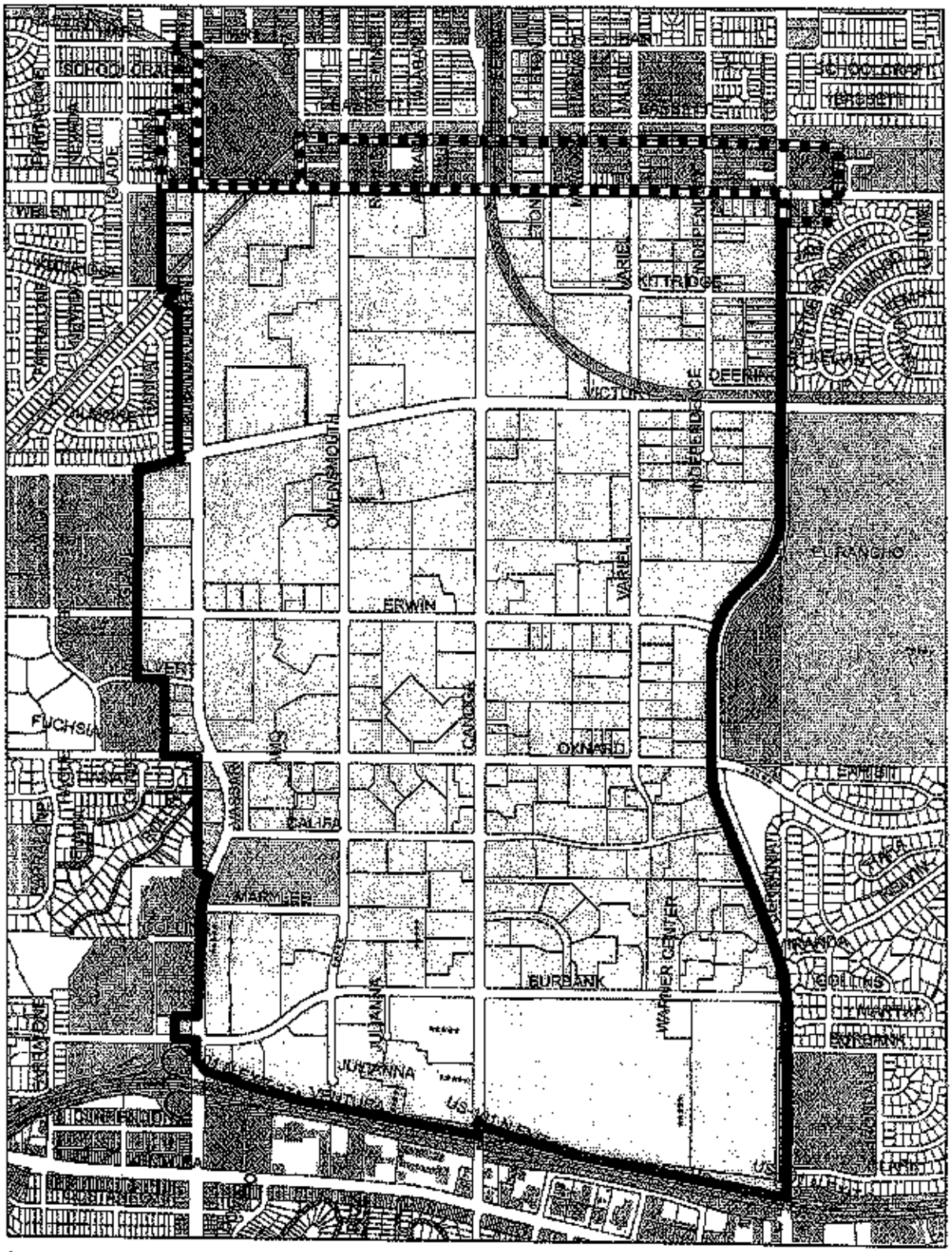
A. SPECIFIC PLAN BOUNDARY MAP

DRAFT

Warner Center Specific Plan and Proposed Extension



Legend

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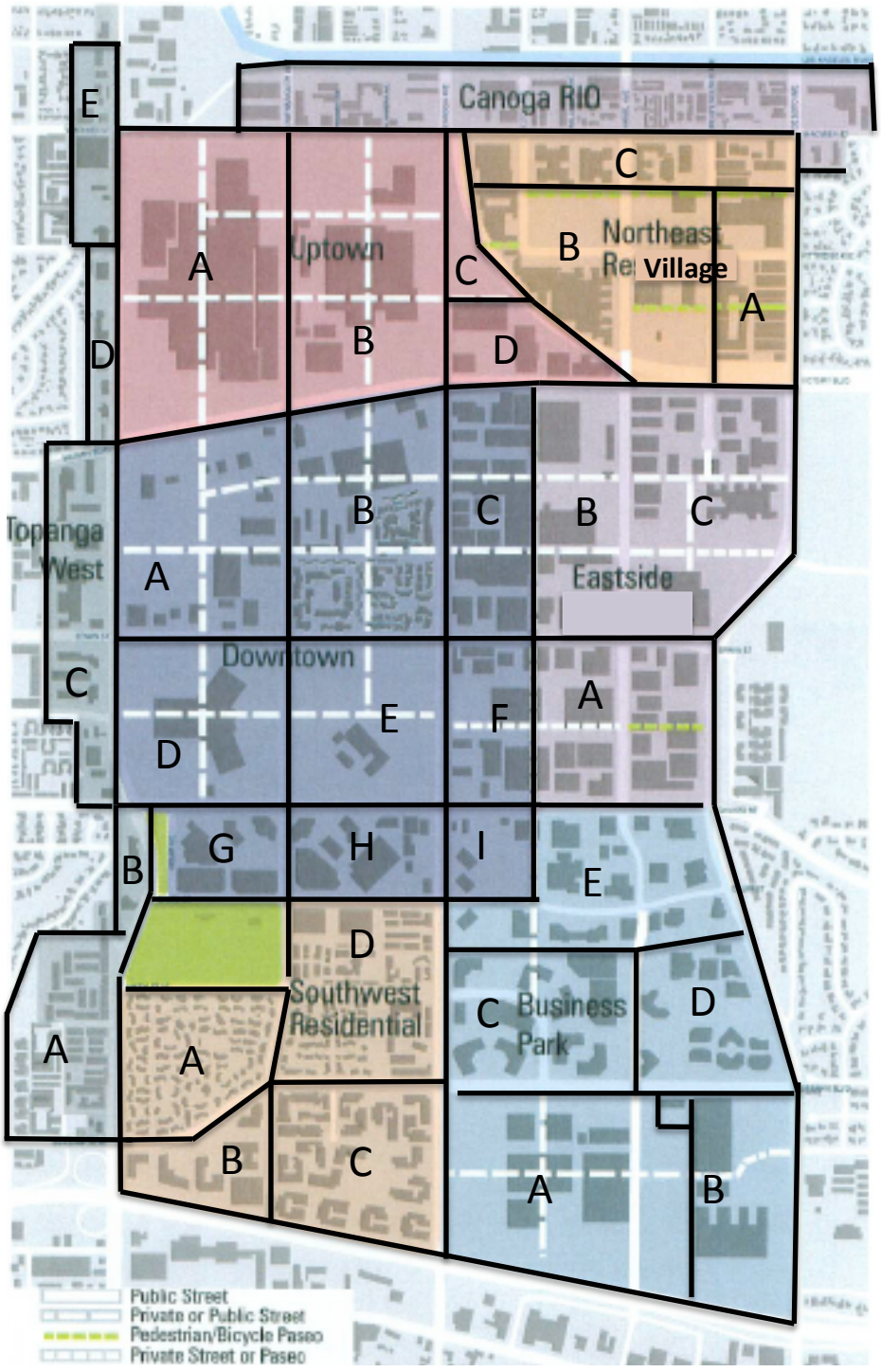
Warner Center Specific Plan

Proposed_ExtensionArea

B. SPECIFIC PLAN ~~SUB-AREA~~ DISTRICT MAP

C. " " SUB AREA MAP

D.



WCRCCSP Sub Areas

C. LAND USE MATTRIX

TABLE 1: USE TABLE

Use Classifications	Warner Center Districts							
Key to Permit Requirements P = Permitted Use N = Use not permitted CUP = Conditional Use Permit T = Temporary Use	Southwest Residential	Business Park	Eastside Work Live	Uptown	Northeast Village	Downtown	Topanga West	Canoga Park RIO
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	N	P	N	N	N	N	N	N
Libraries	P	P	P	P	P	P	P	P
Other Ambulatory Health Care Services	N	P	N	N	N	N	N	N
Parks or Playground, operated by governmental agency, philanthropic organization, or private agency	P	P	P	P	P	P	P	P
Performing Arts Companies	P	N	P	P	P	P	P	P
Museums, for profit or non-profit	N	P	P	P	P	P	N	P
Nature Parks and Other Similar Institutions	N	P	P	P	P	P	P	P
Industrial/Manufacturing/R&D								
Animal Keeping or Raising	N	N	N	N	N	N	N	N
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	N	N
Automobile, bus and/or truck	N	N	N	N	N	N	N	N

Key to Permit Requirements P = Permitted Use N = Use not permitted CUP = Conditional Use Permit T = Temporary Use	Southwest Residential	Business Park	Eastside Work Live	Uptown	Northeast Village	Downtown	Topanga West	Canoga Park RIO
dismantling or impound yard								
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, provided that all manufacturing/storage takes place within a wholly enclosed building – uses may include, but are not limited to the following: lithography, printing, publishing, wholesaling, food or beverage product manufacturing. See the Specific Plan, Section 6 for the specific uses permitted.	N	P	P	P	N	N	N	N
Medical and Diagnostic Laboratories	N	P	P	N	N	N	N	N
Publishing, Motion Picture, and Broadcasting Industries	N	P	P	P	P	P	P	P
Public Storage uses if located in a parking structure	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Research and Development	N	P	P	P	P	P	P	P
Salvage yard or business;	N	N	N	N	N	N	N	N
Sound recording studios	N	P	P	P	P	P	P	P
Warehousing and Storage	N	N	N	N	N	N	N	N
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 (i.e. Ronald McDonald house)	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								
Adult Entertainment, including Adult Cabaret	N	N	N	N	N	N	N	N

Key to Permit Requirements P = Permitted Use N = Use not permitted CUP = Conditional Use Permit T = Temporary Use	Southwest Residential	Business Park	Eastside Work Live	Uptown	Northeast Village	Downtown	Topanga West	Canoga Park RIO
Alcohol Sales, on-site as part of a restaurant or entertainment use	CUP	CUP	CUP	CUP	CUP	P*	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	N	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	N	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, new or used	N	N	N	N	N	N	N	N
Automobile and/or Truck Rental	N	N	N	N	N	N	N	N
Bakery	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

Key to Permit Requirements P = Permitted Use N = Use not permitted CUP = Conditional Use Permit T = Temporary Use	Southwest Residential	Business Park	Eastside Work Live	Uptown	Northeast Village	Downtown	Topanga West	Canoga Park RIO
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
Supermarket	P	P	P	P	P	P	P	P
SERVICES AND OFFICE USES								
Animal Hospitals/Clinics and Kennels	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
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 <u>if located in a parking structure</u>	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Real estate offices	P	P	P	P	P	P	P	P
Veterinary office or Veterinary hospital	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
OTHER								
Surface parking lot as main use	N	N	N	N	N	N	N	N
Advertising signs or structures and offsite signs (billboards)	N	N	N	N	N	N	N	N

D. URBAN DESIGN GUIDELINES

WARNER CENTER SPECIFIC PLAN

CITY OF LOS ANGELES

DRAFT

ACKNOWLEDGMENTS

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Public Works
- Bureau of Engineering
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Special thanks to the Woodland Hill-Warner Center Neighborhood Council for outreach and support

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VISION

VISION

A. THE COMMUNITY'S VISION FOR 2035

Participants at the first Warner Center Specific Plan Update community workshops in July 2008 wrote vision statements describing Warner Center in 2035. The vast majority expressed a relatively cohesive vision of Warner Center as a sustainable, mixed-use, transit-oriented, walkable center serving the West Valley. Only two expressed a desire for limited change. **The following summarizes the predominant community vision of Warner Center in 2035**. The amount of material written about each topic reflects the extent to which it was discussed by participants.

Overarching Vision: A Sustainable Center for the West Valley

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

Built Environment

Mixed-use and Transit Oriented Development. Warner Center is a vital mixed-use, transit-oriented community. Strategic planning has energized Warner Center's city streets with the activity of many uses proximate to each other. Its infrastructure now offers residents easy access to a broad range of transit and "small, slow vehicle" options. Green, dynamic, and eco-friendly streets are inviting and walkable with retail at ground level and work/live space above.

Though Warner Center has been developed as a collection of neighborhoods, none is left disconnected or ignored. Low-emission public transit is available for shuttling within its districts and to adjacent communities. Transit reliably connects all parts of Warner Center and is easily accessible to young, old, and those who are physically challenged. The expanded Orange Line and Red LIne connect Warner Center to the region, making many daily work commutes and other trips car-free.

Buildings are designed around open spaces and all sidewalks in Warner Center are shaded, comfortable and walkable. Extensive paths for bikes, other "small slow vehicles" and pedestrians - safe, aesthetic, and well integrated into the dense, urban fabric - stretch to older, residential neighborhoods and to Pierce College, the Orange Line bike path and Calabasas Creek bike path. The small slow vehicle paths (more inclusive versions of bike paths) accommodate segways, golf carts, and as-yet unknown technologies, offering alternate modes of transportation.

Lined by many unique, locally owned stores, downtown's main pedestrian-oriented promenade is alive with a diversity of activity such as farmer's markets, outdoor dining, strolling, outdoor performances, festivals, and shopping.

Built Environment
Vital mixed-use and transit-oriented community / transit connects all parts, all neighborhoods are connected / buildings designed around parks / parks dispersed throughout.

Walkability. Warner Center's tree-lined streets are perhaps one of the center's most beloved attributes and symbolizes its reputation as the innovating, "green capital" of the West Valley. Pocket parks incorporated into dense, mixed-use areas provide the space for multiple uses and is a revitalizing feature to the pedestrian experience. Like green remnants of the old super blocks, these parks capture aspects of Warner Center's original grid.

The typical city block is shorter, safer, and more walkable. Paseos and smaller shared streets inspire walkable opportunities for those who would typically drive to a destination. Innovatively designed intersections address pedestrian safety and crosswalk signals accommodate those who are unable to cross quickly. Once the most intimidating streets for pedestrians, Warner Center's streets are now safe and friendly. Measures have been taken to limit spill-over 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.

Walkablity. Walkable shaded streets and sidewalks / a healthy community / pocket parks and green spaces, pedestrian-friendly streets / cozy paseos and pedestrian bridges.

Architecture. Known as the "green capital" of the West Valley, Warner Center represents a completely unique sustainable paradigm to its surrounding suburban neighbors. LEED certified building technology is implemented to generate "healthy" buildings that rely on renewable energy and provide rooftop gardens. All new properties have solar components that supply a share of each building's energy needs. Existing buildings are remodeled sustainably until their sites are ready for new urban development.

Warner Center seeks innovative architecture, design and public art to shape a creative, healthy environment, making Warner Center a unique place to live, work and play.

Architecture. Green capital of the valley / healthy buildings / innovative architecture, design & public art / model of a sustainable community / integrate solar components.

Natural Environmental / Open Space

Warner Center smartly supports the access to Calabasas Creek and its confluence with the LA River and promotes an environmentally, sustainable lifestyle, including the use of native and/or drought tolerant landscaping as well as permeable sidewalks, roads, and parking lots. Water is reclaimed and excess runoff is treated and infiltrated into the groundwater. As a model, sustainable community, Warner Center is actively concerned about water, energy, air quality, and the overall well being of its surrounding environment. Recycling and water reclamation are accepted as common practice.

Warner Center will develop an open space network to provide its citizens with the opportunity to connect with nature and to provide a variety of activities:

- Sports fields, skate park and other recreational facilities for youth
- Community gardens and a Farmer's Market on the weekends
- Fitness paths, nature trails, bike and other small slow vehicle paths
- Native plants – drought tolerant garden
- Community gathering spots with picnic facilities.

Warner Center is committed to maintain and expand green areas and the further installation of native trees (particularly Sycamores). Warner Center will install more dog parks with night lighting.

Natural Environment & Open Space
Access to Calabasas Creek & L.A. River / sustainable lifestyle / native & drought tolerant plants / permeable paving / great park with variety of activities.

Economy

Though its vibrant downtown is the core of Warner Center, the business and light industrial parks are supported so that each is able to renovate, grow, and adjust to new market conditions. Warner Center attracts and supports highly creative and innovative businesses and industries.

Economy
Continued viability of business and industrial parks / leading technologies / renewable energy and environmentally sustainable products / variety of jobs / local innovative businesses / incentives for creative businesses

Warner Center supports business, commercial, and light industrial activity to generate a variety of jobs for its local community. Local businesses innovate ways to become environmentally, socially, and economically sustainable. They recruit locally, participate in local activity, and integrate with local educational institutions. Creative sector jobs are promoted. Incentives are provided for smaller, creative business so that they can afford to run their business in Warner Center.

Social Values

Valuing and promoting the health and welfare of young families, Warner Center is affordable for young families and provides access to diverse housing options. The Warner Center community believes that youth should be nurtured and supported. It provides multiple activities, recreation centers, and public spaces for young children and teenagers alike to be creative, active, social, and educated. Warner Center is designed to be highly accessible to its younger citizens.

Social Values
Promote young families / diverse housing options / great activities for kids and teens / safe recreation centers and special needs of senior citizens / connect youth and seniors

Senior Citizens are respected and supported by the community. Special attention is made to offer safe and unique recreation centers and parks for the special use of senior citizens. Warner Center is designed to be accessible to its senior, community members.

A unique effort is made to facilitate an exchange between youth and senior citizens of Warner Center. Youth teach their seniors and the seniors mentor the youth within their fields of interest.

Culture

Community connectedness is highly valued within the Warner Center residents. Cultural resources and events such as museums, theatres, nature centers have brought a diversity of art to Warner Center and have offered a way for the community to come together.

Public art is introduced to the community through a variety of media – both permanent and temporary.

Culture
Integrate community resources with its government center / flexible seating at outdoor concerts and film events / diversity of arts brings the community together / variety of mediums

B. WHAT IS SUSTAINABILITY AND WHY IS IT IMPORTANT?

Sustainability is an age-old concern: ensuring that our children and grandchildren inherit a tomorrow that is at least as good as today, preferably better.

The most widely quoted definition internationally is the "Brundtland definition" of the 1987 Report of the World Commission on Environment and Development – that sustainability means **"meeting the needs of the present without compromising the ability of future generations to meet their own needs."**

Similarly, the U.S. National Environmental Policy Act of 1969 declared as its goal a national policy to **"create and maintain conditions under which [humans] and nature can exist in productive harmony, and fulfill the social, economic and other requirements of present and future generations of Americans."**

> *"The nation behaves well if it treats the natural resources as assets which it must turn over to the next generation increased, and not impaired in value."* Theodore Roosevelt, 1910

At present, the critical measure of sustainability is greenhouse gas (GHG) emissions. If we do not reduce GHG emissions in the immediate future, there may not be a future for humans or at least not one we would recognize.

By state law, greenhouse gas emissions must be reduced to 1990 levels (about 30%) by 2020. In the arena of land-use planning, because the transportation sector produces 40-50% of greenhouse gas emissions, the primary way to reduce greenhouse gases is reduce vehicle miles traveled. In addition, among other actions, we can eliminate the use of electricity generated from coal and oil and shift reliance to renewable resources and we can plant large-scale, healthy trees to absorb GHGs.

C. KEY ELEMENTS OF THE PLAN

The Warner Center Specific Plan strives to implement the common vision articulated by community members. It focuses on creating a "**complete sustainable center**" where:

- People can live, work and play and where day-to-day needs can be met locally by walking, bicycling or other "small slow vehicles", and local transit;
- Walking and small slow vehicles are more attractive than driving;
- Regional transit connections to other centers and cultural facilities make driving an option rather than a necessity;
- Green buildings use less energy, collect and infiltrate stormwater, and reduce the use of unhealthy chemicals;
- The urban forest flourishes in large parkways and medians, providing shade and absorbing GHGs.

The key elements of the Specific Plan are highlighted in the next few pages.

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

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

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

2. Characteristics Needed to Attract Development

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

- A balanced mix of uses - a variety of jobs; a range of housing types; a mix neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities.
- Uses that are within walking distance and connected by frequent transit service. The modern streetcar has proven to be an effective "development magnet" in places like Portland and Seattle.
- High quality development.
- Attractive, shaded, walkable streets with activity along the sidewalks.
- A network of open space around which development is oriented.

The Pearl District in Portland is an example of how these characteristics, combined with financial incentives, work together to attract a critical mass of development and make a place where people want to live, work and play.

What is Transit-Oriented Development (TOD)?

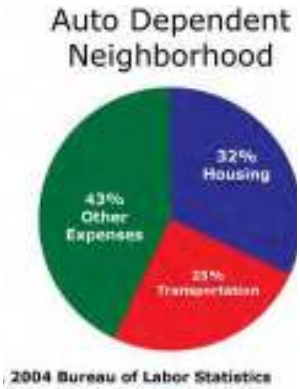
The technical definition:
Higher-density mixed-use development that is within walking distance (1/4 to 1/2 mile depending on the type of transit) of transit stations and that:

- Increases "location efficiency" so people can walk, bike & take transit
- Boosts transit ridership & reduces traffic
- Provides a rich mix of housing, shopping & transportation choices
- Generates revenue for the public & private sectors and provide value for both new and existing residents
- Create a sense of place

Or more simply:
Creating attractive, walkable, sustainable communities that allow residents to have housing and transportation choices and to live convenient, affordable, pleasant lives -- with places for our kids to play and for our parents to grow old comfortably.

reconnectingamerica.com

When good transit choices are available and the community is walkable, people spend less on transportation and have more disposable income for other expenditures.



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

Warner Center is currently served by the Orange Line, which at this time consists of rubber-wheeled buses in an exclusive right-of-way. The Orange Line runs east to the North Hollywood Red Line subway station, which in turn, connects to Downtown through Hollywood, and north to the Chatsworth MetroLink station. Since the Orange Line is already carrying more passengers than some light rail lines in the area, it is anticipated that the Orange Line will convert from bus to rail at some point in the future. Warner Center is also served by a Rapid Bus, commuter buses and local buses.

So, parts of Warner Center already have the potential to support Transit Oriented Development (TOD). The goal of the Specific Plan is to provide transit access throughout Warner Center, so that most or all Warner Center can support TOD.

As an immediate first step, a fourth Orange Line station should be added in the vicinity of Oxnard Street and Variel Avenue (Figure 1). The next step will be to add a modern streetcar or other transit system that will 1) provide local access within Warner Center, 2) reduce the amount of parking required so that development can occur at a higher intensity, and 3) serve as a "development magnet." A modern fixed rail, in-traffic streetcar has a proven track record of achieving these objectives (Figure 2). Then, if the Orange Line transitions from bus to light rail and three bus stations are eliminated, the combined Orange Line Rail Station, Owensmouth Transit Hub, and streetcar will maintain transit service throughout Warner Center (Figure 3).

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

- Concentrate development around the Orange Line Stations, Owensmouth Transit Hub, and an internal transit system, so people can easily commute both regionally and locally by transit.
- Concentrate a mix of uses within walking distance of one another so people can easily walk rather than drive.
- Create "complete streets" that accommodate alternatives the car, in particular, local transit in the form of a modern streetcar and rubber-wheel jitneys and "small slow vehicle" lanes for bicycles, segways, electric bicycles, other small electric vehicles, and any other vehicle that does not move faster than a bicycle (about 25 mph). Figure 4 shows the small slow vehicle lanes.
- Make the streets comfortable and interesting so people will want to walk. Shade trees and active ground-floor frontages, including retail at the corners and other uses like live-work, office, and townhomes between, are essential.

TOD Example:
Rosslyn-Ballston Transit Corridor
Arlington, Virginia

- 73% of patrons walk to transit; over 58,000 trips daily; 38% of residents near stations take transit to work.
- 12% of Arlington County households don't own cars; regional average is 4%.
- The R-B Corridor produces 33% of the County's real estate tax revenue from 8% of it's land area.

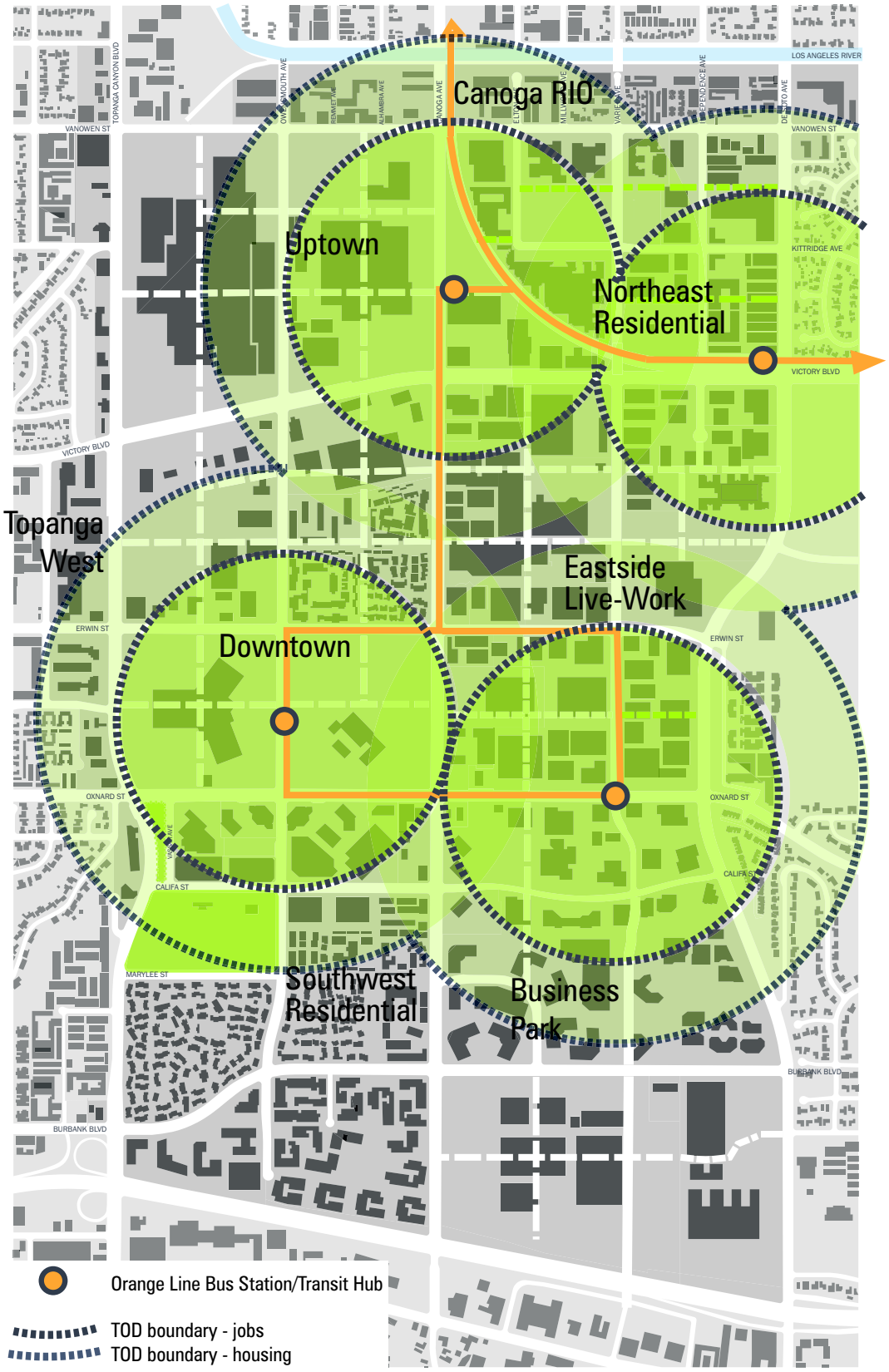


Figure 1 Phase 1 Transit: 4 Orange Line Bus Stations.

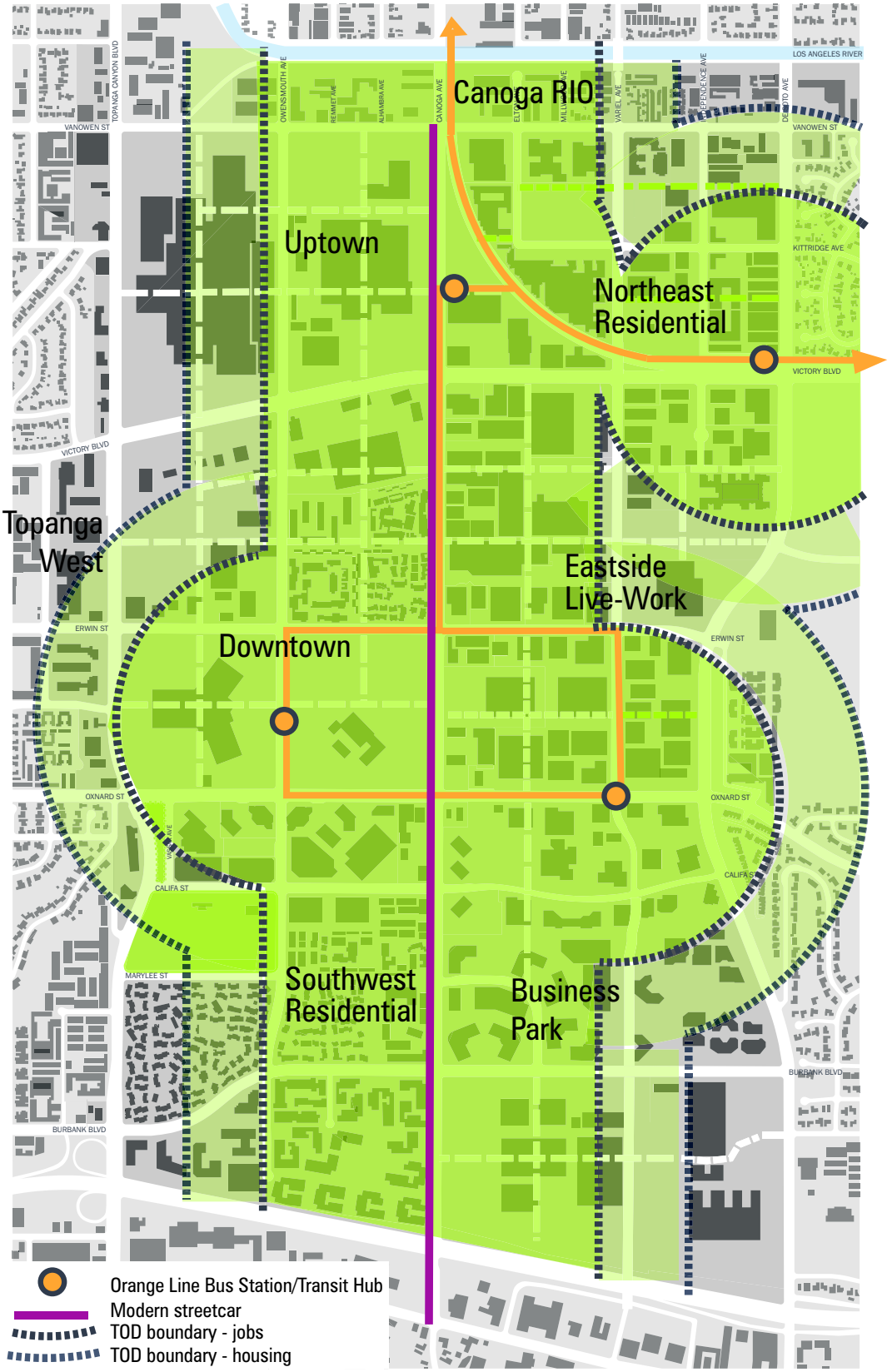


Figure 2 Phase 2 Transit: Modern Streetcar or other Internal Transit System.

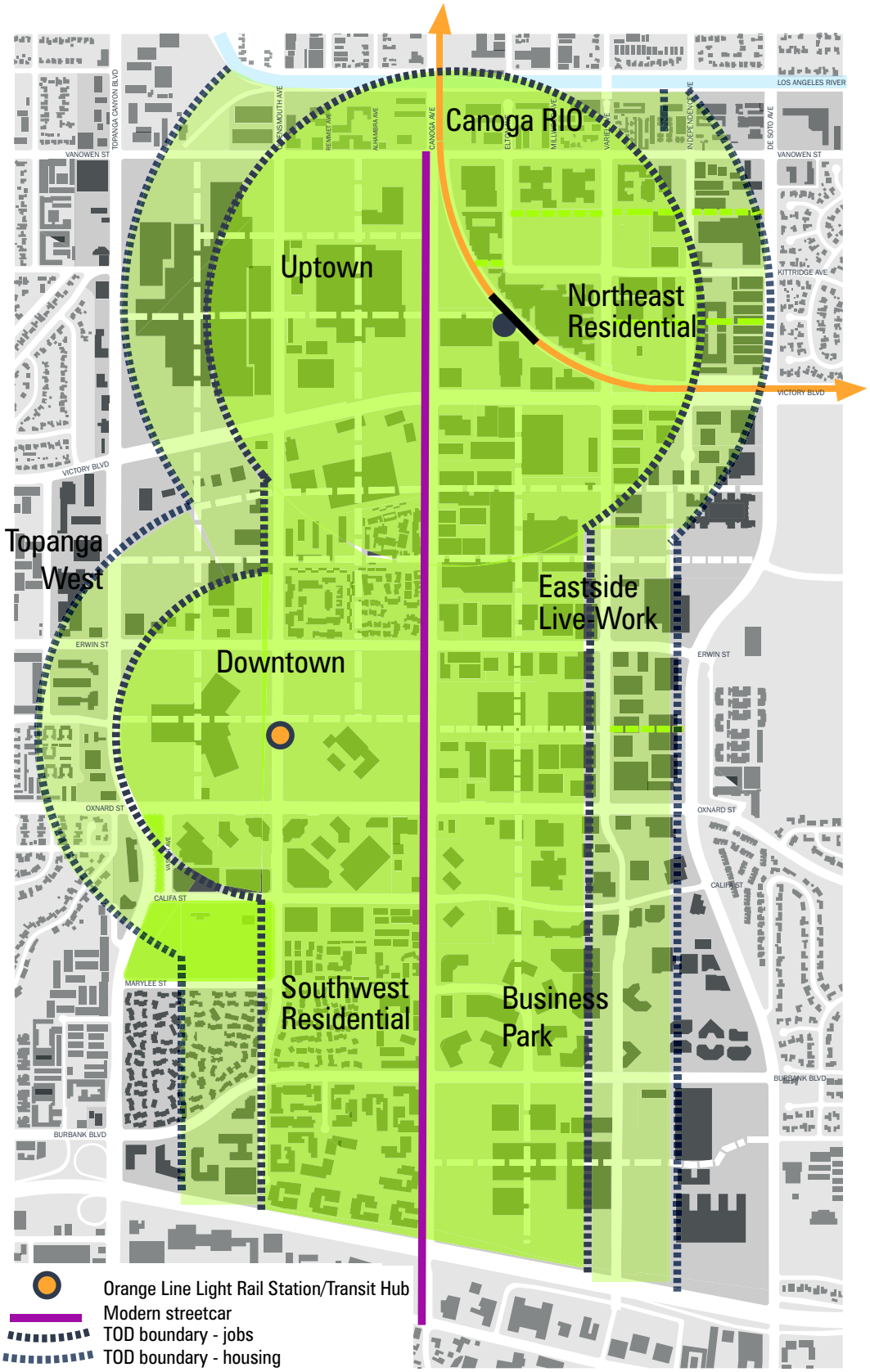


Figure 3 Phase3 Transit: Orange LIne Bus Replaced by Light Rail.

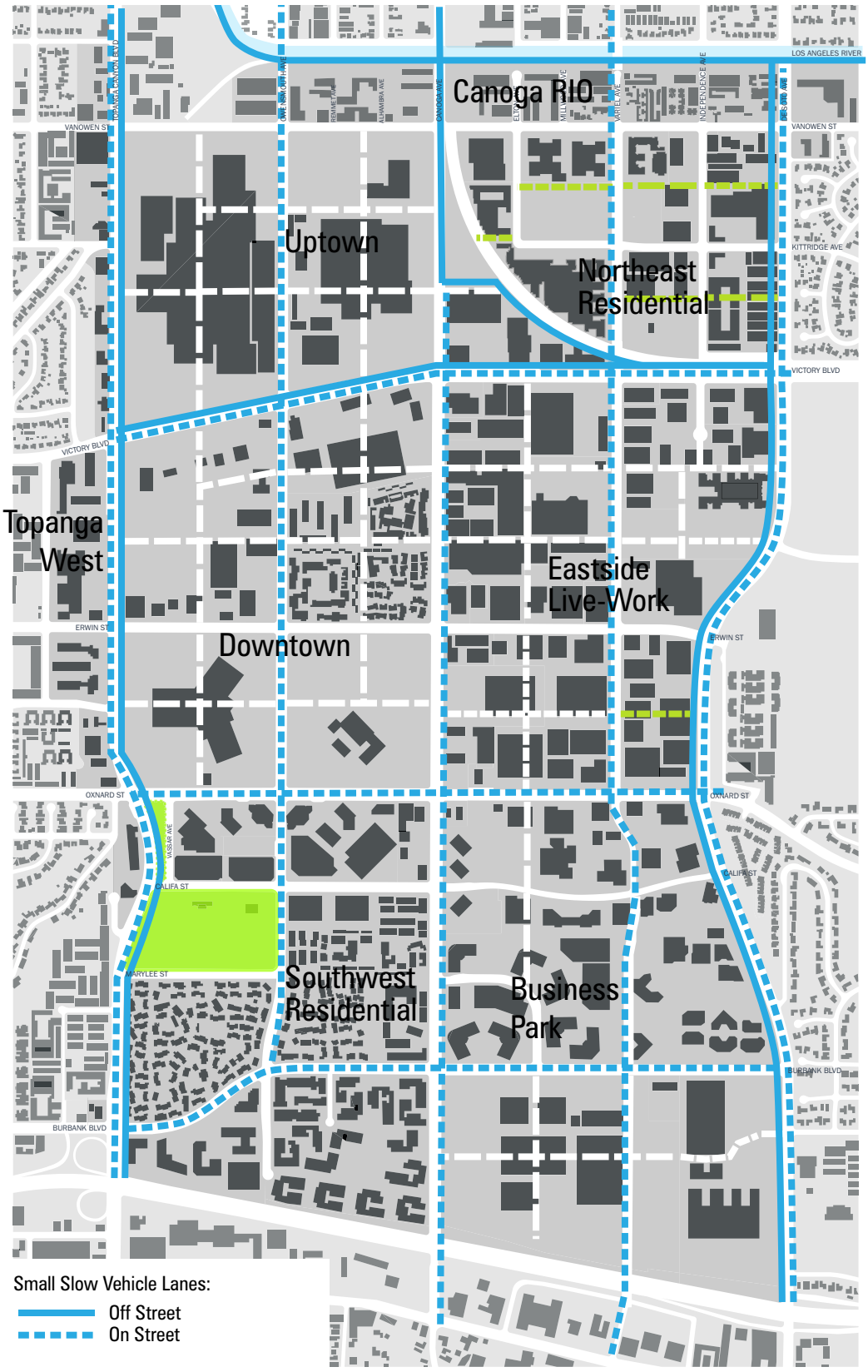


Figure 4 Small Slow Vehicle Lanes.

With infill develoment, Owensmouth will become Downtown's "Main Street."

Devleopment oriented around Jameson Square park in the Pearl District, Portland, Oregon.

4. Distinct Neighborhoods and Districts with a Diverse Mix of Uses

The Specific Plan will reinforce the identity and character of existing neighborhoods and districts in Warner Center. Figure 5 shows the neighborhoods and districts that make up Warner Center.

- **Downtown** will remain the primary employment center of Warner Center, served by the Owensmouth Transit Hub. As infill development occurs, Owensmouth will be lined with commercial development and will become Downtown's "Main Street."
- The **Business Park** will be Warner Center's second job center, initially served by a new Orange Line station at Oxnard Street and Variel Avenue. Like Downtown, while its primary function is as a job center, it will also include housing and retail development to maintain a walkable mix of uses.
- **Uptown** will develop as a high quality mixed-use district adjacent to the Canoga Orange Line Station. Uptown will include the existing high-end Topanga Plaza Shopping Center, new research and development and other creative sector industrial and commercial development mid-and high-rise housing, and neighborhood and community serving retail uses, all oriented around a central park, as illustrated in Figure 7.
- The **Eastside Live-Work** district, served by both the De Soto and new Oxnard/Variel Orange Line station, will retain its industrial flavor, with a focus on live-work projects and smaller-scale development projects than in the Uptown, Business Park or Downtown districts.
- The **Southwest Residential** neighborhood is largely built-out with two- and three-story townhomes and flats, both for-sale and rental oriented along tree-lined streets.
- The **Northeast Residential** neighborhood, served by the Canoga and De Soto Orange Line Stations, will evolved

Figure 6 addresses the balance of jobs and housing: it shows the minimum percentage of land area in each district that must be devoted to non-residential uses. This threshold will allow development to occur based on market cycles (which typically focus on one sector at time) and, at the same, ensure that there will be land area available for the development of an appropriate mix of uses.

All streets in Warner Center will be walkable. The two sketches below show new smaller streets, some lined with housing and some with retail, live-work, and other inhabited spaces.

5. Walkable Blocks and Streets

To make Warner Center more walkable and allow for better phasing of future development, the Specific Plan will add new small streets and paseos which intersect existing public streets n the general locations shown in Figure 5. These streets will be shared by cars and small slow vehicles, all travelling at less than 25 mph.

Existing streets will continue to carry both local and through traffic will be redesigned to include transit, small slow vehicles, and pedestrians.

All streets will be designed to be walkable with wide parkways that support large shade trees and comfortable walkways.

Buildings will define the street and ground floor uses will be oriented to the street. Most corners will be wrapped with ground floor retail, while the mid-block ground floor spaces will include live-work, professional offices, common areas, and similar uses.

This plan-view diagram shows how an open space network could evolve in the Northwest resdiential neighborhood. While existing projects (shaded) are not expected to change in the next 25 years, each new project will contribute public open space along a public street or publicly accessible private street. Over time, that open space will combine with adjacent projects' open space to form larger open spaces.

6. A Network of Open Space Around Which Neighborhoods are Organized

A key neighborhood characteristic that is found in successful urban neighborhoods and districts (both residential and commercial) is an open space network that is integrated with development.

The success of the Pearl District, which is both residential and commercial, has been attributed in part to its open space network (along with its streetcar, good building design, and walkable streets). The goal of the Specific Plan is to provide a similar network of usable public open spaces in Warner Center that provide a focus for development and for community activity.

Each development project will Improve and maintain open space equal to 15% of site area. That open space will be located within Warner Center at street level, open to the public during daylight hours, and least three-quarters of an acre in size or part of an open space that is at least three-quarters of an acre in size with a minimum street frontage of 100 feet. A pedestrian paseo may be counted, provided it is connected to a larger open space that meets the minimum area requirement.

Tanner Springs Park in the Pearl District, like Jameson Square, were developed by the private developer of the adjacent mixed-use projects..

Existing streets will be redesigned over time to be more walkable and to accommodate bicycles and other small, slow vehicles. The two sketches below show how sidewalks on existing major streets can be more walkable even if the ajdacent uses do not change.

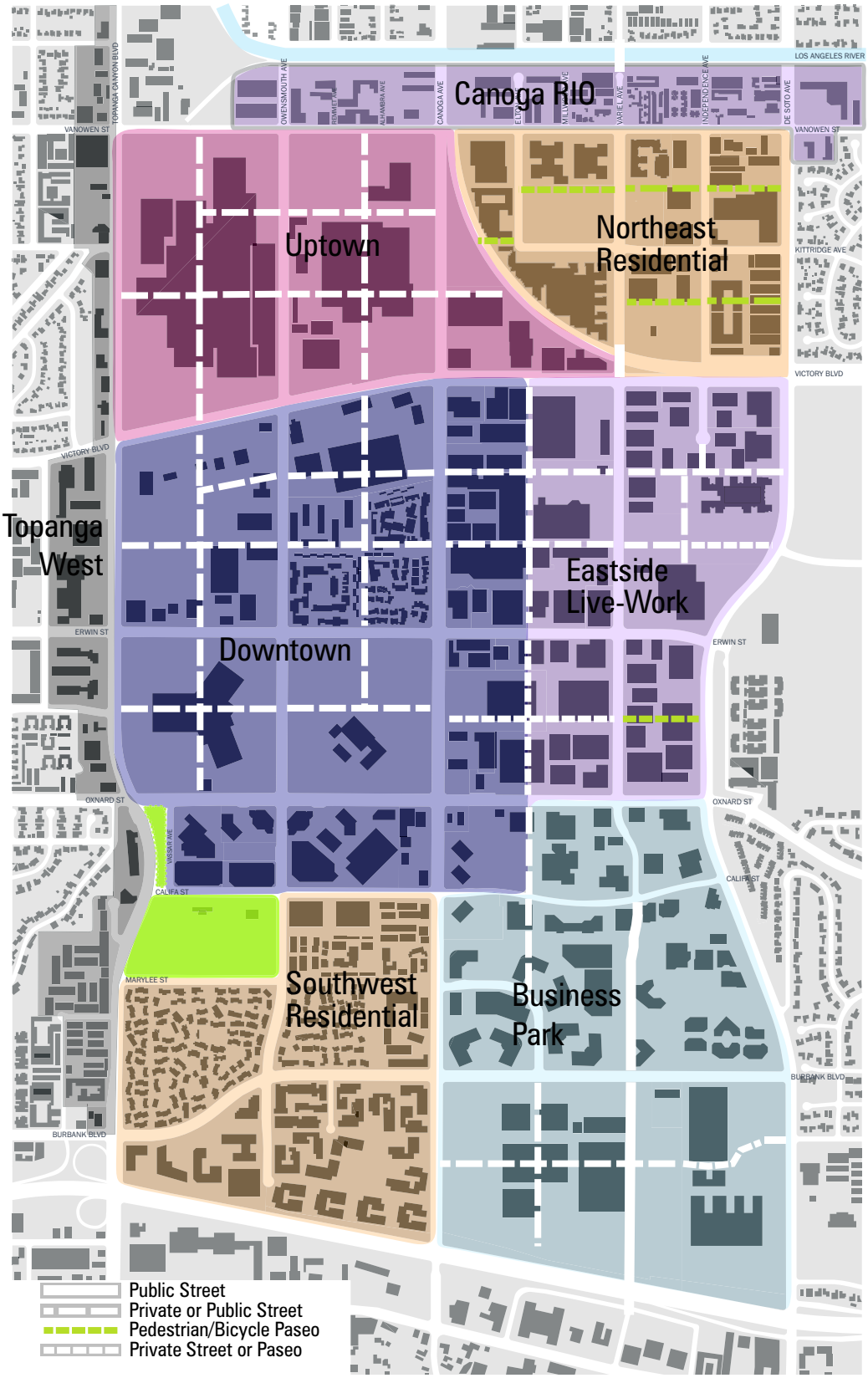


Figure 5 Districts / Neighborhoods and New Streets

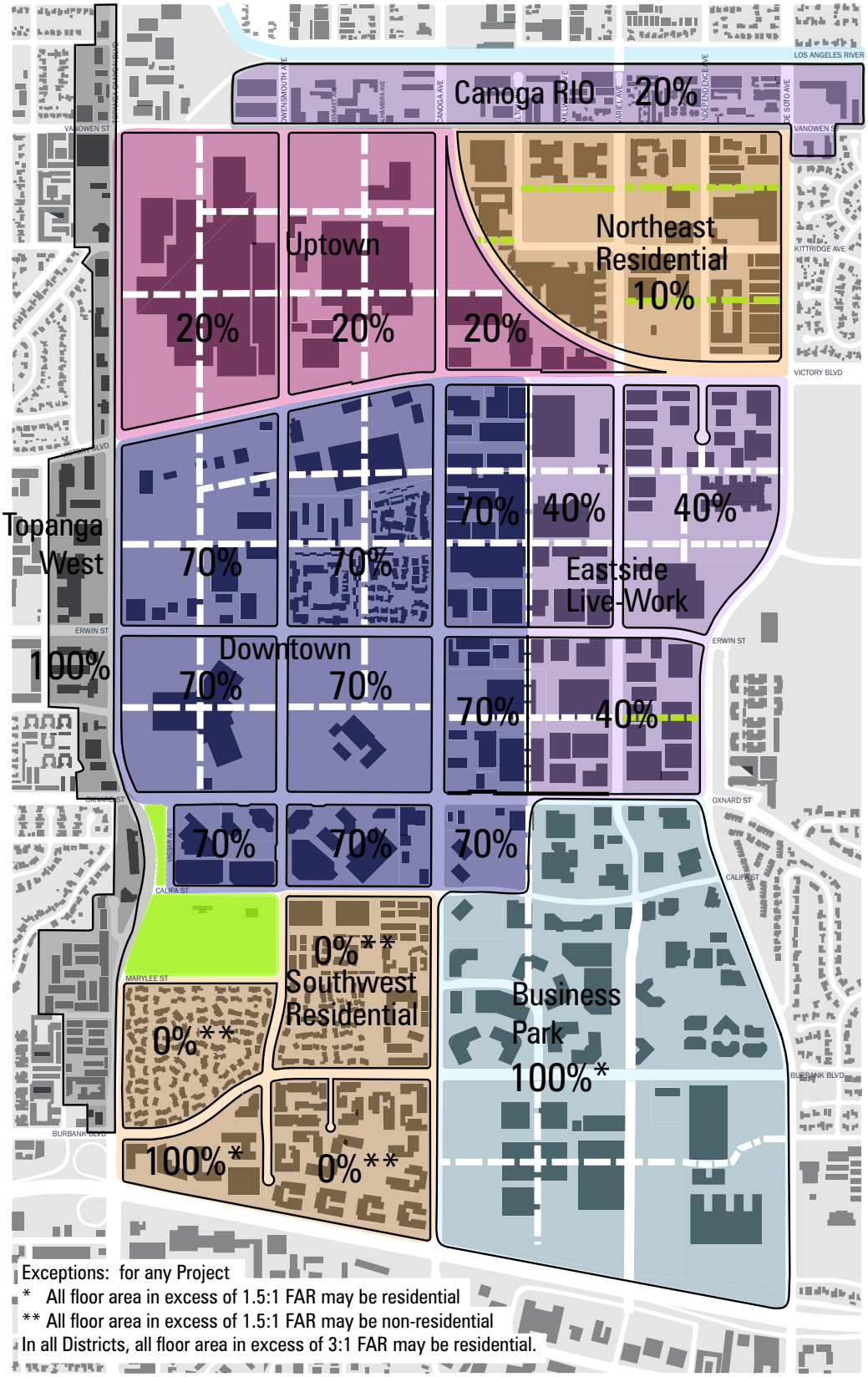


Figure 6 Land Use Mix by District

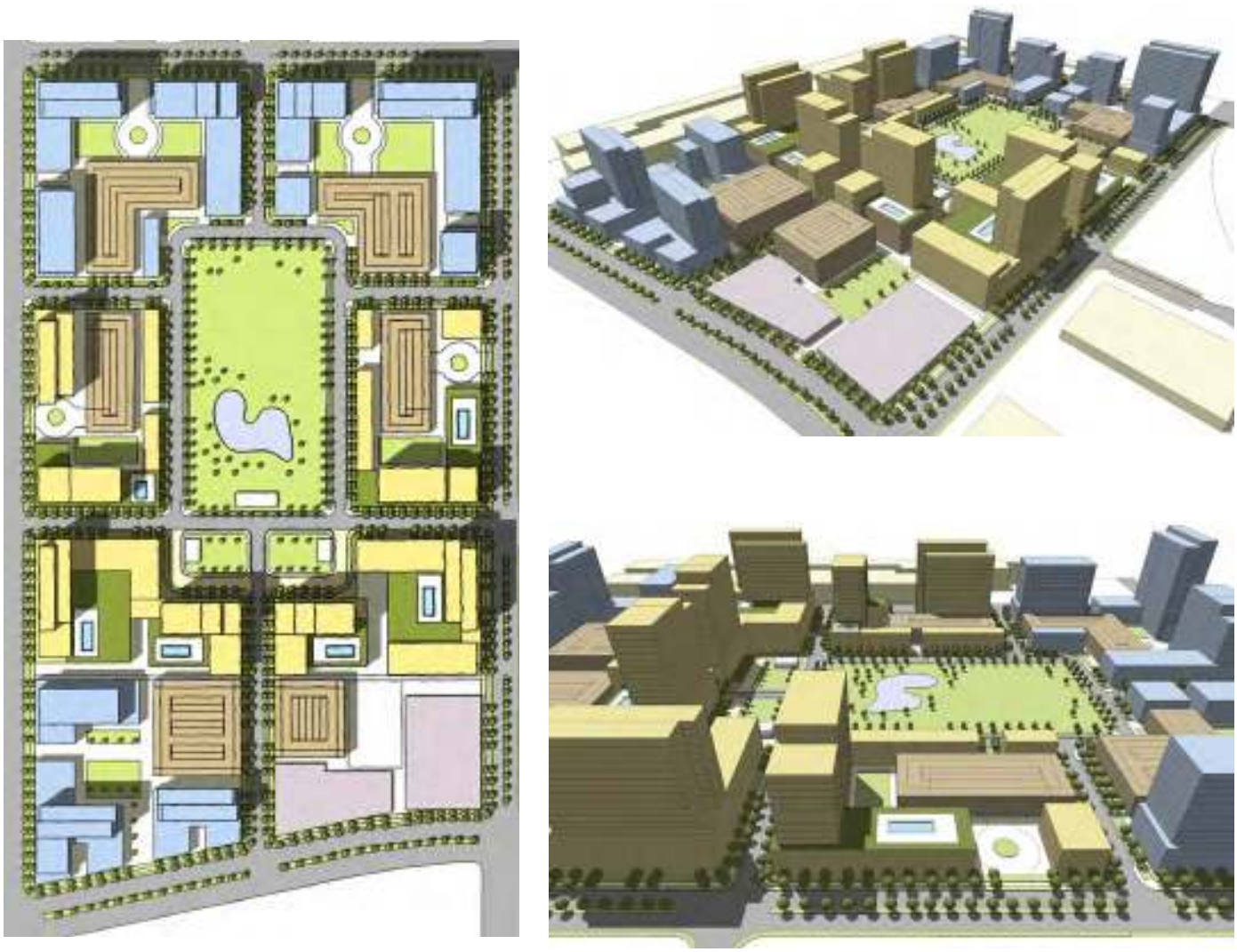


Figure 7 Illustrative Uptown District development oriented around a central park and community shopping center.

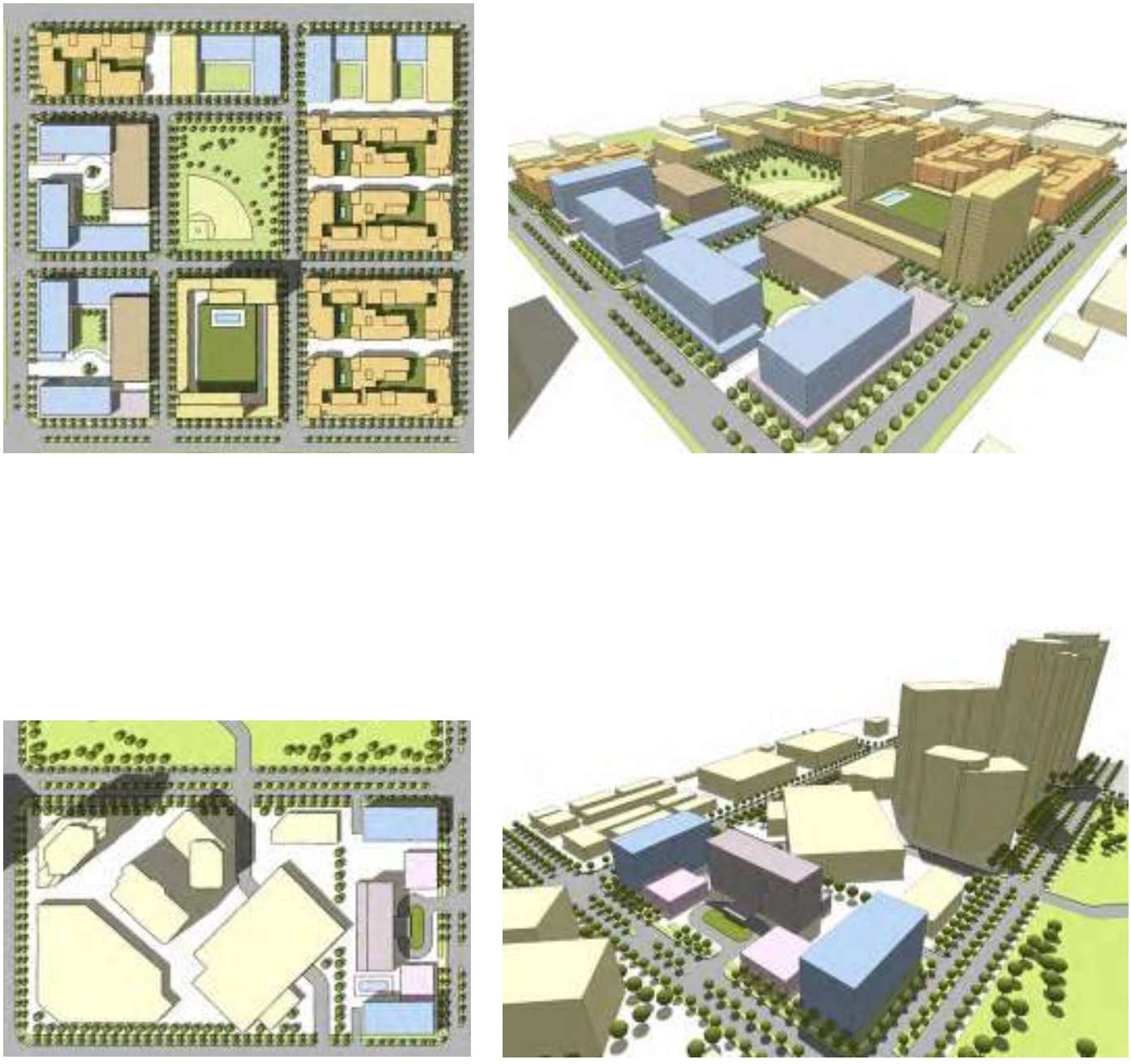


Figure 8 Illustrative Eastside (top): a mix of live-work and mixed-use with common open space.
Downtown infill developmnt (bottom): sharing already built parking structures allows for great density and a pedestrian scale along the street.

8. Parking

The Specific Plan's goal is to reduce the need for driving and, therefore, parking.

Once travel time on the Orange Line has been reduced to the 30 minutes from Warner Center to North Hollywood and the jobs to residents ratio in Warner Center is better balanced, required parking will be reduced by 50% for non-residential development and to 1 to 1.5 spaces per housing unit. The Specific Plan encourages new projects to share already existing parking facilities, many of which contain more spaces than are required.

Centralized parking is also encouraged and facilitated. Employee parking may be located any within Warner Center that is accessible via transit. A shared parking credit system for public parking structures will allow 1.5 credits per parking space, similar to the Old Pasadena system.

Parking requirements are reduced for ancillary uses in a mixed-use or large-scale project. Most parking is "unbundled", that is, it is sold or leased separately from housing units or commercial floor area. Bicycle and other small slow vehicle parking is provided in all projects.

9. TOD Incentives and Public Improvement Funding

Based on a review of incentives employed in other successful transit-oriented districts, financial incentives appear to be the most successful means of attracting development to transit oriented districts. The following incentives should be considered for development projects that qualify Transit-Oriented Development, achieve an FAR of at least 3:1 and conform to all provisions of the Specific Plan are:

- Offer a 10-year property tax exemption, like Portland's. This would require state legislation.
- Offer a 10-year business tax exemption.
- Convert the trip fee to an annual assessment to be used exclusively for improvements within Warner Center and primarily for modes other than single-occupant vehicles.

Other incentives that will benefit all development projects in Warner Center should include streamline the approval process and providing environmental clearance for development in the Specific Plan area, provided it conforms to all Specific Plan provisions.

To fund construction and maintenance of the public improvements that are needed to attract quality jobs and housing, establish a Mello-Roos Community Facilities District (CFD) or other assessment mechanism to fund the construction and maintenance of public improvements, including internal transit, other transportation improvements, and streetscape improvements.

10. Implementing the Vision

The Local Development Corporation (LDC), established by the 19__ Warner Center Specific Plan will be re-energized and will take the lead in implementing the Vision for Warner Center. The Community Advisory Committee, which worked together with the larger community to develop this vision and to update the Specific Plan, envisions the role of the LDC as including the following:

- Implement Neighborhood Protection Program.
- Establish an areawide assessment district to fund construction and maintenance of streetscape and open space improvements, utility undergrounding, and other improvements .
- Manage and distribute fees collected in Warner Center to guarantee that funds are kept and spent in Warner Center and the surrounding area.
- Seek matching Federal, State and Local funds.
- Act as a public/private partner in future transit improvements and maintenance, including the study and implement of a local transit system, which may be a streetcar.
- Develop street lighting and wayfinding signage master plans.
- Implement infrastructure, physical, and transit improvements. The LDC would not manage improvement and public/private projects directly, but could manage the managers. Oversee maintenance of streetscape and open space improvements, including appropriate street and setback tree maintenance
- Manage parking allocation/shared parking.
- Monitor balance of residential/commercial development.
- Contract out work and cut out some of the City's red tape.
- Function as a Business Improvement District, including security, event management, promotion and marketing.
- Monitoring enforcement of/compliance with Specific Plan and other regulations.
- Coordinate film permitting.

SPECIFIC PLAN ORDINANCE RECOMMENDATIONS

CITY PLANNING STAFF WILL PREPARE THE SPECIFIC PLAN

THE URBAN DESIGN CONSULTANT'S RECOMMENDATIONS RE: KEY PROVISIONS FOLLOW

1. DEVELOPMENT GOALS FOR 2035

The goal of the Specific Plan with respect to jobs and housing should be to attract a balanced mix and concentration of both that supports transit use and walkablity, specifically:

- **Jobs**. Increase jobs in Warner Center from the existing approximately 40,000 to at least 80,000 by 2035, including Research/Development, Professional/ Technical and other "creative class" jobs.
- **Housing**. To create an environment to attract those jobs, provide quality residential neighborhoods with amenities, including open space, a community shopping center, neighborhood-serving retail, entertainment and walkable streets, with a goal of adding up to 20,000 new residential units between 2009 and 2035.

2. CHARACTERISTICS NEEDED TO ATTRACT DEVELOPMENT

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

- A balanced mix of uses - a variety of jobs; a range of housing types; a mix neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities.
- Uses that are within walking distance and connected by frequent transit service. The modern streetcar has proven to be an effective "development magnet" in places like Portland and Seattle.
- High quality development.
- Attractive, shaded, walkable streets with activity along the sidewalks.
- A network of open space around which development is oriented.

The Pearl District in Portland is an example of how these characteristics, combined with financial incentives, work together to attract a critical mass of development and make a place where people want to live, work and play.

3. ALTERNATIVES TO THE SINGLE-OCCUPANCY VEHICLE TO ENABLE TRANSIT-ORIENTED DEVELOPMENT.

Background. The initial transportation analysis indicates that, to accommodate the trips associated with the proposed levels of development without exceeding Level of Service E (90% of capacity) in the vicinity of Warner Center, the number of trips generated within Warner Center that leave Warner Center must be reduced by more than one third. The primary means of shifting that many trips are to:

- Concentrate development around Orange Line Stations and Owensmouth Transit Hub and around an effective internal transit system, so people can easily commute by transit.
- Concentrate a mix of uses within walking distance of one another so people can easily walk rather than drive.

- Provide a mix of uses within Warner Center, so that, initially, even if people drive, they are not leaving Warner Center, and so that those uses can eventually be connected by transit.

These measures generally correspond to the characteristics needed to attract development in 2. above. Note that while an internal transit system may not be necessary to keep traffic levels below capacity, it does appear to be essential to attracting the development that will generate that traffic.

Goal. The goal of the Specific Plan should be to provide transit access throughout Warner Center, so that most development in Warner Center can be Transit-Oriented Development as defined in 4. below.

Actions. As an immediate first step, a fourth Orange Line station should be added in the vicinity of Oxnard Street and Variel Avenue.

In addition, a study or studies should be undertaken to:

- Identify a transit system, including technology or technologies, routes, and station or stop locations within Warner Center, which can be expected to:
  - result in a sufficient ridership to reduce vehicle trips to a level that will 1) maintain traffic in and around Warner Center at an acceptable level (to be defined by the Specific Plan traffic analysis) and 2) support the reduction in on-site parking to an average of 1.5 spaces/unit and 1 space/1,000 square feet of non-residential development;
  - be adequate to replace the Orange Line bus station(s) at the Transit Hub if the Orange Line converts to rail; and
  - based on experience in other places, be expected to attract development.

  The study should evaluate the following options, as well as other viable technologies:
  - A fixed rail in-traffic streetcar, which based, on experience to date is, in our opinion, the most viable option (see attached streetcar summary) because it will not only provide transit access, but has been proven to attract development;
  - Modified DASH routes with a modified schedule.

  The study should evaluate the viability of phased technologies, for example, a modified DASH bus in combination with a fourth Orange Line station for an initial period, followed by implementation of a technology with increased capacity and potential to attract development, such as a streetcar.
- Evaluate funding options and recommend a preferred method of funding and process by which the transit system will be developed.

4. DEFINITION OF TRANSIT-ORIENTED DEVELOPMENT

For the purposes of the Specific Plan, Transit-Oriented Development (TOD) should be defined as:

- A project having at least one primary entrance located on a public street or publicly accessible private street that is not more than the following walking distance along public streets, publicly accessible private streets and/or

paseos from the corresponding transit station or stop:

- From a rail station on the Orange Line or other exclusive right-of-way (ROW) rail line, 2,000 feet for non-residential development and 2,640 feet for residential development;
- From 1) a bus station on the Orange Line or other exclusive ROW bus line, 2) the Owensmouth Transit Hub or other Transit Hub at which at least 4 bus lines stop and have combined headways of not more than 5 minutes during the peak periods, or 3) from a stop on a Modern Streetcar Line, 1,320 feet for non-residential development and 2,000 feet for residential development.
- From a station or stop on any other internal transit system that connects other areas within Warner Center to the Canoga Orange Line station and to one another, as defined by the transit design study, the distance established by that study. That distance is expected to be less than for the systems listed above. Once the internal transit system is in place, the route and schedule may not be changed without the approval of the Planning Commission. If, at some future time, the system does not meet the minimum criteria established by the internal transit study, the route would not longer qualify as a TOD.

Figure 1 in the Vision section illustrates the approximate locations that would meet the criteria for Transit-Oriented Development once a fourth Orange Line station is added at Oxnard Street and Variel Avenue. Figure 2 in the Vision section illustrates those locations for four Orange Line stations plus a modern streetcar on Canoga Avenue, which would achieve the goal of allowing Transit-Oriented Development throughout most of Warner Center. Figure 3 in the Vision section illustrates that, with the potential future conversion from bus to light rail and the eliminate of three of the four Orange Line stations, the combination of rail station, Transit Hub and streetcar would maintain the potential for Transit-Oriented Development throughout most of Warner Center

5. INCENTIVES TO ENCOURAGE TRANSIT-ORIENTED DEVELOPMENT IN WARNER CENTER

Based on a review of incentives employed in other successful transit-oriented districts, financial incentives appear to be the most successful means of attracting development to transit oriented districts. The following incentives should be considered for development projects that qualify Transit-Oriented Development (that is, meet the criteria in 4. above), achieve an FAR of at least 3:1 and conform to all provisions of the Specific Plan are:

- Offer a 10-year property tax exemption, like Portland's. This would require state legislation.
- Offer a 10-year business tax exemption.
- Convert the trip fee to an annual assessment to be used exclusively for improvements within Warner Center and primarily for modes other than single-occupant vehicles.
- If there is an FAR limit for Transit-Oriented Development, provide additional FAR for mid-rise or high-rise development and underground parking.

In addition, incentives that will benefit all development projects in Warner Center should include:

- Streamline the approval process.
- Provide environmental clearance for development in the Specific Plan area, provided it conforms to all Specific Plan provisions.

6. FUNDING COMMUNITY AMENITIES NEEDED TO ATTRACT QUALITY JOBS AND HOUSING

To fund construction and maintenance of the public improvements that are needed to attract quality jobs and housing, establish a Mello-Roos Community Facilities District (CFD) or other assessment mechanism to fund the construction and maintenance of public improvements, including internal transit, other transportation improvements, and streetscape improvements. Require all new development projects to be in the CFD.

7. NEW STREETS

- To make Warner Center more walkable and allow for better phasing of future development, provide new public streets, publicly assessable private streets which intersect existing public streets, and paseos in the general locations shown in Figure 5 in the Vision section.

  Once the location of a publicly accessible private street intersection with a public street has been established, any extension of the new street on the other side of the public street must align with the first street.

  The alignment of the new streets may vary within a development project, as long as the street is continuous, connecting one intersection to another.

  Note: Private streets are maintained by the property owner. If a property owner does not ant to maintain the streets, he or she may arrange with the City to dedicate the improved streets to the City, in which case they would have to meet City street standards and would be deducted from the Lot Area of the development site.

- Allow no gated fire roads. All fire access requirements shall be met by providing publicly accessible private streets or pedestrian paseos that are open to the public at all times. Note that publicly accessible private streets and pedestrian paseos are not deducted from Lot Area and therefore do not reduce permitted Floor Area.

8. PARCEL SIZE AND CHARACTERISTICS

- Do not allow any existing Development Site (that is, a parcel or group of contiguous parcels under a single ownership) to be subdivided until a Unified Development Plan for that Development Site has been approved. The Unified Development Plan would address the layout of new streets and parcel configuration.
- Require all new parcels to have a frontage of at least 200 feet along a public street or publicly accessible private street and a depth of at least 300 feet.

9. DEVELOPMENT INTENSITY

Background. Two approaches to "allocating" development intensity (which, in the City of Los Angeles, is measured by Floor Area Ratio (FAR) - the ratio of building area to parcel area) have been discussed:

- Set a low base maximum FAR and permit increases in exchange for the provision of basic design features and community benefits.
- Set no FAR limit or a high base maximum FAR and require high quality neighborhood, street, site and building design. If a high base maximum FAR is set, allow additional development intensity in exchange for only a limited number of significant and costly community benefits.

Based on our experience, the first approach would send the wrong message about Warner Center to property owners and developers: that the City and community are willing to accept low-rise, low intensity development of mediocre quality (and, in fact, encourage such development since it would be the path of least resistance under the first approach) and that higher intensity development and design quality are optional.

Based on what we have heard from community members and our professional judgment, to be successful as a transit-oriented regional center, Warner Center needs to attract development that is both high quality and of an intensity appropriate to a transit-oriented regional center. The second option is consistent with this expectation. Therefore, we recommend the second approach. Our recommendation is to set no FAR limit for development that qualifies as Transit-Oriented Development and conforms to all Specific Plan, including Design Guide, provisions. However, some CAC members have suggested a base maximum FAR with incentives for development characteristics associated with mid- and high-rise to convey the plan's preference for mid- and high-rise development.

Recommended Provisions.

- No density (lot area/unit) limitation and a minimum unit size of 400 square feet, provided not more than 20% of the units are less than 500 square feet in size.
- No FAR limit.

  Alternatively, a base maximum FAR of 4.5:1 (or higher) for any project that qualifies as Transit-Oriented Development could be established with development intensity bonuses for the following (which would be in additional to Citywide affordable housing density bonuses):

  - 0.5:1 FAR for projects that includes a minimum of 25% of the non-residential floor area is devoted to Research and Development uses (to be demonstrated by the applicant);
  - 0.5:1 FAR for projects that provide at least 50% of their development in buildings taller than 12 stories;
  - 0.5:1 FAR for projects that provide at least 50% of their parking below grade.
- A maximum FAR of 1.5:1 for projects that do not meet the criteria for Transit-Oriented Development in 4. above.

10. LAND USE

Background. Strategic Economics has strongly recommended, based on extensive experience with transit-oriented development, that future jobs be located primarily in the Downtown, Business Park and Eastside Live-Work districts, where they are concentrated today, and that a high-quality residential neighborhood that includes a community shopping center, central open space, and other amenities, and will attract the "creative sector" jobs be created in the Uptown District where there is sufficient land available to create such a place. Strategic Economics indicates that:

Recent development has demonstrated that the market for new office development is stronger in the Downtown and Business Park districts, rather than to the north near the Canoga Orange Line stop. This is true for several reasons:

- A more southern location offers better access and visibility to Highway 101, which is a key factor for many office-based tenants; and
- Job growth tends to be agglomerative, thus drawn to areas that already offer the range of supportive services needed to do business.

With substantial new residential development emerging in the northern areas of the Warner Center, there is a significant opportunity to transform this into a true neighborhood, rather than a mass of isolated housing projects. Remaining opportunity sites in this area should reinforce this "neighborhood" atmosphere by offering retail services, parks, and other amenities. This residential district will also have a place-making effect in the Warner Center, attracting job growth in the burgeoning "creative class" industries by making Warner Center more of a complete district with a balance of jobs, housing, retail, and public uses.

The goal of creating a "complete neighborhood" in the Uptown District within walking distance of the Canoga station does not exclude non-residential development. The Uptown District will accommodate a substantial number of new jobs, along with the new housing: the goal for 2035 is 8,000 net new jobs and 8,000 new housing units for a total of 14,000 total employees and 8,000 housing units in the Uptown District.

Goals. Allow for a balanced mix of uses by district that reinforce the identity and function of each district, preserve adequate land area to accommodate a total of at least 86,000 jobs in 2035, and allow/ encourage at total of at least 26,000 new housing units in 2035.

Recommended Provisions. Land area developed with residential units should be limited by subarea in order to achieve the jobs-housing goal identified in 1. above. Figure 6 in the Vision shows the recommended minimum lot area in each sub-area which must be occupied by non-residential development. Where residential units are combined with non-residential uses, the land area should be allocated based on square footage. For example, if a Project consisted of 100,000 square feet of residential development and 100,000 square feet of commercial development, 50% of the land area would be considered residential and 50% non-residential.

If residential development occurs first and at an FAR of less than 3:1, land area available for residential development may be fully occupied before the goal of providing a total of 26,000 housing units is achieved. The remaining land will be set aside for non-residential uses, which, at an FAR of 3:1, will accommodate 86,000 jobs.

- Encourage a community shopping center that includes a supermarket and drugstore in the Uptown District.
- Land use categories in the existing Specific Plan should be simplified. Except for public open space, which should remain Open Space, other parcels could be zoned C4 to allow a range of uses, subject to the provisions of the Specific Plan. Industrial uses that are prohibited in the C4 zone and that City Staff determines appropriate for the Business Park District and Live-Work District should be included as permitted uses in those zones, in addition to C4 uses.
- The Community Plan should show all Warner Center as a Regional Center, not as the unmodified underlying zoning. Showing the unmodified underlying zoning send the wrong message re: the City and Community's vision for Warner Center.
- Prohibited uses in the existing Specific Plan which are not prohibited by the C4 zone should remain. They include billboards; drive-in businesses, public storage, auto sale, rental, repair and dismantling, car wash, other automotive uses, junk yards, open storage, shooting ranges, salvage yards, and several other similar uses, except that public storage, car wash, service stations would be permitted as conditional uses in parking structures.

11. OPEN SPACE

Background. A key neighborhood characteristic that is found in successful urban neighborhoods and districts (both residential and commercial) is an open space network integrated with development. The success of the Pearl District, which is both residential and commercial, has been attributed in part to its open space network (along with its streetcar, good building design, and walkable streets). The goal of the Specific Plan should be to provide a similar network of usable public open spaces in Warner Center that provide a focus for development and for community activity. It is recommended that the publicly accessible open space listed below would count toward the Quimby requirement and would allow a project to reduce its required on-site open space as well.

Recommended Provisions.

- Improve and maintain open space equal to 15% of site area which is located within Warner Center and is at street level, open to the public during daylight hours, and is least three-quarters of an acre in size or part of an open space that is at least three-quarters of an acre in size with a minimum street frontage of 100 feet. A pedestrian paseo that also serves as a fire road may be counted, provided it is connected to a larger open space that meets the minimum area requirement.
- This publicly accessible open space may be used to meet the Quimby requirement (instead of the routinely required in-lieu feet) and may be offered to Recreation and Parks as publicly maintained open space.
- If a single open space of more than 5 acres is provided, the open space requirement may be reduced to 10% of site area. For example, if a single open space were provided for development in the super block bounded by Vanowen, Canoga, Victory, and Owensmouth, 5.2 acres rather than 7.6 acres of open space would be required. Required publicly accessible open space need not be provided on the project site, provided it is located within Warner Center in a location that meets the TOD criteria is 3. above.

- In conjunction with the provision of publicly accessible open space per 11. A. above, a project's on-site usable open space required by Code may be reduced by 25%. For example, if Code requirements results in an average of 125 sf/unit (based on the mix of habitable rooms), it may be reduce to 94 sf.

12. PARKING IN TRANSIT-ORIENTED DEVELOPMENT

To encourage shared parking and alternative modes of transportation, for projects that qualify as Transit-Oriented Development:

- Projects may provide remote parking for employees, provided that the remote parking is within Warner Center and is accessible via transit. For example, existing projects with more than 2 spaces/1,000 SF of Floor Area can sell their surplus spaces to a future project or projects located in a TOD.
- Encourage shared centralized parking within Warner Center. Establish a shared parking credit system for public parking structures at a rate of 1.5 credits per parking space, similar to the Old Pasadena model.
- Existing development projects that have less than 50,000 square feet of Floor Area may accommodate any use, except assembly space, medical office, or regional retail, without providing additional parking spaces.
- Trip fees shall be linked to parking spaces provided, so that, if a Project buys an existing surplus parking space for required office parking, it does not have to pay the corresponding trip fees for office trips. This is intended to encourage the construction of less parking, which will, in turn, allow for increased development intensity within walking distance of transit.
- A project that includes more than 50,000 square feet of office may park restaurant and health club uses located in it at the required retail ratio provided those uses do not collectively exceed 30% of the Project Floor Area. Note: per Zoning Code, a Project that includes more than 50,000 square feet of office may park retail up to 15,000 square feet at the office ratio (2 space/1,000 square feet)
- In a primarily residential project, do not require parking for ground-floor retail up to 10% of the residential floor area.
- Limit minimum required parking for all residential development to the Zoning Code requirement. No additional parking shall be required for for-sale units (condos).
- Unbundle residential parking in excess of one space per unit and all non-residential parking, that is, sell or lease it separately from residential units or floor area. Require that unused parking be made available as public parking.
- Reduce minimum parking required for non-residential development by 50% and reduce minimum residential parking to 1 space/studio or 1 bedroom and 1.5 spaces for a two-bedroom or larger unit if 1) the Orange Line travel time between North Hollywood and Warner Center is less than 30 minutes, and 2) the jobs-residents ratio is less than 2:1.
- Provide bicycle parking space consistent with the RIO requirement.

DESIGN STANDARDS & GUIDELINES

OVERVIEW 01

A. RELATIONSHIP TO OTHER REGULATIONS

The Design Standards and Guidelines are part of the Warner Center Specific Plan. As such, they supplement other Municipal Code provisions and, where there is a conflict, supersedes other Municipal Code Provisions. They apply to all Projects in the Specific Plan area. Certain provisions vary by district. The Warner Center Districts are shown in Figure 1-1.

B. APPLICATION OF DESIGN GUIDE TO PROJECTS/DEFINITION OF PROJECT

The Design Standards and Guidelines includes both standards (requirements) and guidelines (suggestions). Standards typically use the word “shall”, an active verb (such as, “provide” or “install”), a clear directive (“are not permitted” or “are required”). Guidelines typically use the word “should” or “consider.” Projects must comply with standards and are strongly encouraged to comply with guidelines.

Table 1-1 indicates which section of the Design Standards and Guidelines are applicable to various types of projects and approvals. Table 1-2 describes how a project’s compliance with the Design Standards and Guidelines is to be documented by the project applicant.

C. HOW TO USE THE DESIGN GUIDE

The Design Standards and Guidelines encourage Warner Center to develop as a more sustainable community. To achieve this goal, good choices must be made at all levels of planning and design -- from land use and development decisions to building massing and materials choices -- with an emphasis on walkability and the making of great streets, districts and neighborhoods. The Design Standards and Guidelines focus on the relationship of buildings to the street, including sidewalk treatment, character of the building as it adjoins the sidewalk, and connections to transit, and on the public realm, as illustrated in Figure 1-2 below, in order to create high quality public spaces and a livable, walkable environment. The successful treatment of these key features, coupled with particular attention to the details of a project in the first 30-40 vertical feet, forms the basis for providing high quality development at a human scale.

The first step in using the Design Standards and Guidelines is to understand how to organize and mass new development to create walkable, human-scale neighborhoods. Section 2 describes how the new smaller blocks created by required private streets can be designed to create walkable neighborhoods.

Sections 3 and 4 focuses on the streets and the relationship of buildings to them. The Warner Center Street Standards in Section 3 identify where the curb line and back of sidewalk adjacent to a Project will be in relation to the existing street center line and whether any roadway widening or narrowing will be required. Note that, on many streets, the required sidewalk width will be a combination of public right-of-way dedication and sidewalk easement.

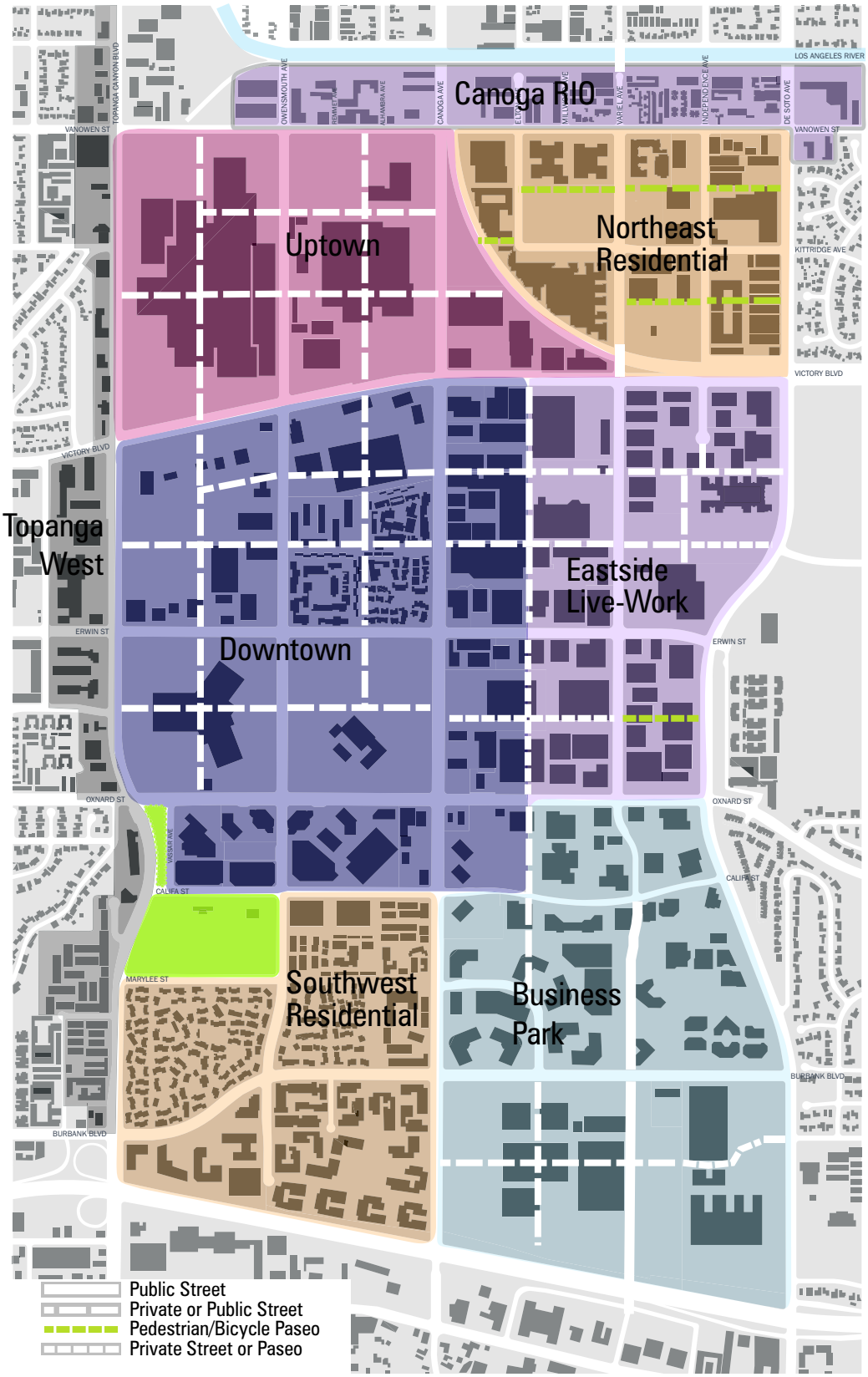


Figure 1-1 Warner Center Districts and Smaller Blocks

Section 3 also provides direction regarding setbacks: are they required/ allowed, and, if so, how wide are they and how should they be treated? Setback treatment varies by street and district and with the adjacent ground floor use.

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 / encloses the street and provides a transition from the building to the pedestrian scale at the sidewalk. Section 4 also identifies locations where ground floor space must 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 8 addresses on-site open space; Section 9 landscape and storm water treatment, and Section 10 streetscape improvements.

Section 11 addresses signage; Section 12 cultural amenities, including public art.

The portion of Warner Center north of Victory Boulevard is located in the River Improvement Overlay District (RIO) and must achieve a total of 20 points to comply with the 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 Warner Center planning staff.

D. AMENDMENTS TO THE DESIGN GUIDE

The Design Standards and Guidelines may be amended as necessary by the South Valley Planning Commission.

Table 1-1 Applicability of Design Standards and Guidelines to Project Types/Clearances

✓ means the section of Design Standards and Guidelines applies to the corresponding project type. The Design Standards and 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.

	APPLICABLE DESIGN STANDARDS AND GUIDELINES										
PROJECT TYPE	2 Blocks	3 Streets & Set-backs	4A Street Wall	4B-D Ground Floor	5 Parking	6 Archi-tecture	7 Open Space	8 Land-scape	9 Street-scape	10 Signage	11 Cultural Amen-ities
Building Permit											
Change of use					*			✓	✓	✓	✓
Use of land					✓			✓	✓	✓	✓
New Construction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Relocation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Addition	✓	✓	✓	✓	*	✓	✓	✓	✓	✓	✓
Exterior Alteration:											
Street-facing façade				**		✓				✓	✓
Other											
>50% replacement value		✓	✓	**	*	✓		✓	✓	✓	✓
<50%replacement value						✓				✓	✓
Interior Alteration											
Demolition											
Pool/Spa - New/Alterations											
Signs - New/Alterations										✓	✓
Site grading											
Fences and Block Walls		✓	✓					✓			
Underground Tank Removal/ Remediation											
Seismic Reinforcement/ Retrofitting											
Division of Land											
Parcel Map	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
Tract Map	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
Public Works Permit											
A Permit		✓							✓		
B Permit		✓							✓		
Planning											
Private Street		✓							✓		

* Existing parking located along a street frontage is not required to be relocated; however, other standards and guidelines apply to the extent feasible.

** Existing ground floor space is not required to be redesigned to accommodate active uses; however, entrance location and transparency standards and guidelines in 4. C. and D. and all standards and guidelines 4. E. apply.

Boulevards

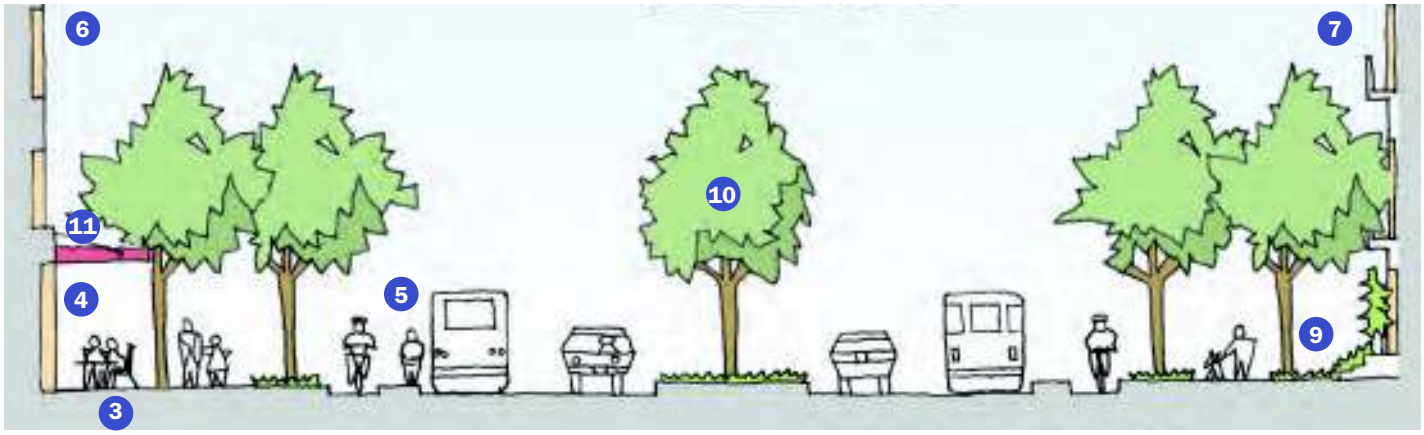


Table 1-2 Documenting Compliance with Design Standards and Guidelines

1. Document compliance with the Design Standards and Guidelines on the plot plan, floor plans, roof plan, elevations, sections and landscape, hardscape and open space plans described in the Site Plan Review Instructions and Checklist.
2. Provide a boundary/topographic survey, which includes the existing curb line & street improvements at the same scale as the plot plan. Show the existing curb line on the site plan and landscape plan.
3. Annotate the plans to show required dimensions and compliance with provisions of the Design Guide.
4. Full-size plans shall be to scale at the following scales:
   a. Plot plan (site plan) and survey - no smaller than 1" = 20'
   b. Floor plans and elevations - no smaller than 1/8" = 1' 0"
   c. Roof plan - no smaller than 1/8" = 1'0"
   d. Elevations of entire façade (all walls) - no smaller than 1/8" = 1'0"
      Elevations of ground floor facades along streets - no smaller than 1/4" = 1' 0"
   e. Sections - no smaller than 1/8" = 1'0"
   f. Landscape/Hardscape Plan - no smaller than 1/16" = 1'0"
      Open Space Plan - no smaller than 1/16" = 1'0"

	DESIGN STANDARDS AND GUIDELINES SECTIONS									
PLAN SHEETS	2 Blocks	3 Streets & Set-backs	4 Ground Floor & Street Wall	5 Parking	6 Archi-tecture	7 Open Space	8 Land-scape	9 Street-scape	10 Signage	11 Cultural Amen-ities
Plot Plan (Site Plan)	✓	✓							✓	✓
Floor Plan - Ground Floor			✓	✓	✓					
Floor Plans - above			✓	✓	✓					
Floor Plans - below				✓						
Roof Plan					✓					
Elevations			✓	✓	✓				✓	
Sections		✓	✓	✓						
Landscape/Hardscape Plan							✓	✓		✓
Open Space Plan						✓				✓

Collectors and Required Private Streets

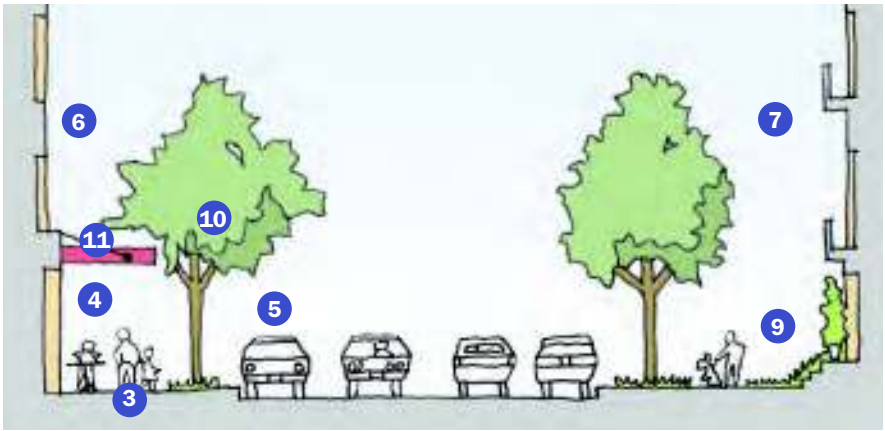


Figure 1-2 Focus of the Design Guide. The 2 diagrams at left show the zone of development on which the standards and guidelines focus for both boulevards and smaller streets. Numbers correspond to sections of this document in which each topic is addressed:

- **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)

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.

Source: Gilbert, Stevenson, Girardet, Stren, 1996

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. Meet the needs of the present without compromising the ability of future generations to meet their own needs.

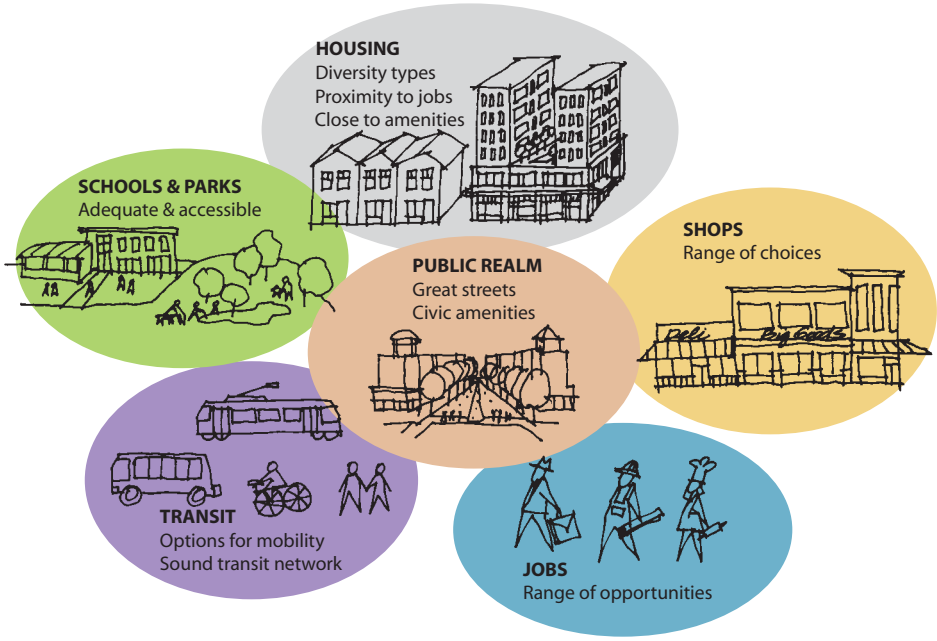


Figure 1-3 Components for a livable center at the neighborhood scale.

F. SUSTAINABILITY OVERVIEW

Sustainability is a key element of the Warner Center Specific 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 Design Guide address sustainability at all those levels. This section provides examples of the intent of the Design Guide with respect to sustainability.

LEED™ certified midrise office.

District and Neighborhood Design

- Support walkability through sensitive design of the site, building and streetscape.
- Since the goal of the Specific 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.

LEED™ Gold housing in Downtown Los Angeles.

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.

Example of a green roof.

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.

02 BLOCKS

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 Figure 1-1, 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.

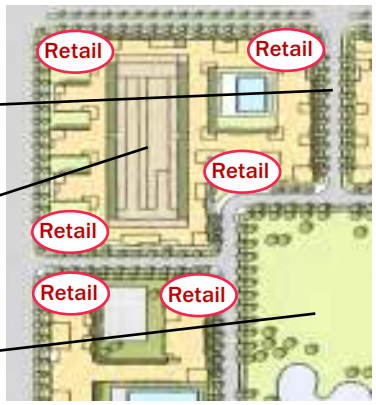
Subdivide blocks to provide pedestrian-scaled access points and visual connections into the development with streets, shared-use alleys or paseos.

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.

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

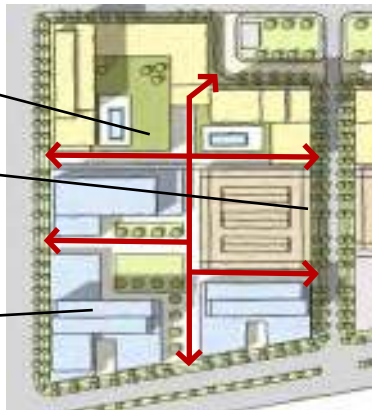
Open space aggregated to create an important amenity and unique identity for the neighborhood



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

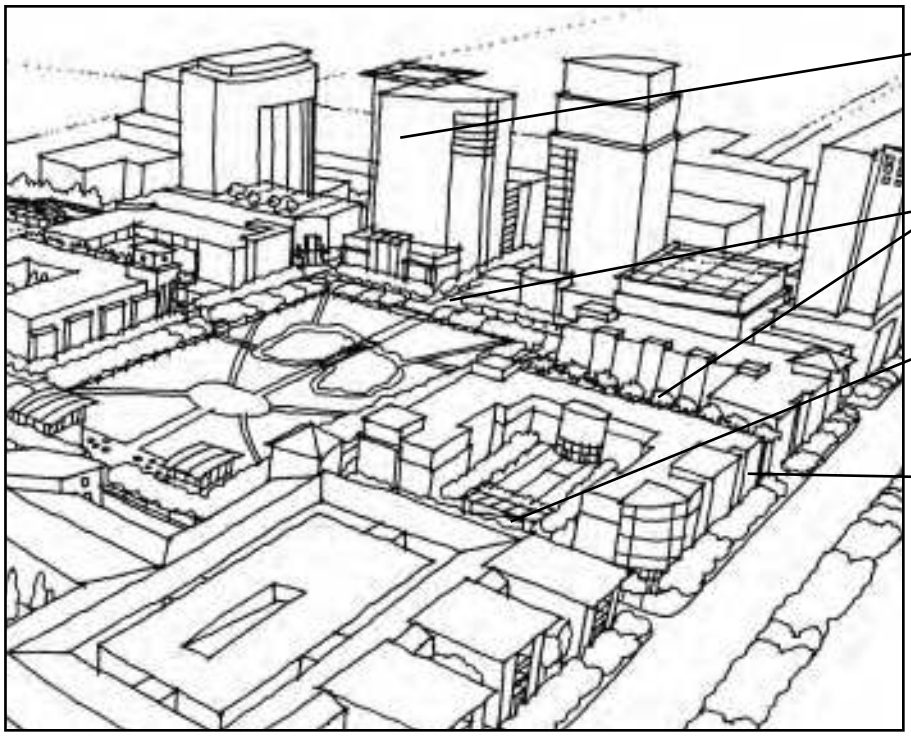
Taller development and commercial uses clustered near primary corners along a major corridor



3. Locate open space within smaller block developments to create meaningful public rooms. Make required the public open spaces a central feature with residential and commercial uses facing onto it.
4. Incorporate neighborhood-defining features such as a park, plaza, streets and paseos 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.
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.
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 paseos.

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.



Example 3 - 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

03 STREETS

A. STREET STANDARDS

1. Improve the street to the street center line adjacent to a project as shown in the Warner Center Street Standards in Figure 3-1, which consists of 8 pages and shows the required cross section for each street, 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 Section 4. B. and C.
   - Illustrative setback treatment, which is also a function of the adjacent ground floor use. The cross sections in Figure 3-1 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. The setback treatments shown are illustrative of the provisions in Section 4.

   Streets may not deviate from the standards in Figure 3-1 unless approved by the South Valley Planning Commission. No portion of the roadway, including intersections and bus stops, may exceed the maximum roadway width specified unless approved by the South Valley Planning Commission.

2. Roadway designed shall conform to the following criteria unless approved by the South Valley Planning Commission.
   - 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 required) at new required 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 shall 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 criteria, 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 shall 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 required private streets in Warner Center shall be located within a few feet of existing grade and on soil (not structure) to maintain walkablity, 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. (RIO points: 1 for every 100 feet of undergrounded lines in the public right-of-way).

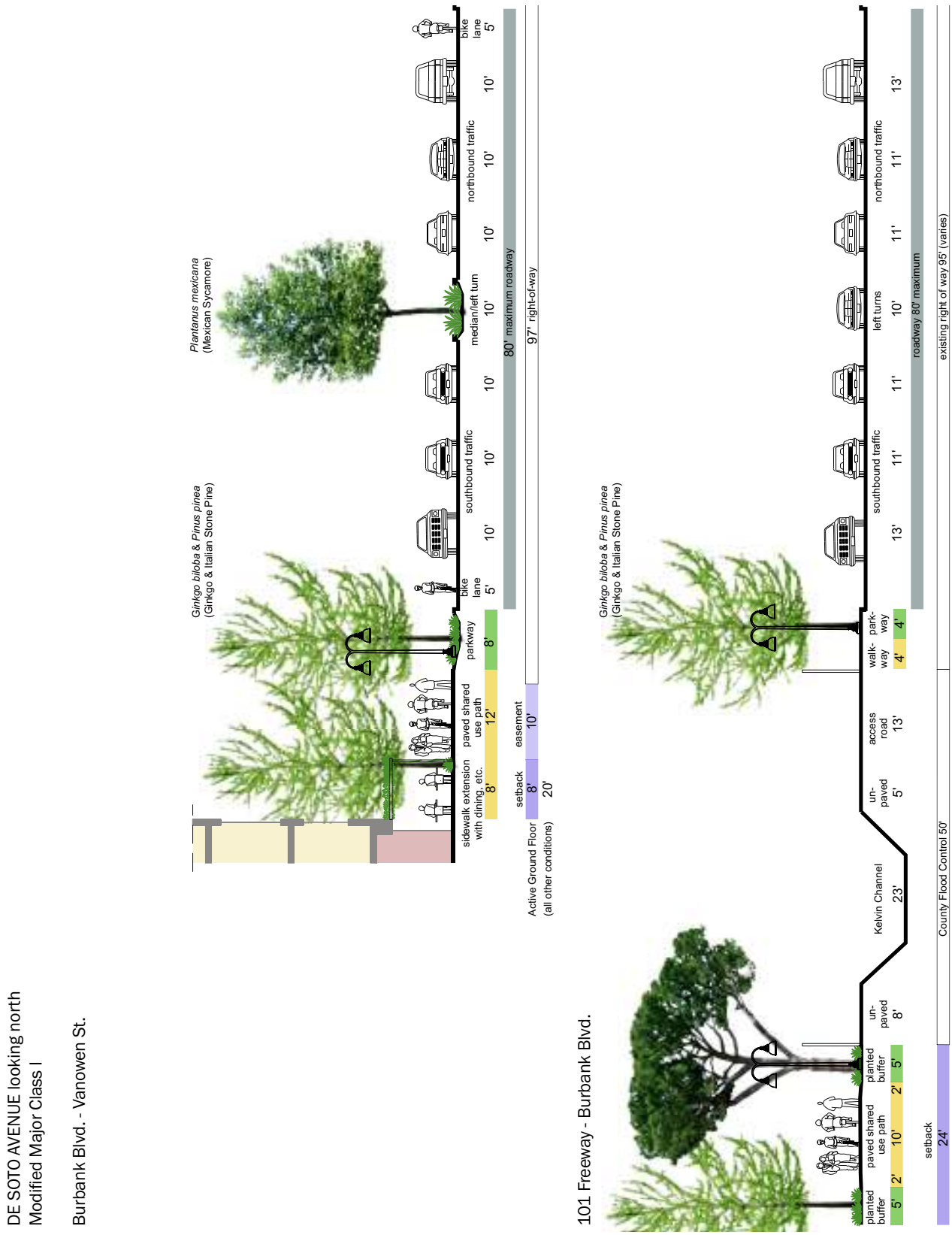
6. All utility boxes, including traffic control, electrical, phone and fiberoptics, shall be undergrounded, unless City Planning approved an above-grade box due to extenuating circumstances.

7. New street trees on streets shall be of the species indicated in Figure 3-1 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.

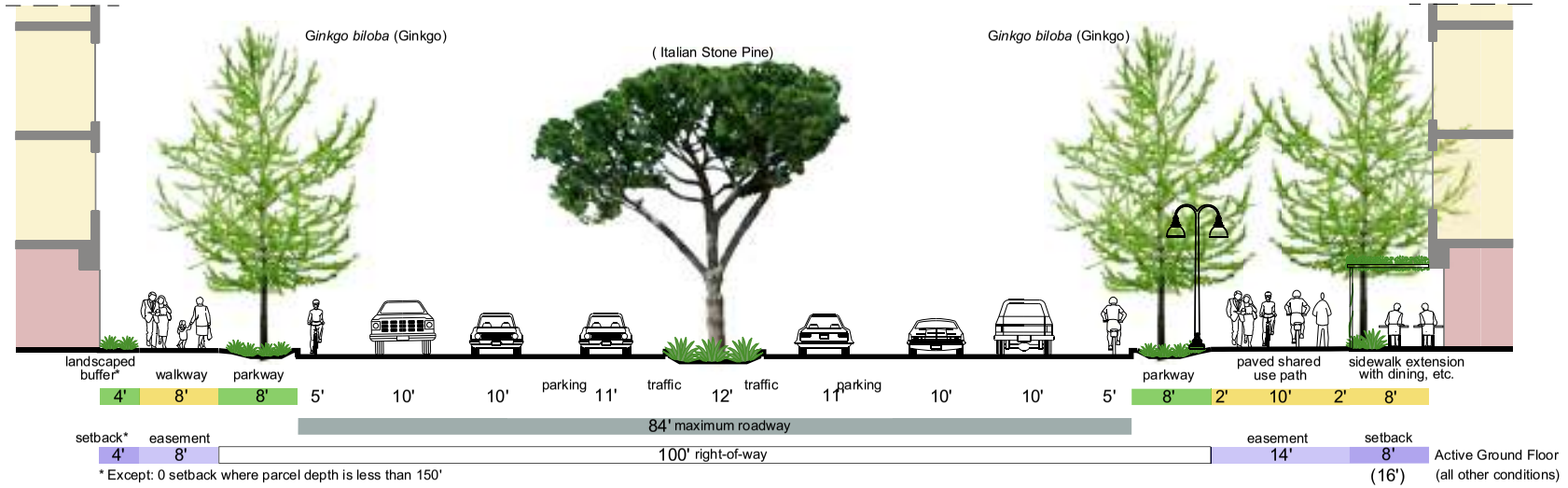
8. A street lighting master plan that includes both roadway and pedestrian-scale lighting should be prepared following adoption of the Specific Plan.

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.

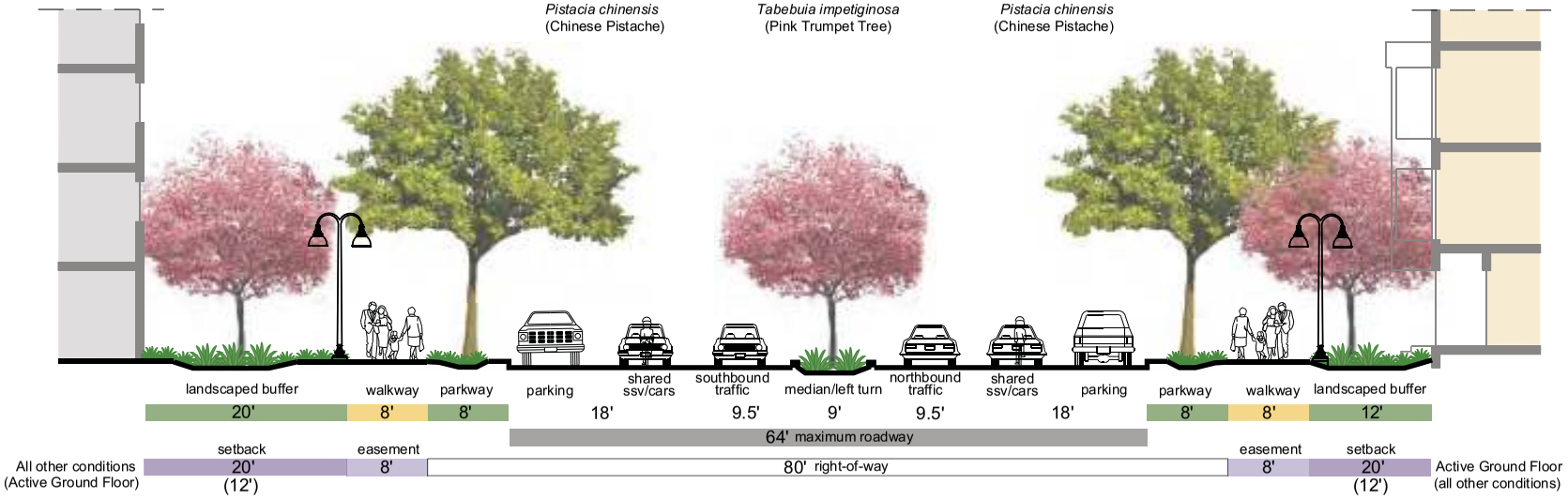
Figure 3-1 Warner Center Street Standards.



TOPANGA CANYON BOULEVARD looking north
Modified Major Class II

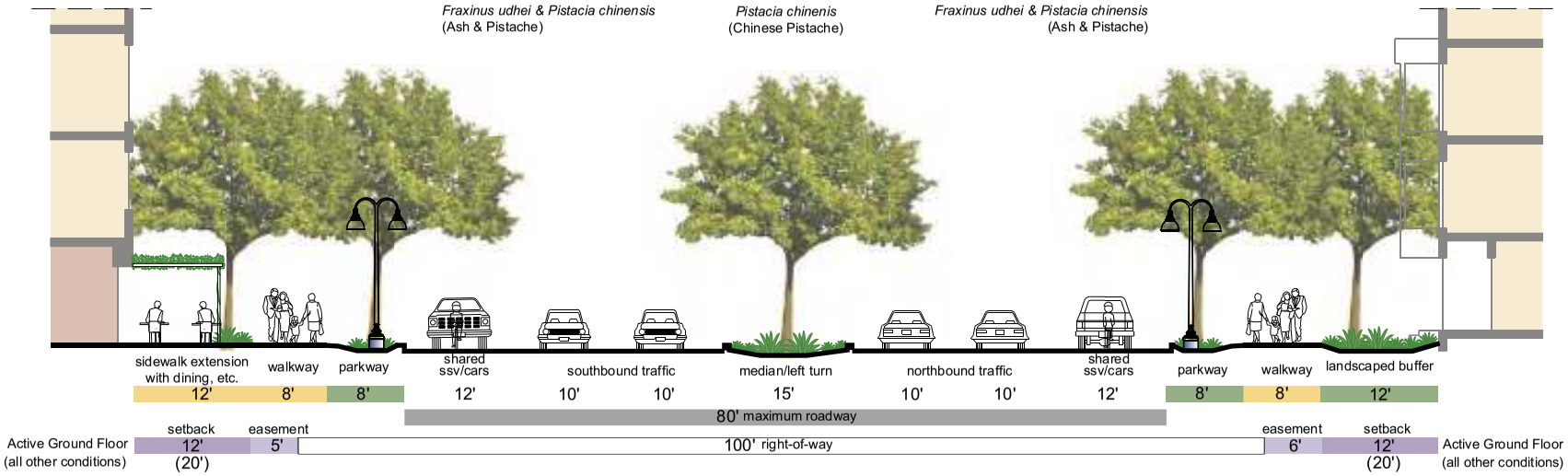


VARIEL AVENUE looking north
Modified Collector

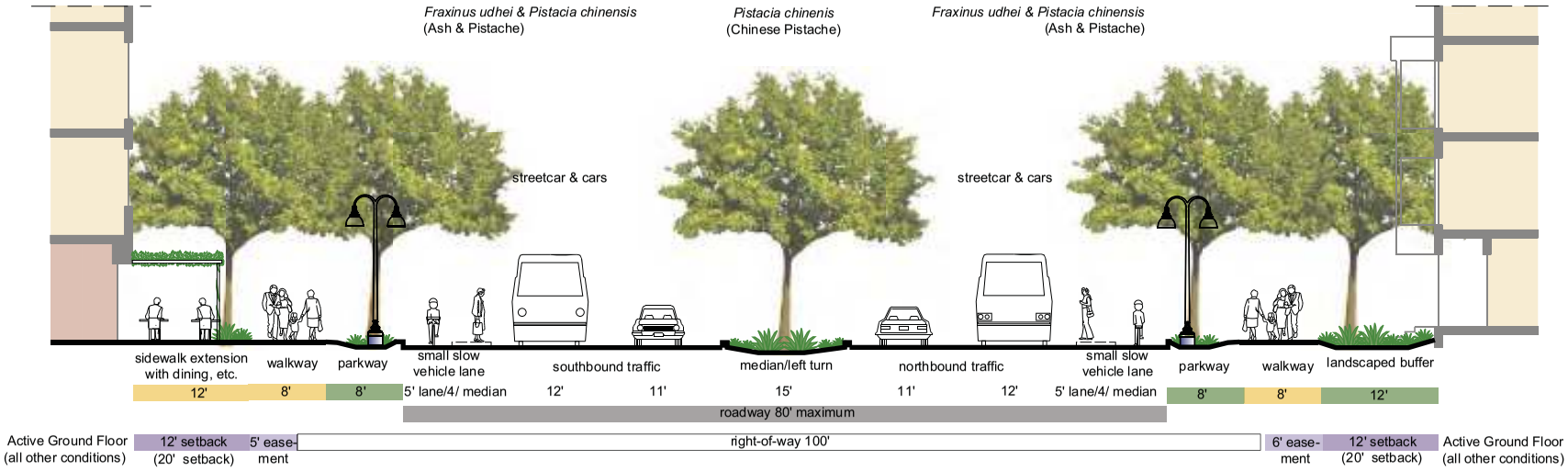


CANOGA AVENUE looking north
Modified Major Class II

Interim

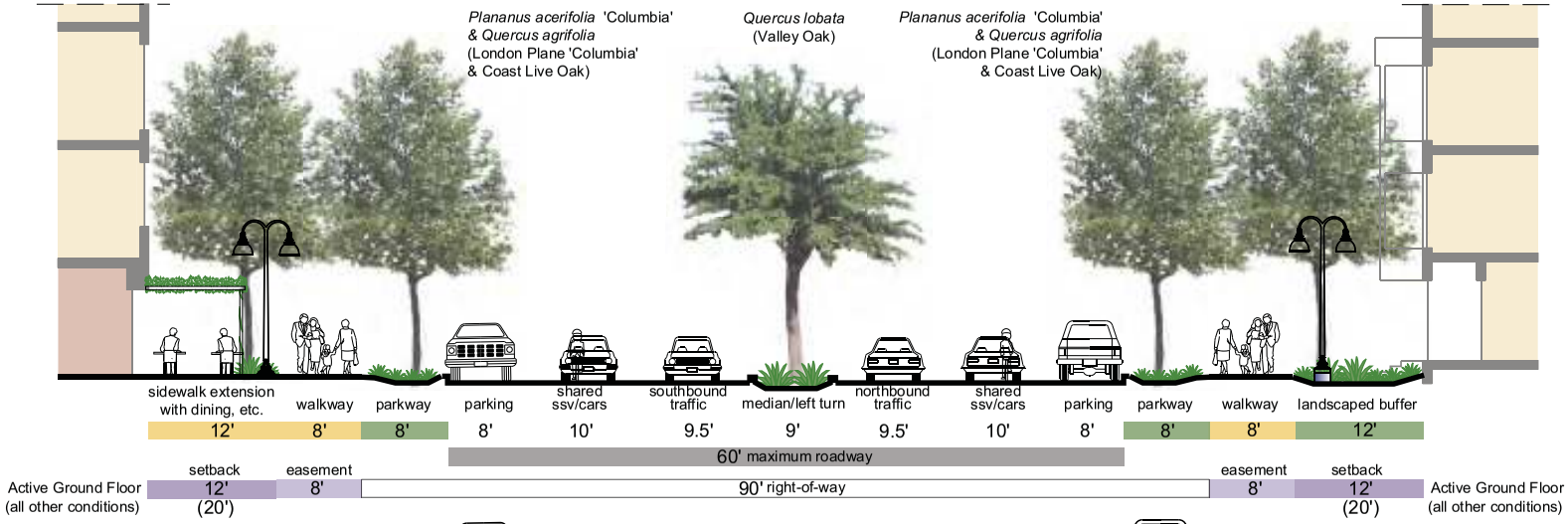


Ultimate

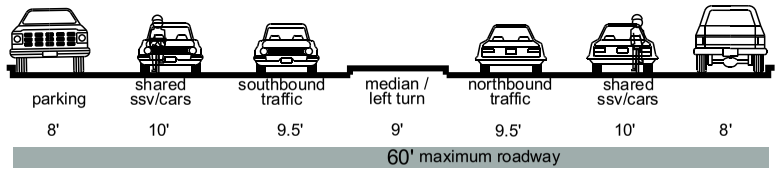


OWENSMOUTH AVENUE looking north
Modified Collector

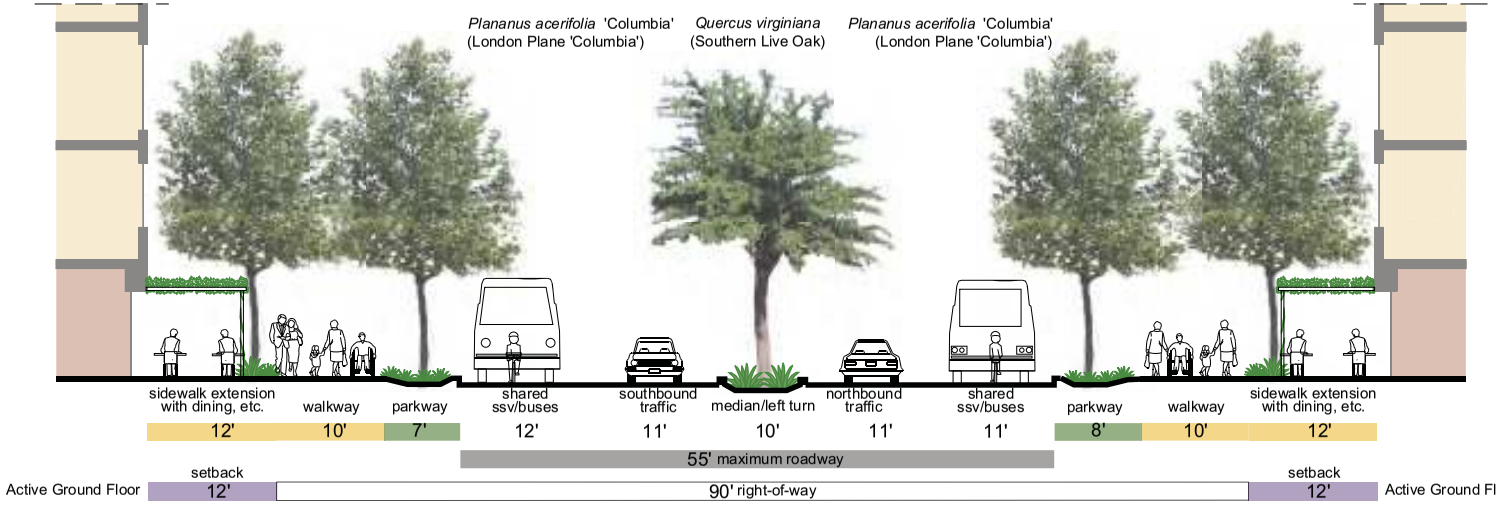
LA River - Erwin St. & Oxnard St. - Burbank Blvd.



Lane striping Oxnard St. - Califa St.

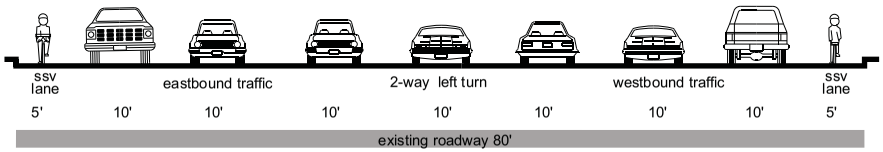


Erwin St. - Oxnard St. (Transit Hub)

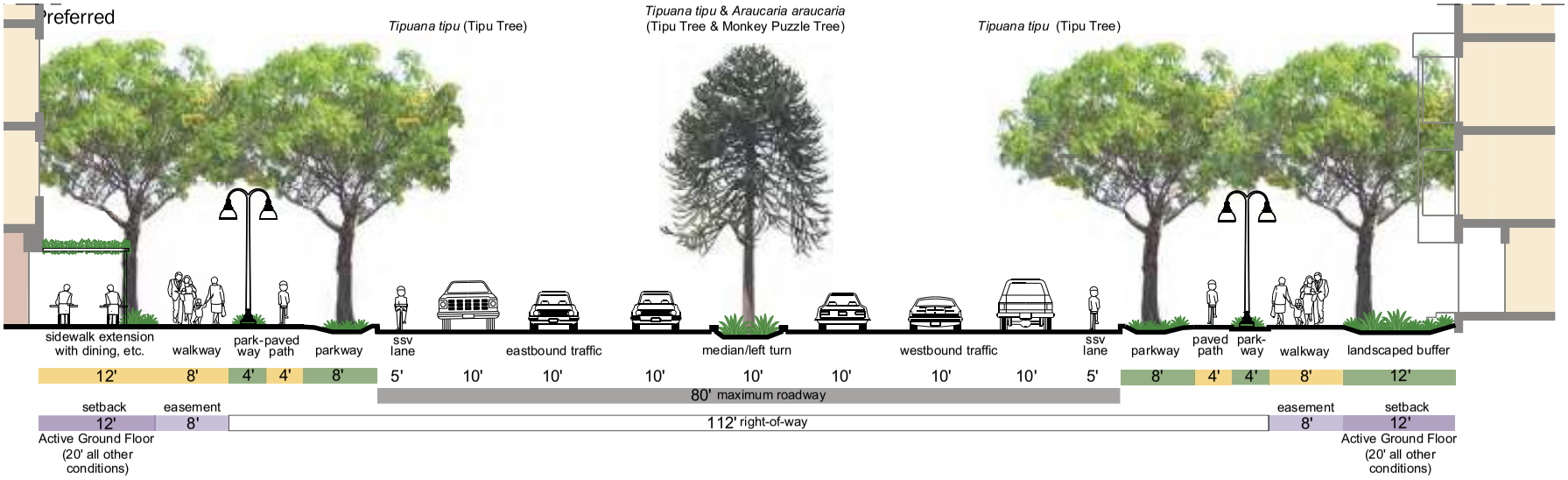


VICTORY BOULEVARD looking west
Modified Major Class I

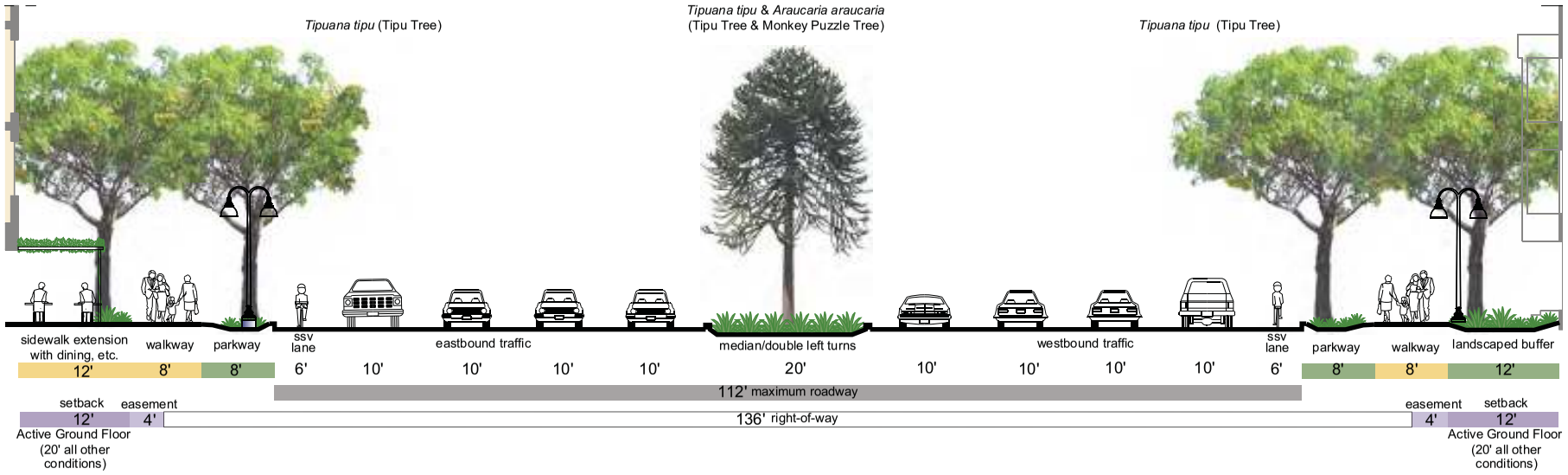
Interim Striping



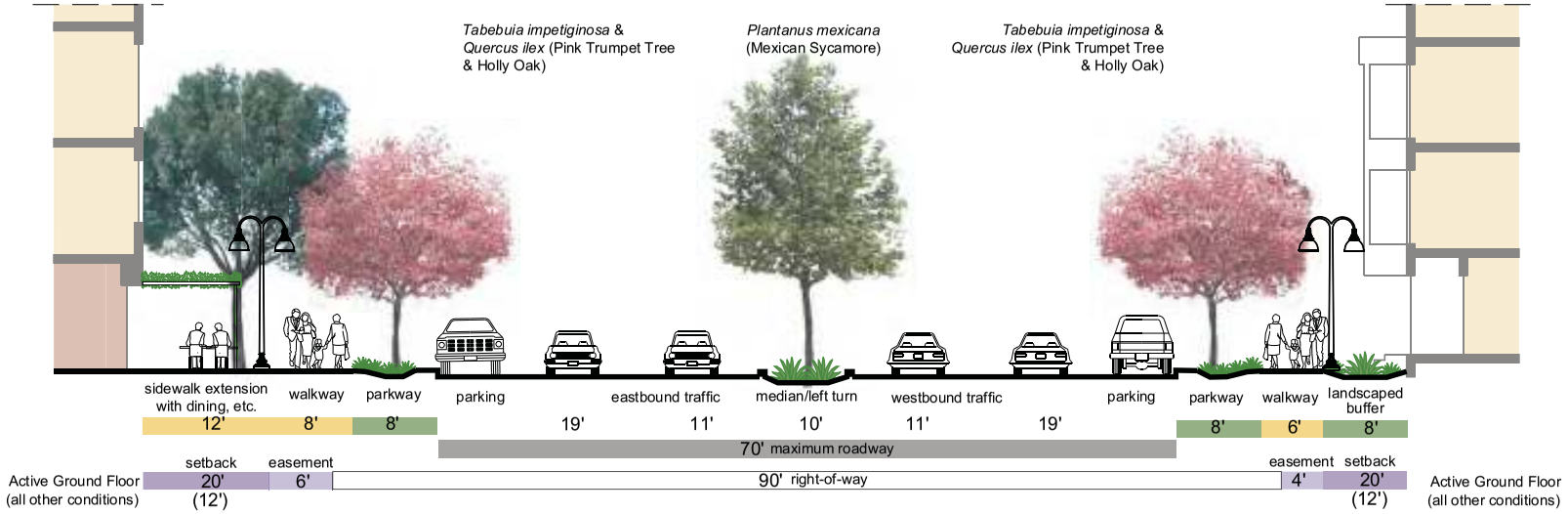
Preferred



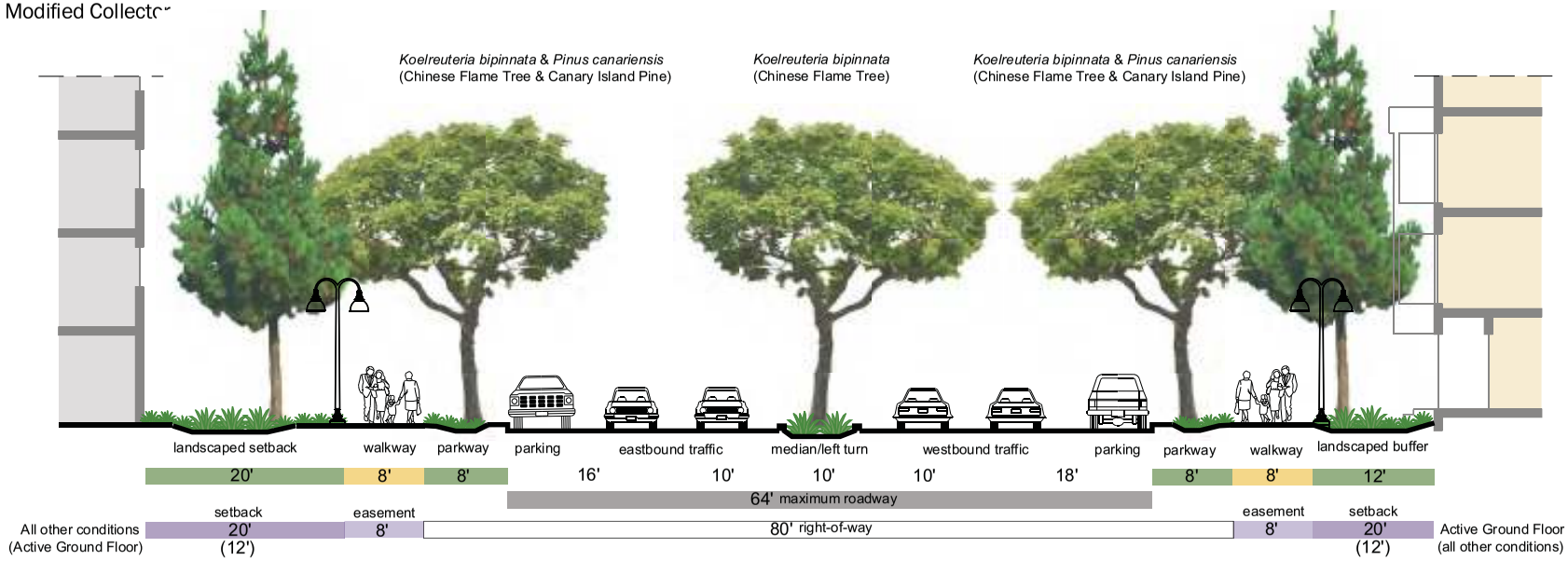
Maximum (Current LADOT Proposed Roadway) - if required to accommodate 2035 traffic



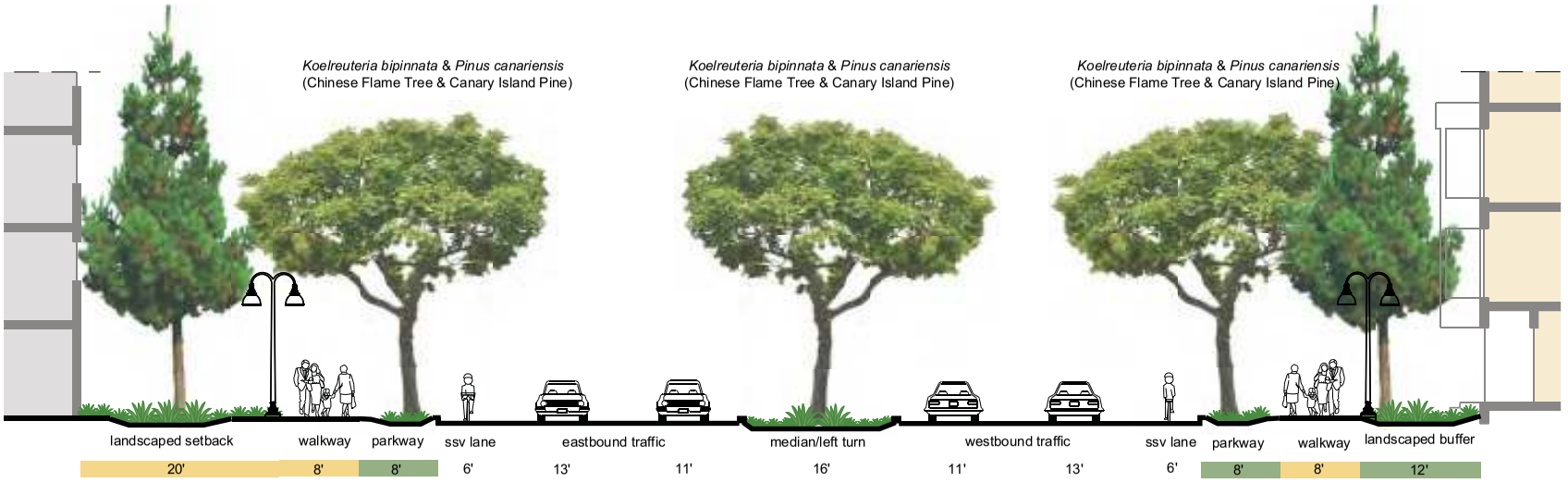
VANOWEN STREET looking west
Modified Major Class II



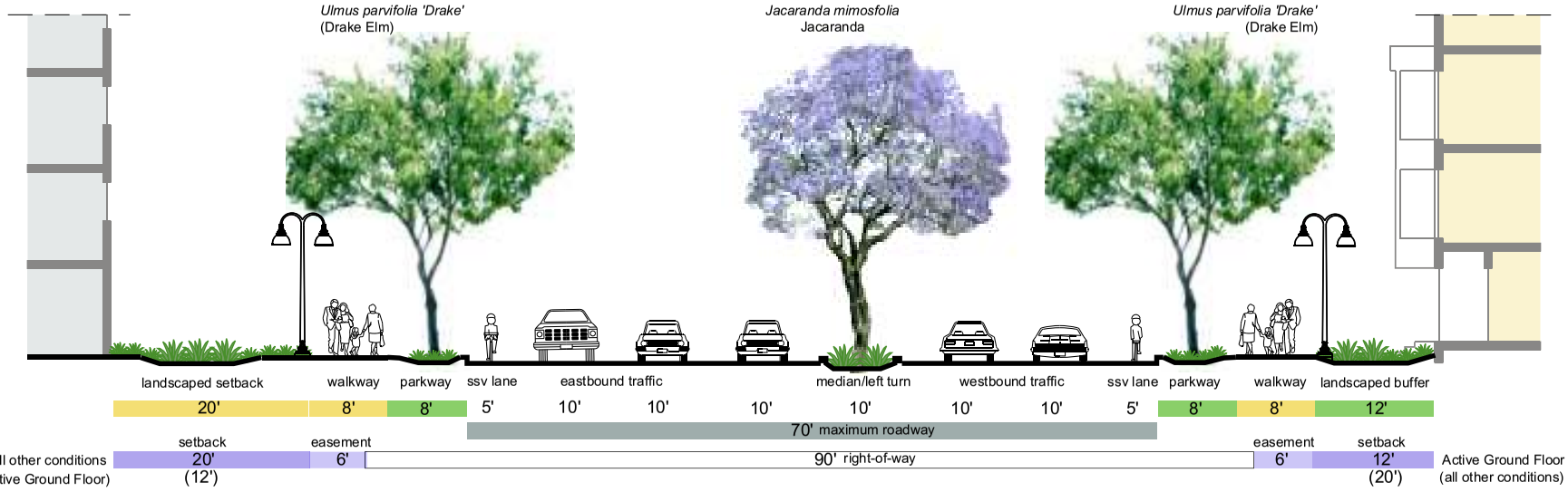
ERWIN STREET AND CALIFA STREET looking west
Modified Collector



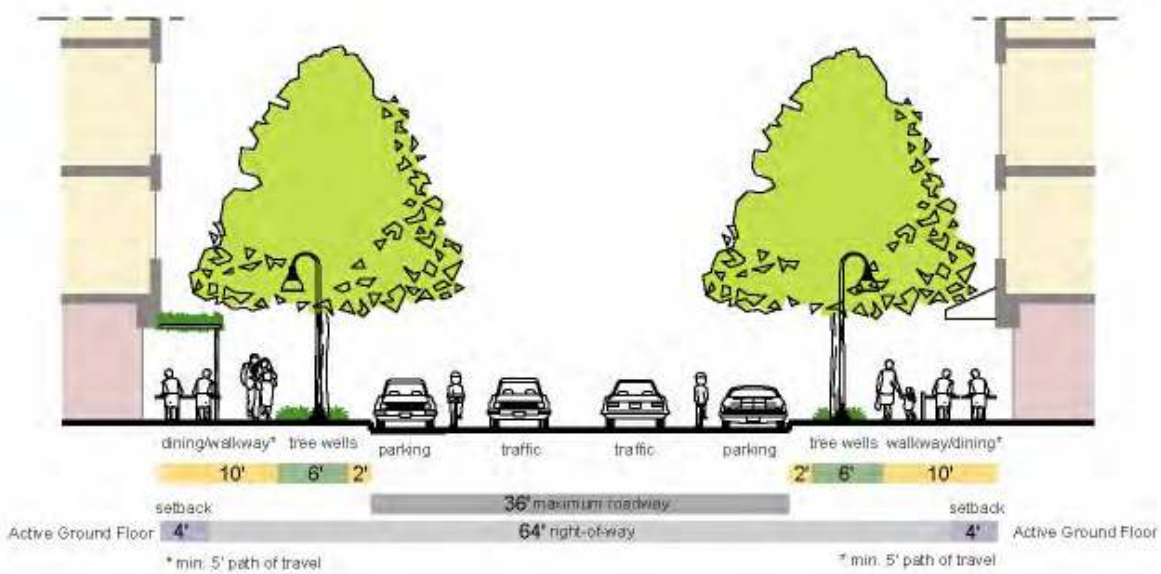
OXNARD STREET looking west
Modified Major Class II



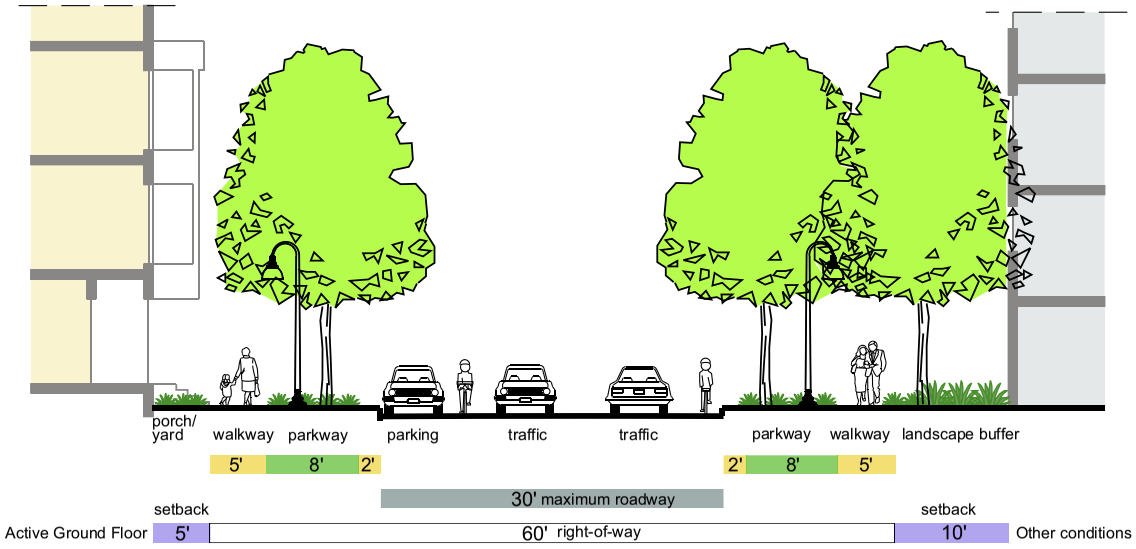
BURBANK BOULEVARD looking west
Modified Secondary



REQUIRED PRIVATE STREETS & ALL OTHER COLLECTOR & LOCAL STREETS
Adjacent to Active Ground Floor Retail



Adjacent to Active Ground Floor Residential and Other Conditions



B. SIDEWALKS

The Warner Center Street Standards in Figure 3-1 establish required 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 required 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, as specified in Figure 3-1. The required walkway may be located directly adjacent to the required parkway or it may be located partially within the first 8 feet of the required setback. That is, the sidewalk may undulate within the required easement and setback.
2. Structures may not project over or under the required 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 ROW by the Municipal Code, such as signs, canopies and awnings, are permitted and encouraged over the required 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 Figure 3-1 and described in Section 10.

Example showing the parkway along the curb, the walkway and use of the setback for outdoor dining.

C. SETBACKS

The Warner Center Street Standards establish: 1) the required setback from the back of the required easement to building street walls (as defined in Section 4) or, in limited circumstances, to surface parking; and 2) treatment of the required setbacks. Figures 3-2 and 3-3 illustrate the setback requirements.

Provide setbacks appropriate to the adjacent land use and district.

1. Provide setbacks as specified in Figure 3-1, except where the setback is part of a larger usable open space. Additional setbacks of up to 5 feet adjacent to ground floor retail, 10 feet adjacent to other active ground floor uses, and 15 feet in other conditions are allowed.
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 required setback shall 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 required setback shall 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 required setback shall 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.
6. Adjacent to all other ground floor treatments, the required setback shall be landscaped. Paving shall 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 shall 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).
10. A building may project up to 4 feet into the required setback either: 1) above the first floor, provided that it does not interfere with tree spacing or canopies (see Section 9) 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.

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.

Cross section shows required soil volume over a below-grade structure.

Figure 3-2 Sidewalk and setback treatment on public streets varies with ground floor treatment.

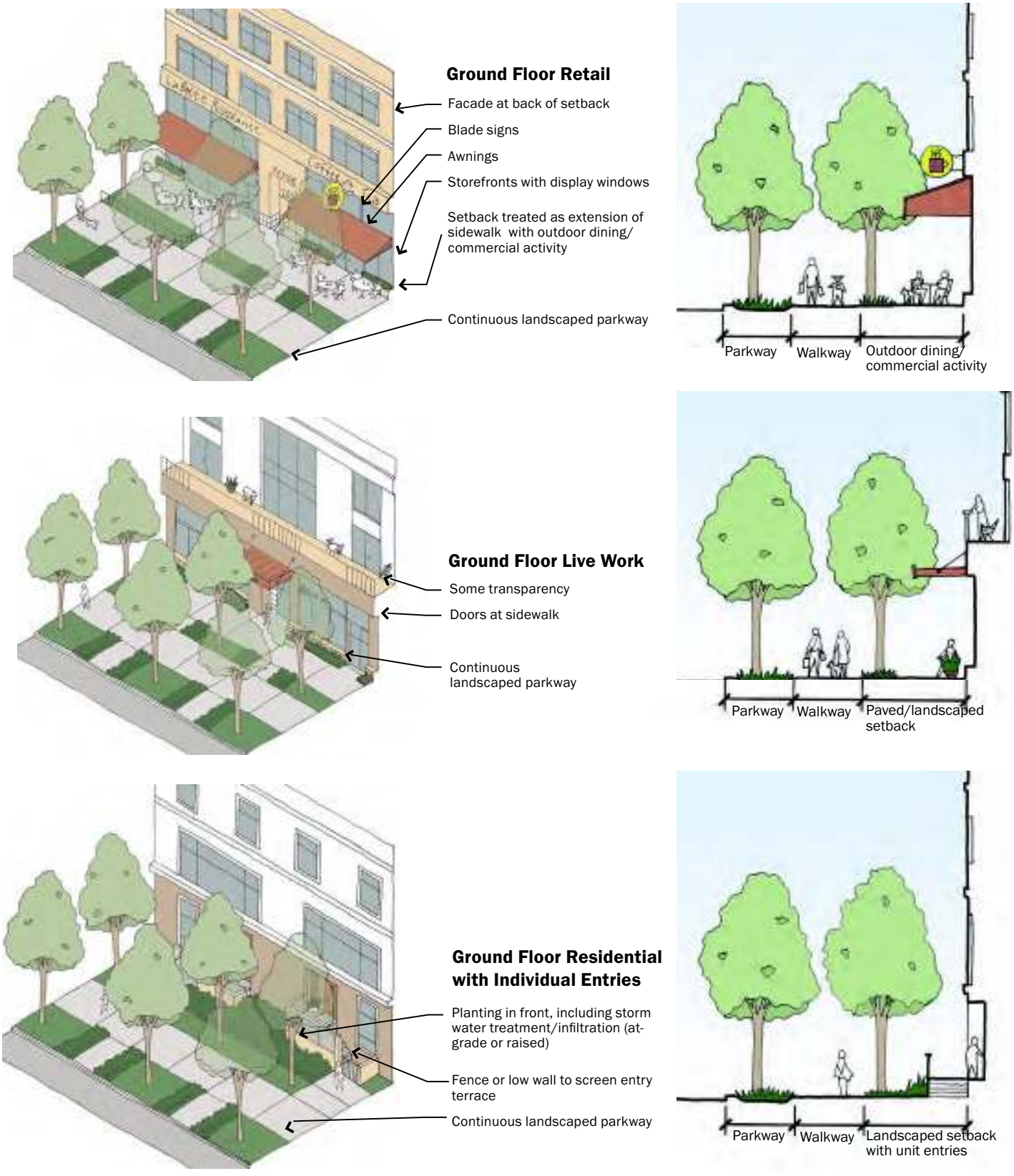
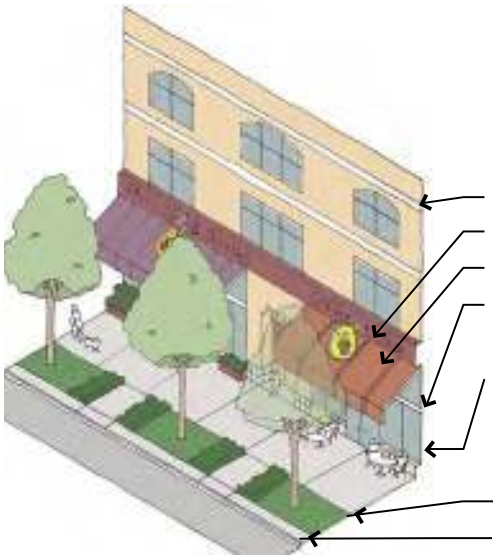


Figure 3-3 Sidewalk and setback treatment on new public or private small streets also varies with ground floor treatment.



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

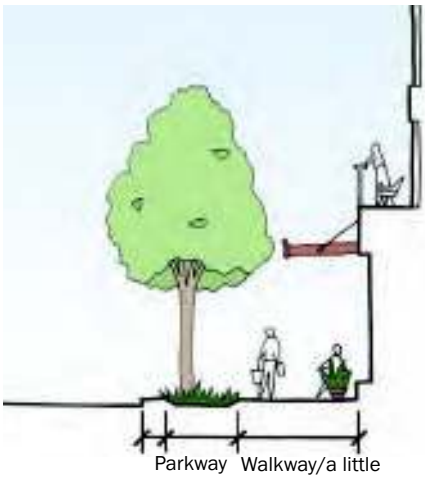
Paved landing zone adjacent to parking

Ground Floor Live Work

Some transparency

Doors at sidewalk

Continuous landscaped parkway



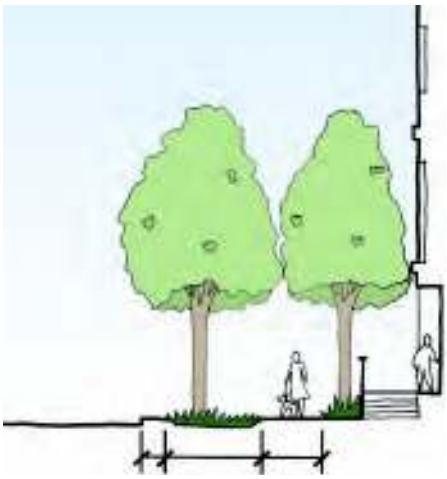
Ground Floor Residential with Individual Entries

Planting in front, including storm water treatment/infiltration (at-grade or raised)

Fence or low wall to screen entry terrace

Continuous landscaped parkway

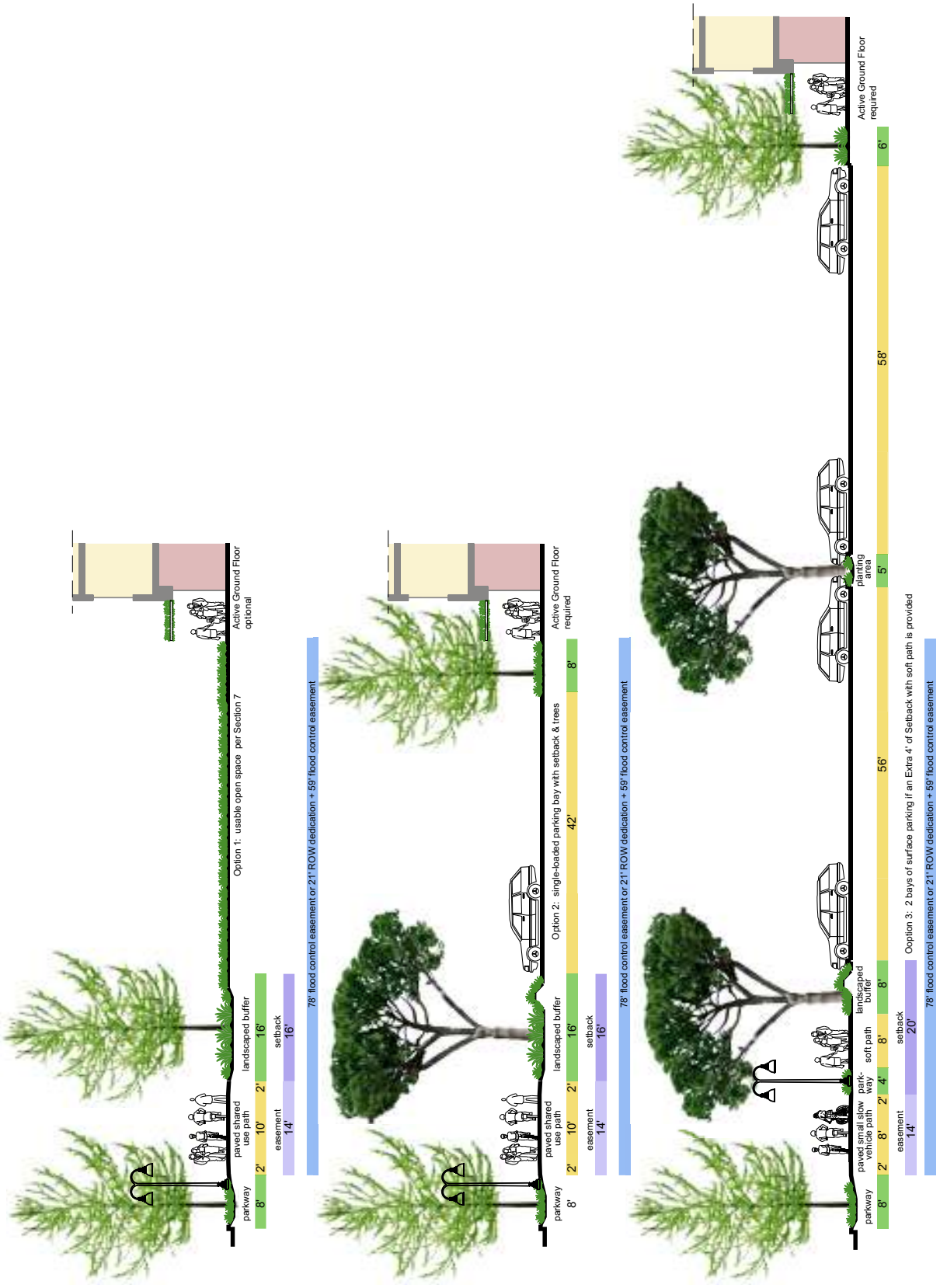
Paved landing zone adjacent to parking



11. On the east side of Topanga Canyon Boulevard between Erwin Street and Victory Boulevard where the County Flood Control Easement is 78 feet wide and between Victory Boulevard and Vanowen Street where the County Flood Control Easement is 59 feet wide and an additional 21-foot street dedication is required, Active Ground Floor treatment along the sidewalk cannot be achieved since buildings may not be located in the Flood Control Easement. Figure 3-4 illustrates three options for the setback treatment in these locations.

    - Option 1: required usable open space consistent with the standards and guidelines in Section 7 in the easement. Active Ground Floor uses are optional along the building wall adjacent to the usable open space.
    - Option 2: a single-loaded parking bay in the easement. Active Ground Floor uses are required along the building wall adjacent to the parking bay.
    - Option 3: two double-loaded parking bays in and to the east of the easement. Active Ground Floor uses are required along the building wall adjacent to the parking. Two paths - one for small slow vehicles and one for pedestrians - as illustrated in Figure 3-4 must be provided along the street.

Figure 3-4 Setback Options on the East Side of Topanga Canyon Boulevard between Erwin Street and Vanowen Street.



04 STREET WALL & GROUND FLOOR

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.

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 required setback as specified Table 4-1. Project frontage adjacent to required open space is excluded, provided that the open space is lined on at least 2 sides with building walls at the percentages specified in Table 4-1.
2. Along 90% of a building’s street walls, provide the minimum number of stories specified Table 4-1. 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, but are not required to, step back above the minimum height required 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.

Table 4-1 Building Street Wall Characteristics

	MINIMUM PERCENT OF PROJECT FRONTAGE TO BE LINED WITH BUILDING STREET WALL AT BACK OF SETBACK [1]		MINIMUM STREET WALL HEIGHT
DISTRICT / NEIGHBORHOOD	WHERE GROUND FLOOR RETAIL IS REQUIRED	OTHER LOCATIONS	FEET (STORIES) [2]
Uptown	100%	60%	35’ (3)
Northeast	100%	50%	35’ (3)
Downtown	100%	80%	45’ (4)
Eastside	100%	70%	35’ (3)
Southwest	NA	50%	35’ (3)
Business Park	100%	60%	25’ (2)
Topanga West	NA	NA	NA
RIO	100%	70%	35’ (3)

1 Setback is as specified in Figure 3-1.

2 Stories are included for information only. The requirement is height measured in feet.

B. ACTIVE STREET FRONTAGES

Line streets with Active Ground Floor Space.

1. Design ground floor space that fronts on public streets and on required 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 specified in Figure 3-1. Screen parking and blank walls from view.

2. Design ground floor space to accommodate retail uses, as described in C. below along street frontages in the following locations:
   - Within 600 feet of a Transit Hub or Orange Line Station, except where streets that are not accessible to the station, e.g., streets east of the Orange Line right-of-way near the Canoga Station;
   - Within 300 feet of a street car stop;
   - Within 100 feet of all intersections in the Uptown and Downtown districts;
   - Within 50 feet of all intersections in the Eastside, RIO, Business Park and Northeast districts.

   Exceptions: ground-floor retail space is not required in the Southwest District and at intersections with De Soto Avenue and Topanga Canyon Boulevard where flood control easements prohibit structures.

3. Ground floor retail space that meets the criteria in 4.C. is encouraged in other locations.

4. Surface parking between the setback and building street walls is not allowed except within flood control easements.

C. ACTIVE GROUND FLOOR RETAIL

Where ground floor retail is required/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 required 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 14'-0" floor-to-ceiling 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.

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 paseo, courtyard or plaza, which is connected to the public street.

Good examples of ground floor treatments that include retail displays, outdoor dining, open-wall storefronts and awnings for shade.

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.

5. Provide wall openings, i.e., storefront windows and doors, on at least 60% of a building's street level façade below a height of 10 feet.
6. Use clear glass for wall openings along all street-level façades for maximum transparency, especially in conjunction with retail uses. Dark tinted, reflective or opaque glazing is not permitted for any required wall opening along street level façades.
7. During hours of operation, open-wall storefronts (illustrated on the previous page) are encouraged.
8. Incorporate shade structures, misters and other means of cooling pedestrians and visitors during hot weather.

C. OTHER ACTIVE GROUND FLOOR USES

Design all other ground floor space facing other streets to accommodate habitable space and to avoid blank walls and visible parking.

1. Residential units with individual entries should include windows on the ground floor that look out onto the street.
2. If a residential unit's individual entry along the street is the unit's primary entry, as determined by the Department of Building and Safety, it must be accessible, that is, at the same elevation as the sidewalk.
3. If a residential unit's individual entry along the street is a secondary entry, the entry and any private outdoor space for the unit may be several (but not more than 5 or 6) steps above the sidewalk elevation. Private outdoor open space for the unit must be directly accessible from the unit, that is, at the same elevation.
4. The treatment of other active habitable ground floor area, that is, live-work, professional office, residential common areas (lobbies, recreation rooms, libraries, or other active uses) should be similar to that of retail space, except that wall openings shall comprise at least 30% of the street level façade below a height of 10 feet.

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, shall be located on a public street or on a courtyard, plaza or paseo 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, shall be located on a public street, required private street or LA River Greenway.
3. At least one building entrance, which may be either a building or tenant/resident entrance, shall be provided along each street frontage.
4. More public entrances than the minimum specified, including building and/or tenant/resident entrances, are encouraged.

Incorporate a pedestrian-oriented scale at the street level.

4. 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, shall be used to promote pedestrian-scaled architecture along the street.
5. 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.
6. Awnings and canopies shall be fabricated of woven fabric, glass, metal or other permanent material compatible with the building architecture. Internally illuminated, vinyl awnings are not permitted.

Don't waste valuable street frontage on "back of house" uses.

7. Locate loading docks, electrical transformers, mechanical and other equipment so that they are not in the setback or visible from a public or required private street or the LA River Greenway.
8. 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 required private street and, to the extent feasible, so they are not visible from the street.

Good examples of buildings that promote sidewalk activity with overhangs, awnings and other transitional elements integrated into the architecture.

Above, example of a well-designed ground floor and setback, free of equipment.

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).

05 PARKING AND ACCESS

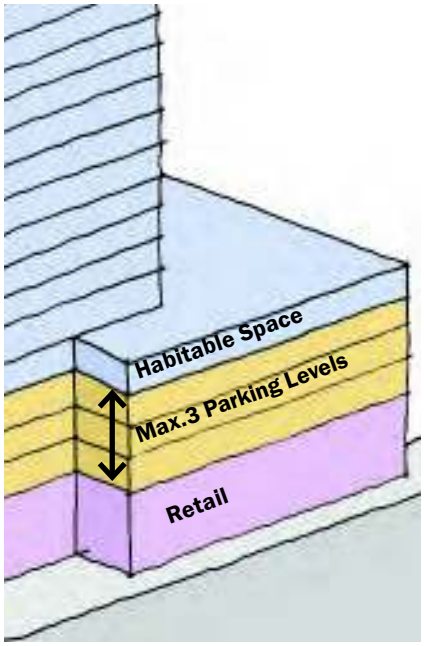


Figure 5-1 Diagram showing a street wall along a public right-of-way with ground floor retail and the maximum three parking levels with habitable space above.

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 shall 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 shall 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 (see Figure 5-1) fronting on a public right-of-way.
5. Along required private streets, parking above the ground floor that is not lined with habitable space is allowed, provided it is well designed as described in 5. B.
6. Drive-through aisles for fast food or similar use are not permitted.

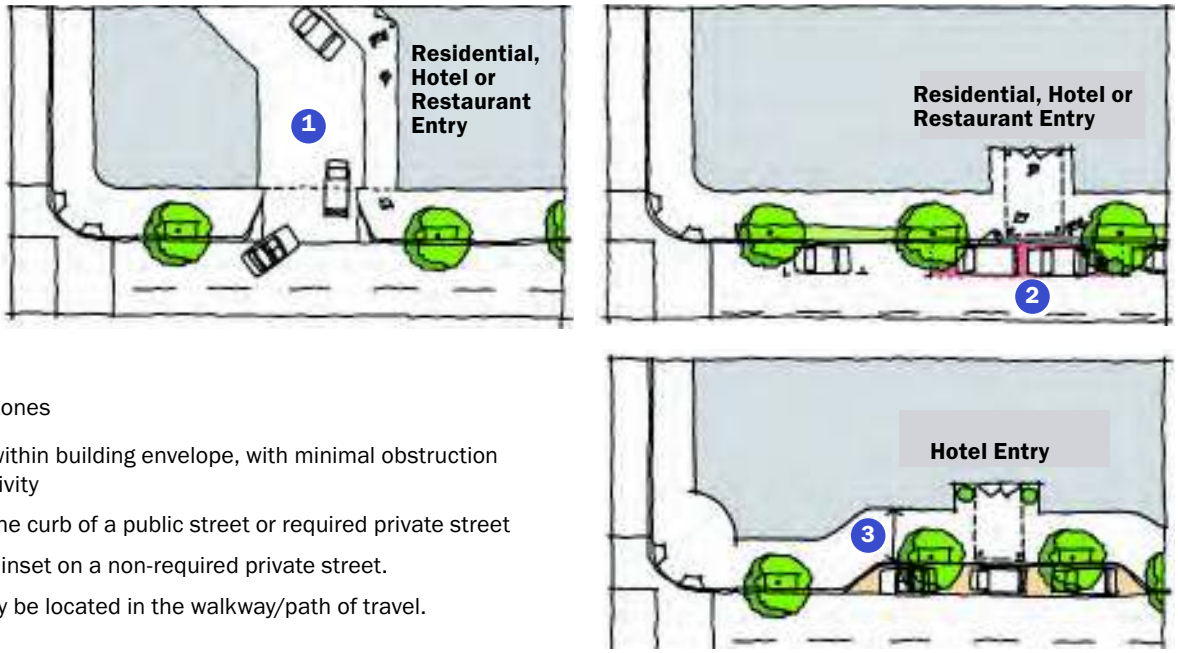


Figure 5-2 Drop-off Zones

1 Drop-offs occur within building envelope, with minimal obstruction to pedestrian activity

2 Drop-offs along the curb of a public street or required private street

3 Drop-offs can be inset on a non-required private street.

Note: no columns may be located in the walkway/path of travel.

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, shall be provided 1) within the off-street parking facilities using the parking access , 2) on a non-required private street, or 3) along the curb line of a public street or required private street where there is a full-time curbside parking lane, with no sidewalk narrowing.

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 shall 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 shall be made available as public parking during daytime and evenings through a shared parking program managed by the Warner Center TMO or other designated entity.

9. Provide secure bicycle parking 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 Provide some bicycle parking within 200 yards of a mixed use or commercial building entrance for visitors.

10. For projects have more than 200,000 square feet of Floor Area, provide:
    - Designated stalls for scooters, mopeds and motorcycles for at least 5% of regular building occupants using the same ratios at in 9. above.
    - 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 shall be from a new small street, rather than an existing public street, where feasible.

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 shall 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 shall be located a minimum of 25 feet from a primary building entrance, pedestrian paseo, or public outdoor gathering area. This guideline shall not apply to a hotel or residential porte cochere.

Precast panel and glass louver screening, plus photovolatic 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.

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 shall 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.
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) shall be located on the primary pedestrian corners and be highlighted architecturally so visitors can easily find and access these entry points.
4. Treat the ground floor along public streets to provide visual interest and encourage walking: on required 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.
8. Automated and/or subterranean parking structure are encouraged to reduce the land and Floor Area devoted to parking.
9. In parking structures where the majority of spaces are not reserved for residents or tenants, visitors should be directed to available spaces.

Landscape Treatment

9. 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 Reviewing Agency determines that conformance with the preceding architectural design standards and guidelines is not feasible, a parking structure may be screened with landscaping.

10. A "green screen" that is coordinated with the building design may be provided, along with the required streetscape improvements.

11. 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.

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.

Photovoltaic panels should be incorporated into the roof of parking structures or over surface parking.

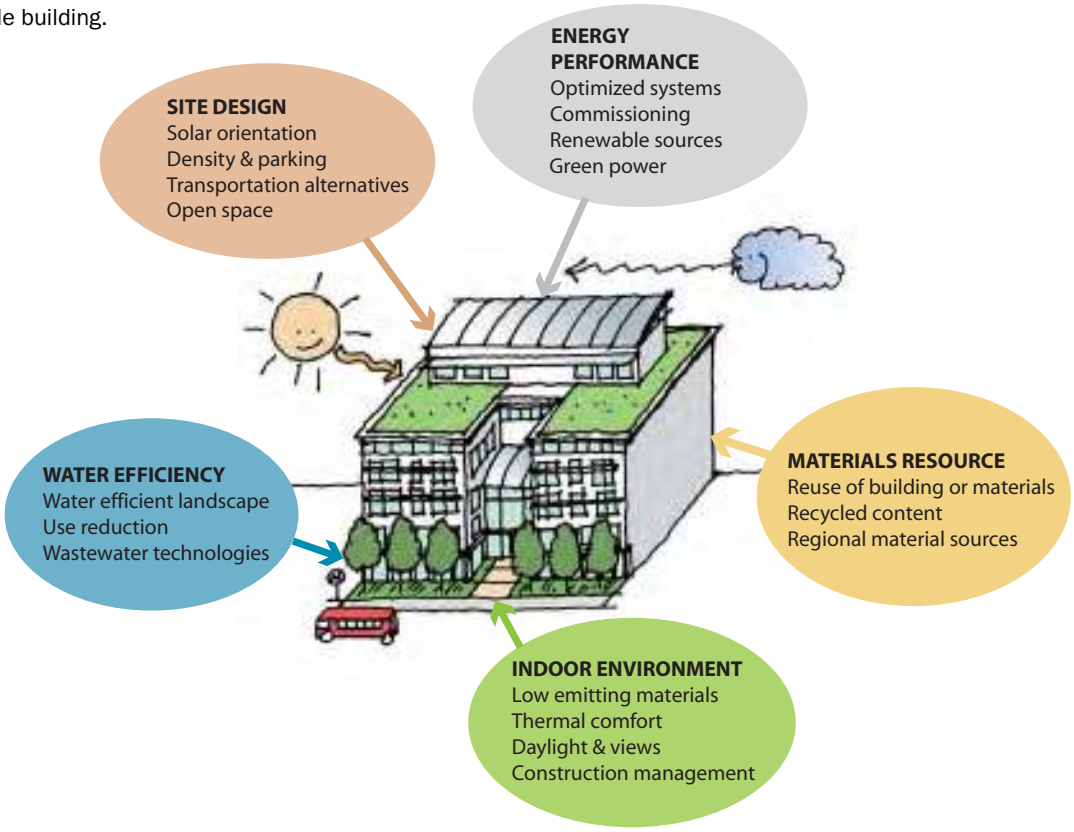
06 ARCHITECTURE

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.

Figure 6-1 Design considerations to achieve a more sustainable building.



Encouraging Architectural Creativity and Innovation. The Design Guide 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 Design Guide 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 Design Guide can be entertained because the design meets or exceeds the objectives of the Design Guide.

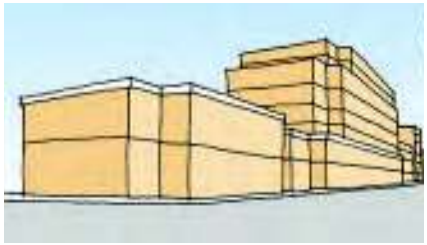
Good buildings help sustain a neighborhood and maintain a healthy economic environment. Making good buildings can be achieved using the skills of experienced and talented architects, whose designs routinely incorporate the sustainability and livability objectives of the Design Guide. Using their professional 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.

Quality and thoughtfulness are the real concerns, not traditional vs. modern. The enemy is not style, but the un-thoughtful building, the cheaply-made development, and the poorly-planned project. As the Prince himself put it,

"Well-designed places and buildings that relate to locality and landscape that are, as the dear old Prayer Book puts it 'in love and charity with their neighbors' and that put people before cars enhance a sense of community and rootedness."

Creativity can take many forms: a cutting-edge, iconic design like the Walt Disney Concert Hall (top) or a LEED™ and pedestrian friendly project like Eleven/ Luma/Evo in Downtown Los Angeles (bottom).

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.

All projects shall submit a 3-D model like the model shown above.

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. Following the general design guidelines, are guidelines specific to low-rise buildings, mid-rise buildings and towers.

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.

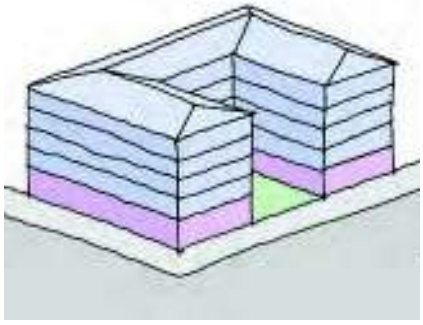
Breaking down large floor plates and varying a building's height through the creation of smaller structures or façades is a valuable concept when designing large projects that consume half a block or more. Sculpting a building's massing can also help avoid big bulky structures, which provide more visual 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 120 feet is subject to the tower standards and guidelines in this section.

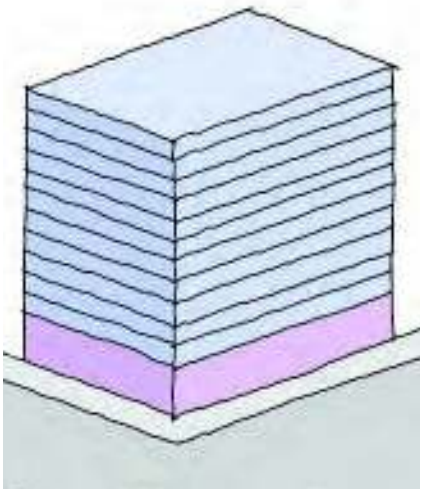
Design building massing to reinforce the street wall with well-scaled elements or structures that are sensitive to the neighborhood context.

1. High-rise and md-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 shall 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.
5. Provide equal attention to design and detail to all visible sides of a building.
6. To assist staff in understanding the proposed massing of a project, all projects that include new construction shall provide a 3-D digital model in Google Earth SketchUp format.

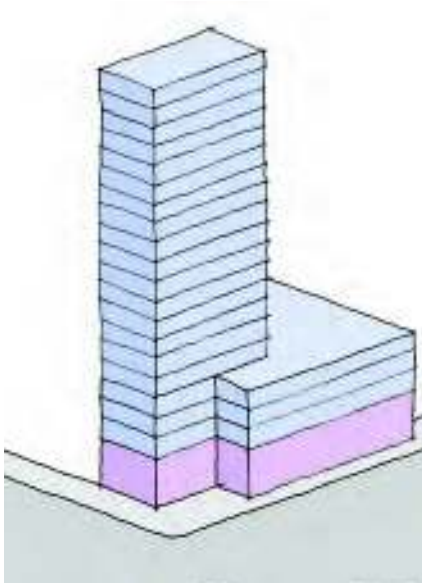
Figure 6-1 Examples of Three Massing Types for Warner Center.



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.



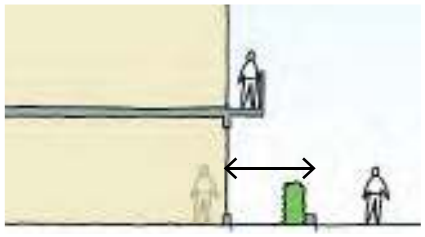
Mid-rise block buildings. Blocky structures constructed of concrete and steel and typically 8 to 20 stories.



Towers. Tower structures have smaller footprints than mid-rise block buildings, constructed of steel and glass, and typically 13 or more stories tall.

Lofts can feature natural light and views when designed with adequate floor-to-floor heights and extensive glazing on the exterior.

Tight courtyards do not satisfy the need for spatial and privacy separation between units, as seen in the photo above.



Horizontal line of sight (in section).

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 shall have, at a minimum, the "line-of-sight" distances from the middle of the windows specified in Table 6-2 below.

Table 6-2 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

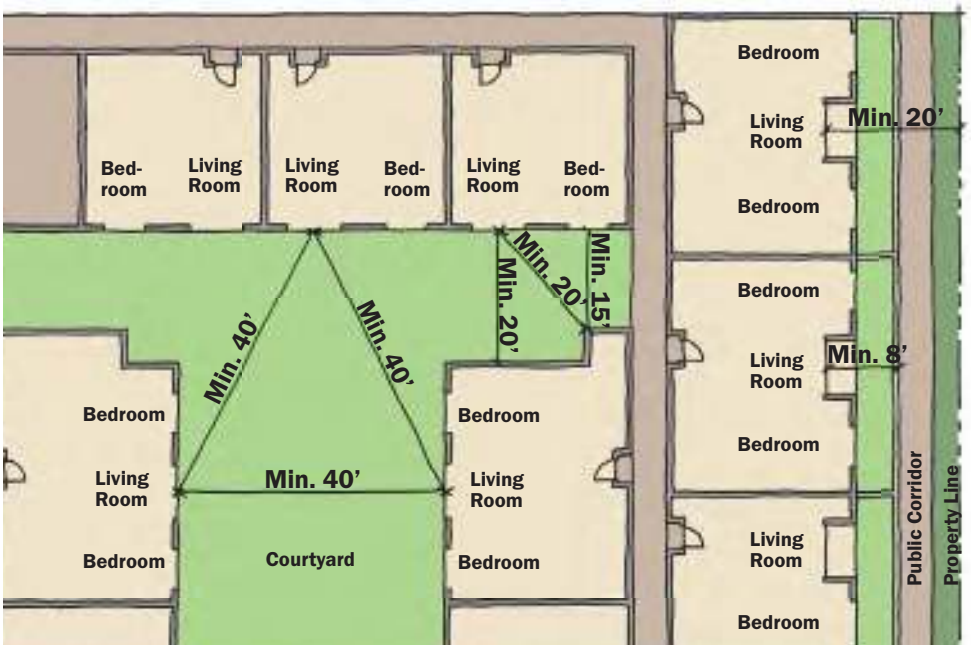
Primary room is a living, dining, combined living/dining or family room.

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.

Window spacing requirements illustrated (plan view).



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.

Good examples of vertical variation from the street level base of lofts, to the middle, and at the top where the building meets the sky with a thin overhang.

Good example of a street wall with balconies and varied windows that create a pattern of projections and recesses.

Good examples of an identifiable break between ground level retail and the upper floors.

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.

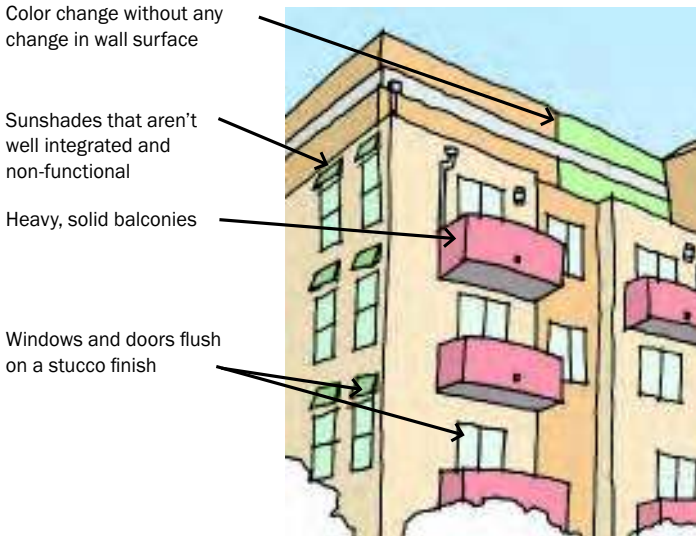
Variation in the vertical plane of a building shall clarify the building's uses and visually differentiate ground floor uses, from core functions and how the building "meets the sky."

13. Ground floors of buildings shall 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.

15. An identifiable break shall 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. It cannot be achieved through surface color only.

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.

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.

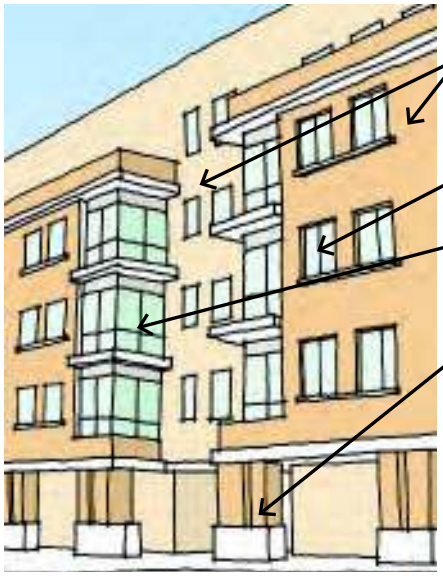
20. The finish texture and color of materials should be consistent with the overall architectural approach and appear compatible with natural materials used in the project.

21. Establish a simple color palette that reinforces the design concept, and is not independent of the structural form.

22. Integrate photovoltaic panels into the design of the building's facade, roof decks, or garages whenever possible.

Layering with two adjacent planes that extend from the primary façade forming a modern 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.



Layering. A building's skin should be layered and bear a direct relationship to the building's structural elements.

A mix of materials including concrete, concrete masonry units and corrugated metal emphasizes depth and massing.

A minimal palette of colors used in a bold way creates an intentional interplay of form and function.

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. Unusual or very bright color palettes shall be mocked up first on site to confirm appropriateness for the site, block and neighborhood.
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. Generally, the required recess may not be accomplished by the use of plant-ons around the window.
28. Windows and doors shall be well-detailed where they meet the exterior wall to provide adequate weather protection and to create a shadow line.

Frank Gehry's IAC building in New York is a good example of a high-rise building with an innovative skin that still provides views for occupants.

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/door glazing shall 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 shall be installed in all units to provide natural ventilation.

Gallery entry detail where glazing meets metal panel and stone base.

The LAPD Headquarters building, designed by AECOM/DMJM, is an example of a curtain wall system.

Good example of a glass rain screen that hangs from the structure about five feet from the storefront wall. This solution allows for natural ventilation, sound proofing and modulated privacy for individual units.

Storefront detail with frosted glass patterning.

Window detail. Met Lofts building.

The detailing, craft and quality of design in these fenestrations helps to animate the building and provide for horizontal and vertical variety while not seeming repetitive. The staggered brise soleil and operable windows also serve as sustainable solutions to solar cooling.

Entry glazing and interactive art tiles. Met Lofts building.

Material transitions between corrugated metal, window framing and block wall are detailed with thicknesses that add depth while accommodating movement and waterproofing tolerances.

Variations in window detail create a playful facade.

Exterior lighting enhances building presence - from its variation in skin to the showcasing of the public ground floor gallery and restaurant uses.

Landscape lighting, combined with facade lighting can enhance the pedestrian environment.

Appropriately scaled lighting fixtures should be integrated into the facade to provide lighting that is purposeful and that highlights entrances and special building features.

Lighting and Security

Provide well-designed lighting.

32. All exterior lighting (building and landscape) shall 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.
35. Exterior lighting shall be shielded to reduce glare and eliminate light being cast into the night sky.
36. Security lighting shall be integrated into the architectural and landscape lighting system and shall not be distinguishable from it.

Balance the need for security doors and windows with the need to create an attractive, inviting environment.

37. Exterior roll-down doors and security grills are prohibited
38. Subject to approval of City Planning, interior roll-down doors and security grilles may be permitted, provided they are at least 75% transparent (open), retractable and designed to be fully screened from view during business hours.

The overall architectural palette should apply to permanent, temporary and movable features of the building. Here, a family of anodized aluminum is used to specify lighting fixtures, awning structures, drainage systems (not shown) and glazing which artfully ties these systems together.

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.

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.

39. Mechanical equipment shall be either screened from public view or the equipment itself shall 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/exhausts shall be located to minimize adverse effects on pedestrian comfort along the sidewalk. Typically locating vents more than 20' vertically and horizontally from a sidewalk and directing the air flow away from the public realm will 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 shall be screened. Cable and satellite services shall be provided through a single source that serves the entire complex that serves individual units through wired connections that are buried within building walls.

Minimize glare upon adjacent properties and roadways.

44. Lighting (exterior building and landscape) shall be directed away from adjacent properties and roadways, and shielded as necessary. In particular, no light shall 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) shall 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.

Rooftop mechanical units are not visible.

Placement of mechanical vents either directly under balcony extensions or integrating in the exterior paneling keeps what is usually an unsightly vent from interrupting the architectural facade.

Ground level utilities are screened by this patterned glass wall.

Glare is controlled. Lighting is contained within the building, allowing a glow without casting light onto the street and neighbors.

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.

A “courtyard” building with a substandard courtyard space and walls that lacks fenestration details. This condition creates very poor privacy, dark conditions and little desire to open units to the outdoors.

The Hart Village courtyard is oriented to sunlight and maximizes private & public space. The courtyard is over 40’ deep (ideal) with barbecue, social area & small garden.

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 a 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 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 shall 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.

Residential Materials

7. 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.
   - 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 must 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/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 must 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 prohibited:
   - Stucco at the ground floor.
   - Stucco above the ground floor in the Uptown, Downtown and Business Park 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.

Example of reinforced cement panels on a low-rise residential project.

Close up view of fiber cement paneling used on the upper levels of this building.

An example of manufactured wood siding that would be approved: the installation at window edges is detailed in a contemporary way, joinery aligns with window modules, siding is eliminated at slab edges to expose the structure.

Concrete tilt-up building with sustainable wood panel infill and transparent corners represents a new interpretation of business park structures.

Stone and other high quality materials are concentrated on the ground floor and lobby entrance of this low-rise hotel.

Commercial and Business Park Materials

10. Use of he 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.
11. Use of the following materials is prohibited:
    - Prohibited and discouraged residential materials.
    - 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 integrity to the construction system.

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.

Good example of massing transitions in the Bronx County Hall of Justice.

Architectural Design

Mid-rise buildings can greatly effect 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 shall 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.
5. Sunshades should support the overall design idea and be made of high quality materials detailed in proportion to the building massing. Flimsy or undersized sunshades applied for the sake of adding texture to the exterior are not permitted.
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.

Visual variety and depth is achieved through color, transparency and baconies, thus reinforcing the nature of the structure.

Examples of traditional and contemporary balconies that are transparent.

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.

Examples of mid-rise buildings that mix solid, materials, transparent forms and balconies to create interest on the facade above the street level.

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 shall be 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 prohibited:
    - Stucco.
    - Highly reflective or very dark glass curtain wall systems or fenestration.

Stucco is prohibited in mid-rise buildings, but concrete and curtain wall are encouraged.

Burnished concrete block and steel railings provide enduring materials near the ground floor of a mid-rise.

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.

Hearst Tower in New York City uses an exoskeleton to minimize structural loads while providing for a unique overall shape.

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.

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.

The GSW complex in Berlin is an example of massing transition. Offices are located in the high-rise, residential units are located in the cylindrical mid-rise structure, and retail is programmed for the low-rise building in the foreground. Note how the tower spans across the low rise structure (bottom right image) to open up views to the city.

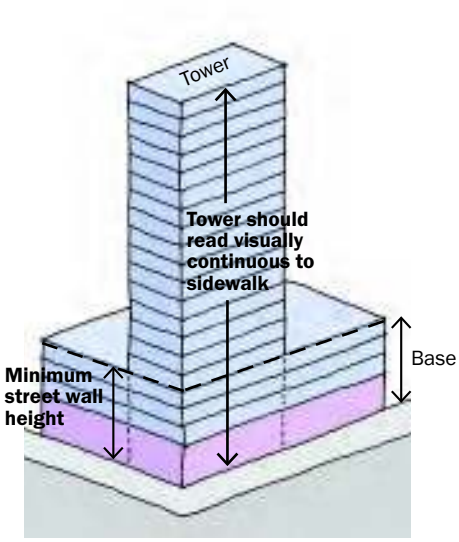
The Ritz-Carlton in Downtown Los Angeles features a curtain wall system comprised of different glass colors that create a ribbon-like graphic pattern.

New towers in the traditional style are only convincing when using the highest quality stone or terra cotta as shown here.

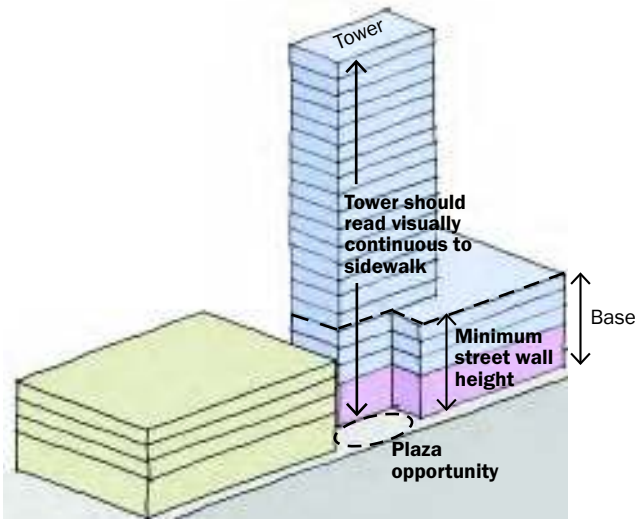
Tower Street Walls

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.

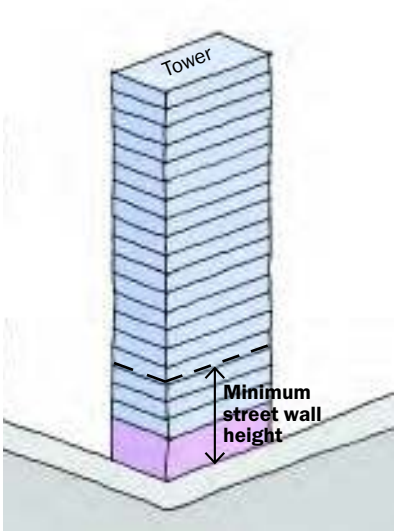
Figure 6-3 Common Tower Forms



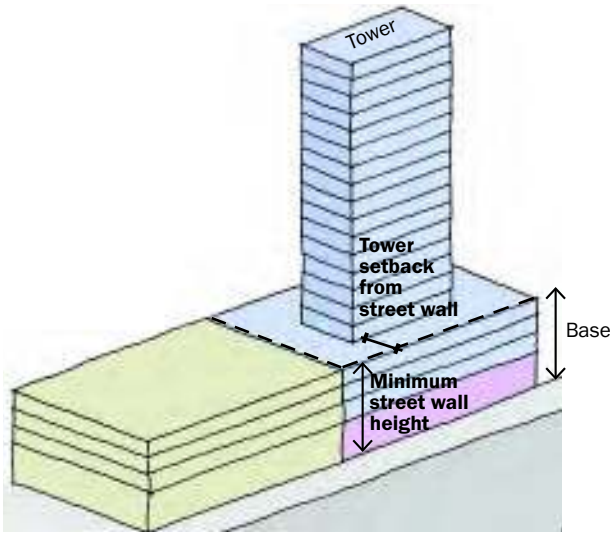
Tower at Street Corner. Base (or podium) with the tower set flush to a street corner. The tower massing and detail reads visually continuous to the sidewalk. The minimum street wall height and frontage are met by the base and the tower.



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.

Example of well spaced towers that allow for adequate light, air and views to each residential unit.

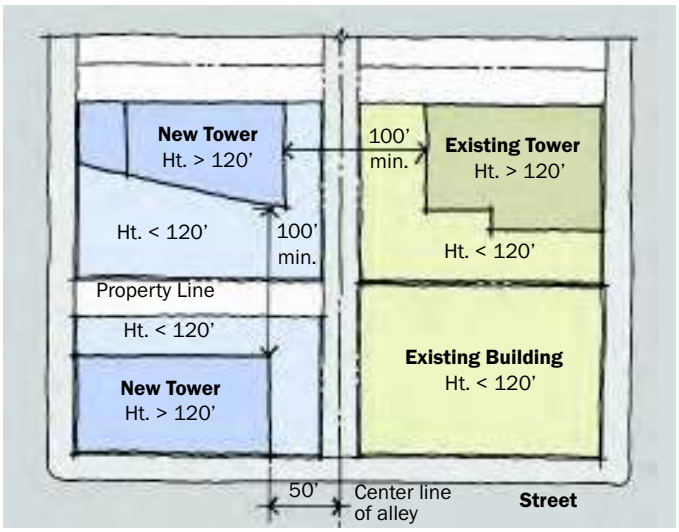
Tower Spacing

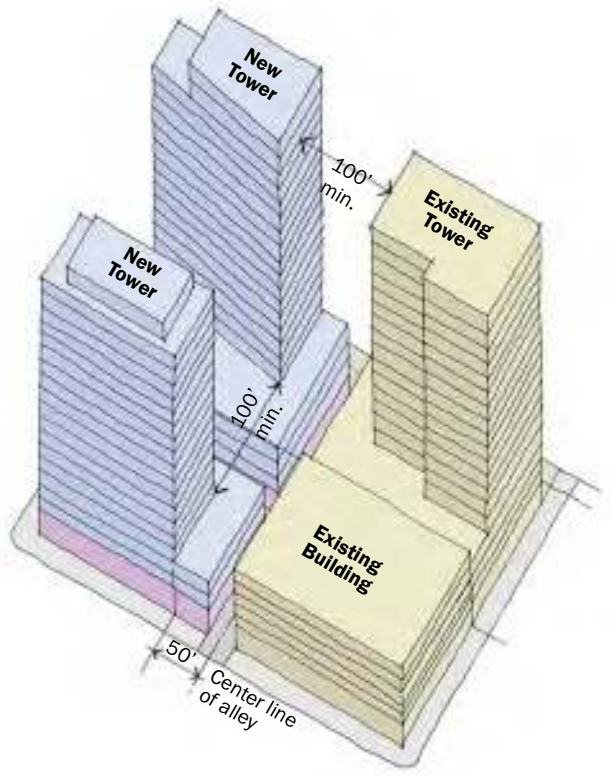
Towers should be spaced to provide privacy, natural light and air, as well as to contribute to an attractive skyline.

5. The portion of a tower above 120 feet shall 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 must meed 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 must 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.

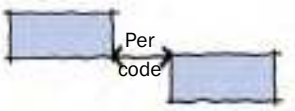
Figure 6-2 Plan and axonometric diagram showing minimum tower spacing to existing and future adjacent towers, and where exceptions are allowed.



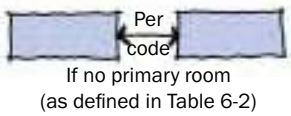


Exceptions. Towers over 120' in height may waver from the minimums shown in the plan diagram above in the following conditions:

Offset Towers

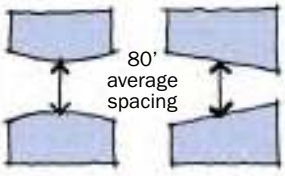


Adjacent Towers



If no primary room
(as defined in Table 6-2)

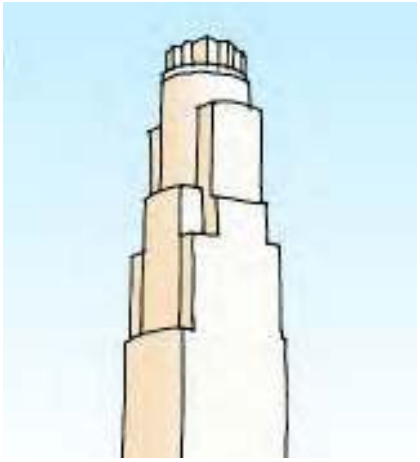
Curved or Angled Towers



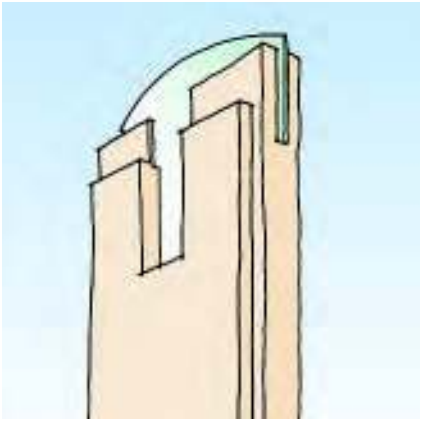
Architectural Design

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 (such as a Mies van der Rohe tower employing a single floor plan) 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.
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 must be integrated to support the larger design idea and meeting necessary 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 required 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 shall 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 must employ the highest quality stone, metal panel or terra cotta and be meticulously detailed to be considered appropriate for Warner Center.



Tapered. Tower tapers gracefully towards the sky to appear thinnest at top.



Engaged. Tower as a set of engaged masses that form a sculptural top.

Pavilion. Tower retains its box form towards the sky and culminates in a pavilion-like top.

Innovative use of curtain wall system and rooftop mechanical screening. Architecture by Jean Nouvel.

Innovative use of color and active solar building controls.

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, materials, and detailing are required.
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. Brick is permitted on the lower levels if consistent with the architectural style.
24. Balconies shall 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 defined the street wall may be carried up into the upper floors when integral to the overall design approach.

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.

07 ON-SITE OPEN SPACE

Biddy Mason Park is a paseo connecting Broadway and Spring Street.

On-site open space should be designed to serve a building's residents.

Projects that provide publicly accessible open space at-grade may receive a reduction in the on-site open space requirement .

Provide publicly accessible open spaces that may be shared and that provide pedestrian linkages throughout Warner Center.

1. Except for Projects that front on the Los Angeles River, design required publicly accessible, usable open space so that one edge that is at least 100 feet long fronts on a public street, or required private street;

   8 For Projects that front along the Los Angeles River, design required 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 required publicly accessible open space so that :
   - It is:
     - located within a few feet of the elevation of and directly accessible from the adjacent sidewalk
     - on natural soil; not over structure
     - at least 90% open to the sky, excluding shade structures or other elements approved by City Planning
     - at least 75% landscaped, unless City Planning approves a lesser percentage to accommodate paved recreational or other elements.
   - All paved areas are permeable or drain into a landscaped area where storm water is collected and infiltrated;
   - It includes a mix of passive and active recreational facilities designed to serve residents, employees and visitors to Warner Center;
   - It includes at least one gathering place with a fountain or other focal element.

3. Design required pedestrian paseos to:
   - Be at least 15' wide at a minimum and 20' wide average;
   - Have a clear line of sight from a public street or required private street to the back of the paseo, gathering place, or focal element;
   - Be at least 50% open to the sky; and
   - Include at least one gathering place with a fountain or other focal element;

4. Provide for the on-going maintenance and operation of the required open space through a recorded covenant and on-going public access through a easement.

Provide adequate on-site open space to serve residents.

5. At least 50% of the required trees shall be canopy trees that shade open spaces, sidewalks and buildings, unless City Planning approves a less percentage to accommodate recreational facilities.

6. Variances from the required number of trees are not permitted; however, required trees may be planted off-site if the Reviewing Agency 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.

Good example of a commercial corner plaza.

Establish a clear hierarchy of common open spaces distinguished by design and function to create an 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. Required 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 paseos.
- 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.
- Paseos. Paseos 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.

Good example of a roof terrace.

A park-like paseo along office and residential developments.

7. On-site open space types shall be sited in relation to the street and permit public access during normal business hours as follows:

Table 7-1 Open Space-to-Street Relationship and Public Access Requirement

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

* Minor elevation changes of up to 2 feet from sidewalk level are allowed, provided walkways and recreational facilities are accessible.

Design open space areas to have the character of outdoor rooms contained by buildings.

8. Open space shall generally be contained along a minimum percentage of its perimeter by building and/or architectural features as follows:

Table 7-2 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

* Buildings may be located across a collector or local street (maximum 36-foot roadway width).

Open space and landscaping can take a variety of forms.

Incorporate amenities that facilitate outdoor activities such as standing, sitting, strolling, conversing, window-shopping and dining, including seating for comfort and landscaping for shade and aesthetics.

9. Each open space type shall provide amenities in the form of a minimum planted area and number of seats as follows. Planters, planter boxes and similar planting containers may count toward this requirement.

Table 7-2 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.

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 shall incorporate trees and other plantings in permanent and temporary planters that will shade, reduce reflective glare, and add interest to the space. These spaces shall 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 shall be provided within open spaces, especially along streets and required 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.

16. Cooling elements, such as water/energy efficient water elements and misters, are encouraged to supplement shading/cooling by the tree canopy.

Seating is an essential element in most open spaces.

Open space and streets should be designed to accommodate a variety of activities and events.

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.

8 LANDSCAPE & STORM WATER TREATMENT

Parkways can be designed to collect and infiltrate stormwater.

A. STORM WATER MANAGEMENT

Reduce storm water runoff entering the storm drainage system and increase on-site treatment and infiltration of storm water.

3

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 shall 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. Most projects in Warner Center will be subject to SUSMP.

A mix of native and other drought tolerant plants.

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.

2

1. Remove all existing exotic weedy plants as identified by the California Invasive Plant Council (www.cal-ipc.org).

1

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.

1

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 (http://ladpw.org/wmd/watershed/LA/LAR_planting_guidelines_webversion.pdf pages 28-29) for at least 25% of the plant materials used.

A mass planting of native Deer Grass that requires little or no supplemental water.

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.

1

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-preciptation nozzles to reduce run-off.

2

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.” 1

8. Prepare and implement a maintenance manual/program that uses best management practices to provide seasonable organic horticulture, making chemical fertilizers and pesticides unnecessary. 2

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. 1

Document compliance with landscape provisions on the landscape plans for the Project in conjunction with Landscape Ordinance compliance documentation.

9 STREETSCAPE IMPROVEMENTS

Corner curb extension.

Midblock crosswalk.

Parkways/walkways can meander; seating should be provided in the setback.

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 standards and 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 standards and 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.
2. Install and maintain the improvements specified in this section.
3. Execute a Maintenance Agreement with the City by which the Applicant or Lead Public Agency 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 should 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 shall 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 Figure 3-1, 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.

2 Where a new Project is adjacent to an existing sidewalk the walkway and parkway should transition as illustrated in Figure 9-1.

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 shall 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 shall 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 shall 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 shall be planted as described in the provisions for tree wells below.

7. Where a double row of trees is shown in Figure 3-1, 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 as specified in Appendix B.

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.

In addition, they can be designed to filter storm water run-off from street, per BOE Green Street standards. If there is a raised curb around the parkway and curbside parking as in this example, the curb access strip must be wider than 2 feet.

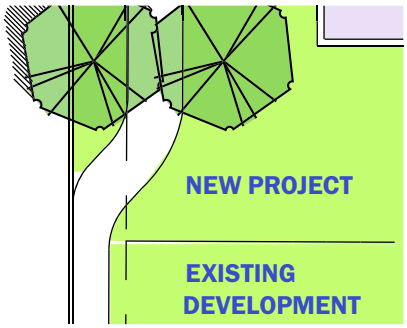


Figure 9-1 Transition from existing narrow sidewalk to new parkway/walkway.

Tree with large tree well surrounded by permeable paving with gap graded soil to store and infiltrate storm water beneath.

A double row of trees is typically required on public streets.

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 Figure 3-1 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 required 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 shall agree to maintain the trees so that the pedestrian lights are accessible for maintenance purposes.
4. Plant the species/cultivars shown in Figure 3-1. 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.
7. Plant minimum 36” box trees.
8. 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.
9. 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.
10. Where gap-graded (structural) soil is required by E. 8. above, it shall 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.
11. Irrigate the trees and landscaped parkways and tree wells with an automatic irrigation system. In-line drip irrigation (Netafim or equal) 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.

Appendix B provides details and specifications for the above requirements and photographs of the required street tree species/cultivars.

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.

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 criteria 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 shall 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 Figure 3-1, 50 to 60 feet apart and offset by 25 to 30 feet from the roadway lights.
3. All light sources shall provide a warm (yellow, not blue) light and shall be LED or a future more energy-efficient technology.
4. All optic systems shall 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.

Street lights.

Pedestrian lights.

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 areawide assessment district or by individual developers as projects are constructed.

Streetscape improvements should support activity during both day time and evenings.

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 the first level of street improvement permits and is issued over the counter with no project plans. Items typically permitted through this type of review are new or improved driveways and sidewalks. A nominal fee may be charged for plan check, filing, and inspection.

2. Revocable Permit. Revocable Permits are the second or mid-level of street improvement permits. Revocable permit applications require the submittal of professionally prepared drawings on standard City (Bureau of Engineering) drawing sheets 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 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 reserved for streetscape projects requiring the highest level of review. 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 Sign (SN) District provisions.

Applicants with limited experience in signage design and implementation are encouraged to review Appendix A. Guide to Tenant Signs.

A. MASTER SIGN PLAN

1. All projects over 50,000 square feet, or that have more than 50 residential units, shall submit a master sign plan for the entire project during the Specific Plan review process. The master sign plan shall identify all sign types that can be viewed from the street, sidewalk or public right-of-way.

   The plan shall 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 shall 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 shall be submitted for Specific Plan final sign review:

- A site plan identifying location of all sign types and that 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); and
- A scaled elevation of each sign type showing overall dimensions, sign copy, typeface, materials, colors and form of illumination.

Campus Identity Sign. Example of a corporate campus identity sign that is integrated with the architecture and landscaping.

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. In the Financial Core or Bunker Hill, they are typically exemplified by high-rise towers.

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.

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.

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 shall 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.
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. 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.
9. No flat letter signs on stucco walls shall be allowed.
10. Mixed-use projects with commercial or retail tenants shall comply with the retail section below.

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).

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).

Multi-Tenant Retail Signs. Examples of multi-tenant retail where individual signs are treated in a consistent manner and integrated with the architecture (above).

Retail

12. For projects that have multiple storefront tenants of similar size, all signage shall 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 to be different by their store name, font, color and type of retail displays.
13. Retail signs shall be appropriately scaled from the primary viewing audience (pedestrian-oriented districts requires smaller signage than fast moving automobile-oriented districts).
14. No duplicate signs shall 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 shall 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.

CULTURAL AMENITIES 11

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 Specific 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 and guidelines:

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.
- 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 must demonstrate curatorial rigor in terms of building the city's collection of public art and shall 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.

Icons and emblems. Large-scale signature sculptural statements and gateway markers can create a dramatic first impression of a neighborhood.

Civic Buildings. Public facilities require public art that can embody the agency's mission while providing a more human and welcoming face to visitors.

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.

Parks, Paseos and Courtyards. These spaces allow for closer, quieter contemplation of art, and can provide playful sequential elements.

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.

B. CONTRIBUTING TO NEIGHBORHOOD IDENTITY & AN URBAN TRAIL

Over time, each Warner Center district and neighborhood 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 required public open space within view of a public or required private street and in the street right-of-way.
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.
4. Attention must be paid to how the artwork will appear amidst mature landscape.
5. Special care should be made to avoid locations where artworks may be damaged.

DEFINITIONS

Whenever the following terms are used in the Design Guidelines, they shall be construed as follows.

Floor Area. As defined by the Zoning Code. Floor Area does not include outdoor eating areas located in terraces, courtyards, private setback areas, public sidewalks, or other outdoor spaces.

High-Rise. Generally, structures exceeding 240' or over 20 stories tall.

LEED®. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. See the official website www.usgbc.org for more information.

Low-Rise. Generally structures that are up to 6 stories tall, most often seen in courtyard housing or small commercial structures.

Mid-Rise. Block structures that are 7-20 stories tall and typically 12-20 stories, most often seen in residential housing or commercial structures.

Parkway Zone. Sidewalk zone reserved for streets, other landscaping and access to parked cars.

Reviewing Agency. Department of City Planning and/or the Community Redevelopment Agency of the City of Los Angeles. The review process is outlined in Section 1.

Street Wall. The building wall along the back of sidewalk.

Towers. Generally high-rise structures, or portions more slender than, and rising above a building's street level base.

Zoning Code. The planning and zoning provisions of the Los Angeles Municipal Code (LAMC), Chapter 1 as amended.

APPENDICES

APPENDIX A

Guide to Tenant Signs

APPENDIX B

Warner Center Street Tree Planting & Maintenance Details & Specifications

GUIDE TO TENANT SIGNS

A

A. OVERVIEW

Signs can have a dramatic effect, either good or bad, on potential customers' or clients' perception of a business, providing an introduction to the character and quality of the business. A consistent approach to signage provides continuity within a district and improves the readability of individual signs.

Zoning regulations establish the basic standards that signs must follow and are supplemented by any Sign Supplement Use Districts that may be adopted. These guidelines are not intended to supersede those standards, but rather to provide more detailed guidance, including descriptions and examples of effective sign design for individual businesses and districts.

B. SIGN TYPES

Different Primary Signs for Different Districts

Pedestrian-oriented districts - all Warner Center districts are pedestrian-oriented - should have signage oriented in location, size and scale to pedestrians as well as motorists driving at relatively slow speeds: wall signs, window signs, awning signs, blade signs (small projecting signs), outdoor dining menu boards. The following signs should be designed to be viewed primarily by pedestrians on the sidewalk or in the parking lot adjacent to the building:

- Window Signs should cover no more than 10% of the window.
- Pedestrian-Oriented Blade Signs are projecting signs and should be no more than 5 square feet in size. Signs that project over the Public ROW will need approval by the City Engineer.
- Directory Signs list the tenants on an upper floor or with access from a single entry and should be no more than 18 square feet in size.
- Backdrop Wall Signs are located on the rear or the side of an open display and should not exceed 5% of the area of the wall on which they are located.

Awning and bade signs are located and sized to be viewed by both pedestrians and motorists.

In districts where buildings are set back from the sidewalk, in a shopping center or campus setting (multiple buildings on a single site) with some buildings set back form the street - freestanding monument signs may be appropriate. The freestanding monument sign typically should provide only the name of the center, with the names of individual businesses listed on individual façades, and should be attractive and consistent with building architecture. For a single business or shopping center, only one of the following types of primary signs, providing the name of the business and one or two principal products and services, should be completely visible from a single location:

- Primary Wall Sign
- Primary Awning Sign
- Major Projecting Sign, which should be non-rectangular and have its own internal or external light source
- Monument Sign, which should be mounted to a base whose material and/or color and finish is used on the building with its own internal or external light source.

Other Sign Types in Both Districts

A business should show its address in 4 to 6-inch letters within 4 feet of an entry on each façade that has an entry.

A primary monument sign provides the name of the business.

The primary sign on the rear façade should be smaller than the primary sign on the front façade, and is encouraged to be less than 20 square feet.

In addition to the primary sign(s) and address, a business may have the following secondary signs describing the business and/or listing 1 or 2 products or services provided:

- Secondary Wall Signs
- Secondary Awning Signs, in which the information should be confined to a single horizontal line positioned within 3 inches of the bottom edge of the awning and the maximum letter size is 6 inches

C. SIGN DESIGN

Design Compatibility

Quality Signs and Creative Design. Like buildings, signs should make a positive contribution to the general appearance of the commercial district in which they are located. High quality, imaginative and innovative signs are encouraged.

Sign is appropriately scaled to building, and located to be viewed by motorists. Works well with pedestrian-oriented awning.

Integration with Building Design. Signs should not obstruct architectural features. The design of signs should be integrated with the design of the building.

Proportion and Scale. The size of a sign should be proportionate to the building on which it is placed and the area in which it is located.

Relationship to Residential Neighbors. Where residential and commercial uses exist in close proximity, signs should be designed and located to minimize visibility from adjacent residential neighborhoods.

Information Hierarchy

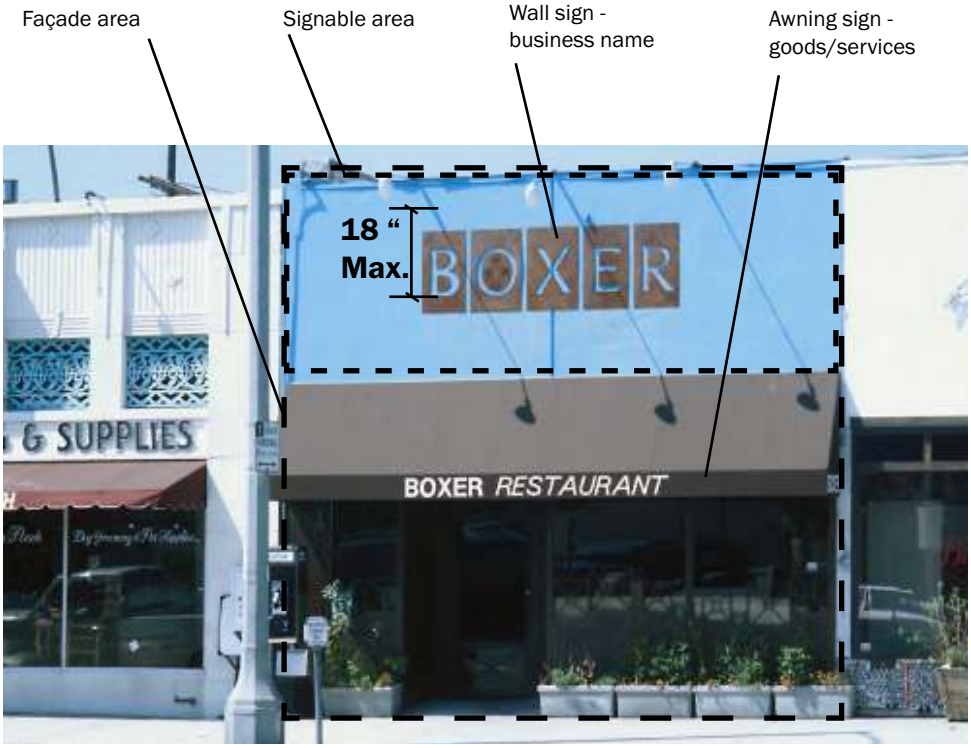
A key to successful signage is to reduce, focus and prioritize the information being communicated. A retail business may have several messages to convey to its potential customers, including:

- Business name
- Address
- Type of goods and services
- Specific products and/or name brands carried
- Credit cards honored
- Telephone number
- Parking directions
- Business hours

Some information - primarily the name and address of the business or shopping center and one or two key products or services - needs to be legible to motorists or bus riders, while other information can be on smaller signs legible to customers entering the establishment.

Sign "blight" occurs when a business has so many signs that a potential customer, whether driving or walking by, cannot easily sort through the information. The information should be organized and presented so it can be understood in order of importance and without repetition. The name of the business is the most important piece of information and should be presented on the largest sign, legible to motorists and bus riders. That sign may be a wall sign, awning sign, projecting sign or monument sign and is considered to be the "primary" sign. A business should usually have only one primary sign visible along each building frontage or parking lot that it faces.

Suggested sign types to provide a legible information hierarchy:



Directory sign located on exterior wall along sidewalk lists upper level tenants.

Sign is integrated in facade design: size, placement, color, material and typeface.

Sign and logo are simple and integrated in the building design with placement and color and material.

A Sign Program allows for consistency of signage for multi-tenant building, while providing sufficient individual identity signage for each tenant..

Sign Program

Coordination of Signs on Multi-Tenant Buildings. When a building has multiple ground floor tenants, whether in a storefront building along a sidewalk or in a strip mall behind a parking lot, a sign program is required. The intent of the sign program is to provide overall standards so that each individual tenant's signs should share some common design elements to make them more legible to potential customers, specifically: placement on the façade and size. A palette of colors and materials should be included to ensure compatibility with building design and materials. Letter style and color may vary to reinforce the individual identity of each tenant. By complying with an approved sign program, a new tenant can easily receive approval for their signage. When multiple tenants share a single entry, they are encouraged to adopt a collective name and sign program to avoid creating a jumble of competing signs.

Sign Legibility

Brief Message. The fewer the words the more effective the sign. A sign with a brief, succinct message is easier to read and looks more attractive. Evaluate each word. If a word does not contribute directly to the basic message of the sign, it will detract from the sign and probably should be deleted.

Symbols and Logos. Symbols and logos can be used in place of words. Visual images often register more quickly than a written message. If they relate to the product sold or the business name, they will reinforce the business identity. Logo signs should be compatible in color, material, placement and overall design with building design, materials and color.

Letter Size. Lettering should be of an appropriate size to be read by the intended audience. Signs to be read by pedestrians should be smaller than those to be read by motorists and bus riders.

Letter Spacing. Letters and words spaced too close together or too far apart reduce a sign's legibility.

The closer the sign's viewing distance, the smaller the lettering needs to be, as illustrated in the following table:

Letter Size:	Easily Readable at:
1 inch	10 feet
2 inches	30 feet
3 inches	50 feet
4 inches	70 feet
6 inches	100 feet

Where lettering is placed on a sign panel, some blank space around the block of lettering should be provided. As a general rule, lettering should not cover more than 75% of the panel area.

Letter Style and Capitalization. Only a few lettering styles should be used on a single sign to enhance legibility. As a general rule, not more than 2 styles should be used on a single sign. Intricate typefaces and symbols that are difficult to read reduce the effectiveness of a sign and should be avoided. Letter thickness and capitalization affect the legibility and visual impact of a sign as illustrated below.

Sign Color

Sign color should contribute to the legibility and effectiveness of the sign.

Contrasting Colors. A substantial contrast between the background and letters or symbols will make the sign easier to read.

Number of Colors. To maintain legibility, a sign typically should not include more than 3 colors. As a general rule, large areas of many different colors decrease legibility. On the other hand, small accents of several colors can make a sign unique and eye-catching.

Complementary Colors. Sign colors should relate to those of the building. A sign may include some or all of the colors used on the building exterior.

Effect of Letter Style and Capitalization on Sign Size.

Thin initial capitals with lower case letters:

Valley Coffee Shop

Thin all capital letters should be smaller than thin initial capitals with lower case letters:

VALLEY COFFEE SHOP

Thick letters should be smaller than thin letters:

Valley Coffee Shop

Thick all-capital letters should be even smaller:

VALLEY COFFEE SHOP

This original “Googie” sign was designed to be an integral part of the building. The typeface is evocative of the era. Simple message is to the point.

Sign Materials and Construction

Individual Letters. Signs composed of individual letters and/or symbols are encouraged. Cut-out letters, which are either external illumination by ambient lighting or lights attached to the façade or illuminated by exposed neon on top of or inside open 3-dimensional letters (reverse channel letters) are especially appropriate for pedestrian-oriented districts. The letters may be individually pin-mounted or mounted on a raceway to facilitate changes. Dimensional metal letters convey durability and longevity and are preferred over plastic letters.

Three-dimensional plastic letters with an internal neon light source (channel letters) can appear cartoonlike or impermanent if blocky typefaces and all capital letters are used. If channel letters are used, they should be integrated into the design of the building as in the adjacent (lower left) Coffee Shop example.

Panel Sign Materials. Appropriate materials for panel signs include:

- Wood - carved, sandblasted or etched and properly sealed, primed and painted or stained.
- Metal - formed, etched, cast and/or engraved and powder-coated or otherwise protected.
- High density pre-formed foam or similar materials. Other new materials may be appropriate if designed to complement the building design and fabricated to be durable and low maintenance.

Rectangular sign cabinets are strongly discouraged, although sign cabinets with a distinct curvilinear form may be acceptable.

Neon. Exposed neon has been used traditionally to illuminate a variety of sign types, including individual letters, projecting signs and panel signs. The use of exposed neon eliminates the need for a separate source of illumination and is encouraged.

Compatible Materials. Sign materials should be compatible with the design of the façade and should contribute to the legibility of the sign. For example, glossy finishes may be difficult to read due to glare.

Durable Materials. Signs should be constructed of durable materials with low maintenance requirements. Paper and cloth signs (other than awnings) are not appropriate as they deteriorate quickly.

Sign Illumination

Additional illumination should be provided when street lights or display window lights do not provide adequate illumination.

Direct Light Source. Lighted signs should use focused, low-intensity illumination. A direct light source, e.g., spotlight, is often best as it focuses attention on the sign and, at the same time, illuminates the building façade. For example, several gooseneck lamps mounted above the sign provide even illuminate of either cut-out letter or panel signs. The fixtures should be in scale with the sign and other building façade elements.

Internal Illumination. Individually illuminated letters (channel letters), either internally illuminated or back-lighted solid letters, are preferable to internally illuminated plastic cabinet signs, which are discouraged.

Raceway and Conduit. All raceway should be concealed from view. If a raceway cannot be mounted internally, it should be finished to match the background wall. Similarly, all exposed conduit should be concealed from view.

Sign Mounting

Signs should be mounted to respect the building design, especially an historic building. If new bolt holes or brackets are necessary, care should be taken to ensure that installation does not damage the building materials, particularly if the building is historic. To minimize irreversible damage to masonry, all mountings and supports drilled into masonry (including terra cotta) should be into mortar joints and not into the face of the masonry.

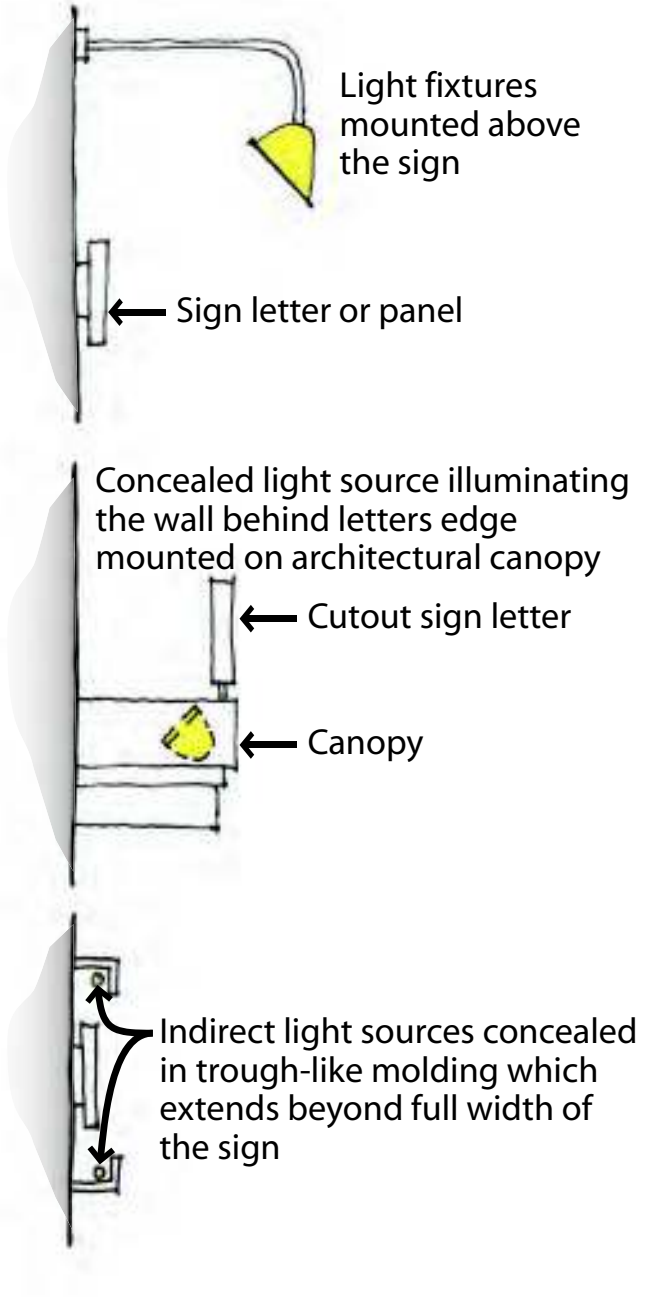
Sign Maintenance

All exterior signs should be kept clean and properly maintained. All supports, braces, anchors and electrical components should be kept safe, presentable and in good structural condition. Defective lighting components should be replaced promptly. Weathered and/or faded painted surfaces should be repainted promptly.

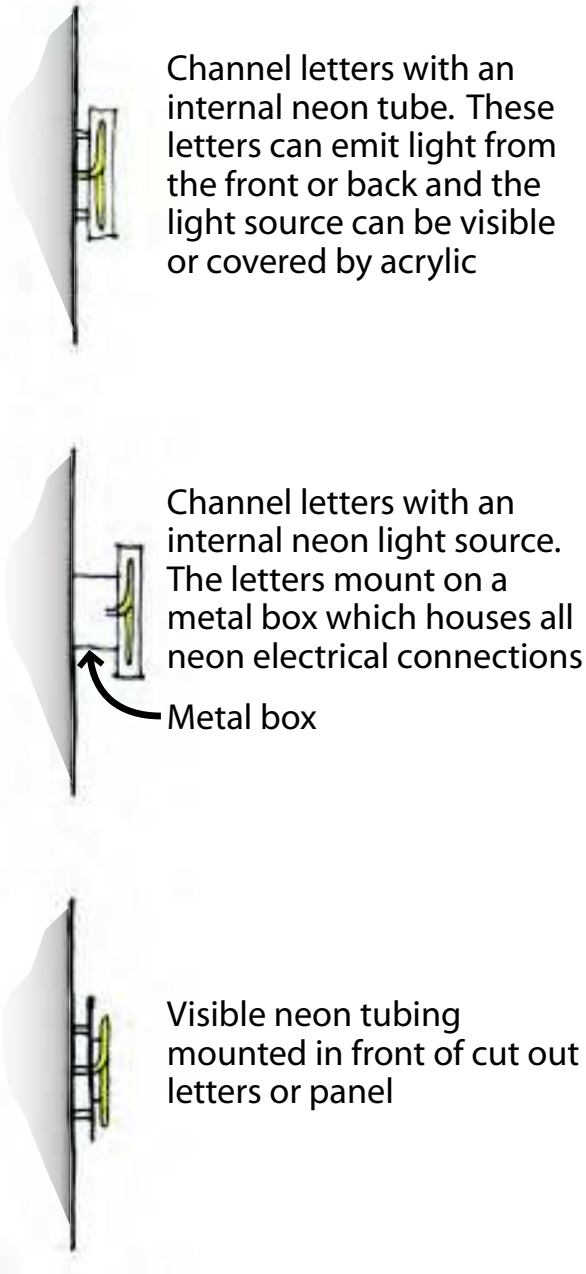
Letter style helps give distinct business identity while creating compatible design with buildings:

Sign Lighting Techniques.

Examples of Externally Lighting Sign



Examples of Lighting Sign with Neon Tube



* Light sources indicated by yellow fill

D. GOOD EXAMPLES OF SIGN TYPES

The following few pages show good examples of the types of signs described in the prior sections.

Blade sign used at alley entry, providing an amenity facing the alley.

Logo laser cut out of metal panel, held off from building and halo lit creative use of design and material for distinctive business identification.

Awning signs as primary business signage.

Individual channel letters halo lit from behind for a simple and distinctive look.

Cut-Out Letters with External Illumination

Elegant signage compatible with historic structure.

Signage designed to complement building facade. Different type-face for wall sign and window sign can be compatible.

Creative sign enhances building facade.

Use of contrasting color scheme for wall signage and awning creates a distinctive business identity.

Horizontal sign element reinforces building design and pedestrian orientation.

Plastic Channel Letters with Internal Illumination

Signage well placed on buildings.

Signage as design feature.

Creative Use of Cut-out Letters

Signage color enhances building design. Wall signage and window signage work together as ensemble.

Whimsical use of color and material.

Panel Signs

Sign with historic quality enhancing building identity.

Creative use of panel sign.

Awing Signs

Awning also provides spatial definition for outdoor dining.

Series of awnings enhances building design concept.

Exposed Neon

Three examples of historic neon signs (above) originally designed to fully integrate and enhance detailed historic facades.

Text and logo are combined for distinctive signage in these three new neon sign examples (above).

Window Signs

Window signs include name, open/closed, major products provided, and address.

Window signs do not interfere with displays in the window.

Pole Signs

Free standing pole signs are generally not permitted. However, where they are permitted they should be designed, like the El Cholo sign at left, to be small, consistent with the architecture and attractive. Large unattractive freestanding poles like the orange sign in the background are not acceptable.

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3: Walker Macy

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1: “Cloud Gate” by Anish Kapoor, Chicago, IL
2: www.arts.qld.gov.au, “Confluence” by Daniel Templeman, Brisbane Australia
3: Electroland, “Enteractive” by Electroland, Met Lofts, Downtown Los Angeles.

Page 72
1: www.lostateminor.com, “Stadlounge” by Pipilotti Rist with Carlos Martinez Architects, St. Gallen, Switzerland
2: www.mayer-of-munich.com, Glass wall by Brian Clarke, Al Faisaliah Center, Riyadh, Saudi Arabia
3: “Astride Aside” by Michael Stutz, Metro Gold Line, South Pasadena, Los Angeles.

E. ENVIRONMENTAL CONDITIONS – MITIGATION MONITORING

Insert Mitigation Monitoring and Reporting Plan

F. TRANSPORTATION TABLES

Appendix A
Table 1

Transportation Determination Assessment (TDA)
Application Form

Case No: Date:

Address:

Applicant Name:
Applicant Address:

Applicant Phone:

Proposed Project/Use Description:

Existing Use Description:

Project? Yes ☐ No ☐

Fees

Application Fee:	$	Paid ? ☐
Mobility Fee:	$	Paid ? ☐
Dedication Research Fee	$	Paid ? ☐

Project Intensity Calculation

Category A Dwelling Units:
Project Land Area (in acres):
Dwelling Units / Land Area = Dwelling Units Per Acre =

Project Land Area (in acres):
Category A Floor Area:
Category B Floor Area:
Category C Floor Area:
Category D Floor Area
Category E Floor Area:
Exempt Floor Area:
Total Floor Area:
Project Land Area (in square feet):
Total Floor Area / Project Land Area = Floor Area Ratio (FAR) =

Mobility Fee Calculation (Per Mobility Fee Table):

Mobility Fee per square foot x Floor Area = Mobility Fee Subtotal

Dedication & Street Widening/Improvements:

Note: Not required for changes of use of less than 1,000 square feet, or new floor area of less than 1,000 square feet.

1. Mobility Fee < $5,000: No Dedication, No Widening

2. Mobility Fee > $5,001:

Dedication	Yes	☐	No	☐
Widening	Yes	☐	No	☐
Improvements	Yes	☐	No	☐

Land Dedication Description:

Street Widening Description:

Street Improvement Description:

Neighborhood Traffic Management

Transportation Demand Management

Required to be a TMO Member?	Yes	☐	No	☐
Already a TMO Member?	Yes	☐	No	☐
Project TDM Plan required?	Yes	☐	No	☐

Appendix A
Table 2
WARNER CENTER MOBILITY FEE TABLE
Effective July 1, 201X

Category A - Residential Use Apartment Condo Single Family Home	**$1,000**

Category B - Institutional Use Hospital (Excluding Non-Profit Institutions) Private School or Educational Facility (Exluding Non-Profit Institutions)	**$2.65**	**$2.84**	**$3.09**	**$3.46**	**$3.65**	**$4.03**	**$5.16**
Category C - General Office Use Office R&D Lab Industrial / Manufacturing / Warehouse Sound Studio / Production Stage	**$5.43**	**$5.82**	**$6.34**	**$7.08**	**$7.49**	**$8.26**	**$10.58**
Category D - Retail / Other Bank / Credit Union Car Wash Coffee / Donut / Bagel Shop Convenience Market Free-Standing Discount Store Gas Station Gym/Health Club Hotel/Motel Medical/Dental Office or Clinic Pharmacy/Drugstore Restaurant (Fast Food/High Turnover/Quality) Retail Service Shopping Center Supermarket Theater Veterinary Clinic	**$10.47**	**$11.21**	**$12.21**	**$13.65**	**$14.42**	**$15.91**	**$20.38**

All Other Uses Not Listed in Categories A-D	**$10.47**	**$11.21**	**$12.21**	**$13.65**	**$14.42**	**$15.91**	**$20.38**

Transit Stations and Park-And-Ride Facilities Place of Worship Non-Profit Hospitals and their Related Medical Uses Community Facilities no greater than 40,000 Sq.ft. Governmental Facilities Non-Profit Public/Private Schools or Educational Facilities Child Care, Elder Care and Inter-generational Care Facilities Changes of Use no greater than 1,000 Sq. Ft. Ground Floor Mixed Uses of a Residential/Office Tower, 10% or less of overall floor area	**$0.00**

(Warner Center Specific Plan Average Rate for New Dwelling Units) 1,180 Sq.ft. per Dwelling Unit

Appendix A
Table 3

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 A
Table 4

Transportation Mitigation Program Table

(Next 4 Pages)

DRAFT

WARNER CENTER MITIGATION TABLE

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 40.	2.58	0.6[illegible]	9	$10,008,326	$4,000,000
	73	Variel Ave and Kittridge St	No additional physical mitigation measures required.	0.62	0.787	12.84	$1,725,621	$4,000,000
	38	Owensmouth Ave and Vanowen St	Add dedicated right turn lane southbound; add eastbound left turn lane; add eastbound and westbound through lane.	4.05	1.084	8	$7,085,221	
	46	Owensmouth Ave and Victory Blvd	Add northbound through lane in addition to Victory Boulevard widening project.	6.06	1.288	6	$6,565,225	
	129	Corbin Ave and Victory Blvd	Add eastbound through lane, westbound through lane.	5.31	0.725	-15	$6,008,388	
	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 lane as per mitigation for #55.	5.68	1.310	12	$6,023,140	
	4	Topanga Canyon Blvd and Victory Blvd	Add a through lane and dedicated right turn lane both northbound and southbound approaches. Add an eastbound through lane.	5.20	1.259	14	$5,481,051	
	40	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	$5,010,885	$4,000,000
	5	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.	8.67	1.449	14	$4,4[illegible]	
	13	Canoga Ave and Oxnard St	Add a second left turn lane and dedicated right turn lane on the northbound approach. Add a dedicated right turn lane on the westbound and southbound approaches.	4.37	1.117	20	$3,898,886	
	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)	6.26	1.281	16	$3,084,158	
	3	De Soto Ave and Vanowen St	Add a through lane in eastbound and westbound directions.	6.57	1.308	36	$3,0[illegible]	
	2	Canoga Ave and Vanowen St	Add an eastbound and westbound through lane, for continuation of mitigation at #38 and #3.	4.69	1.189	30	$3,004,183	
	118	Winnetka Ave and Ventura Blvd	Change westbound right turn lane to a shared through-right turn lane. Add eastbound left turn lane.	4.60	0.928	-21	$3,004,183	
	120	[illegible] Ave/101 Ventura Fwy EB and Ventura Blvd	Add westbound through lane.	4.38	0.800	-15	$3,004,183	
	41	Woodlake Ave and Victory Blvd	Add northbound shared through-right lane.	3.15	0.406	12	$3,004,183	

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WARNER CENTER MITIGATION TABLE

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	6	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	0.864	47	$2,578,835	
	47	Mason Ave and Victory Blvd	Add eastbound and southbound left turn lanes.	6.97	0.764	6	$2,668,228	[illegible]
	8	Canoga Ave and Erwin St	Add a second left turn lane and dedicated right turn lane on eastbound and westbound approaches.	4.02	1.498	41	$7,486,348	-
	131	Reseda Blvd and Burbank Blvd	Add northbound through lane. Add dedicated eastbound right turn lane. Add northbound right turn lane.	4.68	0.548	-31	$2,432,077	
	74	Variel Ave and Oxnard St	Add new signal. Add dedicated eastbound and westbound right turn lane. Add dedicated southbound and westbound left.	2.03	0.833	23	$2,367,490	
	108	Winnetka Ave and Victory Blvd	Add westbound left turn lane, eastbound left turn lane, northbound left turn lane, southbound left turn lane	8.86	0.763	-31	$1,898,880	
	5	Canoga Ave and Victory Blvd	Add a dedicated right turn lane on northbound and southbound approaches. Add a second left turn lane on southbound and westbound approaches.	6.03	1.249	55	$1,898,880	
	68	Topanga Canyon Blvd and Ventura Blvd	Add southbound left turn lane and westbound right turn lane.	6.64	1.328	8	$1,888,880	
	60	Variel Ave and Sherman Way	Add dedicated northbound and southbound left turn lane. Add dedicated eastbound right turn lane. Change eastbound and westbound phasing from left-turn permitted to protected.	3.09	0.401	7	$1,888,880	
	148	Mason Ave and Saticoy St	Add dedicated right turn lane to all approaches.	4.68	0.889	-88	$1,880,880	
	83	Mason Ave and Vanowen St	Add dedicated right turn lane at all approaches.	4.38	0.688	-16	$1,858,880	
	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.	4.26	1.194	50	$1,758,603	
	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	$1,505,699	
	88	Remmet Ave and Sherman Way	Change eastbound left turn from permitted to protected, add westbound right turn lane, northbound left turn lane, southbound left turn lane.	2.85	0.351	2	$1,505,633	
	48	Owensmouth Ave and Canyon Creek Dr (Pvt)	Add dedicated southbound and eastbound right turn lanes; add northbound left turn lane.	2.06	0.850	33	$1,508,659	
	28	De Soto Ave/101 Ventura Fwy WB	Add dedicated right turn lane on southbound approach; add northbound through lane.	4.39	1.114	81	$1,400,884	
	72	Independence Ave and Vanowen St	Add eastbound and westbound through lanes, as continuation of mitigation at #36 and #8.	2.71	0.010	28	$1,430,189	
	71	Eton Ave and Vanowen St	Add eastbound and westbound through lanes, as continuation of mitigation at #36 and #8.	2.64	0.805	87	$1,420,193	
	40	Topanga Canyon Blvd and Kittridge St	No additional physical mitigation measures required.	2.88	0.928	80.48	$1,338,338	$1,338,838
	61	Owensmouth Ave and Hart St	No additional physical mitigation measures required.	1.80	0.768	14.65	$1,338,398	$1,273,730
	18	De Soto Ave and Califa St	New Signal. Add westbound right turn lane. Southbound right turn lane.	4.50	1.158	42	$1,237,495	
	15	Topanga Canyon Blvd and Califa St	New Signal. Add northbound right turn lane, westbound right turn lane.	3.65	1.048	87	$1,250,505	
	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 #8 and #14.	4.53	1.085	78	$1,238,673	
	20	Topanga Canyon Blvd and Roscoe Blvd	Add northbound left turn lane and southbound right turn lane.	6.42	0.737	-22	$1,018,885	
	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.	5.03	0.745	18	$1,018,883	
	130	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	-78	$1,018,898	
	42	Fallbrook Ave and Victory Blvd	Add westbound right turn lane.	5.30	0.709	10	$1,018,898	
	98	Canoga Ave and Saticoy St	Add southbound through lane. Change southbound and eastbound phasing from left-turn permitted to protected.	4.66	0.874	-32	$1,018,878	
	22	Canoga Ave and Burbank Blvd	Add southbound left turn lane and right turn lane; change southbound left turn control from protected to permitted/protected.	4.98	1.228	69	$1,016,835	
	19	Topanga Canyon Blvd and Oxnard St	Add a second westbound left turn lane and a dedicated southbound right turn lane.	4.71	1.195	43	$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.	4.08	1.073	-41	$1,016,833	
	87	Jordan Ave and Sherman Way	Add dedicated northbound left turn lane, southbound left turn lane.	2.80	0.381	20	$1,018,695	
	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	0.840	53	$1,018,895	

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WARNER CENTER MITIGATION TABLE

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	88	De Soto Ave and Saticoy St	Add eastbound right turn lane, westbound right turn lane.	5.38	0.732	-60	$878,905	
	108	Winnetka Ave and Victory Bl	Add northbound right turn lane, southbound right turn lane	5.05	0.889	-70	$878,896	
	143	De Soto Ave and Roscoe Blvd	Add northbound and westbound right turn lane.	4.82	0.849	-49	$878,896	
	19	101 Ventura Fwy WB and Burbank Blvd	Mitigation Measure at # 20 will add 2nd westbound through lane. No additional physical mitigation required.	1.06	0.831	109.00	$710,082	
	138	De Soto Ave and Nordhoff St	No additional physical mitigation measures required.	6.00	0.748	-148	[illegible]	
	68	De Soto Ave/Serrania Ave and Ventura Blvd	Add dedicated northbound right turn lane, change westbound right turn phasing to Overlap. Change northbound and southbound phasing from split phase to left-turn protected.	6.22	1.288	-15	$525,690	
	34	Canoga Ave and Sherman Way	No physical mitigation measures available.	5.19	0.777	-19	$570,889	
	31	Sharp Ave and Sherman Way	Add dedicated right turn lane northbound.	4.09	0.861	43	$525,608	
	50	Shoup Ave and Oxnard St	Add dedicated southbound right turn lane. Change westbound and northbound phasing from left-turn permitted to protected.	4.66	0.823	-88	$529,403	
	54	101 Ventura Fwy EB and Ventura Blvd	No physical mitigations available.	4.45	0.817	60	$529,403	
	33	Owensmouth Ave and Sherman Way	Add westbound left turn lane.	3.09	0.378	70	$529,898	
	46	Owensmouth Ave and Saticoy St	Add dedicated northbound left turn lane.	3.27	0.493	-111	$629,899	
	120	Topanga Canyon Blvd and Mulholland Dr	Add dedicated southbound right turn lane. Change southbound right turn to overlap.	3.29	0.498	-70	$629,403	
	182	Reseda Blvd and 101 Ventura Fwy EB	Add second eastbound left turn lane.	2.79	0.779	-38.81	$629,898	
	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	43	$529,498	
	37	Shoup Ave and Vanowen St	Add eastbound right turn lane.	4.28	0.892	58	$425,485	
	112	Winnetka Ave and Oxnard St	Add dedicated westbound right turn lane.	4.20	0.587	-123	$459,898	
	27	De Soto Ave and 101 Ventura Fwy EB	Add southbound through lane.	1.83	1.011	116	$312,974	
	11	Topanga Canyon Blvd and Calvert St	Add Signal.	3.03	1.042	124	$270,500	
	65	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	1.354	300	$249,903	
	77	De Soto Ave and Clark St	Add southbound right turn lane. Add 3rd northbound through lane per mitigations at #26 and #27.	4.26	1.097	271	$249,988	
	133	Reseda Blvd and 101 Ventura Fwy WB	Add southbound through lane. Additional lane at westbound off ramp approach (2 left turn lanes, 2 right turn lanes)	3.41	0.475	-98	$249,299	

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WARNER CENTER MITIGATION TABLE

Mitigation Category	Int. #	Name	Mitigation Measure	1000's of Vehicles Through Intersection	Peak V/C	Relative Cost Effectiveness Index	Physical Mitigation Cost	Varial Ave Corridor Improvement Contribution
CATEGORY D	55	Shoup Ave and Ventura Blvd	No physical mitigations available.	4.15	0.602	-21	$48,800	
	101	Winnetka Ave and Sherman Way	Add northbound and southbound through lane.	6.07	0.730	-3942	$48,708	
	122	Tampa Ave and Victory Blvd	Restripe to add eastbound through lane, westbound through lane.	5.76	0.734	-1309	$48,703	
	109	Winnetka Ave and Saticoy St	Add northbound and southbound through lane.	4.83	0.656	-1048	$48,703	
	48	Shoup Ave and Victory Blvd	Restripe for 3rd eastbound and westbound through lane.	4.78	0.636	-61	$48,703	
	137	Topanga Canyon Blvd and Parthenia St	Remove painted median to provide 3rd through lane in northbound and southbound direction.	4.72	0.651	-1047	$48,708	
	38	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	0.628	884	$48,708	
	28	Topanga Canyon Blvd and Plummer St	Restripe westbound approach for dual left turn lane.	4.39	0.605	-857	$99,500	
	127	Topham St/Bessemy and Victory Blvd	Restripe northbound to 1 left turn lane and one shared left-right turn lane.	4.21	0.580	-1527	$40,500	
	105	Mason Ave and Sherman Way	Add northbound/eastbound left turn lane protected phase in PM, add southbound/westbound left turn protected phase in AM.	5.72	0.788	-342	$33,500	
	129	Tampa Ave and Ventura Blvd	Change eastbound phasing from left-turn protected/permitted to protected only.	4.62	0.648	-1850	$98,500	
	142	Canoga Ave and Roscoe Blvd	Change northbound left turn from permitted to protected.	4.55	0.618	-2282	$33,500	
	150	Fallbrook Ave and Sherman Way	Change eastbound phasing from left-turn permitted to protected.	4.44	0.604	-2528	$33,500	
	121	Fallbrook Ave and Ventura Blvd	Change eastbound phasing from left-turn protected/permitted to protected only.	2.81	0.341	-2880	$38,000	
	141	Shoup Ave and Roscoe Blvd	Change northbound left turn from permitted to protected.	2.80	0.335	2306	$38,500	
	118	Fallbrook Ave and Burbank Blvd	Change northbound and westbound phasing from left-turn permitted to protected.	3.67	0.513	-439	$38,000	
	130	Burbank Blvd and Ventura Blvd	Change northbound phasing from left-turn permitted to protected.	3.58	0.483	-2542	$33,500	
	101	Canoga Ave and Vallarta St	Change westbound left turn from permitted to protected, change northbound left turn from protected to permitted.	3.01	0.391	-694	$38,000	
	62	Shoup Ave and Burbank Blvd	Change westbound and southbound phasing from left-turn permitted to protected.	2.47	0.297	1407	$38,000	
	144	Mason Ave and Roscoe Blvd	Restripe for northbound right turn lane and southbound right turn lane.	4.84	0.666	-11026	$7,395	
	145	Winnetka Ave and Roscoe Blvd	Restripe for 3rd through lane in northbound and southbound direction.	4.74	0.658	-17559	$9,871	
	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	0.459	-26788	$3,699	
						TOTALS	$145,287,778	$18,000,000

Appendix A
Table 5

Mobility Fee Component Breakdown

(Next Page)

DRAFT WARNER CENTER MOBILITY FEE AND COST ESTIMATES

TOTAL WARNER CENTER MOBILITY IMPROVEMENT COSTS

Improvent Measure	Total Cost (2010 Dollars)	% Paid for by Mobility Fee	Mobility Fees Collected	% Share of Total Mobility Fee	Collected from Outside Funding
Roadway Improvements	$145,387,779	40%	$58,200,000	38%	$87,187,779
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, and TDM over life of the Plan	$28,000,000	100%	$28,000,000	18%	$0
TOTAL	$259,837,779		$151,850,000		$107,987,779

Existing Warner Center Trip Fee Balance	*$8,250,000*
Total for Fee Collection	$143,600,000
Project Generated Trips	37,039
After 10% Trip Credit for Exempt Projects	33,334
Mobility Fee per Trip*	$4,308

* 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 A
Table 6
Warner Center Special Street Designations

The following is a list of Warner Center streets that have designations and dimensions that vary from the General Plan and are special to the Warner Center Plan.

Major Highway Class I. Continuous 112-foot Roadway, 136-foot Right-of-Way, with 12-foot sidewalks.

Victory Boulevard (from Topanga Canyon Boulevard to De Soto Avenue)

De Soto Avenue (from 101 Ventura Freeway to Victory Boulevard)

Major Highway Class II. A 90-foot Roadway, 114-foot Right-of-Way, 12-foot sidewalks flare section at intersections with Major Highways and Secondary Highways. An 80-foot Roadway, 104-foot Right-of-Way, 12-foot sidewalks for the remainder.

Topanga Canyon Boulevard

Canoga Avenue (from 101 Ventura Freeway to Vanowen St)

De Soto Avenue (from Victory Boulevard to Vanowen St)

Vanowen St (from Topanga Canyon Boulevard to De Soto Avenue)

Oxnard St (from Topanga Canyon Boulevard to De Soto Avenue)

Secondary Highway. A 70-foot Roadway, 90-foot Right-of-Way, and 10-foot sidewalks.

Burbank Boulevard

Special Collector Street. A 60-foot Roadway, 80-foot Right-of-Way, 10-foot sidewalks

Owensmouth Ave (from 101 Ventura Freeway to north of the Los Angeles River)

Variel Ave (existing Califa St to north of the Los Angeles River) (proposed from 101 Ventura Freeway to Califa St)

Erwin St (from Topanga Canyon Boulevard to De Soto Avenue)

Califa St (from Topanga Canyon Boulevard to De Soto Avenue)

Marylee St

Appendix B

Neighborhood Protection Program

(Insert Map of Areas)

Various transportation calming measures should be implemented to mitigate various transportation impacts within the residential neighborhoods. All such measures shall be in conformance with all applicable laws, codes and ordinances.

In response to a request within the identified neighborhood, an assessment of the complaint shall be conducted and appropriate remedies shall be implemented. In order to protect theses identified neighborhoods, the mitigation measures shall be implemented with this ordinance serving as the traffic control report to authorize the implementation of the neighborhood protection mitigation measures according to the following LAMC sections:

Higher Visibility Crosswalk	Section 80.07.1, 80.08.2, 80.37, 80.42.1 L.A.M.C.
Pedestrian Crossing Sign	Section 80.06 L.A.M.C.
Crosswalk Warning System/Smart Crosswalk	Section 80.08, 80.37 L.A.M.C.
Entry Island (Neighborhood Identification Island)	
Raised Crosswalk	
Traffic Choker/Mid-Block Narrowing	
Intersection Bump-Outs	
Lane Reduction/Lane Narrowing	
Stop Sign	Section 80.08.2, 80.21, 80.55 L.A.M.C.
Turn Restriction Sign	Section 80.11, 80.14, 80.55 L.A.M.C.
Turn Restriction Barrier	
Speed Hump	
Speed Table	
Traffic Circle/Roundabout	
Restricted Movement Barrier	
Entrance Barrier – Half Closure	
Diagonal Diverter	
Street Closure	
Traffic Signal	Section 80.07, 80.07.1, 80.08, 80.08.2, 80.37, 80.55 L.A.M.C.
Parking Restriction	Section 66.21, 80.07.1, 80.56, 80.56.c, 80.57, 80.69, 80.69.a 85.02 L.A.M.C.

A study shall be conducted to ensure the neighborhood protection measures are in compliance with departmental guidelines prior to implementation.

Traffic Calming Tools

Level 1) Preliminary Tools

Examples:

Enhanced Police Enforcement
Speed Monitoring Trailer
Neighborhood Traffic Watch
Higher Visibility Crosswalk
Pedestrian Crossing Signs

Characteristics:

- Least restrictive tools
- Easiest to implement
- Less potential to shift problem
- Less effect on emergency
- Lower cost
- Faster to implement
- Lower controversy

Level 2) Intermediate Tools

Examples:

Crosswalk Warning System
Entry Island (Neighborhood Identification Island)
Raised Crosswalk
Mid-Block Narrowing
Intersection Bump-Outs (Narrowing)
Lane Reduction/Lane Narrowing
Stop Sign as Neighborhood Traffic Control Measure
Turn Restrictions/Physical Barrier

Characteristics:

- Moderately restrictive tools
- Greater effect on emergency response
- Greater potential to shift problems
- Higher cost
- More complex approval process

Level 3) Advanced Tools

Examples:

Speed Hump
Traffic Circle
Restricted Movement Barrier
Entrance Barriers/Half Closure
Diagonal Diverter
Street Closure

Characteristics:

- Most restrictive tools
- Strong potential to affect emergency response
- Strong potential to shift problems
- Generally the highest cost
- Should be considered only after Level 1 and Level 2 tools have been reviewed and/or tested in the field

Level 1) Preliminary Tools

Traditional Police Enforcement
Advantages: • Effective while officer is present and monitoring speeds • Can be implemented in almost any location at short notice
Disadvantages: • Not self enforcing; temporary measure • Fines may not cover cost of enforcement • Short "memory effect" when enforcement officer no longer present
Special Considerations: • Often helpful in school zones • May be used during "learning period" when new devices or restrictions first implemented
Cost: • High cost primarily due to the staffing requirements
Where to Apply: • All residential streets where speeding is a concern

Speed Monitoring Trailer
Description: • Mobile trailer mounted radar display that informs drivers of their speed. Also collects speed data.
Advantages: • Effective speed control while in use • Educates drivers on speeds
Disadvantages: • Duration of effectiveness limited – some residual effects noted • Not self enforcing in long run
Cost: • Low to moderate cost due purchase price and to staffing requirements
Where to Apply: • Any local/residential street where speeding is a problem

Neighborhood Speed Watch
Description: • Residents volunteer to observe violations and are trained to use radar units to record and report habitual speeds. Courtesy letters may be sent by police
Advantages: • Involves affected residents. Effective educational tool • May have longer term effects as neighbors become aware of who is speeding and the concerns of others neighbors

Disadvantages: • Requires extensive volunteer citizen involvement • May need to consider legal issues
Cost: • Low to Moderate
Where to Apply: • Residential streets with speeding concerns and willing, active neighbors

[illegible]
Description: • Higher visibility cross walk design using either special signing and striping or special paving treatment
Advantages: • More visible to drivers than traditional crosswalks, greater awareness
Disadvantages: • Pedestrians may place too high a level of reliance on the ability of the crosswalk to control drive behavior • Higher maintenance than standard crosswalk
Cost: • Low
Where to Apply: • Use at uncontrolled crosswalks as determined appropriate by City Traffic Engineer

[illegible]
Description: • Signs placed in the roadway, median at marked crosswalks that advise motorists of the pedestrian right-of-way
Advantages: • Brings motorists attention to crosswalk and pedestrian activity May result in slower speed at the crosswalks
Disadvantages: • Driver confusion • Proliferation of such signs would tend to diminish effectiveness
Cost: • Low
Where to Apply: • Selected crosswalk locations with high levels of pedestrian activity. • May be applied in combination with other special crosswalk treatments such as special pavement or raised crosswalk

Level 2) Intermediate Tools

[illegible]
Description: • Lights embedded in the pavement at a pedestrian crossing which flash to alert on-coming motorists when a pedestrian is crossing
Advantages: • Much higher visibility to drivers than standard crosswalk • Visible at night and during haze and fog conditions • Provides additional visibility for slower pedestrians
Special Considerations: • 200 installed nation wide, but still a "new" measure • Higher maintenance than standard crosswalks
Cost: • High – up to $20,000 per application
Where to Apply: • Limited to special locations to be determined by City Traffic Engineer

[illegible]
Description: • A raised island in the center of a two-way street that identifies the entrance to a neighborhood
Advantages: • Notifies motorist of change in roadway character • Helps slow traffic • Opportunity for landscaping and/or neighborhood entry signage for aesthetic improvements May discourage some cut-through traffic
Disadvantages: • Need for maintenance (and irrigation) • May necessitate removal of parking • Limited effectiveness on speed or volume control
Cost: • Medium to high cost to install, landscape and maintain
Where to Apply: • In the entry to a residential area where street is wide enough and speeding and/or cut-through traffic is a concern

[illegible]

traffic management purposes • Proliferation of stop signs may result in motorists dis-obeying the signs • Could result in increase in speeds between the signs as drivers try to "make up for lost time" • May increase vehicle noise at new stop sign location • May increase traffic congestion as vehicles stop at multiple signs
Cost: • Low
Where to Apply: • Stop signs intended for intersections where right-of-way is confusing • Has been applied as a neighborhood control measure where speeding and/or cut through traffic is an issue • Must be carefully reviewed by City Traffic Engineer for safety and other issues

Description: • Regulatory signing which prohibits certain movements – may be all day or time restricted
Advantages: • Effective volume reduction where used properly • May reduce "speeders" who cut through
Disadvantages: • Requires enforcement • Increases movements at other locations
Cost: • Low to Moderate
Where to Apply: • Periphery of residential neighborhoods

Level 3) Advanced Tools

Speed Humps

Description:

- Speed humps are areas of pavement raised approximately 3 inches in varying widths. They are designed to result in a gradual speed reduction to near 25 mph. They should be marked with signs and pavement markings.

Advantages:

- Effectively slows traffic to near 25 mph speed limit
- Self enforcing
- May reduce volume by discouraging non-resident traffic

Disadvantages:

- Increases emergency response times. May damage emergency response vehicles if not carefully designed
- Increases traffic noise in vicinity of hump
- Aesthetics – some residents may perceive them to be unattractive
- May result in shifting volumes to a parallel residential street
- Can create hazards for bicyclists, motorcycles and pedestrians

Special Considerations:

- Should not be used on critical emergency response routes
- Needs to be used in series or in conjunction with other traffic calming devices to control speeds

Cost:

- Moderate to high, depending on number to be installed

Where to Apply:

- Local residential streets with 25 mph speed limit with no more than one lane in each direction
- Local residential streets with daily traffic not less than 500 vehicles and not exceeding approximately 3,00 to 5,000 vehicles per day
- Must have demonstrated speeding problem(85^{th} percentile speed exceeding 30 mph)
- Not on critical emergency response routes or transit routes
- Not on streets with grades which exceed 5%

Traffic Circles

Description:

- Traffic circles are raised circular medians in an intersection. Vehicles must change their travel path to maneuver around the circle and are typically controlled by "Yield on Entry" on all approaches

Advantages:

- Slows traffic as it drives around circle
- Breaks up sight-lines on straight streets
- Opportunity for landscaping in the intersection

Disadvantages: • May impede emergency response • May impede left turns by large vehicles • On streets with bicycle facilities, bikes must merge with traffic around circle • May shift traffic to parallel residential streets • May require some parking removal
Special Considerations: • Need to be used in series or in conjunction with other traffic calming devices • Should not be used on critical emergency response routes • May require extensive signing • May require educational campaign and learning period
Cost: • Moderate to High
Where to Apply: • Streets where speed control is desired

Description: • Barrier island that prevents certain movements at an intersection
Advantages: • Redirects traffic to main streets • Self enforcing, unlike signage only • Reduces cut-through traffic • Increases opportunity for landscaping in the roadway
Disadvantages: • May negatively affect emergency response • May increase trip length for some drivers • May redirect traffic to parallel residential streets
Special Considerations: • Should not be used on critical emergency response routes • Has little or no affect on speeds for through vehicles
Cost: • Moderate
Where to Apply: • Streets where reducing cut-through traffic is desired

Description: • Physical barrier that restricts turns into a street. Creates a one-way segment at the intersection while maintaining two-way traffic for the rest of the block

Advantages: • Effectively restricts movements into a street while maintaining full access and movement within the street for residents
Disadvantages: • May redirect traffic to other local streets • May increase trip length for some drivers • In effect at all times; even if cut-through problem exists only at certain times of day
Special Considerations: • Should not be used on critical emergency routes • Has little or no effect on speeds for local traffic • Need to consider how residents will gain access to street
Cost: • Moderate to high
Where to Apply: • Local streets where cut-through traffic is a concern

Diagonal Diverter
Description: • Raised areas placed diagonally across a four-way intersection that restrict through movements in all directions.
Advantages: • Reduces cut-through traffic • Self enforcing, unlike signage only
Disadvantages: • May redirect traffic to other local streets • May increase trip length for some drivers • In effect at all times-even if cut-through problem exists only at certain times of day
Variations: • Traversable diverters to allow access for emergency response vehicles
Special Considerations: • Should not be used on critical emergency response routes • Need to consider how residents will gain access to street • Has little or no effect on speeds for local traffic
Cost: • Moderate to high
Where to Apply: • Local streets where cut-through traffic is a problem

Street Closure
Description: • Full closure of a street
Advantages: • Restricts all through traffic • Self enforcing
Disadvantages: • Will likely redirect traffic to other local streets • Increases trip length for some drivers • Increases emergency response times • Legal issues regarding closing public roadway must be considered
Special Considerations: • Should not be used on critical emergency response routes • Consider impacts to adjacent streets • Consider emergency response requirements
Cost: • Moderate to high
Where to Apply: • Local streets where cut-through traffic is the major concern

[illegible]
▪ ***Diagonal Parking*** ▪ ***No Through Access*** ▪ Chicanes ▪ ***Special Signs*** ▪ Traffic Safety Campaigns Newsletters Brochures Community Meetings Web Sites ▪ School Area Education

Appendix C
Transportation Demand Management (TDM)

The Warner Center Specific Plan shall implement transportation demand management (TDM) mitigation measures to mitigate transportation impacts associated with development within the Specific Plan. TDM options shall include but not be limited to:

Carpool
Vanpool
Buspool
Rideshare
Guaranteed Ride Home Program
Distribution
Events to promote the use of Transit
Bicycle Racks
Bicycle Lockers
Zipcar System

The Warner Center Specific Plan shall organize and maintain a Transportation Management Organization (WCTMO) within the framework of the Local Development Corporation to implement TDM measures. All businesses operating within the boundaries of the Specific Plan shall be members of the TMO and shall carry out TDM measures.

Appendix D
Local Development Corporation (LDC)

DUTIES OF LOCAL DEVELOPMENT CORPORATION

The Executive Board Members will be the only ones allowed to vote to hire or fire a Management Company or Management Team to carry out and administer the duties of the LDC.
The LDC will implement the objectives set forth in the WCSP as enumerated in its Charter and Memorandum of Cooperation (MOC) entered into between the Local Development Corporation and the City of Los Angeles.
The LDC shall establish a financial accounting system to carry out the audits specified in the Charter of the LDC. An annual independent audit of the LDC shall take place and the results shall be presented to the City Council on an annual basis.
The LDC shall have the ability to hire a Management Team either as employees of the LDC or to contract out to a Management Company to administer the WCSP.
The LDC shall have the ability to hire and fire the Management Team or Company.
The LDC through its Management Company or Management Team or will be responsible for the construction of physical mitigation measures, the operation of a local transit agency, the administration of Transportation Demand Management Program, and the application for Government funds used to fund improvements and operation of the LDC.
In addition the LDC will be responsible for the following:

Planning and Development:

- Streetscape Improvements
- Roadway and Transit Mitigations
- Prioritizing Roadway Improvements
- Coordinate and Plan Internal Circulator
- 4th Orange Line Station
- Coordinate other TDM Measures (Zipcar, slow/small vehicles, bikes)
- Neighborhood Traffic Mitigation (Formally Neighborhood Protection)

Assist with parking coordination:

- Public/Private Structures
- Matrix of excess parking for sale/lease
- Shared Parking

Assist with open space coordination:

- Spending Quimby Fees
- Coordinate privately required publically accessible open space
- Programming for publically accessible open space

Assist with signage coordination:

Warner Center signage District signage
Other signage
Assist with new street/paseo coordination
Assist with public benefit coordination
Landscaping and Tree Trimming/Medians
Energy Efficiency and Renewable Energy

Economic Development:

Coordination of Economic Incentives
Tax reduction and/or retention
Fee reduction and/or retention
Parking Meters Apply for Federal and State grants/matching funds

Other:

Cleaning and Safety
Marketing and Promotion
Security
Maintenance
Economic Development
Emergency Preparation and Coordination

AA. GENERAL PLAN AMENDMENTS (RESOLUTION)

DRAFT

RESOLUTION

WHEREAS, Warner Center is located in southwestern corner of the San Fernando Valley within the City of Los Angeles and specifically within the communities of Woodland Hills and Canoga Park.

WHEREAS, Warner Center is designated as a Regional Center within the City's Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan.

WHEREAS, historically, the Warner Center is generally bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard on the west. The area is comprised of approximately 924 acres or 1.5 square miles.

WHEREAS, the new Plan for the area will have a new name, the Warner Center Regional Core Comprehensive Specific Plan replacing the predecessor ordinance's name, the Warner Center Specific Plan and with the new name is a larger geographic boundary which generally includes the north side of Vanowen Street between the Los Angeles River to the north, Topanga Canyon Boulevard to the west and De Soto Avenue to the east.

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

WHEREAS, the Warner Center Regional Core Comprehensive Specific Plan is a development guide for the Warner Center Regional Center Transit Oriented District without the heavy-handed restrictions.

WHEREAS, the new Specific Plan will provide a blueprint to give the developer the certainty of what is permitted under the Specific Plan and the community the certainty that a development will provide the necessary public benefits and mitigations prescribed by the Specific Plan ordinance.

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

WHEREAS, like the previous Specific Plan, the new Specific Plan is essentially both the General Plan and the proposed permanent zoning controls for the area and as such, any development

consistent with the rules for new development under the Plan will be in compliance with both the General Plan and zoning code.

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

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

NOW, THEREFORE BE IT RESOLVED.

AMENDMENT TO THE CANOGA PARK-WEST HILLS- WINNETKA-WOODLAND HILLS COMMUNITY PLAN MAP – PLAN AMENDMENT TO REGIONAL CENTER COMMERCIAL AND NEW FOOTNOTE NO. 11

The existing Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan Map is hereby amended to add the Regional Center Commercial Land Use Designation over the Warner Center Regional Core Comprehensive Specific Plan and as well add the following Footnote No. 11 to the Map legend. The amendments are as follows:

Community Plan Map

Regional Center Commercial Land Use Designation over the area generally bounded by the Los Angeles River to the North, the Ventura Freeway to the south, Topanga Canyon Boulevard to the west and De Soto Avenue to the east.

Footnote No. 11

Addition of a new footnote as follows:

11. The Warner Center Regional Core Comprehensive Specific Plan is designated as Regional Center Commercial on the Community Plan Map. This Regional Center designation allows for residential, commercial, and hybrid industrial uses. Specifically, the hybrid industrial uses are more commercial in operation and are typically those uses that are more consumer-oriented than business-oriented and support the commercial orientation of the Regional Center.

AMENDMENT TO THE CANOGA PARK-WEST HILLS- WINNETKA-WOODLAND HILLS COMMUNITY PLAN TEXT (THIS WILL REPLACE THE EXISTING TEXT LANGUAUGE) UNDER COMMUNITY BACKGROUND-SPECIFIC PLAN

The existing Community Background Section/Specific Plan/Warner Center Specific Plan of the Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan is hereby amended as follows:

~~**Warner Center Specific Plan**~~

~~The Goals of the Warner Center Specific Plan are to coordinate orderly commercial and residential development with transportation improvements. The Specific Plan protects residential neighborhoods from the intrusion of through traffic, establishes a hierarchy of land use intensity which decreases with distance away from the Warner Center Core, encourages mixed use development within Warner Center in accordance with the city's goal to improve the jobs/housing relationship.~~

~~The purpose of the Specific Plan is to make Warner Center a vibrant environment, providing daytime and nighttime activities; preserve existing high technology industrial and research uses, encourage opportunities to stimulate human interaction and pedestrian activity.~~

~~The Specific Plan does this through establishment of urban design, landscaping and sign control standards to insure that the high quality of development in Warner Center is maintained; encourage art work in public spaces; and provide child care facilities for the employees of Warner Center businesses.~~

Warner Center Regional Core Comprehensive Specific Plan

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

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

In its present form, the area contains many low rise office buildings, as well as several high rise skyscrapers, notably three that are all in the same lot of land (all three being zoned out for commerce). There is also some residential and industrial, as well as some retail such as the Westfield Promenade and Plaza. The western-most stop of the Orange Line Transitway ends at the transit hub of the same name on Owensmouth Street, in between Erwin and Oxnard streets. The transitway opened on October 29, 2005. Los Angeles Pierce College (a community college) is located east of the Center.

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

The existing skyline of Warner Center is visible from the 101 freeway, with the farthest view of the entire skyline being visible to the west from the off-ramp of Parkway Calabasas Road, in the city of Calabasas, and with the closest western view being shortly after the Fallbrook Avenue off-ramp in Woodland Hills. The farthest eastern view is unknown at this time, but, on the clearest of days, can probably be seen from Van Nuys.

Warner Center is home to several large businesses, including Health Net, Inc., a Fortune 500 company, and Zenith Insurance, a national workers' compensation insurance company, Westfield, and Pratt Whitney, a division of United Technologies Corporation.

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

A BRIEF HISTORY OF PLANNING IN WARNER CENTER	
Year	**Planning Effort**
1971	Warner Center Specific Plan is the first Specific Plan adopted under the Charter of the City of Los Angeles. It includes the west half of current Warner Center (west of Canoga Avenue).
1974	Concept Los Angeles (the Centers Concept) identifies Warner Center as a transit-served, multi-use Regional Center with a at mid- and high-rise development intensities.
1984	Warner Center Specific Plan is updated. It shows a future regional transit stop at Owensmouth and Oxnard, with high density (high rise) development along Owensmouth and medium density (mid-rise) along Canoga, with a goal at least

	a 3:1 FAR.
1993	Warner Center Specific Plan is updated. FARs are reduced due to traffic concerns as no regional transit is anticipated in the near future. All zones, including C/I , allow residential development.
1994	General Plan Framework refines the Center's Concept. Warner Center is elevated to the largest of 8 Regional Centers in the San Fernando Valley. Regional Centers are defined as major transit hubs with 6- to 12-story (or higher) buildings.
1994	The City Council adopted an amendment (Ordinance No. 170,004) to the Warner Center Specific Plan related to TDM requirements to provide more efficient permit processing and to assist businesses affected by the January 1994 Northridge earthquake.
1997	Under Ordinance No. 171529, the City Council adopted another amendment to the Warner Center Specific Plan for the long-term revisions of the TDM section to clarify and streamline the overall TDM provisions of the Specific Plan. These revisions also included a minor clarification of the definition of "Project"; a minor clarification that intercept parking provisions apply only to office uses; and a minor revision to the shared parking provisions.
2000	The City Council adopted amendments to the Warner Center Specific Plan under Ordinance Nos. 173,071 and 173,072 consistent with the revised environmental analysis conducted by the City resulting from a July 1993 lawsuit in the case of Los Angeles Unified School District (LAUSD) vs. City of Los Angeles (58 Cal.App. 4th 1019). The LAUSD challenged the sufficiency of the Specific Plan EIR analysis of the potential cumulative impact of increased traffic noise and air quality impacts potentially resulting from development within the Specific Plan area upon the two surrounding LAUSD schools (Canoga Park High School and Francis Parkman Middle School). The City revised its 1992 EIR air quality and noise analysis in a subsequent SEIR dated May 1999. The amended Specific Plan ordinances, incorporating the mitigations measures for the air quality and noise impacts identified in the Draft and Final SEIR.
2000	A settlement agreement between the City of Los Angeles, LAUSD, and Warner Center property owners was executed on April 11, 2000, accepting as amended, the Specific Plan's inclusion of the adopted air and noise mitigation measures under Ordinance Nos. Nos. 173,071 and 173,072. The settlement agreement included the need for the City to make the Specific Plan consistent with its 1992-1993 environmental documentation's 20-year projections.
2001	The City Council amended the entire Specific Plan under Ordinance No. 174,061. The amendments were two-fold: 1) To update the Specific Plan, based upon the 1999 SEIR analyses for noise and air quality, to change it from a 20-year, four phase plan (establishing a maximum development level of 35.7 million square feet of non-residential development) to a Phase I only Specific Plan (establishing a maximum of 21.5 million square feet of non-residential development or to the end of the year 2010, whichever comes first); and 2) To

	refine the Specific Plan's development standards, as they relate to the Plan's Phase I only development requirements.
2005	The Orange Line, a bus in its own right-of-way connecting Warner Center and North Hollywood begins operation and soon has a higher ridership than the light rail Gold Line. Warner Center has 3 stops: 2 on the Orange Line ROW - DeSoto and Canoga - and one off line at the Owensmouth Transit Hub.
2005	The Los Angeles City Council initiates the restudy of the Warner Center Specific Plan including the creation of a Citizen's Advisory Committee to work with the City on the development of the new Specific Plan.
2008-2009	Update of land use and urban design elements of the Specific Plan begins in July. At all 5 community workshops, each attended by about 70 community members, the concept of a sustainable, transit-oriented, mixed use regional center is supported by attendees.
2009	Orange Line extension north along Canoga to Chatsworth is approved in January with construction scheduled to start in June, making the Canoga station even more important to Warner Center.

A. Historic Context of the Warner Center Area (1940-1993)

Warner Center is named for Harry Warner, the eldest of the Warner Brothers, who had owned the land since the 1940s as a small part of his 1100 acre (4.5 km^2) horse ranch. The Harry Warner family donated 20 acres (81,000 m^2) of land in 1967 that became the Warner Center Park (also known as the Warner Ranch Park).

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

Due to a considerable amount of development of the Warner Center area during the 1970s, in the mid-1980s, a community-based effort was initiated to create a Master Development Plan to balance commercial and residential growth, thus reducing traffic impacts in the region and to provide design and aesthetic standards for the Warner Center area. As a result, in 19984, the Specific Plan was reviewed under recommendation from the City Council. In 1985 the City Council authorized preparation of a Transportation Demand Management Plan for Warner Center. The Department of City Planning began the restudy in 1985 in conjunction with a Citizen's Advisory Committee (CAC). The restudy was completed in 1987 and work on a Transportation Management and Improvement Plan (TIMP) began. The TIMP recommended a

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

B. Background of the Existing Specific Plan (1993-PRESENT)

As a result, all the community and governmental efforts over a decade culminated in the adoption the Warner Center Specific Plan (Ordinance Nos. 168873 and 168984) by the Los Angeles City Council in June 1993. The 1993 Specific Plan became effective in August 1993 and is still in effect today.

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

Also, the Specific Plan was designed to encourage residential use – residential use is permitted as a conditional use in the industrial (M) zones and a height bonus is provided for any residential component of mixed-use projects in the areas zoned for commercial and industrial (C and M zones), in addition FAR bonuses were identified in certain areas. No limit was placed on residential development but the EIR analyzing the Specific Plan assumed 3,000 units. Approval of each phase was based on demonstrating that performance standards had been met. Timing of phases was linked to transportation improvements and further environmental review to be completed by 2011.

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

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

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

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

C. Specific Plan Restudy (2005-PRESENT)

When the Specific Plan was adopted in 1993, commercial growth in Warner Center was higher than residential growth. In order to encourage residential growth and create more balance, transportation fees and other restrictions were not required on residential projects as they were on commercial and industrial development. The 1993 WCSP limited Phase I commercial development to 21.5 million square feet, however, there was no limit on the residential units allowed -- except that the EIR only analyzed 3,000 units and therefore development in excess of the 3,000 units was required to conduct additional environmental analysis.

As residential development outpaced that anticipated for 2010 (3,000 units were reached in 2005, while commercial development remained at about 17.5 million square feet), the community became concerned with this unanticipated development and associated impacts. In addition, the community and the Woodland Hills Warner Center Neighborhood Council were concerned that design and aesthetic standards in the 1993 Specific Plan were minimal. To address these concerns, Interim Regulations were adopted in 2005 to limit new residential growth until the Specific Plan could be updated.

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

Since the spring 2005, the Citizen Advisory Committee has been working with the City and their consultant on the development of the new Specific Plan. Their efforts in this effort are unprecedented and are the basis of the Specific Plan version presented in the succeeding pages.

D. Revised Warner Center Specific Plan

The revision was developed to address: 1) previously identified concerns, 2) the environmental analysis required by the 1993 plan, and 3) new planning and regulatory requirements associated with sustainability and reducing regional greenhouse gas emissions. The revision provides for sustainable development where people could live, work and play and where day-to-day needs could be met by walking, bicycling and local transit. Under the proposed WCSP, Warner Center is proposed to have a mix of uses to promote a jobs/housing balance. These uses will have access to local and regional transit, aggregated, publicly accessible open space, local services, neighborhood serving retail and other land uses promoting walkability and transit use.

The revised Plan provides for a balanced mix and concentration of jobs and housing to support a sustainable center. It identifies several characteristics to attract development including having a balanced mix of uses: a variety of jobs; a range of housing types; a mix of neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities; with all uses within walking distance and connected by frequent transit service.

Other characteristics that the proposed WCSP identify as necessary to attract such development include high quality development, attractive, shaded, walkable streets with activity along the sidewalks and a network of open space around which development is oriented.

The revised Plan identifies an assumption (forecast) of growth for the year 2035 that represents development anticipated to have occurred by that year based on population growth and market demand. Development beyond this assumed growth would require additional environmental review (the plan itself would not necessarily have to be revised). The Specific Plan would allow for considerable flexibility as to where development would occur, and would plan for development beyond the year 2035.

BB. ZONING ORDINANCE

DRAFT

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

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

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classifications of property shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the Zoning Map shall conform to the zoning on the map attached hereto and incorporated herein by this reference:

INSERT ZONING MAP

Section 4. 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, by a majority vote of all of its members, at its meeting of

_____.

JUNE LAGMAY, City Clerk

By_____
Deputy

Approved_____

_____
Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By_____

KENNETH T. FONG
Deputy City Attorney

Date_____

CC. REPEAL OF EXISTING SPECIFIC PLAN

DRAFT

ORDINANCE NO._____

An ordinance repealing the Warner Center Specific Plan Ordinance and all its amending Ordinances.

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

Section 1. Ordinance Nos. 168873, 170004, 171529, 173071, 173072, 174061, and 174884 are repealed.

Section 2. The City Clerk shall certify to the passage of this ordinance and have it published by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the City Hall; one copy on the bulletin board located on the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Hall of Records in said City.

Section 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, by a majority vote of all of its members, at its meeting of
_____.

JUNE LAGMAY, City Clerk

By_____
Deputy

Approved_____

_____
Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By_____

KENNETH T. FONG
Deputy City Attorney

Date_____

DD. MOBILITY IMPROVEMENT TRUST FUND ORDINANCE

PROPOSED ORDINANCE NO. _____

An ordinance adding Chapter __ to Division 5 of the Los Angeles Administrative Code to establish the "Warner Center Transportation Improvement Trust Fund."

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

Section 1. The Los Angeles Administrative Code is hereby amended by adding a new Chapter __ to read as follows:

Sec. ___. WARNER CENTER MOBILITY IMPROVEMENT TRUST FUND

A. There is hereby created within the Treasury of the City of Los Angeles a special fund known as the "Warner Center Mobility Improvement Trust Fund" (which amends and supersedes the Warner Center Transportation Improvement Trust Fund established by the City Council on April 14, 1988 under Council File No. 82-1003), herein after referred to as "the Fund," to be administered by the Department of City Planning in accordance with City practice and in compliance with Government Code Section 66000, et seq.

B. The Fund shall be used for the deposit of fees for the purpose of receiving and disbursing, as authorized, payments of the Transportation Impact Assessment (TIA) fees calculated by the Department of Transportation and collected by the Department of City Planning pursuant to Section 11 of the Warner Center Specific Plan.

C. The Department of City Planning shall collect payments derived from all commercial, industrial and the non-residential component of mixed use development projects in the Warner Center Specific Plan area, and remit all such funds to the Treasury for deposit into "the TIMP Fund". All interest or other earnings from money received into the Fund shall be credited to the Fund and devoted to the purposes set forth herein.

D. All monies from the Fund shall be expended only as provided in Section 11 of the Warner Center Specific Plan and pursuant to the following restrictions:

1) Up to five (5) percent of the revenues placed in the Fund each year shall be used for administrative expenditures, including, but not limited to, staff for the Departments of City Planning and Transportation.

2) Up to twenty (20) percent of the revenues placed in the Fund each year shall be used for parking and streetscape improvements.

F. Expenditures shall be authorized by the Director of City Planning or their designees, subject to the prior approval of the Department of Public Works for public right-of-way improvements.

Section 2. The City Clerk shall...

A:TRANSINF.ORD
LAUCP
8/19/92

EE. CULTURAL ARTS TRUST FUND ORDINANCE

DRAFT

PROPOSED ORDINANCE NO. _____

An ordinance adding Chapter __ to Division 5 of the Los Angeles Administrative Code to establish the "Warner Center Cultural Affairs Trust Fund".

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

Section 1. The Los Angeles Administrative Code is hereby amended by adding a new Chapter __ to read as follows:

Sec. ___. WARNER CENTER CULTURAL AFFAIRS TRUST FUND

A. There is hereby created within the Treasury of the City of Los Angeles a special fund known as the "Warner Center Cultural Affairs Trust Fund", herein after referred to in this article as "the Fund", to be administered by the Cultural Affairs Department.

B. . The Department of Building and Safety shall collect all fees that would otherwise be contributed into the Citywide Arts Fund pursuant to the Arts Development Fee Ordinance, Ordinance No. 166,725, from all new commercial and industrial developments in the Warner Center Specific plan area and remit all such funds to the Treasurer for deposit into Fund.

C. All interest or other earnings from money received into the Fund shall be credited to the Fund and devoted to the purposes set forth herein.

D. All monies from the Fund shall be expended for the purpose of providing cultural and artistic facilities, services and community amenities, which shall be available to Projects and their future employees in the Warner Center Specific Plan area, as provided in Section 18 of the Warner Center Specific Plan.

E. Expenditures shall only be authorized by the General Manager of the Cultural Affairs Department or a designee.

Section 2. The City Clerk shall...

FF. RECREATIONAL AMENITIES TRUST FUND ORDINANCE

DRAFT

GG. SUPPLEMENTAL SIGNAGE DISTRICT ORDINANCE

DRAFT

ORDINANCE NO.

An Ordinance establishing the *Warner Center Regional Core Comprehensive Specific Plan* Sign District pursuant to the provisions of Section 13.11 of the Los Angeles Municipal Code (the Code).

WHEREAS, appropriate signage is essential to the success of a Regional Center that includes a variety of commercial development districts, ranging from pedestrian-oriented neighborhood-serving districts to and auto-oriented regional retail and mixed use centers, and entertainment districts.

WHEREAS, well-designed and well-fabricated signs are required to convey the character of Warner Center as a high-quality regional center for the West Valley.

WHEREAS, durability and use of environmentally friendly materials are essential to the sustainability of Warner Center.

WHEREAS, signage plays a critical role in the revitalization and development of distinct pedestrian-oriented districts within Warner Center.

NOW, THEREFORE, THE PEOPLE OF LOS ANGELES DO ORDAIN AS FOLLOWS:

SECTION 1. ESTABLISHMENT OF SIGN DISTRICT

The City Council hereby establishes the Warner Center Sign District applicable to the areas shown on the map attached hereto as Exhibit A and made a part hereof for all purposes.

SECTION 2. PURPOSE

This Ordinance is enacted to establish guidelines and standards to:

A. Support land uses and urban design objectives of the Warner Center Specific Plan.

B. Reinforce the pedestrian-oriented character of all Warner Center's streets by allowing and encouraging pedestrian-oriented signs throughout Warner Center.

C. Contribute to a lively, colorful, 24/7 pedestrian atmosphere in the Uptown, Downtown, and Eastside Districts.

D. Contribute to a lively, but more restrained pedestrian atmosphere in other districts.

E. Ensure the quality of Warner Center's appearance by avoiding clutter and subjecting certain signs to the Design Review process.

F. Ensure that signs are responsive to the aesthetics and character of their particular location and are compatible and integrated with the building's architectural design, including historic elements, and with other signs on the property.

G. Encourage creative, well-designed signs that contribute in a positive way to the City's visual environment, and help maintain an image of quality for Warner Center.

H. Protect residential districts adjoining nonresidential districts and residences within mixed-used projects from potential adverse impacts of signs, including visual impacts of excessive numbers of signs, excessive sign size, sign illumination and sign motion/animation.

SECTION 3. APPLICATION OF SUPPLEMENTAL USE DISTRICT REGULATIONS

The regulations of this Ordinance are in addition to those set forth in the planning and zoning provisions of the Code. Wherever this Ordinance contains provisions that establish regulations for sign types, sign height, sign area, number of signs, sign dimensions, sign content or other time, place or manner regulations that are different from, more restrictive than or more permissive than the Code would allow, this Ordinance shall prevail.

SECTION 4. DEFINITIONS

Whenever the following terms are used in this Ordinance, they shall be construed as defined in this section. Words and phrases not defined here shall be construed as defined in Sections 12.03 and Article 4.4 of the Code.

Aerial View Sign. A sign that is applied or placed upon the roof surface, approximately parallel with the roof plane, and intended to be viewed from the sky.

Architectural Ledge Sign. A sign with individual channel letters and/or a pre-fabricated image, attached to a horizontal projection forming a narrow shelf on a wall or architectural projection.

Awning Sign. Any sign located on the valance of a shelter supported entirely from the exterior wall of a building which extends over a building feature (door, window, or a landscape/site feature such as a patio, deck, or courtyard) and is constructed of fabric.

Billboard. Any sign on one or more poles or columns which has the following qualities: 1) It is four feet or greater in height as measured from the natural or finished grade, whichever is higher, to the bottom of the sign; and 2) It is structurally separate from an existing building or other improvement on a lot; and/or 3) It is supported by an independent footing inside an

existing building or other improvement on a lot extending through the roof of the supporting structure; and/or 4) It is supporting a sign panel that is attached to the pole(s), post(s), or column(s) and that may be cantilevered over a building or structure on the lot.

Can Sign. A sign typically defined with text, logos and/or symbols that are placed on the plastic face of an enclosed cabinet.

Captive Balloon Sign. Any object inflated with hot air or lighter-than-air gas that is tethered to the ground or a structure.

Channel Letters: Internally illuminated letters, numbers or figures, individually formed in a three dimensional U-shaped channel, typically plastic, and affixed to a building or structure. The illumination source, which may be neon, LED or other, is typically facing the wall and hidden from view. The term Reverse Channel Letters is used when the open channel and illumination source are exposed.

Character-Defining Feature: Any physical characteristic of a Historic Building or Structure, including signage, that conveys its historic identity and is identified as character-defining in a report prepared by a Qualified Architectural Historian.

Citywide Sign Provisions: Provisions regarding signage in the Municipal Code of the City of Los Angeles, currently located in Section of 4.4 of Chapter 1.

Controlled Refresh I. The refresh rate of a sign, inclusive of any change in whole or in part of the sign image, is no more frequent than one refresh event every eight seconds, with an instant transition between images. The sign image must remain static between refreshes.

Controlled Refresh II. The refresh rate of a sign, inclusive of any change in whole or in part of the sign image, is no more frequent than one refresh event every six hours, with an instant transition between images. The sign image must remain static between refreshes.

Controlled Refresh III. The refresh rate of a sign, inclusive of any change in whole or in part of the sign image, is no more frequent than one refresh event every 12 hours, with an instant transition between images. Sign image must remain static between refreshes.

Cut-Out Letters: Individually cut-out letters, numbers or figures, which are not internally illuminated, but may be illuminated from behind, and may be pin- or flush-mounted directly on wall or on a raceway attached to a vertical or horizontal surface.

Digital Display. A sign face, building face, and/or any building or structural component that displays still images, scrolling images, moving images, or flashing images, including video and animation, through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology that

is either independent of or attached to, integrated into, or projected onto a building or structural component, and that may be changed remotely through electronic means.

Director. The Director of Planning, or his or her designee.

Electronic Display Sign: Still, scrolling, or moving images or a combination of images and text, including video and animation, that are displayed utilizing a series or grid of lights that may be changed through electronic means, including cathode ray, light emitting diode display (LED), plasma screen, liquid crystal display (LCD), fiber optic, or other electronic media or technology.

Hanging Sign. A type of sign with individual channel letters and/or a prefabricated image that is suspended from a horizontal architectural ledge or projection, or from the ceiling of an architectural recess.

Historic Building: A building or structure that is listed: a. As an Historic-Cultural Monument by the City of Los Angeles; or b. In or has been determined to be "eligible" or "potentially eligible" for listing in the National Register of Historic Places or has been determined "eligible" for listing in the California Register of Historic Places by a local, state, or federal agency or by a Qualified Architectural Historian as a part of an official survey prepared for such an agency or is listed as such in the State Historic Resources
Inventory

Historic Sign: Any sign which is determined to be historically significant by a Qualified Architectural Historian.

Identification Sign. A wall sign that is limited to a company logo, generic type of business, or the name of a business or building.

Integral Digital Display. A Integral Digital Display is a sign with the following characteristics: 1) It consists predominately of lower resolution Digital Display(s); 2) It is attached directly to and made integral with architectural elements on the facade of a building; and 3) It contains individual pixels of a digital image that are embedded into architectural components separated vertically or horizontally from one another, and are of a design that allows outward views from and within the supporting structure. Such a design may include low resolution digital mesh or netting, individual large scale illuminated pixels covering a building wall diffused behind translucent material forming an aggregate image, or horizontal or vertical LED banding integrated into the spandrels or louvers of a building's architecture, which when viewed from a distance may be read as a unified image.

Integral Large-Scale Architectural Lighting. Large-Scale Architectural Lighting is a sign with the following characteristics: 1) It Is attached directly to and made integral with architectural elements on the facade of a building; and 2) It contains individual pixels of a digital light source that are embedded into architectural components separated vertically Or horizontally from one

another, and are of a design that allows outward views from and within the supportive structure. Such a design may include low resolution digital mesh or netting, individual large scale pixels covering a building wall diffused behind translucent material, or horizontal or vertical LED banding integrated into the spandrels or louvers of a building's architecture.

Internal Sign. Signs which are not visible from a public right-of-way or from a required private street or pedestrian or bicycle paseo.

Large-Scale Architectural lighting. Lighting elements placed on a significant portion of a building's facade to highlight or accentuate vertical, horizontal, or other elements of the structure's architecture.

Light Color Animation Refresh. A change occurs in color in whole or in part in a sign without changing images or text or display. Each color effect displayed on a sign may change by gradient transition between colors once every 30 minutes.

Limited Animated Refresh I. The refresh rate of a sign restricted to one image transition event with a maximum two minute duration, followed by a period of static imagery for a minimum of two minutes. The transition event shall occur smoothly between images with effects including but not limited to an irregular pixilated pattern cascade with non-adjoining pixels incrementally changing over the transition period.

Limited Animated Refresh II. The refresh rate of a sign restricted to one image transition event with a maximum one hour duration, followed by a period of static imagery for a minimum of two hours. The transition event shall occur smoothly between images with effects including but not limited to an irregular pixilated pattern cascade with non-adjoining pixels incrementally changing over the transition period.

Marquee Sign. A sign that projects from the face of a building, either in a horizontal or vertical orientation, indicating the name of the business as well as events that occur on the same premises.

Neon Letters. Letters, numbers or figures formed from illuminated, gas-filled, vacuum-sealed glass tubes.

Off-Site Advertising Sign: Signs which display off-site advertising content.

Open Panel Roof Sign: A type of Roof Sign consisting of Cut-Out Letters, Channel Letters, graphic segments, open lighting elements, or other open form which combines solid segments and transparent spaces. An Open Panel Roof Sign may not include a solid panel or a three-dimensional sculptural form.

Pedestrian-Oriented Projecting Sign: A small Projecting Sign which is attached to a wall or to the underside of an awning, architectural canopy or marquee with one or two sign faces

perpendicular to the face of the building and which is intended to be read primarily by pedestrians.

Performing Arts Center. A legitimate theater, nightclub, comedy club, concert hall or cabaret.

Pillar Sign. A freestanding sign is mounted directly on the ground. This sign consists of rectangular sign faces or a sculptural themed shape, with a horizontal dimension that does not exceed 25 percent of the length of the vertical dimension.

Projecting Sign. A sign, other than a Wall Sign, that is attached to a building and projects outward from the building with one or more sign faces approximately perpendicular to the face of the building.

Projected Image Sign. An image projected on the face of a delineated wall or screen from a distant electronic device, such that the image does not originate from the plane of the wall. A Projected Image shall count as sign area.

Qualified Architectural Historian. A person who is a recognized expert in the field of architectural history and whose qualifications are accepted by both the Director and the CRA.

Refresh Rate. The refresh rate (as known as, vertical frame rate) is the number of times in a second that digital display hardware draws the data. This is distinct from the measure of frame rate in that the refresh rate includes the repeated drawing of identical frames, while frame rate measures how often a video source can feed an entire frame of new data to a display.

Sandwich Board Sign. A portable sign consisting of two sign faces connected at the top and extended outward at the bottom of the sign.

Scrolling Animated Refresh. The refresh rate of a sign restricted to a constant, smooth, rolling motion across, up, or down the display area.

Scrolling Digital Display Sign. A type of Digital Display that contains a message composed only of individual letters on a neutral field.

Supergraphic Sign: As defined by Section 91.6203, "A sign, consisting of an image projected onto a wall or printed on vinyl, mesh or other material with or without written text, supported and attached to a wall by an adhesive and/or by using stranded cable and eye-bolts and/or other materials or methods, and which does not comply with the provisions in the Los Angeles Municipal Code Section 91.6201 *et seq.*, relating to Wall Signs, Mural Signs, Off-Site Signs and/or Temporary Signs." In addition, for the purposes of this ordinance, the Supergraphic Sign image and optional text may consist of an Electronic Display or Displays.

Tall Building Sign: A sign located at the top of a building that is at least 120 feet tall.

Temporary Special Display Sign: A type of Temporary Sign that is used for special events, such as, but not limited to, a film or play premiere and initial run, a special film screening or series, or film festival; or community events, such as, but not limited to, parades, festivals and fairs.

Vertical Sign Zone (VSZ): A Zone designed to address different sign viewing distances, including pedestrian views from street level, pedestrian views from a distance, and views from vehicles and are applicable to Permitted Signs in all Sign Districts. The Vertical Sign Zone is broken into the following zones: *Vertical Sign Zone 1 (VSZ1)*, located at the ground floor level, defined as 0 foot to 25 feet above grade; *Vertical Sign Zone 2 (VSZ2)*, located at the podium or mid-level of multi-story buildings, defined as 25 feet to 100 feet above grade; and *Vertical Sign Zone 3 (VSZ3)*, located at the upper levels of mid-to high-rise buildings, defined as above 100 feet above grade.

Vertical Sign Zone Break: The break between Vertical Sign Zones to allow for flexibility in signage design and size.

Window Sign: Sign placed directly behind a building window and intended to be visible from the exterior of the building.

Vacant Property. Any lot which does not contain an occupied building, structure or economic use.

SECTION 5. PROCEDURAL REQUIREMENTS

A. Building Permits

The Department of Building and Safety (LADBS) shall not issue a permit for a sign, a sign structure, sign illumination, or alteration of an existing sign unless the sign complies with:

1) The requirements of this Ordinance as determined by the Director.
2) The relevant requirements of the LAMC.
3) If applicable, Article 22.171 of the Los Angeles Administrative Code as it pertains to review of projects affecting Historic-Cultural Monuments.

B. Director Sign Off

LADBS may issue a permit for the following signs with only a Director sign off on the permit application:

1) Architectural Ledge Sign.
2) Awning Sign.
3) Hanging Sign.

4) Information Sign.
5) Monument Sign.
6) Pedestrian-Oriented Projecting Sign.
7) Temporary Special Display Sign.
8) Identification Sign 75 square feet in area or less located in Vertical Sign Zones 1 or 2, and that does not break the roof line.
9) Wall Sign that measures 75 square feet in area or less.
10) Window Sign, less than 75 square feet in area.

The Director shall sign off on the permit application if it complies with all of the applicable requirements of the Code and this Ordinance.

C. Project Permit Compliance

LADBS shall not issue a permit for the following signs or lighting unless the Director has issued a Project Permit Compliance approval pursuant to the procedures set forth in Section 11.5.7 of the Code:

1) Aerial View Sign.
2) Digital Display.
3) Electronic Display Sign.
4) Identification Sign that is larger than 75 square feet in area, that is located outside of Vertical Sign Zones 1 and 2, and/or that breaks the roof line.
5) Integral Digital Display.
6) Integral Large-Scale Architectural Lighting.
7) Large-Scale Architectural Lighting.
8) Off-Site Advertising Sign.
9) Pedestrian Oriented Projecting Signs.
10) Projecting Sign.
11) Scrolling Digital Display.
12) Wall Signs, 75 square feet in area or greater.
13) In addition to signs that are both permitted by both the Citywide Sign Ordinance and this Ordinance, the following signs are permitted ONLY IN the following geographic locations within the Warner Center Sign District, subject to the regulations in this Ordinance:

a) *Uptown District*

(1) Supergraphic Signs.
(2) Integral Electronic Display Signs.
(3) Temporary Special Displays.

b) *Downtown District*

(1) Supergraphic Signs.
(2) Integral Electronic Display Signs.
(3) Temporary Special Displays.
(4) Pillar Sign.
(5) Projected Image Sign.

D. Application for Project Permit Compliance

An application for Project Permit Compliance shall comply with Section 11.5.7 of the Code. The application may request review of one or multiple signs. The application shall be accompanied by photographs of all existing signage and architectural renderings of proposed signage, as well as a scaled plot plan showing the location and size of all existing and proposed signage. The application shall identify the refresh rate, hours of operation, and include an illumination plan for the proposed sign(s), as well as any other information the Director reasonably requests. The application shall also identify the Sign Sub-District and the Vertical Sign Zone location of the sign(s) and demonstrate compliance with the requirements specified for that location.

1) Proof of Compliance. A sign applicant shall provide copies of permits for all existing signage that is located on the same property as a proposed sign. All existing signs that do not have a valid permit, are not legally constructed, or are not in compliance with an issued permit shall be brought into compliance or removed prior to the approval of any additional sign(s) on the same lot, or on multiple lots that are part of an integrated development having the same ownership.

2) This Ordinance sets forth regulations for zoning purposes only. It does not supersede Fire Department or LADBS requirements pursuant to the Fire Code or Building Code, or regulations or policies promulgated there under based on health and safety concerns.

E. Findings Required for Project Permit Compliance Review

Prior to approval of the Project Permit Compliance review, the Director shall make the following findings:

1) All proposed signage complies with the applicable regulations found in this Ordinance.

2) Pursuant to the California Environmental Quality Act, the project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible.

3) The following findings, which relate to the architectural design of the sign structure or layout and not its content, shall be used solely to condition an approval and shall not be used to deny a project:

a) All existing and proposed signs are appropriately scaled to the architectural character of all buildings and structures on the lot.

b) All existing and proposed signs result in a complementary enhancement to the architecture on the lot.

c) All existing and proposed signs result in a visually uncluttered appearance.

F. Request for Adjustments and Exceptions from Regulations

The Area Planning Commission shall have initial decision-making authority for granting exceptions from the provisions of this Ordinance. An applicant requesting an exception from the provisions of this Ordinance shall utilize the procedures for a Specific Plan Exception set forth in Section 11.5.7 F of the Code. In granting an exception, the Area Planning Commission shall make all of the following findings:

1) Strict compliance would result in practical difficulty or unnecessary hardship inconsistent with the purposes of the zoning restrictions, due to unique physical or topographic circumstances or conditions of design.

2) Strict compliance would deprive the applicant of privileges enjoyed by owners of similarly zoned property.

3) An exception would not constitute a grant of special privilege. In addition to the limitations imposed by Section 11.5.7 of the Code, no exception may be granted from Section 6.B., or from the regulations governing off-site signs, including the development thresholds set forth in Section 6.F., or the billboard removal requirements set forth in Section 8 below. Adjustments pursuant to Section 11.5.7 of the Code are not permitted except as stated herein.

SECTION 6. GENERAL REQUIREMENTS

A. General Requirements of the Code

Unless specified in this Ordinance to the contrary, the general sign requirements set forth in the Code shall apply to this Supplemental Use District for permits, plans, design and construction, materials, street address numbers, identification, maintenance, prohibited locations, and sign illumination.

B. Prohibited Signs

The following signs shall be prohibited:

1) Billboard.
2) Can Sign.
3) Captive Balloon Sign.
4) Illuminated Architectural Canopy Sign.
5) Internally-illuminated Awning Sign.
6) Pole Sign.
7) Roof Sign.
8) Sandwich Board Sign.
9) Sign for which a permit is required on Vacant Property
10) Sign covering window exteriors, except Window Signs and Integral Digital Display Sign permitted pursuant to Section 8 of this Ordinance
11) Any sign not specifically authorized by this Ordinance or the Code

C. Creation of Sign Sub-Districts

For sign regulation purposes, the Warner Center Sign District is as shown on the Map attached hereto as Exhibit A and made a part hereof for all purposes which support the overall design and land use concept of the Warner Center Regional Core Comprehensive Specific Plan. There are eight (8) sub-districts created and established within the Warner Center Sign District.

Signs may be located in more than one Sub-District, provided that the requirements contained in this Ordinance are met for each portion of the sign contained in the Sub-District. In no event shall the total sign area of an individual sign exceed the maximum permitted area in the most restrictive Sub-District in which the sign is located.

D. The Vertical Sign Zone (VSZ)

1) Creation of the Vertical Sign Zone (VSZ)

For sign regulation purposes, the Warner Center Sign District area is divided into three (3) VSZ's, as shown on Exhibit B attached hereto and made a part hereof for all purposes. The purpose of the VSZ's is to address different sign viewing distances, including pedestrian views from street level, pedestrian views from a distance, and views from vehicles. The VSZ's are applicable to Permitted Signs in all Sign Districts. The VSZ includes the following zones:

Vertical Sign Zone 1, located at the ground floor level, defined as 0 foot up to 25 feet above grade.

Vertical Sign Zone 2, located at the podium or mid-level of multi-story buildings, defined as 25 feet up to 100 feet above grade.

Vertical Sign Zone 3, located at the upper levels of mid-to high-rise buildings, defined as over 100 feet above grade.

The *Vertical Sign Zone Break* is the flexibility permitted between VTZ's to permit a break between Vertical Sign Zones 1 and 2 which may vary by up to 5 feet (i.e., it may be as low as 20 feet above grade or as high as 30 feet above grade. The break between vertical sign zones 2 and 3 may vary by up to 20 feet, that is, it may be as low as 80 feet above grade and or as high as 120 feet above grade.

2) Signs within More than One Vertical Sign Zone

Signs may be located in more than one VSZ, provided that the requirements contained in this Ordinance are met for each portion of the sign contained in the VSZ's. In no event shall the total sign area of an individual sign exceed the maximum permitted area in the most restrictive VSZ in which the sign is located.

3) Permitted Locations of Sign Types by Vertical Sign Zones

Vertical Sign Zone 1 (0 Feet Up to 25 Feet)
Aerial View Sign
Architectural Ledge Sign
Awning Sign
Electronic Display Sign
Hanging Sign
Information Sign
Large-Scale Architectural Lighting
Integral Large-Scale Architectural Lighting
Marquee Sign
Monument Sign
Pedestrian-Oriented Projecting Sign
Pillar Sign
Projected Image Sign
Projecting Sign
Strolling Digital Display
Temporary Special Display Sign
Wall Sign
Window Sign

Vertical Sign Zone 2 (25 Feet Up to 100 Feet)
Aerial View Sign
Integral Large-Scale Architectural Lighting
Large-Scale Architectural Lighting
Mural
Projecting Sign
Supergraphic Sign
Temporary Special Display Sign

Vertical Sign Zone 3 (Above 100 Feet)
Aerial View Sign
Integral Electronic Display Sign
Integral Large-Scale Architectural Lighting
Large-Scale Architectural Lighting
Tall Building Sign

E. Electronic Displays.

Electronic Displays shall be are permitted on Marquee Signs, Supergraphic Signs, Temporary under the following specifications:

1. Any sign that includes an Electronic Display shall be subject to the provisions of Section 14.4.5 (Hazard to Traffic) of the Code. In addition, an Electronic Display shall be permitted only if it is determined by the Director and CEO that the location of the sign will not present a hazard to traffic.

2. An Electronic Display shall be permitted on any theater Marquee Sign, including any historic theater Marquee Sign, and may replace the entire plastic message panel, provided the Electronic Display is no larger than the sign panel which it replaces. If the building is a Historic Building, an Electronic Display shall be permitted only if it is determined by the Director, with advice from a Qualified Architectural Historian, that attaching the Electronic Display to a historic theater marquee will not damage the marquee or diminish the theater's historical significance.

3. An Electronic Display shall be located at a spacing of no more than one Electronic Display for each 1,200 linear feet of frontage;

4. An Electronic Display shall be permitted on a Supergraphic Sign only on a building or lot which is occupied by:

   a. A cinema or performing arts center with at least 300 seats or 20,000 square feet; or

   b. A major retail center (more than 250,000 square feet).

5. An Electronic Display shall be permitted on an approved Integral Electronic Display Sign.

F. Animation.

Animation of Marquee Signs, Supergraphic Signs, and Integral Electronic Display Signs shall be permitted in the Uptown and Downtown Districts. Animation of signs is not permitted for any other type of size or in any other location. Any sign that includes Animation shall be subject to Citywide Sign Provisions.

G. Illumination.

Except for Aerial View Signs, which may be externally illuminated only, and Temporary Signs, which may not be illuminated, all signs within the District may be illuminated by either internal or external means. The illumination regulations set forth in the Code, including but not limited to Section 93.0117, shall apply. Methods of signage illumination may include electric lamps, such as neon tubes; fiber optics; incandescent lamps; LED; LCD; cathode ray tubes exposed directly to view; shielded spot lights and wall wash fixtures. Additionally, the applicant shall submit a signage illumination plan to the Director as part of the Project Permit Review procedure set forth in Section 5 above. The signage illumination plan shall be prepared by a lighting design expert, and those portions of the plan setting forth the wattage draw must be certified and stamped by an electrical engineer certified by the State of California. The plan shall include specifications for all illumination, including maximum luminance levels, and shall provide for the review and monitoring of the displays in order to ensure compliance with the following regulations:

1) All illuminated signs shall be designed, located or screened so as to minimize to the greatest reasonable extent possible direct light sources onto any exterior wall of a residential unit and into the window of any commercial building. If signs are 'to be externally lit, the source of the external illumination shall be shielded from public view.
2) Signage shall not use highly reflective materials such as mirrored glass.
3) In order to satisfy the requirements of the 2008 version of Title 24 of the California Code of Regulations, no signage display or lighting shall have a wattage draw exceeding 12 watts per square foot.

4) Each signage display shall be fully dimmable, and shall be controlled by a programmable timer so that luminance levels may be adjusted according to the time of day.

5) No signage display shall have a maximum total lumen output of more than 20 lumens per square foot.

6) All light emitting diodes used within an Integral Digital Display shall have a maximum horizontal beam spread of 165 degrees and a maximum vertical beam spread of 65 degrees. With the exception of displays located in Vertical Sign Zone 4, all light emitting diodes shall be oriented down towards the street.

7) The following additional illumination standards shall apply to all Digital Displays, Integral Digital Displays, Scrolling Digital Displays, Large Scale Architectural Lighting, and Integral Large Scale Architectural Lighting:

   a) In Vertical Sign Zone 1, all signs shall have a nighttime brightness no greater than 800 candelas per square meter and a daytime brightness no greater than 3,500 candelas per square meter. The displays shall transition smoothly at a consistent rate from the permitted daytime brightness to the permitted nighttime brightness levels, beginning 45 minutes prior to sunset and concluding 45 minutes after sunset. For displays that may not be illuminated past 2:00 a.m., at sunrise, the displays shall be illuminated at a brightness no greater than 2,150 candelas per square meter, transitioning smoothly at a consistent rate for 45 minutes up to the maximum permitted daytime brightness. For all other displays, the displays shall transition smoothly at a consistent rate from the permitted nighttime brightness levels to the permitted daytime brightness levels, beginning 45 minutes prior to sunrise and concluding 45 minutes after sunrise.

   b) In Vertical Sign Zone 2, all signs shall have a nighttime brightness no greater than 600 candelas per square meter and a daytime brightness no greater than 3,500 candelas per square meter. The displays shall transition smoothly at a consistent rate from the permitted daytime brightness to the permitted nighttime brightness levels, beginning at 45 minutes prior to sunset and concluding 45 minutes after sunset. For displays that may not be illuminated past 2:00 a.m., at sunrise, the displays may be illuminated at a brightness no greater than 2,050 candelas per square meter, transitioning smoothly at a consistent rate for 45 minutes up to the maximum permitted daytime brightness. For all other displays, the displays shall transition smoothly at a consistent rate from the permitted nighttime brightness levels to the permitted daytime brightness levels, beginning 45 minutes prior to sunrise and concluding 45 minutes after sunrise.

   c) In Vertical Sign Zones 3, all Integral Large-Scale Architectural Lighting and Large Scale Architectural Lighting shall have a maximum nighttime brightness no greater than 120 candelas per square meter, and a daytime

brightness no greater than 3,500 candelas per square meter. The lighting displays shall transition smoothly at a consistent rate from the permitted daytime brightness to the permitted nighttime brightness levels beginning at 45 minutes prior to sunset and concluding the transition to the nighttime brightness 45 minutes after sunset. The lighting displays shall also transition smoothly at a consistent rate from the permitted nighttime brightness to the permitted daytime brightness beginning 45 minutes before sunrise and ending 45 minutes after sunrise.

H. Illumination Testing Protocol.

The following protocol shall be required for the testing of signs including:

1) Prior to the operation of any sign requiring Project Permit Compliance, and again 12 months after the sign has become operational, the applicant shall conduct testing to indicate compliance with the regulations of this Ordinance, and provide a copy of the results to the Director and to LADBS. The testing shall be at the applicant's expense and shall be conducted as follows:

   a) In order to determine whether the illumination complies with Section 93.0117 of the Code and the requirements of this Ordinance, a representative testing site shall be established on or next to those light sensitive receptors, as defined by the City's CEQA Guidelines, which have the greatest exposure to signage lighting on each of the four facades of the Project. A light meter mounted to a tripod at eye level, facing the Project buildings, shall be calibrated and measurements taken to determine ambient light levels with the sign on. An opaque object shall be used to block out the view of the sign and the building from the light meter at a distance of at least four (4) feet away from the tripod. A reading shall then be taken to determine the ambient light levels with the Sign off. The difference between the two measurements shall be the amount of light the sign casts onto the sensitive receptor. Alternatively, the applicant may measure light levels by using the same tripod and same light meter, but by turning the signage on and off.

   b) The illumination and intensity levels of all Digital Displays, Integral Digital Displays, Large-Scale Architectural Lighting and Integral Large Scale Architectural Lighting shall also be metered from a minimum of four perspectives (i.e., a perspective metering each facade) using the Candela as unit of measurement, and shall indicate conformance with the standards of this Ordinance.

2) If at any time LADBS has good cause to believe the Project's signage lighting is not in compliance with the Code or this Ordinance, LADBS may request, at the

expense of the Applicant or its successor, the testing protocol outlined in this section be implemented to determine compliance. If the testing reveals that the signage is not in compliance with the Code, this Ordinance, or mitigation measures set forth in the Environmental Impact Report that the City certified for this Ordinance, the Applicant or its successor shall adjust the signage to bring it into compliance immediately.

I. Refresh Rate.

This Section establishes the Refresh Rates for all Digital Displays, Integral Digital Displays, Scrolling Digital Displays, Large Scale Architectural Lighting, and Integral Large Scale Architectural Lighting. No sign or lighting is granted an unrestricted refresh rate. Each sign shall follow Controlled Refresh I, Controlled Refresh II, Controlled Refresh 1\1, Light Color Animation Refresh, Limited Animated Refresh I, Limited Animated Refresh II, and/or Scrolling Animated Refresh, as set forth in Tables 1-2, whichever is applicable. Other than Digital Displays, Integral Digital Displays, Scrolling Digital Displays, Large Scale Architectural Lighting, and Integral Large Scale Architectural Lighting, all signs and lighting shall remain static.

J. Sign Hours of Operation.

The hours of operation for Digital Displays, Integral Digital Displays, Scrolling Digital Displays, Large Scale Architectural Lighting, and Integral Large Scale Architectural Lighting shall be as set forth in Table 1, whichever is applicable.

Vertical Sign Zone 1 (VSZ1). Sunset to 2 a.m. Sunset to 11 p.m.
Vertical Sign Zone 2 (VSZ2). Sunset to 2 a.m. Sunset to11 p.m.
Vertical Sign Zone 3 (VSZ3). Sunset to sunrise Sunset to 11 p.m.

K. Sign Location in Relation to Street Trees.

1) Since all of Warner Center's streets have or will have street trees, which, when mature, will have canopies above a height of about 12 feet above sidewalk elevation, signs in VSZ1 shall be located below 12 feet above sidewalk elevation

a) A street tree's lateral branches may be removed below a height of 12 feet above the sidewalk elevation, provided that: a) no removed branch has a diameter of more than 1/4 of the trunk diameter or 3", whichever is less, and b) the total tree height is 3 times the clear trunk height. For example, if the total tree height is 36 feet, the lateral branches along the trunk may be removed below 12 feet. If the total tree height is 30 feet, the lateral branches may be removed below 10 feet.

b) Trees may not be topped or headed back on the sides to expose signs. If a tree is topped or headed back to expose a sign, the tree shall be replaced by the sign permit holder or sign owner with a tree equal in size to the topped or headed tree prior to topping or heading or the sign shall be removed by the City.

2) In VSZ2, allowable signs shall be located above 40 feet to avoid conflicts with tree canopies unless the Comprehensive Sign Plan demonstrates that sings between 25 and 40 feet will not conflict with street trees.

L. Permitted Sign Area.

1) In Warner Center Sign District, the sign area of Pedestrian-Oriented Projecting Signs and Architectural Ledge Signs shall be included in the total combined sign area allowable under the Citywide Sign Provisions. That is, the combined sign area of all permitted signs, excluding Supergraphic Signs, Integral Electronic Display Signs, Murals and Temporary Special Displays, shall not exceed 2.5 square feet for each linear foot of street frontage.

2) Supergraphic Signs, Integral Electronic Display Signs, Murals, and Temporary Special Displays are excluded from the combined sign area permitted, provided they comply with the regulations in this Ordinance.

3) The Combined Sign Area of all signs located in VSZ2 along a street frontage shall not exceed 30% of the building wall area in VSZ2 along the same street frontage in the Uptown and Downtown Districts.

4) The Combined Sign Area of all signs located in VSZ2 along a street frontage shall not exceed 15% of the building wall area in VSZ2 along the same street frontage in the Eastside and RIO Districts.

M. Design and Materials.

1) All sign structures shall be designed as an integral part of the sites on which they are located and shall reflect a high level of architectural and construction quality.

2) Cut-out Letters that are a) fabricated of metal or other durable material, b) are not flush-mounted and c) are back- or down-lighted are generally preferable to plastic channel letters as the former convey a higher level of quality and permanence.

3) The use of Neon Letters in conjunction with Projecting Signs, Pedestrian-Oriented Projecting Signs and Window Signs is encouraged.

4) The materials, construction, application, location and installation of any sign shall be in conformance with the Los Angeles Building Code and the Los Angeles Fire Code.

N. Internal Signs (as known as, Signs Not Visible from a Public Right-of-Way).

Signs which are not visible from a public right-of-way or from a required private street or pedestrian or bicycle paseo are considered Internal Signs and shall not subject to this ordinance or the Citywide Sign Provisions.

O. **Historic Buildings or Structures.**

Signage on Historic Buildings or on lots on which Historic Buildings are located is allowed so long as:

1) The signage does not cover the Character-Defining Features or Historic Signage of the Historic Building, except:

   a) For a limited period of time during restoration or rehabilitation of the Historic Building or Historic Signage, as approved by the Director.

   b) For a Temporary Sign used for a special event pertaining to or taking place at the Historic Building.

2) The signage does not alter or destroy the Historic Signage or alter the street views of the Historic Signage on the building or adjacent Historic Buildings, including Historic Signage on which the message has been replaced due to deterioration, except for a Temporary Sign;

3) The signage does not interfere with street views of Character-Defining Features of the Historic Building on which the signage is located or any adjacent Historic Building, except for a Temporary Special Display.

4) Affixing and removing the signage does not permanently alter the Character-Defining Features of the Historic Building.

5) The signage is integrated with and complements the architecture of the building and conforms to all other applicable provisions of this Ordinance.

6) For signs in VSZ2 and VSZ3, it is determined by the Director, with advice from a Qualified Architectural Historian, that attaching the sign or signs will not damage the building or diminish the building's historical significance.

P. Off-Site Sign Content.

Notwithstanding any provision of the Code to the contrary, Off-Site Sign content, as defined by Citywide Sign Provisions, is prohibited within the Warner Center Sign District.

Q. Interior Courtyards or Plazas.

Any sign in an interior courtyard or interior plaza of a non-historic building that is not visible in any way from the street, public right-of-way, or publicly accessible plaza adjacent to a public right-of-way is only required to comply with Article 4.4. of the Code.

R. Fire Safety.

All new signs and sign support structures shall be made of non-combustible materials or plastics approved by both the Fire Department and LADBS. In the case of new or untested materials, the applicant shall submit a sample of a sign's material to both the Fire Department and LADBS for approval.

S. Hazard Review.

Signs that adhere to the regulations outlined in this Ordinance shall be exempted from the Hazard Determination review procedures in Code Section 14.4.5. All signs shall continue to be subject to Caltrans approval, where applicable.

T. Freeway Exposure.

Signs conforming to the regulations of this ordinance are exempt from Section 14.4.6 A of the Code. The refresh rates for all signs along the Francisco Street frontage in Vertical Sign Zones 1 and 2 shall be limited to Controlled Refresh I. All signs shall continue to be subject to Caltrans approval, where applicable.

U. Visual Maintenance.

All signs shall be maintained to meet the following criteria at all times:

1) The building and ground area around the signs shall be properly maintained. All unused mounting structures, hardware, and wall perforation from any abandoned sign shall be removed and building surfaces shall be restored to their original condition.
2) All signage copy shall be properly maintained and kept free from damage and other unsightly conditions, including graffiti.
3) All sign structures shall be kept in good repair and maintained in a safe and sound condition and in conformance with all applicable codes.
4) Razor wire, barbed wire, concertina wire, or other barriers preventing unauthorized access to any sign, if any, shall be hidden from public view.

5) The signage copy must be repaired or replaced immediately upon tearing, ripping, or peeling, or when marred or damaged by graffiti.

6) No access platform, ladder, or other service appurtenance, visible from the sidewalk, street, or public right-of-way, shall be installed or attached to any sign structure.

7) Existing signs that are no longer serving the current tenants, including support structures, shall be removed and the building facades originally covered by the signs shall be repaired/resurfaced with materials and colors that are compatible with the facades.

8) Multiple temporary signs in the store windows and along the building walls of a facade are not permitted.

V. Existing Signs.

Every existing sign and/or sign support structure constructed under a valid permit and used in conformance with the Code regulations and LADBS approvals in effect at the time of construction shall be allowed to continue to exist under those regulations and approvals even though subsequent adopted regulations and approvals have changed the requirements. AU existing non-conforming signs shall be included in computing total sign area. There shall be no increase in sign area or height and no change in the location or orientation of any existing nonconforming sign. Before the issuance of a building permit for a new sign on a lot, all existing unpermitted signage on that lot shall be removed or demolished.

W. Alterations, Repairs or Rehabilitation.

Any alteration, repair or maintenance work on a legally permitted sign or sign structure shall be governed by the Code.

X. Other Regulations.

All signs in the Warner Center Sign Area shall meet the following criteria:

1) No sign shall be located or mounted on a rooftop or on poles or other structures that pass through a rooftop.

2) No sign shall encroach into the airspace above any building or structure.

3) The building and ground area around signs shall be properly maintained at all times. All unused mounting structures, hardware and wall perforations from any previous sign shall be removed and building surfaces shall be restored to their original condition.

4) All signage copy shall be properly maintained and free from damaged sign material and other unsightly conditions, including graffiti.

5) Any sign structure shall be at all times kept in good repair and maintained in a safe and sound condition and in conformance with all applicable codes.

6) Razor wire, barbed wire, concertina wire or other barriers preventing unauthorized access to any sign, if any, shall be hidden from public view.

7) The signage copy must be replaced immediately upon tearing, ripping, or peeling or when marred or damaged by graffiti.

8) No access platform, ladder, or other service appurtenance shall be installed or attached to any sign structure.

9) Existing signs that are longer serving the current tenants, including support structures, shall be removed and the building facades originally covered by the signs shall be repaired/resurfaced with materials and colors that are compatible with the facades.

Y. Removal of Existing Non-Conforming Signs.

A building permit for a new Supergraphic Sign, a new Open Panel Roof Sign, Pole Sign, or a new Integral Electronic Display Sign within the Warner Center Sign District shall not be issued until all prohibited signs, including billboards, solid panel roof signs and pole signs, regardless of whether or not such signs were legally permitted, unless such signs are designated Cultural Resources, have been removed and the removal has been inspected and approved by the Director.

SECTION 7. STANDARDS FOR SPECIFIC TYPES OF SIGNS

A. Aerial View Signs.

Aerial View Signs are permitted in Vertical Sign Zone 3 only. Aerial View Signs may not be viewable from any public right-of way, and may not be illuminated.

B. Architectural Ledge Signs.

1) General.

a) Individual letters or numbers no taller than 24" or an icon no taller than 24" may stand atop or be suspended from a ledge.
b) Solid panels and Can Signs are not permitted as Architectural Ledge Signs.

c) The sign shall be oriented so that the message, graphic, or symbol on the sign is approximately parallel with the facade of the structure to which the sign is affixed.

2) Location.

An Architectural Ledge Sign shall only be located over an entranceway or window on the first floor of a building.

3) Dimensions.

a) Height.

The bottom of the ledge on which an Architectural Ledge Sign is located shall be at least eight feet above the natural or finished grade as measured vertically. The bottommost portion of a sign suspended from an architectural ledge shall be at least eight feet above the natural or finished grade as measured vertically.

b) Length.

A ledge that is constructed for the purpose of supporting an Architectural Ledge Sign may not exceed 15 feet in length as measured horizontally.

c) Suspension.

Supports that are constructed for the purpose of supporting an Architectural Ledge Sign may not exceed 24 inches in height as measured vertically from the top of the letter or symbol to the bottom of the supporting architectural appurtenance, nor may those supports exceed 8 inches in width as measured horizontally.

4) Projection.

A ledge designed to support an Architectural Ledge Sign may project a maximum of 3 feet from the building face where the sign is located.

C. Awning Signs.

An Awning Sign shall comply with Section 14.4.19 of the LAMC.

D. Digital Displays.

A Digital Display shall only be permitted as a Wall Sign. Digital Displays shall be limited to:

1) Downtown and Uptown Districts.
2) Vertical Zones 1 and 2.
3) Wall Signs only.
4) 300 square feet in area or less

E. Integral Digital Display Signs.

Integral Digital Display Signs shall be permitted subject to the following regulations:

1) General.

Integral Digital Displays by their nature are lower resolution signs. Such signs are encouraged to incorporate larger scale elements of diffuse imagery, including monochromatic or dichromatic color designs, abstract pixilation, and internally illuminated tinted transparent or translucent material. All Integral Digital Displays shall be considered only at the time of building design development, pursuant to Section 5.C.

2) Location.

a) Integral Digital Display Signs shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of a building unless:

(1) The operability and functionality of all windows, doors, vents, or openings covered by such Integral Digital Displays are maintained to the building's design standards.
(2) Visibility from the interior of each window covered by such Integral Digital Display is maintained to the building's design standards.
(3) The Integral Digital Display maintains a minimum space of 12 inches in vertical or horizontal dimension between individual lighting components embedded into any mesh, netting, horizontal louvers, vertical louvers, or similar installations. Each horizontal or vertical component may have a consistent linear row of pixels; however, each component or row must maintain a minimum space of 12 inches between components or rows. This requirement is subject to the 20% adjustment procedure set forth in Section 11.5.7 E of the Code. This required spacing serves to maintain lower resolution imagery and allow both outward and inward views of the building's windows, doors, vents, and openings.

b) Integral Digital Displays shall be limited to Vertical Sign Zones 2.

3) Area.

Integral Digital Displays shall be a minimum of *300* square feet in size.

F. Identification Signs.

1) General.

Identification Signs shall be limited to a logo, generic type of business, or the name of a business or building. Identification Signs may be Digital Displays or Integral Digital Displays, Wall Signs, or other types of installation as allowed by this Ordinance.

2) Location.

a) Identification Signs shall be permitted in VSZ1 and VSZ2.
b) Identification Signs are permitted to break the plane of the roof. Any portion of an Identification Sign that reaches above the plane of the roof shall consist of free-standing letters or characters that are not applied or attached to any background structure, building, or material, except as necessary for support.

G. Integral Large-Scale Architectural Lighting.

1) General.

Integral Large-Scale Architectural Lighting shall contain no text, logos, or messages and shall serve only to highlight or accentuate vertical, horizontal, or other elements of the structure. Integral Large-Scale Architectural Lighting by its nature is lower resolution, and is encouraged to incorporate larger scale elements, including monochromatic or dichromatic color lighting, abstract pixilation, and internally illuminated tinted transparent or translucent material. All Integral Large-Scale Architectural Lighting shall be considered only at the time of building design development, pursuant to Section 5.C.

2) Location.

a) Integral Large-Scale Architectural Lighting shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of a building unless:

(1) The operability and functionality of all windows, doors, vents, or openings covered by such Integral Large-Scale Architectural Lighting are maintained to the building's design standards.

(2) Visibility from the interior of each window covered by such Integral Large-Scale Architectural Lighting is maintained to the building's design standards.

(3) The Integral Large-Scale Architectural Lighting maintains a minimum free and clear space of 6 inches in vertical or horizontal dimension between individual lighting components embedded into any mesh, netting, horizontal louvers, vertical louvers, or similar installations. Each horizontal or vertical component may have a consistent linear row of pixels, however each component or row must maintain a minimum free and clear space of 6 inches between another component or row. This serves to maintain lower resolution lighting and to allow both outward and inward views of the building's windows, doors, vents, and openings.

(4) In Vertical Sign Zone 3, Integral Large-Scale Architectural Lighting shall not be installed over the exterior of windows, glazing, doors, vents, or other openings that serve occupants in any way. Integral Large-Scale Architectural Lighting shall be restricted in use only to the spandrel portion of each vertical floor and as such shall be subject to a minimum free and clear space requirement of six inches in vertical horizontal dimension between individual lighting components.

b) Integral large-Scale Architectural Lighting shall be permitted in Vertical Sign Zones 2 and 3.

c) Integral Large-Scale Architectural Lighting shall not be installed over windows or glazing in Vertical Sign Zone 3.

3) Area.

Integral large-Scale Architectural Lighting that conforms to this ordinance shall not count as sign area, and shall not be included in the Maximum Permitted Combined Sign Area calculation. Integral Large-Scale Architectural Lighting that acts to extend a sign image background over a larger architectural area shall be included in the calculation of sign area.

H. Hanging Signs.

1) General.

a) A Hanging Sign shall consist of individual letters or numbers no taller than 24 inches, or an icon no taller than 24 inches. Such letters, numbers, or icon shall be suspended from a ledge.
b) Solid panels and Can Signs are not permitted as Hanging Signs.
c) The sign shall be oriented so that the message, graphic, or symbol on the sign is approximately parallel with the facade of the structure to which the sign is affixed.
d) No message, graphic or symbol shall be located on that portion of a hanging sign that is perpendicular to the facade of the structure to which the sign is affixed.

2) Location.

A Hanging Sign shall only be located over an entranceway or window on the first floor of a building.

3) Dimensions.

a) The lowest portion of a suspended Hanging Sign shall be at least eight feet above the natural or finished grade as measured vertically.
b) Suspension supports which are constructed for the purpose of supporting a Hanging Sign may not exceed 24 inches in height as measured *vertically* from the top of the letter or symbol to the bottom of the supporting architectural appurtenance, nor may those supports exceed 8 inches in width as measured horizontally.

4) Projection.

A ledge designed to support a Hanging Sign may project a maximum of three feet from the building face where the sign is located.

I. Information Signs.

Unless otherwise specified in this Ordinance, an Information Sign shall comply with Section 14.4.7 of the Code.

J. Large-Scale Architectural Lighting.

1) General.

Large-Scale Architectural Lighting shall contain no text, logos, or messages, and shall serve only to highlight or accentuate vertical, horizontal, or other elements of the structure. All Large-Scale Architectural Lighting shall be considered only at the time of building design development; pursuant to Section 5.C.

2) Location.

a) Large-Scale Architectural Lighting shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of a building.

b) Large-Scale Architectural Lighting shall be permitted in Vertical Sign Zones 2 and 3.

3) Area.

Large-Scale Architectural Lighting that conforms to this Ordinance shall not count as sign area, and shall not be included in the Maximum Permitted Combined Sign Area calculation. Large-Scale Architectural Lighting that acts to extend a sign image background over a larger architectural area shall be included in the calculation of sign area.

K. Monument Signs.

Unless otherwise specified in this Ordinance, a Monument Sign shall comply with Section 14.4.8 of the Code.

L. Pedestrian Signs.

1) General.

a) No text, message or logo shall be permitted on that portion of a Pedestrian Sign that is parallel to the face of the building.

b) The text, message or logo on a projecting sign shall consist of individual, dimensional letters or graphic elements that are applied onto the sign surface.

c) A Pedestrian Sign shall not be a Can Sign.

2) Location.

a) Each tenant space that is located on the ground level of a building may have one Pedestrian Sign within five linear feet of the main entrance of that tenant space.

b) Each tenant space that is located on a second floor level of a building may have a Pedestrian Sign on the ground level if there is direct exterior pedestrian access to the tenant space floor space on the ground level.

3) Dimensions.

a) Width.

No portion of a Pedestrian Sign that is parallel to the face of the building shall exceed two feet in width.

b) Height.

No portion of a Pedestrian Sign shall be located less than eight feet above the sidewalk grade to the bottom of the sign.

4) Individual Sign Area.
The sign area for a Pedestrian Sign shall not exceed six square feet for each sign face.

5) Projection-Building Facade.

A Pedestrian Sign may project up to three feet from the face of the building.

M. Pillar Signs.

Pillar Signs shall comply with the following regulations:

1) General.

A Pillar Sign shall not be a Can Sign. A Pillar Sign shall not be a Digital Display.

2) Location.

a) A new Pillar Sign shall not be permitted on a lot which has an existing Billboard or pole sign.
b) Pillar Signs shall not be permitted on that portion of a lot having less than 50 feet of street frontage.
c) A Pillar Sign shall be set back at least ten feet from the intersection of a driveway and the public right of way and shall not interfere with or present a hazard to pedestrian or vehicular traffic.
d) A Pillar Sign shall be located at least 7.5 feet from interior lot lines and at least 15 feet from any other Pillar Sign, Monument Sign, Projecting Sign, Billboard or Pole Sign.
e) There shall be no more than one Pillar Sign for every 150 feet of street frontage.

3) Dimensions.

a) Height.

(1) A Pillar Sign shall not exceed a height of 40 feet above the sidewalk grade or edge of roadway grade nearest the sign, as measured from the grade to the top of the sign.

(2) The top of a Pillar Sign shall be at least three feet below the height of any adjacent building facade on the lot where the Pillar Sign is located.

c) Width.

The maximum horizontal dimension of any portion of a Pillar Sign shall not exceed five feet.

4) Landscaping Requirements.

Landscaping shall be provided at the base of the supporting structure equal to twice the area of the largest face of the sign.

N. Projected Image Signs.

1) Location.

Projected Image Signs shall only be permitted in Vertical Sign Zone 2.

2) Area.

The entirety of the projected image, including background color, shall count as sign area. The sign area for an individual sign shall not exceed 300 square feet.

3) Change of Copy.

The copy of a Projected Image Sign must remain static and may be changed no more frequently than once every 24 hours.

O. Projecting Signs.

Projecting Signs shall comply with the following regulations:

1) General.

a) The text, message or logo on a Projecting Sign shall consist of individual, dimensional letters or graphic elements that are applied onto the sign surface.

b) No text, message or logo shall be allowed on that portion of a Projecting Sign that is parallel to the face of the building.

2) Location.

a) A Projecting Sign shall align with major building elements such as cornices, string courses, window banding, or vertical changes in material or texture.

b) There shall be a minimum distance of 20 feet, measured horizontally, between a Projecting Sign and any other type sign, except for a Pedestrian Sign, Identification Sign, Wall Sign or Window Sign.

c) A new Projecting Sign shall be located at least one foot from an interior lot line, as defined by the Department of Building and Safety.

d) A Projecting Sign shall only be located in Vertical Sign Zones 1 and 2.

3) Dimensions.

a) A Projecting Sign shall not exceed 80 feet in height as measured vertically from the bottom of the sign to the top of the sign.

b) The width of the sign face of a Projecting Sign that is perpendicular to the building shall not exceed 20 percent of the overall height of the sign and in no event shall exceed six feel. Thismeasurement does not include the dimensions of the sign's supporting, structure.

c) No portion of a Projecting Sign that is parallel to the face of the building shall exceed two feet in width.

4) Extension Above The Roof.

A Projecting Sign may extend above the top of the wall or roof parapet of a building face but the extension shall not exceed 30 percent of the total vertical height of the projecting sign. In no event shall a Projecting Sign extend higher than 150 feet from grade.

5) Projection From The Building Face.

The planes of Projecting Sign faces shall be parallel to one another unless approved as a design element of a Project Permit Compliance review.

P. Scrolling Digital Displays.

1) General.

A Scrolling Digital Display may be a Digital Display.

2) Location.

a) A maximum of three Scrolling Digital Displays are permitted to be located either in Vertical Sign Zone 1 or 2 or a combination of both.
b) A Scrolling Digital Display shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of buildings.
c) The uppermost portion of a Scrolling Digital Display shall be a maximum of 50 feet above the natural or finished grade as measured vertically.

3) Area.

A Scrolling Digital Display Sign shall not exceed 10 feet in vertical dimension.

4) Refresh Rates, and Hours of Operation.

The Refresh Rates and hours of operation for Scrolling Digital Displays shall be as set forth in Tables 1-2, whichever is applicable.

Q. Temporary Signs.

Unless otherwise specified in this Ordinance, a temporary sign shall comply with Section 14.4.16 of the Code.

R. Wall Signs.

1) Location.

a) No portion of any Wall Sign shall be located above the second story of the building on which it is placed or higher than 35 feet above grade as measured vertically, whichever is lower, except when permitted as an Identification Sign in Vertical Sign Zone 3.
b) A Wall Sign shall not cover the exterior of windows, doors, vents, or other openings that serve the occupants of a building.

2) Area.

A single Wall Sign shall not exceed 300 square feet in area, except when permitted as an Identification Sign in Vertical Sign Zone 3.

S. Window Sign.

Unless otherwise specified in this Ordinance, a Window Sign shall comply with Section 14.4.14 of the Code.

1) Location.

No portion of any Window Sign shall be located above the second story of the building on which it is placed or higher than 35 feet above grade, whichever is lower.

2) Area.

Window Signs located on or within six feet of the window plane, painted or attached, shall not exceed fifteen percent of the glassed area of the window in which the Window Sign is placed. The aggregate area of all Window Signs shall be included as part of the Maximum Permitted Sign Area.

SECTION 8. SIGN REDUCTION.

Sign reduction is required for all signs displaying off-site advertising content. An applicant shall seek sign reduction approval by filing an application with the Director pursuant to Section 11.5.7 of the Code. The application shall demonstrate compliance withthe following requirements:

A. Removal of Painted Wallscapes, Pole Signs, and Billboard Signs on the Premises.

1) A property owner in this district may receive sign reduction credit for any lawfully permitted painted wallscape, Pole Sign, or Billboard Sign removed from the premises.
2) Sign credit shall be awarded as follows:

a) For every square foot of painted wallscape or Pole Sign removed, one square foot of credit will be awarded. Such credits may be used only for the installation of off-site advertising content on Digital Displays, Scrolling Digital Displays or Integral Digital Displays authorized by this Ordinance.

b) For every square foot of Billboard Sign removed, two square feet of credit shall be awarded for the installation of off-site advertising content on Digital Displays and Scrolling Digital Displays, and three square feet of credit shall be awarded for the installation of Integral Digital Displays authorized by this Ordinance.

B. Removal of Off-Premises Billboard Signs.

1) A property owner in this district may receive sign reduction credit for any lawfully permitted Billboard Sign that is removed from any other property located in either Warner Center OR the communities of Canoga Park, Woodland Hills, West Hills, Tarzana, Reseda, Van Nuys, Encino, Sherman Oaks, Studio City, North Hollywood, Toluca Lake, Cahuenga Pass, and Winnetka.

2) For every square foot of Billboard Sign removed, two square feet of credit shall be awarded for the installation of off-site advertising content on Digital Displays and Scrolling Digital Displays, and three square feet of credit shall be awarded for the installation of Integral Digital Displays authorized by this Ordinance.

C. Proof of Legal Status, Removal Rights and indemnification.

Sign reduction credits shall not be awarded unless the applicant submits the following with the application form:

1) A valid building permit demonstrating that the sign to be removed constitutes a legal use.
2) A written statement from the owner of the property from which the sign(s) will be removed attesting that the owner has the legal right to remove the sign at issue and agrees that if sign credits are issued, then once removed the sign(s) at issue may not be reinstalled, This written statement must be signed under penalty of perjury and notarized,
3) An executed agreement from the applicant promising to defend and indemnify the City against any and all legal challenges filed by a third party relating to the removal of the sign(s).

1) Proof of sign removal.

The applicant must submit a final demolition permit and photographic evidence that the signs in question have been removed prior to the issuance of any new building permit for an off-site sign.

2) Transfer of rights.

Sign credits awarded pursuant to this section may not be used to install signs on any property outside of this District, or in violation of the requirements of this Ordinance. Under no circumstances may the removal of one sign result in the issuance of more than one credit.

SECTION 9. SEVERABILITY

If any provision of this Ordinance 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 provisions, clauses or applications of said ordinance which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Supplemental Use District Ordinance are declared to be severable.

AAA. ACKNOWLEDGEMENTS AND CREDITS

DRAFT

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GILBERT V. GONZALEZ

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AUGUST STEURER
MARISSA AHO/~~SECRETARY~~ PARLEMENTARIAN

CANOGA PARK NEIGHBORHOOD COUNCIL
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PAUL SHIVELY, TREASURER
JIM DAWSON, PARLIAMENTARIAN

WARNER CENTER ASSOCIATION

WOODLAND HILLS HOMEOWNERS FOR OUTREACH AND SUPPORT.

DRAFT

CCC. APPLICATION FORMS

DRAFT

2600	C2-1	HD 1-VL	Lots 17-28, Tract 19399; all as shown on District Map 7543.
2620	C2-1	HD 1-VL	That portion of Part of Lot A, Tract 1881, lying NW'ly of and adjacent to the intersection of Lowell Ave. and Foothill Blvd., and SE'ly of LACFC channel; all as shown on District Map 7543.
2630	A2-1	HD 1-L	That portion of Frac. Lot 1, Block P, Crescenta Canada Tract, lying W'ly of the City Boundary line, and excepting that portion dedicated as LACFC property by O.R. 38519-22 and by O.R.D. 3636-515; all as shown on District Map 7543.
2650	(Q)C2-1 C2-1 P-1	HD 1-L HD 1-L HD 1-L	Lots 1 and 2, Tract 24762; and Parcels A and C, P.M. 5233; all as shown on District Map 7543.