derived from prominent public art, as shown here (top). Signs for retail or public amenities should be related to the overall campus identity (below).



Campus Identity Sign. The corporate campus name and graphic identity should be established at the most prominent public corners.

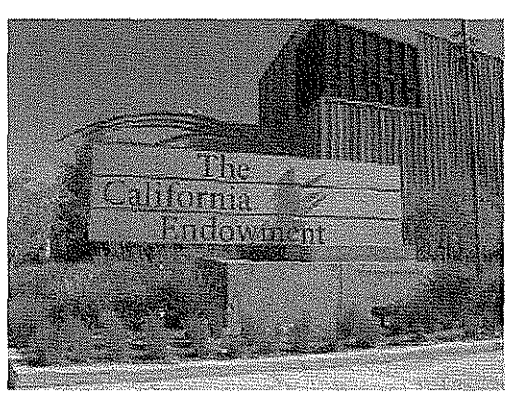


Campus Parking Sign. Secondary information for valet parking or a loading dock should be related in its design to the campus identity sign.

1. Signage should reinforce the corporate or campus identity.

2. All signs integrate with the architecture, landscaping and lighting, relate to one another in their design approach, and convey a clear hierarchy of information.

3. Signs that hold multiple tenant information should be designed so individual tenant information is organized and clear within the visual identity of the larger campus or building.

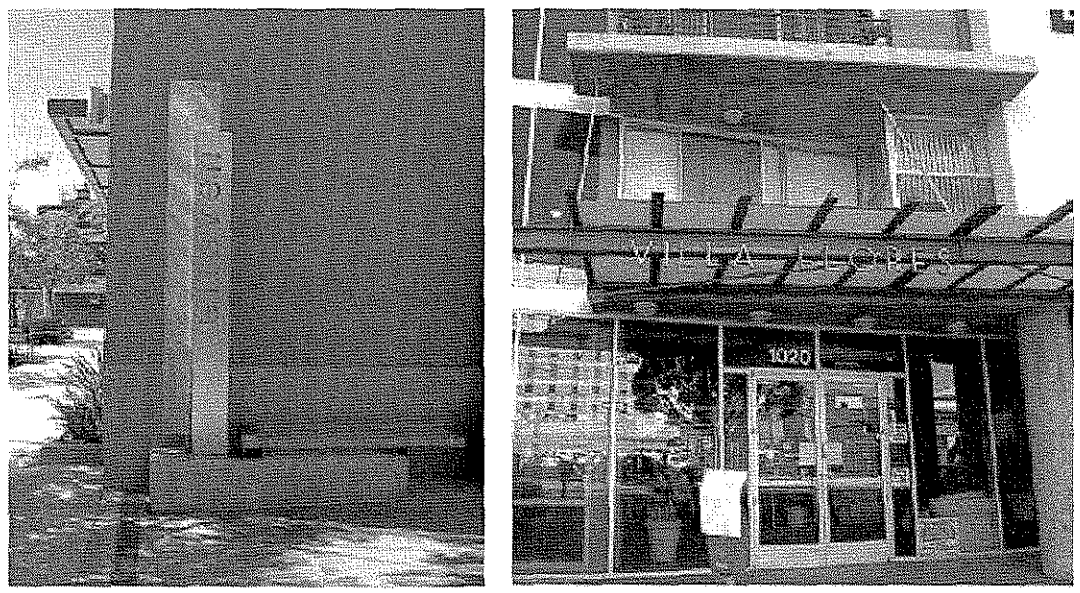


Campus Identity Sign. Example of a corporate campus identity sign that is integrated with the architecture and landscaping.

Residential Projects

4. Signage should reinforce the identity of the residential complex and be visible from the most prominent public corner or frontage.

5. All signs should be integrated with the design of the project's architecture and landscaping. As a family of elements, signs should be related in their design approach and convey a clear hierarchy of information.



Integrated Design. Examples of residential identity signage integrated into a sculptural seating and lighting element at the main entry (left) and into an entrance canopy (right).

6. Signage should identify the main/visitor entrance or lobby, resident or visitor parking, community facilities, major amenities and commercial uses. These signs should be related in style and material while appropriately scaled for the intended audience.

7. Residents soon learn the project entries and facilities so signs should not be too large or duplicative.

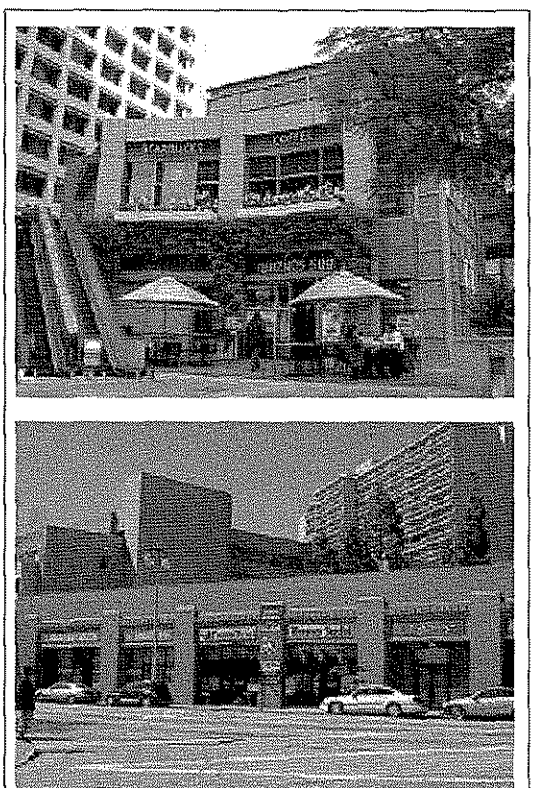
8. Signs for community facilities should be prominent and easily read by first time visitors.

9. No flat letter signs on stucco walls should be allowed.

10. Mixed-use projects with commercial or retail tenants should comply with the retail section below.

Retail

12. For projects that have multiple storefront tenants of similar size, all signage should be of the same type (i.e., cut out, blade sign, painted panel) and the same relative size and source of illumination. Retail tenants will appear



Multi-Tenant Retail Signs. Examples of multi-tenant retail where individual signs are treated in a consistent manner and integrated with the architecture (above).

to be different by their store name, font, color and type of retail displays.

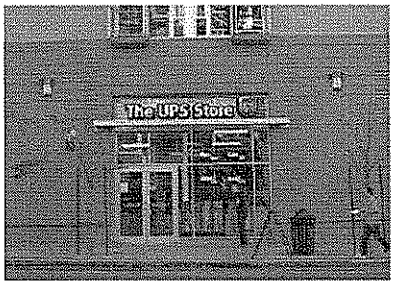
13. Retail signs should be appropriately scaled from the primary viewing audience (pedestrian-oriented districts requires smaller signage than fast moving automobile-oriented districts).

14. No duplicate signs should be allowed on storefronts and building façades. For example along a street frontage, they should all be awning signs, or panel signs, but not both.

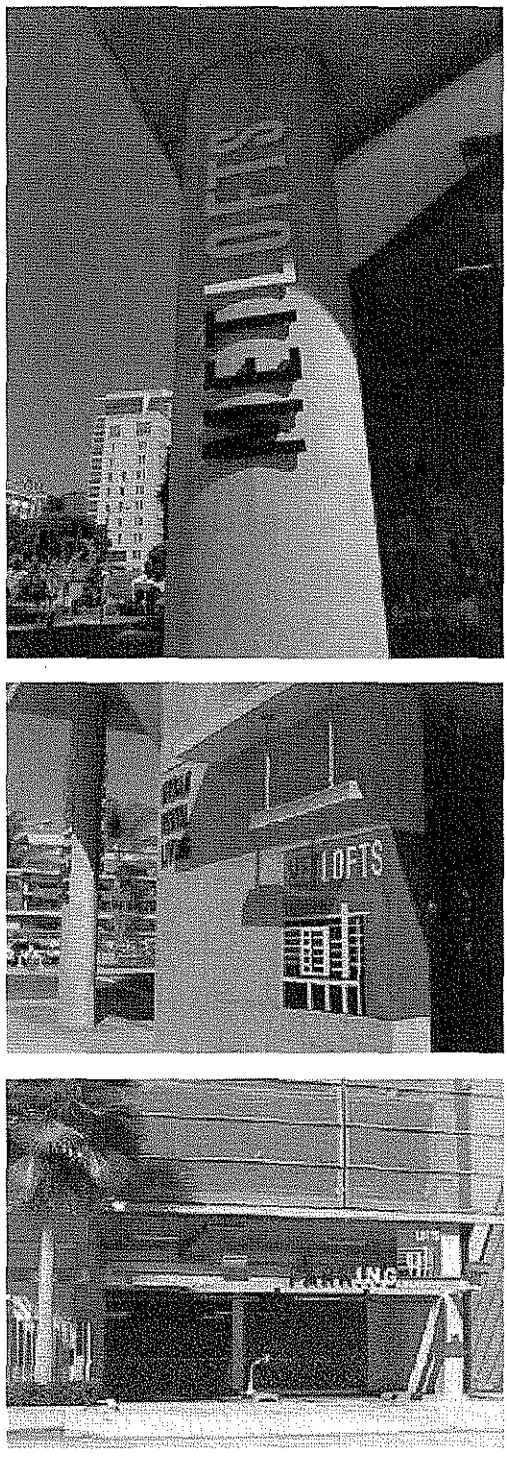
15. Historic buildings with ground floor retail should have signs that do not obscure the architecture, but are integrated into the original or restored storefront elements.

Ground Floor Retail Signs at Historic Structures. Examples of new retail signage that is integrated with the architecture of the historic structure (above).

No Duplicative Signs. Example of retail signage that is not allowed because it duplicates information on panels and on the awning (above).

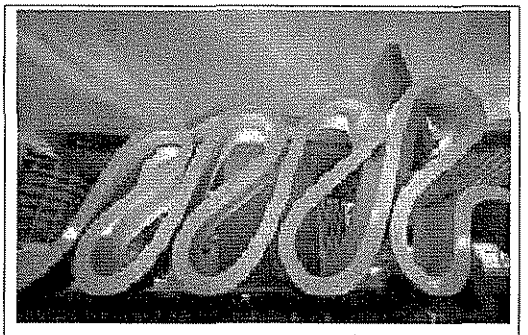


Appropriately Scaled Signs. Example of retail sign appropriately scaled to the storefront in a pedestrian-oriented environment.



Hierarchy of Signs. Examples of residential identity signage present at the most prominent corner. A related family of signs ranging from overall project identity to the parking garage are shown here (above).

CULTURAL AMENITIES 11



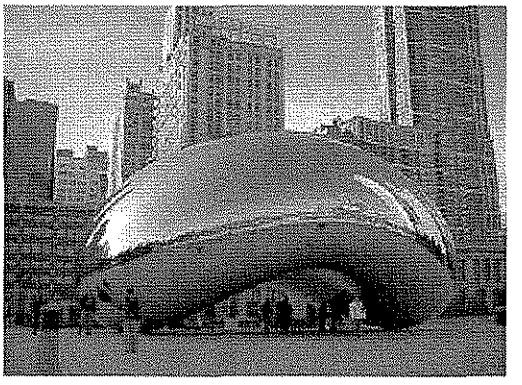
Civic Buildings. Public facilities require public art that can embody the agency's mission while providing a more human and welcoming face to visitors.

Historically, cities embrace the arts of their time, and the character, personality and spirit of the city is often conveyed most vividly through its arts and culture. The arts play a significant role in cultivating livable neighborhoods. Therefore, one goal of the Warner Center 2035 Plan is to encourage public art, art galleries, museums, and theater and to celebrate cultural traditions. For these reasons, public art in Warner Center should aspire to meet the following goals:

A. GOALS

Integrate public art in the overall vision of the project's architecture, landscape and open space design by incorporating the artist into the design team early in the process. The goals are as follows:

• Artistic excellence. Aim for the highest aesthetic standards by enabling artists to create original and sustainable artwork, with attention to design, materials, construction, and location, and in keeping with the best practices in maintenance and conservation.



Icons and emblems. Large-scale signature sculptural statements and gateway markers can create a dramatic first impression of a neighborhood.

• Image. Generate visual interest by creating focal points, meeting places, modifiers or definers that will enhance Warner Center's image locally, regionally, nationally and internationally.

• Authentic sense of place. Enliven and enhance the unique quality of Warner Center's diverse visual and cultural environments. Provide meaningful opportunities for communities to participate in cultural planning, and a means for citizens to identify with each other through arts and culture in common areas.

• Cultural literacy. Foster common currency for social and economic exchange between residents, and attract visitors by ensuring that they have access to visual 'clues' that will help them navigate and embrace a potentially unfamiliar environment. This can be achieved through promotional materials and tours as well as artwork.

• Style. Artworks are encouraged to demonstrate curatorial rigor in terms of building the city's collection of public art and should illustrate themes and levels of sophistication that are appropriate for their location.

• Responsiveness. Without formally injecting art into the early stages of the planning process for each new development, it will either be left out, or appear out of sync with the overall growth of the built environment.

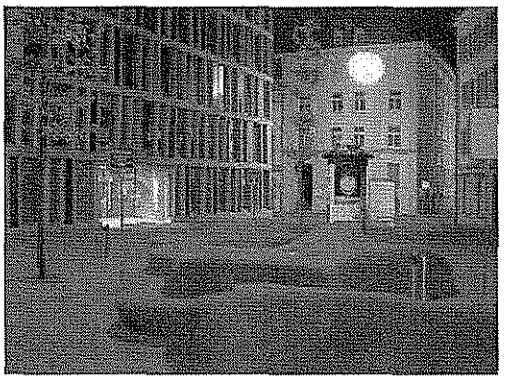
Plazas. Plazas should be activated with more prominent, enigmatic artwork such as large sculptures, arbors, lighting or water features which include adequate space for people to gather and amenities to make it inviting.

B. CONTRIBUTING TO NEIGHBORHOOD IDENTITY & AN URBAN TRAIL

Over time, each Warner Center District will develop a distinct aesthetic and cultural identity. The art elements of each Project, which will generally be located on site and visible from the street or within the public right-of-way, will contribute to that identity. The streets will evolve, over time, into an "Urban Trail" system that links both the districts and the art within them and the wayfinding system described in Section 3 will provide physical and visible connections.

C. GENERAL GUIDELINES

1. The preferred approach to compliance with the Arts Fee Ordinance (Municipal Code 91.107.4.6) is to provide art on or adjacent to the Project site or elsewhere in the Project's district. Generally, art should be located in or within view of the Project's public open space within view of a public or private street and in the street right-of-way.



Parks, Paseos and Courtyards. These spaces allow for closer, quieter contemplation of art, and can provide playful sequential elements.

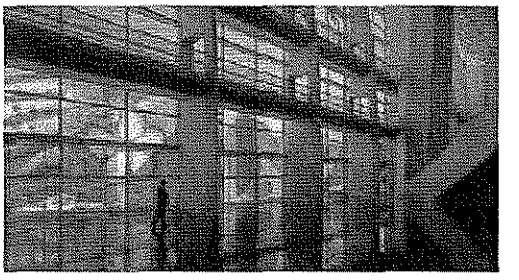
2. Artwork erected in or placed upon City property must be approved by the Department of Cultural Affairs, and in some cases may require a special maintenance agreement with the appropriate BID or similar community organization.

3. Artwork in privately owned developments should be fully integrated into the development's design, in the most accessible and visible locations. Enclosed lobbies and roof top gardens are considered appropriate locations.

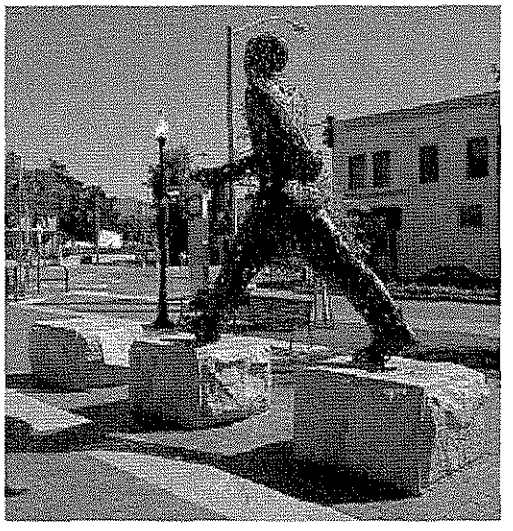
4. Integrate and coordinate artwork adjacent to retail development with existing signage and shop frontage.

5. All new artwork should be designed consistent with existing mature landscape.

6. Special care should be made to avoid locations where artworks may be damaged.



Façades. An artist's sculpted or surface treatment can become a visual showcase that complements the architecture.



Transit Hubs. Strategically located artworks can serve as beacons to attract people to transit, and to make a commuter's wait more interesting.

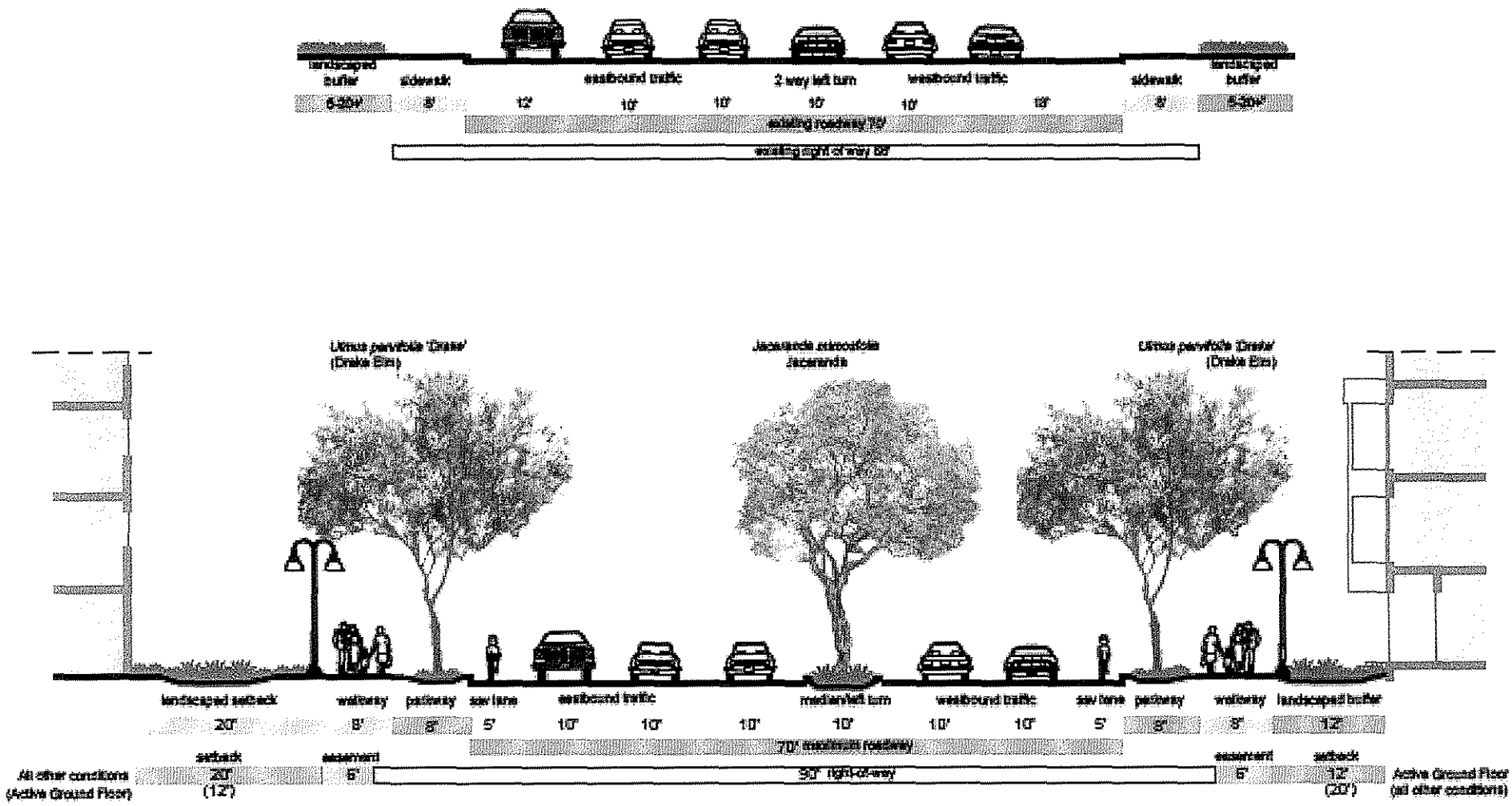


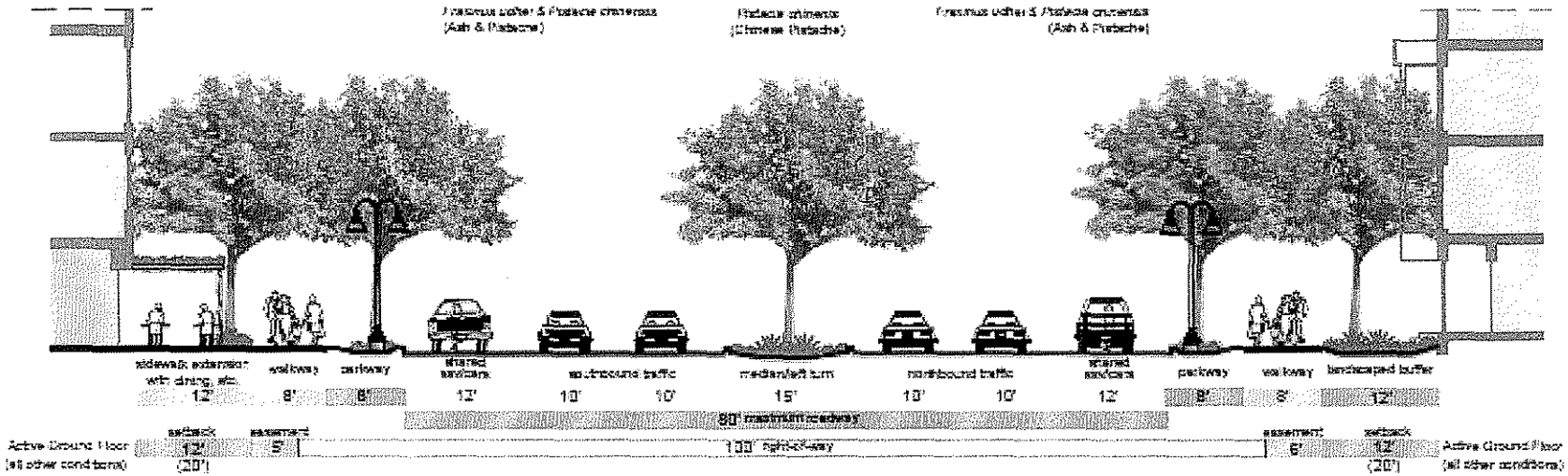
Figure 01

Burbank Boulevard Cross Section

Warner Center

Figure 02

Warner Center - Canoga Avenue Cross Section



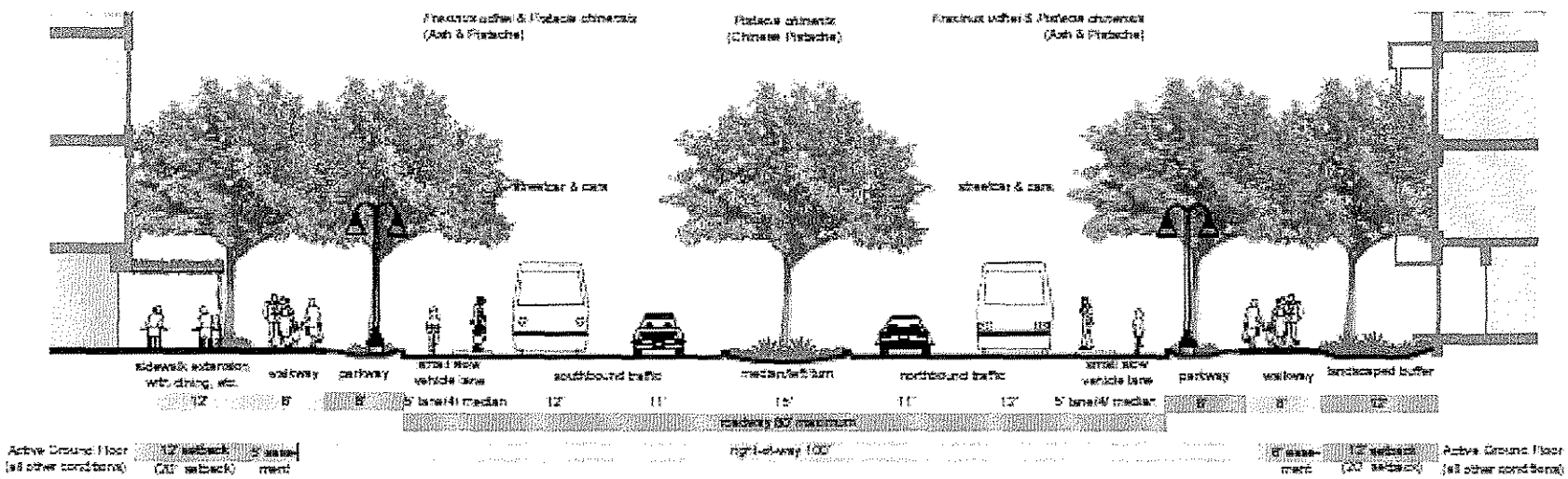
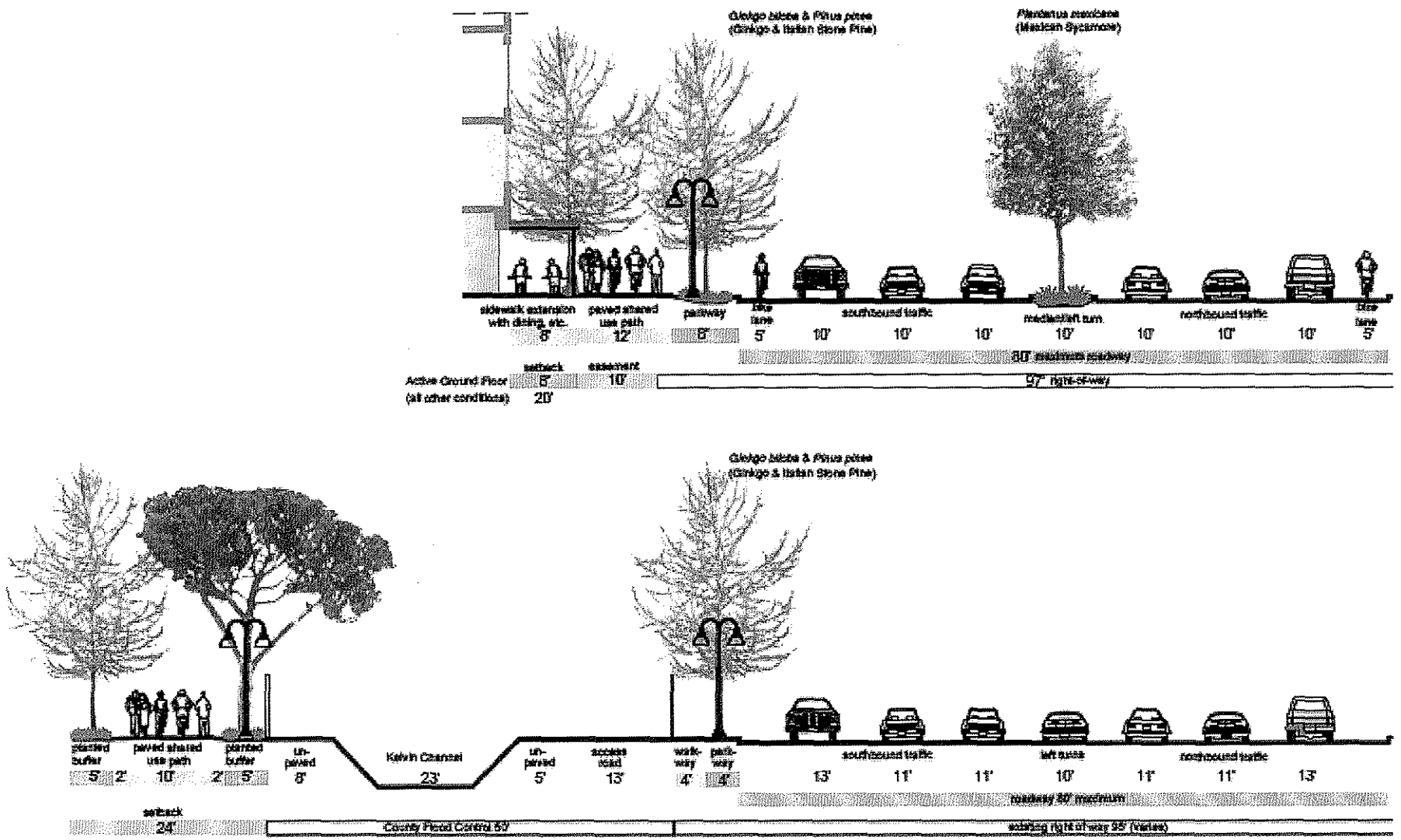


Figure 03

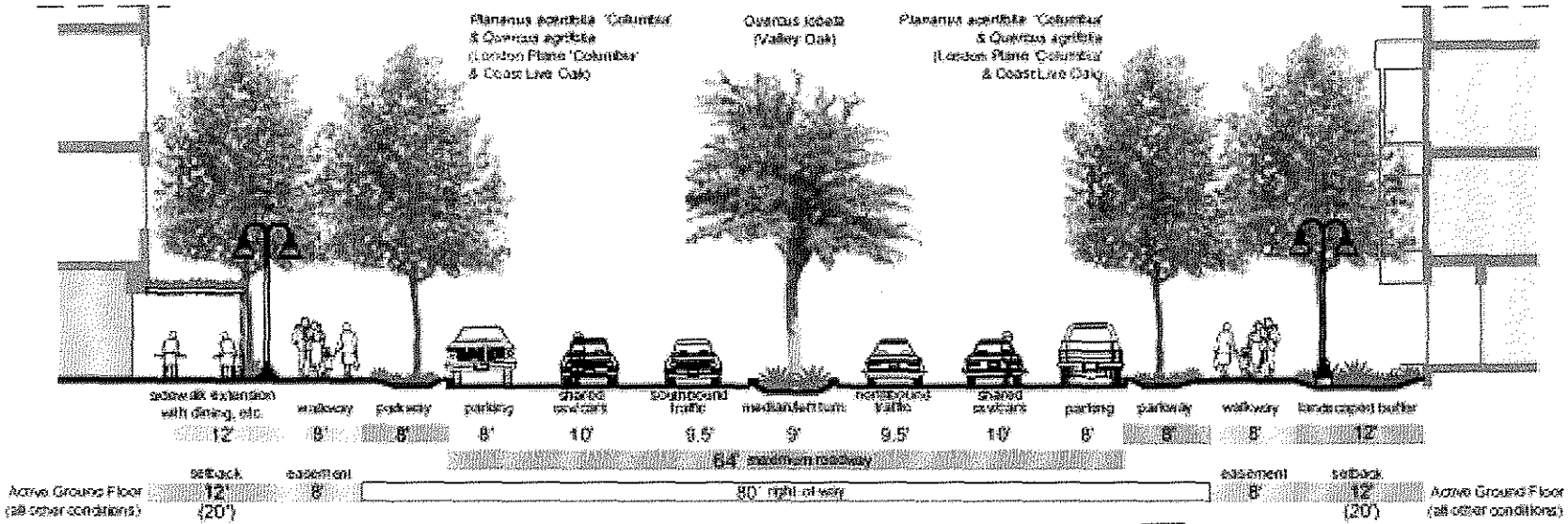
Warner Center - DeSoto Street Cross Section



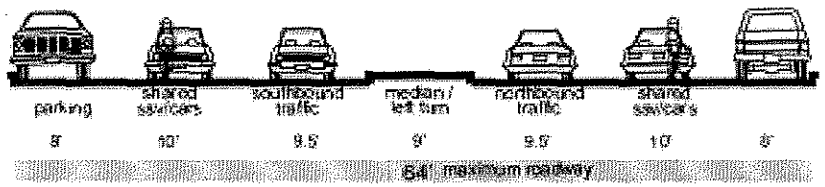
OWENSMOUTH AVENUE looking north
Modified Collector

Figure 04

LA River - Erwin St. & Oxnard St. - Burbank Blvd.



Lane striping Oxnard St. - Califa St.



Erwin St. - Oxnard St. (Transit Hub)

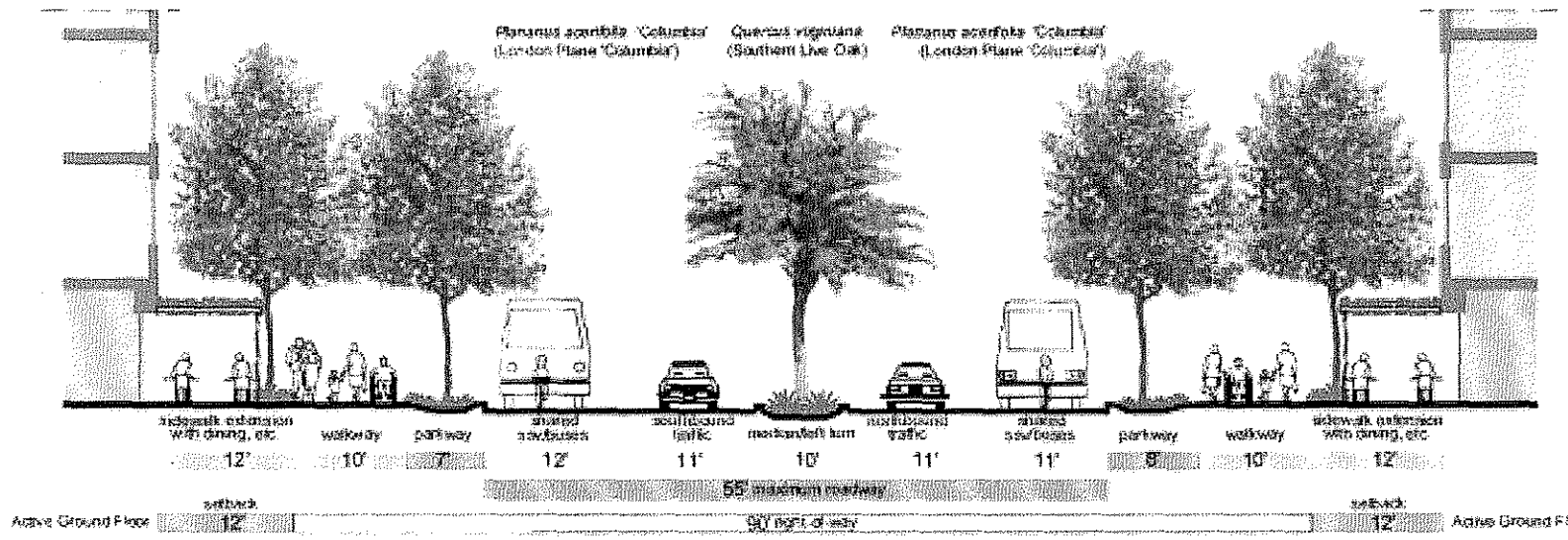


Figure 05

Warner Center - Oxnard Street Cross Section

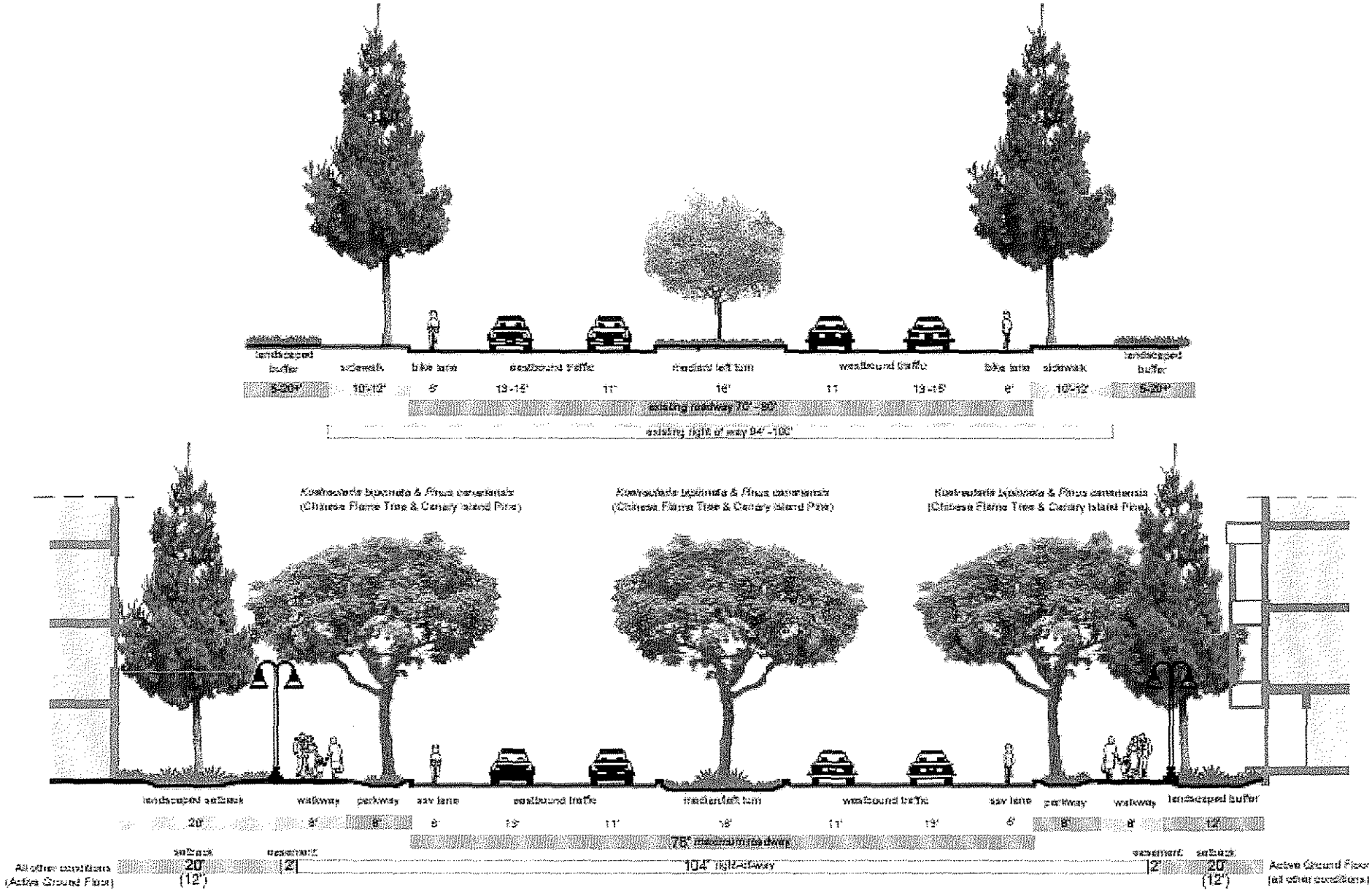


Figure 06

Warner Center - Topanga Canyon Cross Section

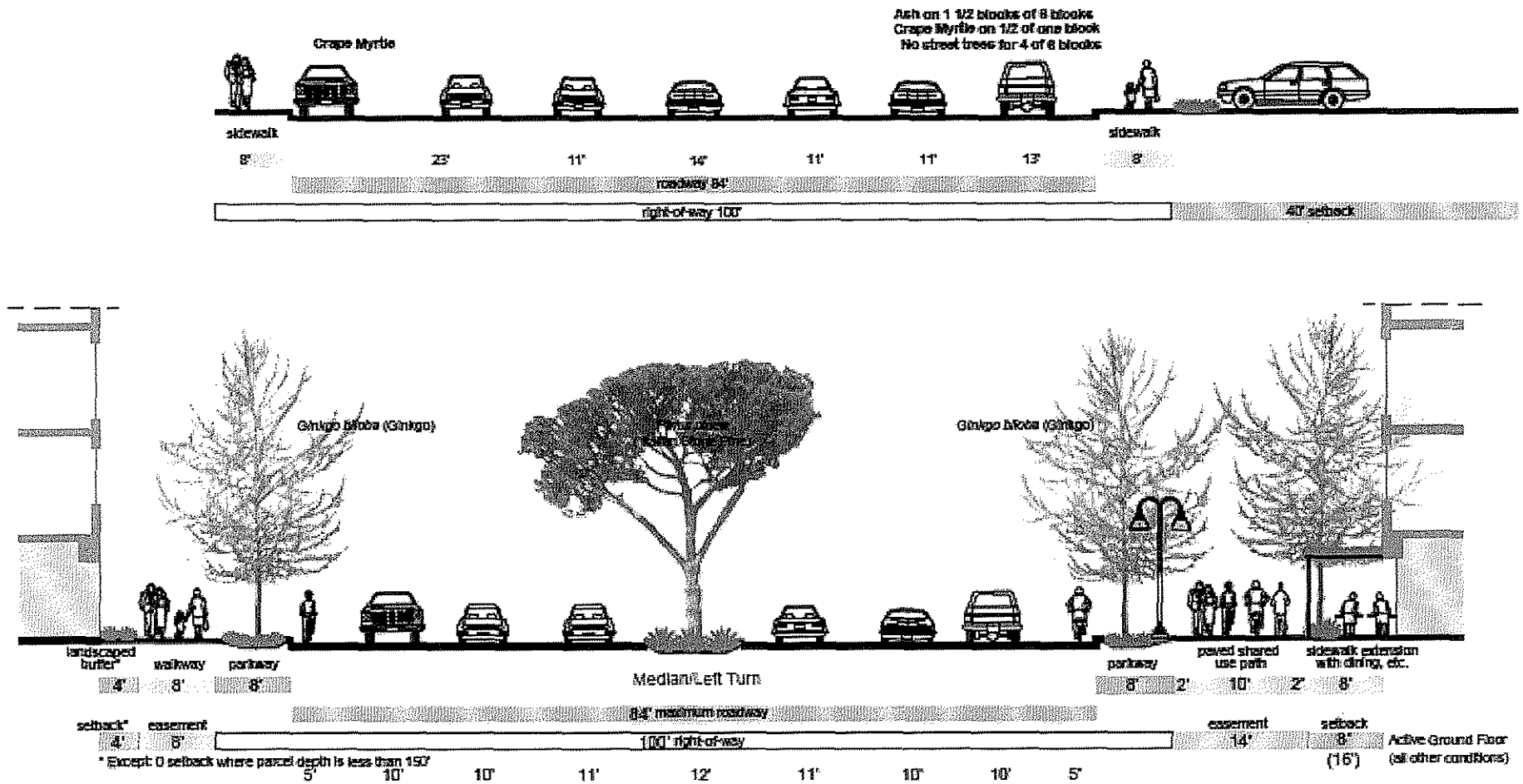


Figure 07

Warner Center - Topanga Canyon Cross Section

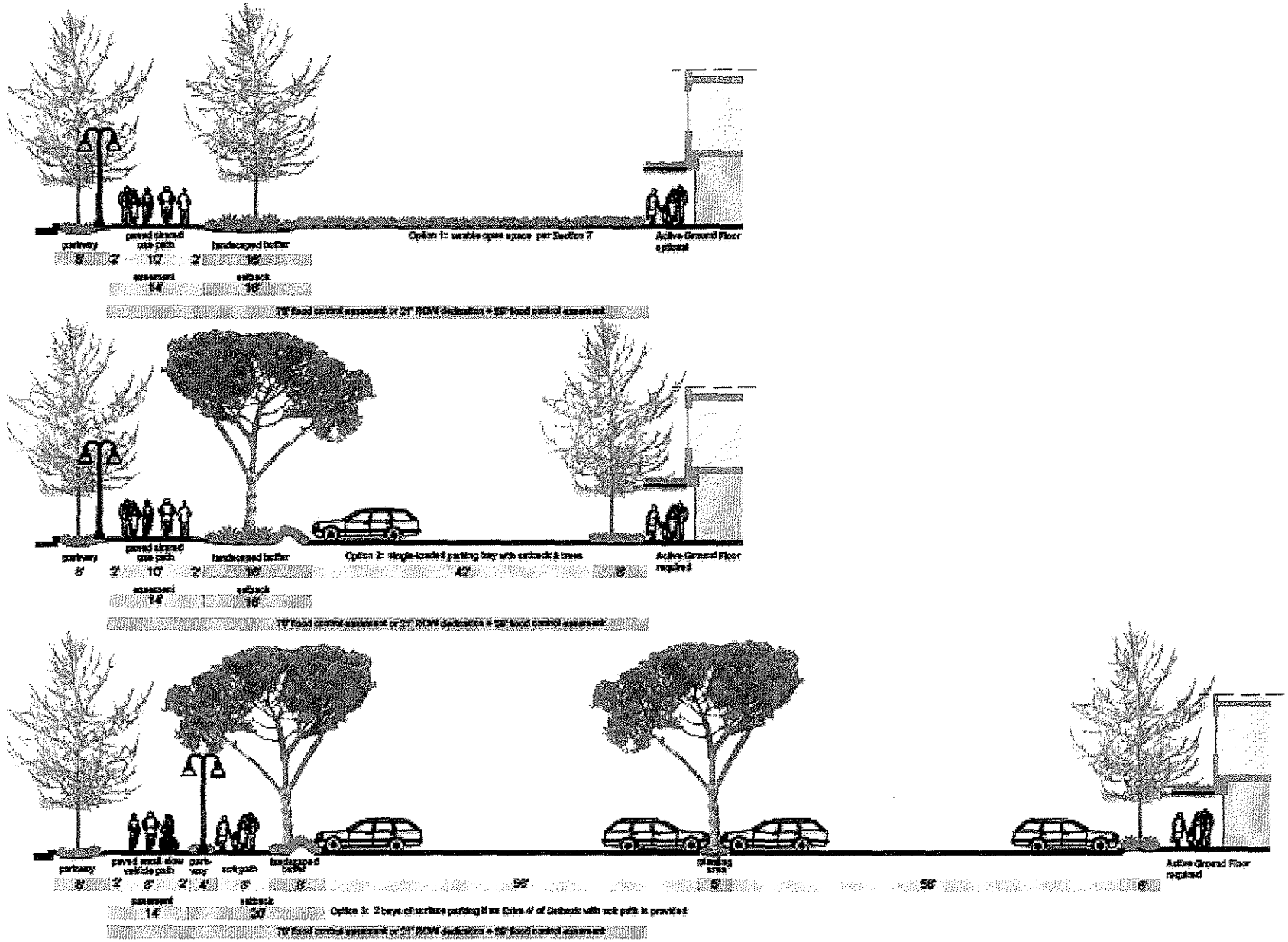


Figure 08

Warner Center - Vanowen Street Cross Section

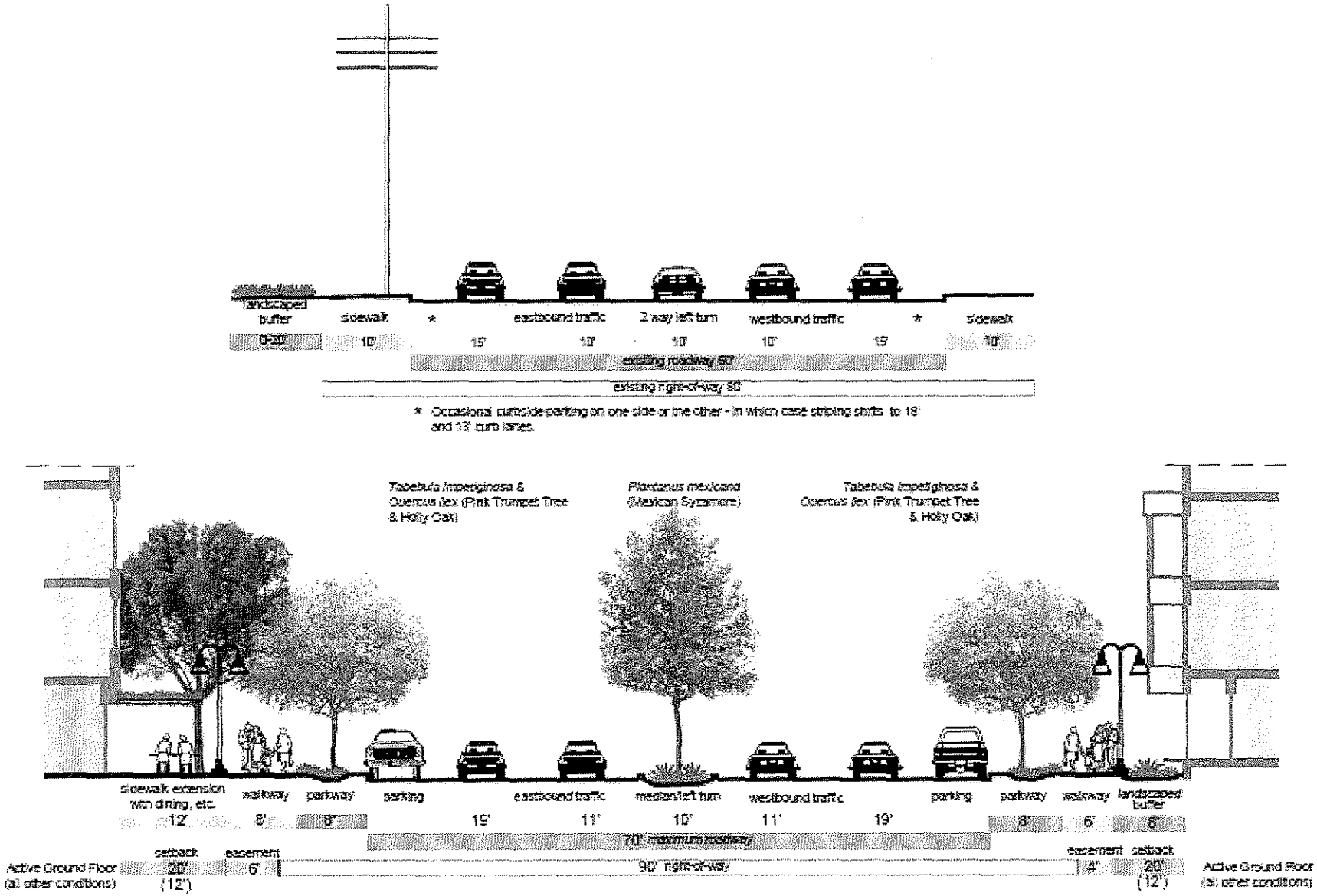


Figure 09

Warner Center - Variel Avenue Cross Section

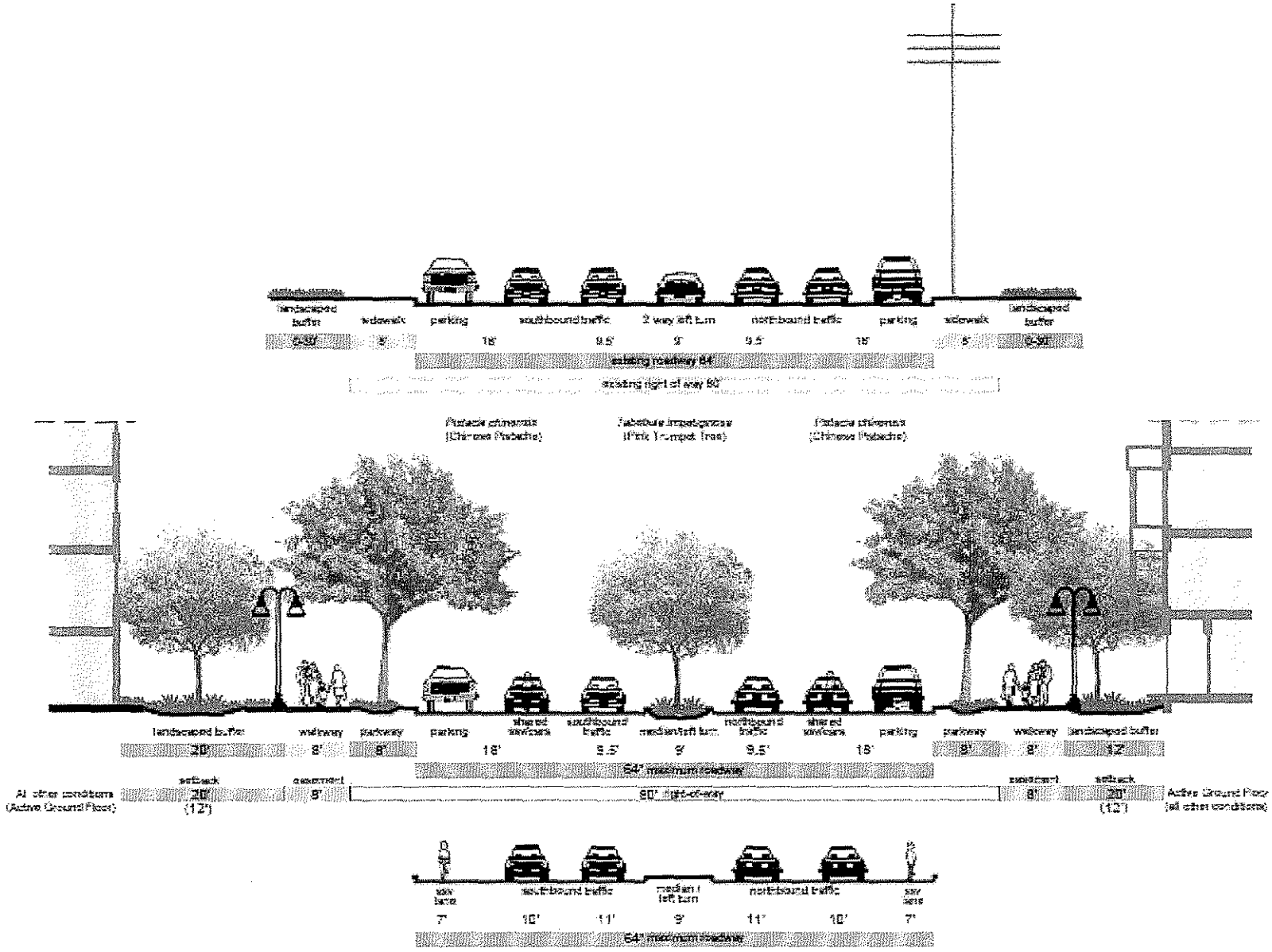


Figure 10

Warner Center - Victory Boulevard Cross Section

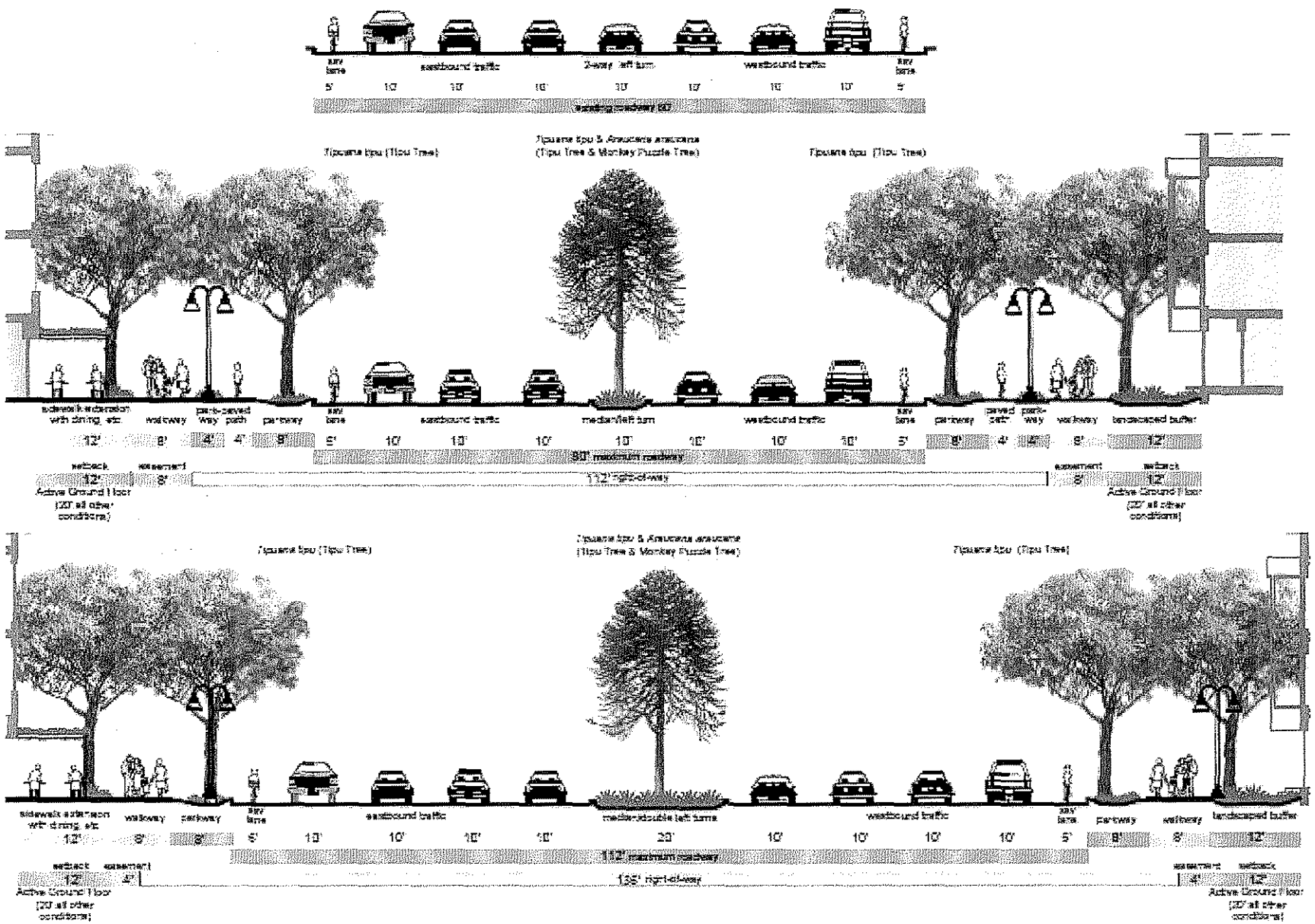
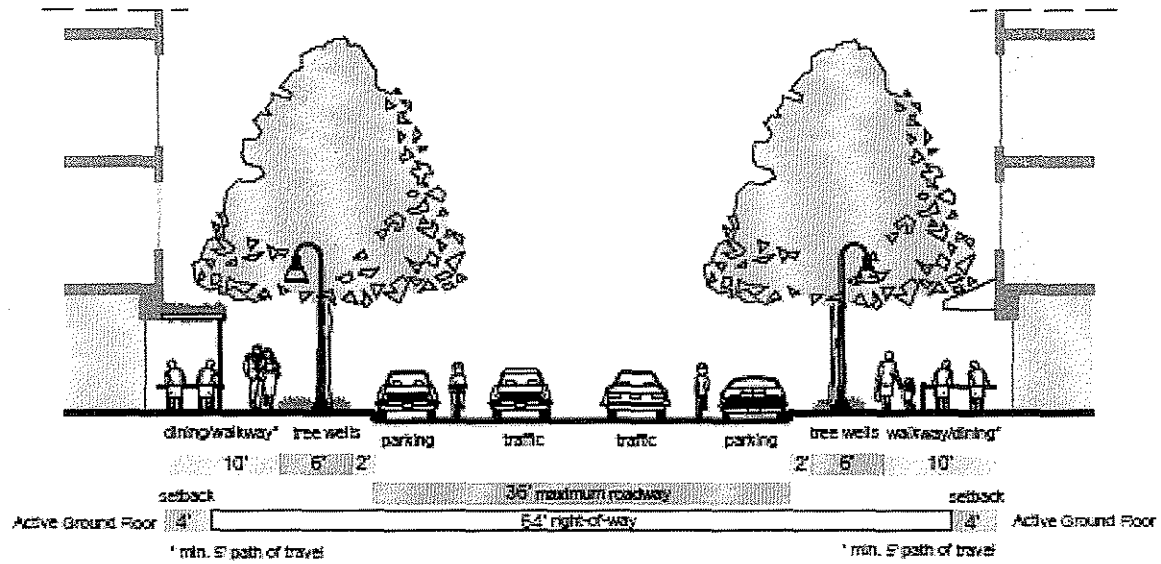


Figure 11

Warner Center - Required Private Streets (Local & Collectors)



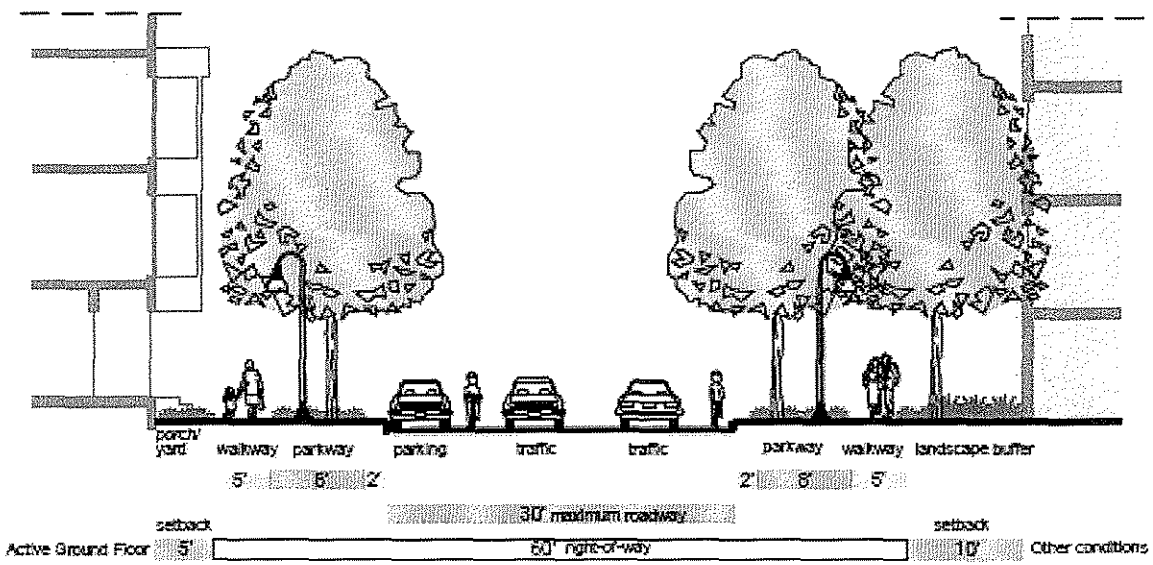


TABLE 1

WARNER CENTER 2035 PLAN STREET STANDARDS - NORTH/SOUTH STREETS

Street Name	District	Side of Street	North Boundary	South Boundary	Standard Dimensions					Street Designation
					1/2 sidewalk	*1/2 parkway*	*1/2 roadway*	*1/2 R.O.W.*	*1/2 easement*	
Canoga Ave.	River	West	Los Angeles River	~350' North of Vanowen St.	8'	8'	40'	52'	4'	Secondary Highway
Canoga Ave.	N/A	East	Los Angeles River	~350' North of Vanowen St.	12'	0	40'	52'	0	Secondary Highway
Canoga Ave.	River	West	~350' North of Vanowen St.	Vanowen St.	8'	8' *	45' *	57' *	4' *	Secondary Highway
Canoga Ave.	N/A	East	~350' North of Vanowen St.	Vanowen St.	12'	0	45' *	57' *	0	Secondary Highway
Canoga Ave.	Uptown	East	Vanowen St.	~350' South of Vanowen St.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Canoga Ave.	Uptown	West	Vanowen St.	~350' South of Vanowen St.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Canoga Ave.	Uptown	East	~350' South of Vanowen St.	~350' North of Victory Bl.	8'	8'	40'	52'	4'	Major Highway Class II
Canoga Ave.	Uptown	West	~350' South of Vanowen St.	~350' North of Victory Bl.	8'	8'	40'	52'	4'	Major Highway Class II
Canoga Ave.	Uptown	West	~350' North of Victory Bl.	Victory Bl.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Canoga Ave.	Uptown	East	~350' North of Victory Bl.	Victory Bl.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Canoga Ave.	Downtown	West	Victory Bl.	~350' South of Victory Bl.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Canoga Ave.	Downtown	East	Victory Bl.	~350' South of Victory Bl.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Canoga Ave.	Downtown	West	~350' South of Victory Bl.	~350' North of Oxnard St.	8'	8'	40'	52'	4'	Major Highway Class II
Canoga Ave.	Downtown	East	~350' South of Victory Bl.	~350' North of Oxnard St.	8'	8'	40'	52'	4'	Major Highway Class II
Canoga Ave.	Downtown	West	~350' North of Oxnard St.	~350' South of Oxnard St.	8'	8' *	45' *	57' *	4' *	Major Highway Class II

Canoga Ave.	Downtown	East	~350' North of Oxnard St.	~350' South of Oxnard St.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Canoga Ave.	Downtown	West	~350' South of Oxnard St.	Califa St.	8'	8'	40'	52'	4'	Major Highway Class II
Canoga Ave.	Downtown	East	~350' South of Oxnard St.	Califa St.	8'	8'	40'	52'	4'	Major Highway Class II
Canoga Ave.	Park	West	Califa St.	~350' North of Burbank Bl.	8'	8'	40'	52'	4'	Major Highway Class II
Canoga Ave.	Commerce	East	Califa St.	~350' North of Burbank Bl.	8'	8'	40'	52'	4'	Major Highway Class II
Canoga Ave.	Park	West	~350' North of Burbank Bl.	~350' South of Burbank Bl.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Canoga Ave.	Commerce	East	~350' North of Burbank Bl.	~350' South of Burbank Bl.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Canoga Ave.	Park	West	~350' South of Burbank Bl.	US 101 Ventura Freeway	8'	8'	40'	52'	4'	Major Highway Class II
Canoga Ave.	Commerce	East	~350' South of Burbank Bl.	US 101 Ventura Freeway	8'	8'	40'	52'	4'	Major Highway Class II
De Soto Ave.	River	West	Los Angeles River	~350' North of Vanowen St.	8'	8'	40'	52'	4'	Major Highway Class II
De Soto Ave.	River	East	Los Angeles River	~350' North of Vanowen St.	8'	8'	40'	52'	4'	Major Highway Class II
De Soto Ave.	River	West	~350' North of Vanowen St.	Vanowen St.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
De Soto Ave.	River	East	~350' North of Vanowen St.	Vanowen St.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
De Soto Ave.	North Village	West	Vanowen St.	~350' South of Vanowen St.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
De Soto Ave.	River	East	Vanowen St.	~350' South of Vanowen St.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
De Soto Ave.	North Village	West	~350' South of Vanowen St.	~350' North of Victory Bl.	8'	8'	40'	52'	4'	Major Highway Class II
De Soto Ave.	N/A	East	~350' South of Vanowen St.	~350' North of Victory Bl.	12'	0	40'	52'	0	Major Highway Class II
De Soto Ave.	North Village	West	~350' North of Victory Bl.	Victory Bl.	8'	19' *	56' *	68' *	12' *	Major Highway Class II
De Soto Ave.	N/A	East	~350' North of Victory Bl.	Victory Bl.	12'	0	56' *	68' *	0	Major Highway Class II
De Soto Ave.	College	West	Victory Bl.	Oxnard St.	8'	19'	56'	68'	12'	Major Highway Class I
De Soto Ave.	N/A	East	Victory Bl.	Oxnard St.	12'	0	56' *	68' *	0	Major Highway Class I
De Soto Ave.	Commerce	West	Oxnard St.	US 101 Ventura Freeway	8'	19'	56'	68'	12'	Major Highway Class I

De Soto Ave.	N/A	East	Oxnard St.	US 101 Ventura Freeway	12'	0	56' *	68' *	0	Major Highway Class I
Eton Ave.	River	West	Los Angeles River	Vanowen St.	10'	0	20'	30'	0	Local Street
Eton Ave.	River	East	Los Angeles River	Vanowen St.	10'	0	20'	30'	0	Local Street
Eton Ave.	North Village	West	Vanowen St.	Kittridge St.	10'	0	20'	30'	0	Local Street
Eton Ave.	North Village	East	Vanowen St.	Kittridge St.	10'	0	20'	30'	0	Local Street
Independence Ave.	River	West	Los Angeles River	Vanowen St.	10'	0	20'	30'	0	Local Street
Independence Ave.	River	East	Los Angeles River	Vanowen St.	10'	0	20'	30'	0	Local Street
Independence Ave.	North Village	West	Vanowen St.	Victory Bl.	10'	0	20'	30'	0	Local Street
Independence Ave.	North Village	East	Vanowen St.	Victory Bl.	10'	0	20'	30'	0	Local Street
Independence Ave.	College	West	Victory Bl.	~500 South of Victory Bl.	10'	0	20'	30'	0	Local Street
Independence Ave.	College	East	Victory Bl.	~500 South of Victory Bl.	10'	0	20'	30'	0	Local Street
Owensmouth Ave.	River	West	Los Angeles River	Vanowen St.	8'	8'	37'	45'	8'	Modified Collector Street
Owensmouth Ave.	River	East	Los Angeles River	Vanowen St.	8'	8'	37'	45'	8'	Modified Collector Street
Owensmouth Ave.	Uptown	West	Vanowen St.	Victory Bl.	8'	8'	37'	45'	8'	Modified Collector Street
Owensmouth Ave.	Uptown	East	Vanowen St.	Victory Bl.	8'	8'	37'	45'	8'	Modified Collector Street
Owensmouth Ave.	Downtown (N. of Hub)	West	Victory Bl.	Erwin St.	8'	8'	37'	45'	8'	Modified Collector Street
Owensmouth Ave.	Downtown (N. of Hub)	East	Victory Bl.	Erwin St.	8'	8'	37'	45'	8'	Modified Collector Street
Owensmouth Ave.	Downtown (Transit Hub)	West	Erwin St.	Oxnard St.	10'	8'	27'	45'	0	Modified Collector Street
Owensmouth Ave.	Downtown (Transit Hub)	East	Erwin St.	Oxnard St.	10'	8'	27'	45'	0	Modified Collector Street
Owensmouth Ave.	Downtown (S. of Hub)	West	Oxnard St.	Califa St.	8'	8'	37'	45'	8'	Modified Collector Street
Owensmouth Ave.	Downtown (S. of Hub)	East	Oxnard St.	Califa St.	8'	8'	37'	45'	8'	Modified Collector Street

Owensmouth Ave.	Park	West	Califa St.	101 Freeway	8'	8'	37'	45'	8'	Modified Collector Street
Owensmouth Ave.	Park	East	Califa St.	101 Freeway	8'	8'	37'	45'	8'	Modified Collector Street
Variel Ave.	River	West	Los Angeles River	Vanowen St.	8'	8'	32'	40'	8'	Modified Collector Street
Variel Ave.	River	East	Los Angeles River	Vanowen St.	8'	8'	32'	40'	8'	Modified Collector Street
Variel Ave.	North Village	West	Vanowen St.	MTA Orangeline ROW	8'	8'	32'	40'	8'	Modified Collector Street
Variel Ave.	North Village	East	Vanowen St.	MTA Orangeline ROW	8'	8'	32'	40'	8'	Modified Collector Street
Variel Ave.	Uptown	West	MTA Orangeline ROW	Victory Bl.	8'	8'	32'	40'	8'	Modified Collector Street
Variel Ave.	Uptown	East	MTA Orangeline ROW	Victory Bl.	8'	8'	32'	40'	8'	Modified Collector Street
Variel Ave.	College	West	Victory Bl.	Oxnard St.	8'	8'	32'	40'	8'	Modified Collector Street
Variel Ave.	College	East	Victory Bl.	Oxnard St.	8'	8'	32'	40'	8'	Modified Collector Street
Variel Ave.	Commerce	West	Oxnard St.	Burbank Bl.	8'	8'	32'	40'	8'	Modified Collector Street
Variel Ave.	Commerce	East	Oxnard St.	Burbank Bl.	8'	8'	32'	40'	8'	Modified Collector Street
Vassar Ave.	Park	West	Oxnard St.	Califa St.	8'	0	22'	30'	0	Local Street
Vassar Ave.	Downtown	East	Oxnard St.	Califa St.	8'	0	22'	30'	0	Local Street
Topanga Canyon Bl.	Topanga	West	Los Angeles River	Victory Bl.	10'	8'	42'	52'	8'	Major Highway Class II
Topanga Canyon Bl.	Uptown	East	Vanowen St.	Victory Bl.	10'	8'	42'	52'	8'	Major Highway Class II
Topanga Canyon Bl.	Topanga	West	Victory Bl.	Topanga Canyon Pl.	10'	8'	42'	52'	8'	Major Highway Class II
Topanga Canyon Bl.	Downtown	East	Victory Bl.	Oxnard St.	10'	8'	42'	52'	8'	Major Highway Class II
Topanga Canyon Bl.	N/A	West	Topanga Canyon Pl.	~200' North of Burbank Bl.	10'	0	42'	52'	0	Major Highway Class II
Topanga Canyon Bl.	Topanga	West	~200' North of Burbank Bl.	Burbank Bl.	10'	8'	42'	52'	8'	Major Highway Class II
Topanga Canyon Bl.	Park	East	Oxnard St.	US 101 Ventura Freeway	10'	8'	42'	52'	8'	Major Highway Class II

*** The Standard Flare Section requirements as outlined in Standard Plan S-470-0 or subsequent standard shall be followed.**

TABLE 2

WARNER CENTER 2035 PLAN STREET STANDARDS - EAST/WEST STREETS

Street Name	District	Side of Street	West Boundary	East Boundary	Standard Dimensions					Street Designation
					1/2 sidewalk	*1/2 parkway*	*1/2 roadway*	*1/2 R.O.W.*	*1/2 easement*	
Burbank Bl.	Topanga	North	~350' West of Topanga Cyn. Bl.	Topanga Canyon Bl.	8'	8'	35'	45'	6'	Secondary Highway
Burbank Bl.	N/A	South	~350' West of Topanga Cyn. Bl.	Topanga Canyon Bl.	10'	0	35'	45'	0	Secondary Highway
Burbank Bl.	Park	North	Topanga Canyon Bl.	Canoga Ave.	8'	8'	35'	45'	6'	Secondary Highway
Burbank Bl.	Park	South	Topanga Canyon Bl.	Canoga Ave.	8'	8'	35'	45'	6'	Secondary Highway
Burbank Bl.	Commerce	North	Canoga Ave.	De Soto Ave.	8'	8'	35'	45'	6'	Secondary Highway
Burbank Bl.	Commerce	South	Canoga Ave.	De Soto Ave.	8'	8'	35'	45'	6'	Secondary Highway
Califa St.	Park, Downtown	North	Topanga Canyon Bl.	Canoga Ave.	8'	0	32'	40'	0	Modified Collector Street
Califa St.	Park	South	Topanga Canyon Bl.	Canoga Ave.	8'	0	32'	40'	0	Modified Collector Street
Califa St.	Downtown, Commerce	North	Canoga Ave.	De Soto Ave.	8'	0	32'	40'	0	Modified Collector Street
Califa St.	Commerce	South	Canoga Ave.	De Soto Ave.	8'	0	32'	40'	0	Modified Collector Street
Erwin St.	Topanga	North	~600' West of Topanga Cyn Bl.	Topanga Canyon Bl.	8'	0	32'	40'	0	Modified Collector Street
Erwin St.	Topanga	South	~600' West of Topanga Cyn Bl.	Topanga Canyon Bl.	8'	0	32'	40'	0	Modified Collector Street
Erwin St.	Downtown	North	Topanga Canyon Bl.	Canoga Ave.	8'	0	32'	40'	0	Modified Collector Street
Erwin St.	Downtown	South	Topanga Canyon Bl.	Canoga Ave.	8'	0	32'	40'	0	Modified Collector Street
Erwin St.	Downtown, College	North	Canoga Ave.	De Soto Ave.	8'	0	32'	40'	0	Modified Collector Street
Erwin St.	Downtown, College	South	Canoga Ave.	De Soto Ave.	8'	0	32'	40'	0	Modified Collector Street
Kittridge St.	North Village	North	Eton Ave.	De Soto Ave.	10'	0	20'	30'	0	Local Street
Kittridge St.	North Village	South	Eton Ave.	De Soto Ave.	10'	0	20'	30'	0	Local Street

Marylee St.	Park	North	Topanga Canyon Bl.	Owensmouth Ave.	8'	0	32'	40'	0	Modified Collector Street
Marylee St.	Park	South	Topanga Canyon Bl.	Owensmouth Ave.	8'	0	32'	40'	0	Modified Collector Street
Oxnard St.	Topanga	North	~400' West of Topanga Cyn Bl.	~350' West of Topanga Cyn. Bl.	8'	8'	35'	45'	6'	Secondary Highway
Oxnard St.	N/A	South	~400' West of Topanga Cyn, Bl.	~350' West of Topanga Cyn. Bl.	10'	0	35'	45'	0	Secondary Highway
Oxnard St.	Topanga	North	~350' West of Topanga Cyn. Bl.	Topanga Canyon Bl.	8'	8' *	45' *	57' *	4' *	Secondary Highway
Oxnard St.	Topanga	South	~350' West of Topanga Cyn. Bl.	Topanga Canyon Bl.	8'	8' *	45' *	57' *	4' *	Secondary Highway
Oxnard St.	Downtown	North	Topanga Canyon Bl.	~350' East of Topanga Canyon Bl.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Oxnard St.	Park, Downtown	South	Topanga Canyon Bl.	~350' East of Topanga Canyon Bl.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Oxnard St.	Downtown	North	~350' East of Topanga Canyon Bl.	~350' West of Canoga Ave.	8'	8'	40'	52'	4'	Major Highway Class II
Oxnard St.	Park, Downtown	South	~350' East of Topanga Canyon Bl.	~350' West of Canoga Ave.	8'	8'	40'	52'	4'	Major Highway Class II
Oxnard St.	Downtown	North	~350' West of Canoga Ave.	~350' East of Canoga Ave.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Oxnard St.	Downtown	South	~350' West of Canoga Ave.	~350' East of Canoga Ave.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Oxnard St.	Downtown, College	North	~350' East of Canoga Ave.	~350' West of De Soto Ave.	8'	8'	40'	52'	4'	Major Highway Class II
Oxnard St.	Downtown, Commerce	South	~350' East of Canoga Ave.	~350' West of De Soto Ave.	8'	8'	40'	52'	4'	Major Highway Class II
Oxnard St.	College	North	~350' West of De Soto Ave.	De Soto Ave.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Oxnard St.	Commerce	South	~350' West of De Soto Ave.	De Soto Ave.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Vanowen St.	Topanga	North	~350' West of Topanga Canyon Bl.	Topanga Canyon Bl.	8'	8' *	45' *	57' *	4' *	Secondary Highway
Vanowen St.	Topanga	South	~350' West of Topanga Canyon Bl.	Topanga Canyon Bl.	8'	8' *	45' *	57' *	4' *	Secondary Highway
Vanowen St.	N/A	North	Topanga Canyon Bl.	~350' East of Topanga Canyon Bl.	12'	0	45' *	57' *	0	Major Highway Class II
Vanowen St.	Uptown	South	Topanga Canyon Bl.	~350' East of Topanga Canyon Bl.	8'	8' *	45' *	57' *	4' *	Major Highway Class II

Vanowen St.	River	North	~900' East of Topanga Canyon Bl.	~350' West of Canoga Ave.	8'	8'	40'	52'	4'	Major Highway Class II
Vanowen St.	Uptown	South	~350' East of Topanga Canyon Bl.	~350' West of Canoga Ave.	8'	8'	40'	52'	4'	Major Highway Class II
Vanowen St.	River	North	~350' West of Canoga Ave.	~350' East of Canoga Ave.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Vanowen St.	Uptown, North Village	South	~350' West of Canoga Ave.	~350' East of Canoga Ave.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Vanowen St.	River	North	~350' East of Canoga Ave.	~350' West of De Soto Ave.	8'	8'	40'	52'	4'	Major Highway Class II
Vanowen St.	North Village	South	~350' East of Canoga Ave.	~350' West of De Soto Ave.	8'	8'	40'	52'	4'	Major Highway Class II
Vanowen St.	River	North	~350' West of De Soto Ave.	De Soto Ave.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Vanowen St.	North Village	South	~350' West of De Soto Ave.	De Soto Ave.	8'	8' *	45' *	57' *	4' *	Major Highway Class II
Vanowen St.	River	North	De Soto Ave.	~350' East of De Soto Ave.	8'	8' *	45' *	57' *	4' *	Secondary Highway
Vanowen St.	River	South	De Soto Ave.	~350' East of De Soto Ave.	8'	8' *	45' *	57' *	4' *	Secondary Highway
Vanowen St.	River	North	~350' East of De Soto Ave.	~600' East of De Soto Ave.	8'	8'	35'	45'	6'	Secondary Highway
Vanowen St.	N/A	South	~350' East of De Soto Ave.	~600' East of De Soto Ave.	10'	0	35'	45'	0	Secondary Highway
Victory Bl.	N/A	North	~600' West of Topanga Cyn Bl.	~350' West of Topanga Cyn. Bl.	12'	0	40'	52'	0	Major Highway Class II
Victory Bl.	Topanga	South	~600' West of Topanga Cyn, Bl.	~350' West of Topanga Cyn. Bl.	8'	8'	40'	52'	4'	Major Highway Class II
Victory Bl.	Topanga	North	~350' West of Topanga Cyn. Bl.	Topanga Canyon Bl.	8'	19' *	56' *	68' *	12' *	Major Highway Class II
Victory Bl.	Topanga	South	~350' West of Topanga Cyn. Bl.	Topanga Canyon Bl.	8'	19' *	56' *	68' *	12' *	Major Highway Class II
Victory Bl.	Uptown	North	Topanga Canyon Bl.	Canoga Ave.	8'	19'	56'	68'	12'	Major Highway Class I
Victory Bl.	Downtown	South	Topanga Canyon Bl.	Canoga Ave.	8'	19'	56'	68'	12'	Major Highway Class I
Victory Bl.	Uptown, North Village	North	Canoga Ave.	De Soto Ave.	8'	19'	56'	68'	12'	Major Highway Class I
Victory Bl.	Downtown, College	South	Canoga Ave.	De Soto Ave.	8'	19'	56'	68'	12'	Major Highway Class I
Victory Bl.	N/A	North	De Soto Ave.	~350' East of De Soto Ave.	8'	19' *	56' *	68' *	12' *	Major Highway Class II

Victory Bl.	N/A	South	De Soto Ave.	~350' East of De Soto Ave.	8'	19' *	56' *	68' *	12' *	Major Highway Class II

*** The Standard Flare Section requirements as outlined in Standard Plan S-470-0 or subsequent standard shall be followed.**

If at any time the dimensions shown on the City's Transportation Element of the General Plan, Standard Street Dimensions and/or Standard Plan S-470-0 or subsequent standard plan differ from the dimensions of the Warner Center Street Standards, the standards established by the Plan should take precedence unless it is demonstrated that the Citywide standards are necessary to further the goals of the City. Any standards that deviate from those of the Plan shall be subject to the review and approval of the Director of Planning.

Version: 7/23/2013

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