

POSTED

Ordinance No. 174061

An ordinance establishing a revised specific plan, known as the Warner Center Specific Plan, for portions of the Canoga Park-Winnetka-Woodland Hills Community Plan.

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

**Section 1. ESTABLISHMENT OF THE SPECIFIC PLAN.** This ordinance establishes the Warner Center Specific Plan, bounded generally by Vanowen Street, the Ventura Freeway, De Soto Avenue, and the lots fronting along the west side of Topanga Canyon Boulevard as shown within the heavy dashed lines on the following map:

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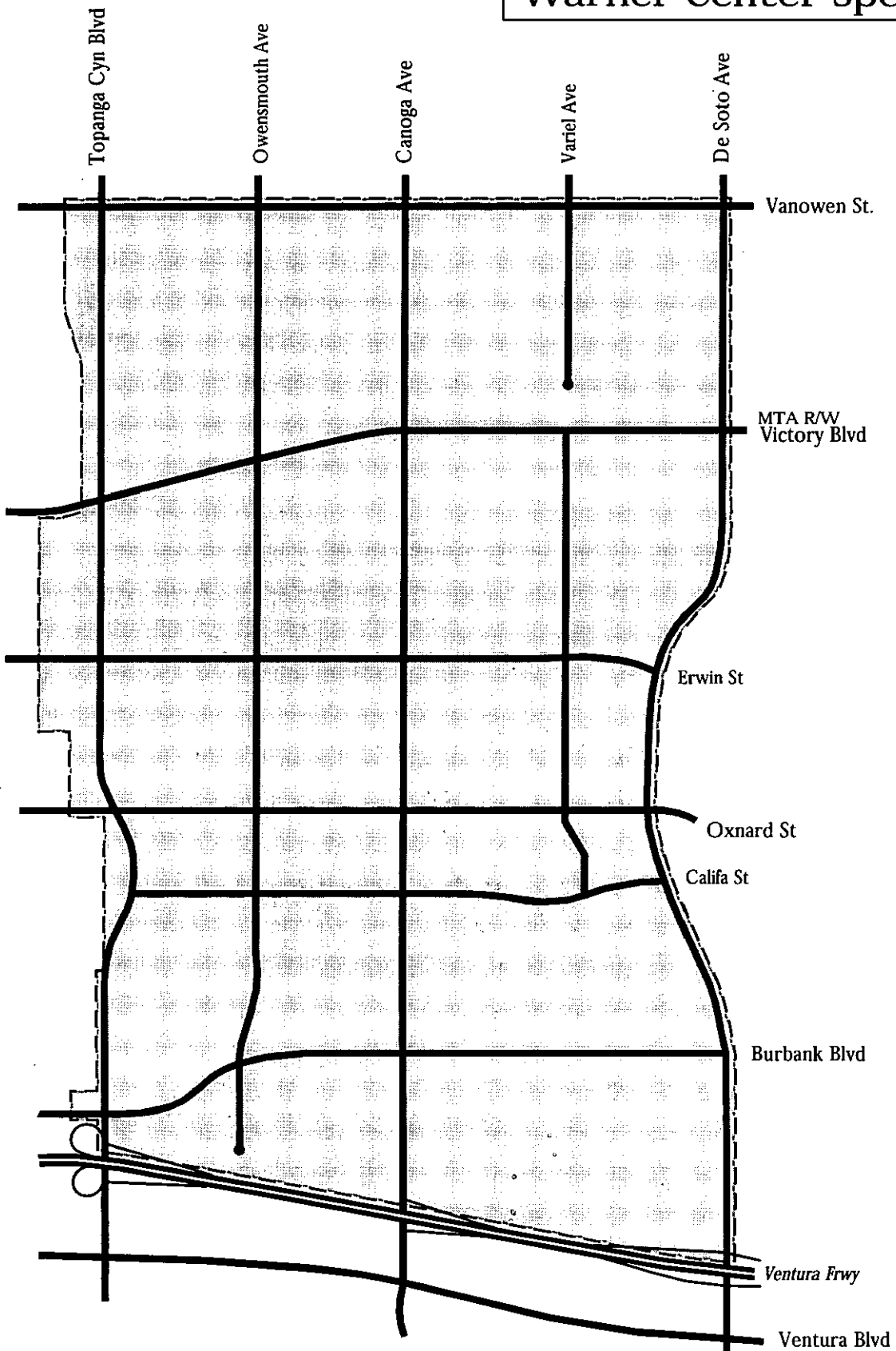
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(65995)

# Warner Center Specific Plan



----- Specific Plan Boundary  
Specific Plan Area

North Arrow  
Not to Scale  
Map 1

**Sec. 2. PURPOSES.** This Specific Plan is intended to:

- A.** Implement the goals and policies of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan;
- B.** Coordinate future land use development in Warner Center with public transit and transportation system improvements necessary to ensure that mobility within the area is maintained and traffic congestion is minimized;
- C.** 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 and Transportation Demand Management (TDM) programs;
- D.** Develop a residential neighborhood protection plan to minimize the intrusion of through-traffic into single-family residential neighborhoods adjacent to the Warner Center area;
- E.** Establish a hierarchy of land use intensity which decreases with distance away from the Core of Warner Center in order to promote development that provides a focus of urban activity, encourages mass transit and minimizes adverse environmental impacts upon adjacent residential neighborhoods;
- F.** Encourage mixed-use development within Warner Center in accordance with the City's goal to improve the jobs/housing relationship and for the purpose of making Warner Center a vibrant environment, providing both daytime and nighttime activities;
- G.** Soften the visual impact of building masses and hardscape to create a more aesthetically pleasing built environment with the effective use of open space, landscaping, landscaped setbacks, buffering and screening;
- H.** Encourage, particularly in certain areas within Warner Center designated for higher intensity development, opportunities to stimulate human interaction and pedestrian activity by the provision of amenities, open space, pedestrian-oriented commercial and retail development, linkages in the pedestrian circulation system, and convenient access to the internal, local and regional transportation system;
- I.** Establish urban design, landscaping and sign control standards to insure that the high quality of development in Warner Center is maintained and that the quality is continued in future developments;
- J.** Preserve existing high-quality, high-technology industrial and research uses in Warner Center industrial/office parks;

**K.** Encourage art work in public spaces;

**L.** Provide child care facilities for the employees of Warner Center businesses;

**M.** Establish Phase I development limitations, defining a maximum Approved Permitted Floor Area of 21.5 million square feet of non-residential development and, that by-right development may continue to the year 2010 for those individual projects which are consistent with the Specific Plan requirements and do not exceed the defined Phase I development level;

**N.** Establish that individual project development exceeding Phase I limitations would be permitted prior to completion of the Specific Plan restudy and environmental analysis for Phases II, III, or IV, subject to:

1. the Basic Development Right provisions of the Specific Plan; and,
2. separate environmental clearance which would include air quality and noise mitigation measures, TIMP mitigation measures, and any other mitigation measures necessary to mitigate the project's individual and cumulative impacts;

**O.** Establish that development beyond the year 2010 or Phase I development levels shall require:

1. restudy of the Specific Plan to identify and evaluate applicable development provisions for Phases II, III, or IV; and,
2. concurrent preparation of additional environmental impact analysis relative to these future Phases; and
3. the Basic Development Right provisions of the Specific Plan shall apply to individual development until the restudy and concurrent environmental analysis is completed;

**P.** Establish that the restudy needs to be initiated at the beginning of fiscal year 2008 or when the Phase I development level exceeds 19.5 million square feet, whichever occurs first; and

**Q.** Establish in the restudy that the maximum cumulative non-residential development allowed by the Specific Plan is 35.7 million square feet of Approved Permitted Floor Area.

**Sec. 3. RELATIONSHIP TO THE LOS ANGELES MUNICIPAL CODE.**



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

**B.** Wherever this Specific Plan contains provisions, which require greater setbacks, greater street dedications, more landscaping, lower densities, lower heights, more restrictive parking requirements (maximums or minimums), or other greater restrictions or limitations on development; or more permissive uses than would be allowed pursuant to the provisions contained in Chapter 1 of the LAMC, the Specific Plan shall prevail and supersede the applicable provisions of the Code. Floor area transfers, floor area averaging and mixed-use provisions of this Specific Plan shall supersede the provisions on those subjects set forth in the LAMC.

**C.** The procedures for the granting of adjustments, exceptions, or amendments to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7.

**D. For Projects In The Specific Plan Area:**

**1. Commercial Corner Ordinance.** The requirements of this Specific Plan shall supersede the Mini-Shopping Centers and Commercial Corner Development requirements of LAMC Sections 12.22 A 23 and 12.24 W.

**2. Site Plan Review Ordinance.** The requirements of this Specific Plan shall supersede the Site Plan Review requirements of LAMC Section 16.05.

**3. Landscape Ordinance.** The requirements of this Specific Plan shall supersede the landscape requirements of LAMC Section 12.40, *et seq.*

**Sec. 4. DEFINITIONS.**

The following terms, whenever used in this Ordinance, shall be construed as defined in this section. Words and phrases not defined here shall be construed as defined in LAMC Sections 12.03, 91.0403 and 91.6200, *et seq.*:

**AIR QUALITY IMPACT AREAS** - Portions of this Specific Plan located within the shaded areas shown on Map 9 in Section 13. These areas are generally adjacent to Canoga Park High School and Francis Parkman Middle School.

**ANIMATED SIGN** - A sign that contains moving lights that blink, travel, flash or change degree of intensity, rather than burning continuously.

**APPLICANT** - Any Person, as defined in LAMC Section 11.01, submitting an application for a building, grading, demolition, sign or foundation permit for a Project.

**AVERAGE VEHICLE RIDERSHIP (AVR)** - The number derived by dividing the employee population at a given work site that reports to work weekdays between 6:00 A.M. and 10:00 A.M., including those telecommuting, by the number of vehicles driven by these employees commuting from home to the work site during those hours. AVR may be calculated using weekly or biweekly averaging periods. The applicable employee population is multiplied by the number of weekdays in the selected averaging period, then divided by the total number of vehicles driven by these employees to the work site during the same period. Vehicles counted shall exclude bicycles, mass transit vehicles, buses serving multiple work sites, and cars stopping on route to other work sites.

**BASIC DEVELOPMENT RIGHT** - Notwithstanding the limitations on development in any section of this Specific Plan, the minimum floor area ratio (FAR) to which each lot is entitled, as set forth in Section 8 of this Specific Plan (at least 0.35:1 FAR).

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

**BUILDING TOWER** - That portion of any building or structure which is above 75 feet in height.

**BUSPOOL** - A vehicle carrying sixteen or more passengers commuting on a regular basis to and from work with a fixed route, according to a fixed schedule.

**CANNISTER SIGN** - An illuminated or non-illuminated sign that contains all of the text, designs, logos, and/or symbols within a single enclosed cabinet.

**CARPOOL** - A vehicle carrying two to six persons commuting together to and from work on a regular basis.

**CITY BUILDING COST INDEX** - An index for tracking inflation in building costs for the Los Angeles Metropolitan Area, published by Marshall and Swift. If for any reason this index ceases to be published, then a similar building cost index shall be utilized as determined by the Department of Transportation, and approved by the City Council.

**CONSTRUCTION AIR QUALITY IMPACT ASSESSMENT(CAQIA) FEE** - The monies required to be paid as a mitigation fee into a Warner Center Air Quality Trust Fund for those Projects subject to the CAQIA Fee requirements established in Section 13.

**CONSTRUCTION NOISE MANAGEMENT PLAN (CNMP)** - A document submitted to the Department of City Planning by the Applicant identifying any Project and/or cumulative noise impacts relative to either Canoga Park High School or Francis Parkman Middle School, whichever is closer to the Project site. This Plan provides the mitigation measures, if necessary, that will be implemented by the Applicant to mitigate significant noise impacts of the Project or are otherwise required by the Department of City Planning pursuant to Section 13 of this Specific Plan.

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

**CORE SUBAREA** - The portion of this Specific Plan area bounded by Topanga Canyon Boulevard on the West, Erwin Street on the North, Califa Street on the South, and Canoga Avenue on the East, as graphically indicated on Map No. 2 in Subsection A of Section 7 of this Specific Plan.

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

**DONOR SITE** - A lot located within the Warner Center Specific Plan area from which Unused Permitted Floor Area may be transferred to a Receiver Site in accordance with the requirements of Section 9 of this Specific Plan, as approved by the Department of City Planning.

**FACILITY NOISE MANAGEMENT PLAN (FNMP)** - A document submitted to the Department of City Planning by the Applicant that ensures that cumulative noise emissions from facility operations, including stationary mechanical equipment, from any Project located within 500 feet of either Canoga Park High School or Francis Parkman Middle School will not exceed 64 dBA at the closest school's lot line.

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

pursuant to lease agreements on public lands shall not be considered Governmental or Public Facilities.

**HIGH-OCCUPANCY VEHICLE (HOV)** - A motor vehicle with a driver and one or more passengers.

**IN-LIEU CREDIT** - A credit toward payment of the Transportation Impact Assessment Fee, pursuant to the provisions of Section 11 of this Ordinance.

**INTERCEPT PARKING** - Any parking space(s) or other facilities where commuters can take rail, a Buspool, Carpool, or Vanpool into the Warner Center area. These facilities are to be located at sufficient distances away from the Warner Center area in order to help reduce traffic impacts associated with Trip generation by Projects in this Specific Plan area.

**LARGER TRANSPORTATION IMPROVEMENTS** - Transportation improvements that are in excess of mitigation measures required pursuant to Subdivision 3 of Subsection C of Section 11 of this Specific Plan and are determined by the Department of Transportation (pursuant to a Traffic Assessment) to be needed as part of a regional or subregional transportation improvement.

**LEVEL OF SERVICE (LOS)** - The operational characteristics of an intersection based on the delay being experienced by vehicles passing through an intersection in the Peak Hour. LOS is calculated using a ratio of its traffic volume (V) and its intersection traffic capacity (C) and based on intersection geometries, peak-hour volumes, turning movements and signal phasing. Level of Service varies from A to F, with A representing free-flow, uncongested conditions and F representing traffic jam conditions. Level D is the level commonly experienced in urban areas during Peak Hours where drivers occasionally must wait through more than one signal cycle to proceed through the intersection. An intersection at Level E is generally considered "at capacity."

**MAJOR HIGHWAY CLASS I** - A type of highway defined in the Transportation Element of the City of Los Angeles General Plan.

**MIXED-USE** - Any Project which combines a non-residential use with a residential use, consistent with Section 15 of this Specific Plan, either in the same building or in separate buildings on the same lot.

**NOISE IMPACT AREAS** - Portions of this Specific Plan area located within the shaded areas shown on Map 8 in Section 13. These impact areas encompass those portions of the Specific Plan area that are within 500 feet of Canoga Park High School and Francis Parkman Middle School.

**OPEN SPACE** - Any area of a lot that is unobstructed from the ground upward and any lot area where substructure projections above grade are permitted by the Department of Building and Safety [pursuant to Memorandum of General Distribution No. 19 (June 27, 1975)]. However, any lot area dedicated for street purposes shall not be considered Open Space.

**OWENSMOUTH PARKWAY** - The area along Owensmouth Avenue between Vanowen Street on the north and the Ventura Freeway on the south.

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

**PEDESTRIAN SERVING USES (PSU's)** - Art gallery, art supplies store, bakery, barber shop or beauty parlor, books or cards store, child care facility, clock or watch sales and/or repair, community facility, duplicating service, custom dress maker, drug store, fabrics or dry good store, financial services, florist, food/grocery store (including specialty stores selling produce, cheese, meat, and delicatessen items), hardware store, household goods and small appliances store, infant and children's clothing store, locksmith, newsstand, optician, photographer, photographic equipment and repair, restaurant or food service (including outdoor dining areas), shoe repair, stationery, tailor, transit shuttle stop, toy store, and stores selling other small items, or providing similar services, as determined by the Director of Planning.

**PERMITTED FLOOR AREA, APPROVED** - Commercial and/or industrial floor area of a Project which has been granted a Project Permit or a clearance from the Department of City Planning and Department of Transportation pursuant to the Warner Center Interim Control Ordinance (Ordinance Nos. 167,770, 166,900, 165,792 or 163,411) or a Project Permit Approval, pursuant to Section 7 of this Specific Plan.

**PERMITTED FLOOR AREA, UNUSED** - The square footage remaining after subtracting the actual Floor area contained within all existing buildings on the Donor Site from the floor area permitted pursuant to the Base Permitted Floor Area Ratio on the Donor Site, prior to any Transfer of the floor area.

**PERMITTED FLOOR AREA RATIO, ADDITIONAL** - Floor area in excess of the Base Permitted floor area ratio allowed on Receiver Sites, pursuant to a Transfer consistent with Section 9 of this Specific Plan.

**PERMITTED FLOOR AREA RATIO, BASE** - The floor area ratio permitted on a lot in the Specific Plan area, as shown on Map No. 3 in Subsection B of Section 7 of this Specific Plan, prior to the Transfer of floor area pursuant to Section 9 and prior to any floor area ratio bonus pursuant to Section 8 D of this Specific Plan.

**PHASES OF DEVELOPMENT** - A schedule of development for Projects in the Specific Plan area, which limits development by correlating incremental increases in the total Approved Permitted Floor Area of all non-residential Projects with the implementation of certain transportation objectives and actions, as specified in Section 17 and Appendix A of this Specific Plan.

**PHASING PROGRAM** - A schedule which is applicable to a Project that, because of its size or nature, will be built in stages, for the purpose of determining the construction of related transportation improvements.

**PORTABLE SIGN** - Any sign not permanently attached to the ground or to any structure attached to the ground or to a building, and which can be easily moved.

**PREMISE** - A building or portion of a building used as a location for a single business.

**PRIMARY SUBAREAS** - The portion of this Specific Plan area bounded by Victory Boulevard on the North; Topanga Canyon Boulevard on the West; Erwin Street on the South; and Owensmouth Avenue on the East. The portion of this Specific Plan area bounded by Victory Boulevard on the North, Canoga Avenue on the West; Califa Street on the South; and the lots fronting on the east side of Canoga Avenue between Victory Boulevard and Califa Street. The Primary Subareas are graphically indicated on Map No. 2 in Subsection A of Section 7 of this Specific Plan.

**PROJECT** - The construction, erection, addition to or structural alteration of any building or structure, or a use of land or change of use of a building or land on a lot located in whole or in part within the Specific Plan area which requires the issuance of a grading permit, a foundation permit, building permit, or use of land permit after the effective date of this Specific Plan. An Intercept Parking Facility which serves a Project shall be considered a part of the Project. A Project includes interior or exterior remodeling of a building or the change of use of a building only if it: (1) increases the number of Trips as determined by the Department of Transportation; or (2) changes the footprint of a building and increases the floor area, as determined by the Departments of Building and Safety and City Planning; or, (3) decreases landscaping or conflicts with the urban design requirements of Section 10 of this Specific Plan, as determined by the Department of City Planning.

A Project for the purposes of assessing the potential for air quality impacts shall include demolition, site preparation or construction on any lot located in whole or in part within the shaded portions of Map 9 (Air Quality Impact Areas) when there is Surface Area Disturbed, including, but not limited to, construction vehicles digging, scraping, trenching, etc., in the preparation for the construction of a surface parking lot. A Project for the purposes of assessing the potential for noise impacts shall also include any demolition, construction, or other work for which a mechanical permit is required, when

that work occurs within 500 feet of either Canoga Park High School or Francis Parkman Middle School (see the shaded portions of Map 8 - Noise Impact Areas). Any Project meeting either of these definitions shall be subject to the requirements established in Section 13 of this Ordinance. Repaving, which does not involve digging or scraping of the surface, or restriping of a parking lot or interior alterations, except as provided in the previous paragraph, shall not be deemed a Project.

**PROJECT PERMIT COMPLIANCE REVIEW** - A determination by the Director of Planning of a Project's compliance with this Specific Plan pursuant to LAMC Section 11.5.7 and Section 6 of this Specific Plan.

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

**RECEIVER SITE** - A lot within the Warner Center area which is eligible to receive Unused Permitted Floor Area in accordance with the requirements of Section 9 of this Specific Plan.

**REGIONAL SHOPPING CENTER** - For purposes of Section 9 of this Specific Plan only, a shopping center that provides a wide variety of stores and shopping goods, including general merchandise, apparel, toys, and home furnishings, as well as a variety of services, and that may also include recreational facilities. To qualify as a regional shopping center, a shopping center must have as the principal tenants, a minimum of two major "anchor" tenants, each of generally not less than 100,000 square feet of gross leasable area. An indoor swap meet shall not be construed as a Regional Shopping Center.

**RESIDENTIAL SUBAREA** - The portion of this Specific Plan area including only residential development as shown on Map No. 2 in Subsection A of Section 7 of this Specific Plan.

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

**SECONDARY SUBAREA** - The portion of this Specific Plan area bounded by Vanowen Street on the North; Topanga Canyon Boulevard on the West; Victory Boulevard on the South, between Topanga Canyon Boulevard and Owensmouth Avenue; Erwin Street on the South, between Owensmouth Avenue and Canoga Avenue with the exception of the residential properties between Owensmouth Avenue and Canoga Avenue; and, the Los Angeles County Transportation Commission railroad right-of-way (inclusive of Parcel A of Parcel Map LA No. 3762) easterly of Canoga Avenue on the East. The Secondary Subarea is indicated graphically on Map No. 2 in Subsection A of Section 7 of this Specific Plan.

**SETBACK** - The horizontal distance between a lot line and a line parallel to the lot line, extending the full length of the lot line, the depth of which is shown on Map 4. For purposes of this Specific Plan, any lot line adjoining a public street shall be considered a front lot line for determining required Setbacks and permissible projections.

**SIGN STACKING** - The physical placement of an individual sign above another at the same location.

**SIGNIFICANT TRANSPORTATION IMPACT** - The transportation impact, measured either as an increase in Volume/Capacity (V/C) Ratio at an intersection, or an increase in the number of average daily vehicles on a local residential street, as determined by the Department of Transportation in a Traffic Assessment of Project-generated Trips.

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table and formula:

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<u>Final (V/C)</u>	<u>Project-Related Increases In (V/C)</u>
>0.00 - 0.70	equal to or greater than 0.06
>0.70 - 0.80	equal to or greater than 0.04
>0.80 - 0.90	equal to or greater than 0.02
>0.90	equal to or greater than 0.01

(Final V/C shall mean the V/C Ratio at an intersection considering impacts of the Project as built, including the mitigation measures, with proposed Traffic Impact Mitigation, if any.)

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2. A transportation impact on a local residential street shall be deemed "significant" based on increase in the projected average daily traffic (ADT) volumes:



<b>Projected Average Daily Traffic (ADT)</b>	<b>Project-Related Increase In ADT</b>
1,000 or more	12 percent
2,000 or more	10 percent
3,000 or more	8 percent

**SINGLE OCCUPANCY VEHICLE (SOV)** - A motor vehicle (excluding motorcycles) occupied by one employee for commute purposes.

**SPECIAL COLLECTOR STREET** - A Collector Street designed for four through traffic lanes and having a minimum right-of-way width of 80 feet and a minimum roadway width of 64 feet.

**SPECIFIC PLAN DEVELOPMENT LIMITATION** - A schedule of development for Projects in the Specific Plan area which limits individual Project development under Phase I to a maximum development level of 21.5 million square feet of non-residential floor area.

**STRETCHERS** - Replacement or enhancement of signs which exceed height and/or area of the sign face as initially permitted by the Department of Building and Safety.

**SUPERMARKET** - A retail store with a floor area equal to or greater than 5,000 square feet, which sells a wide assortment of foods, and which typically has on-site specialty departments, such as a bakery or butcher shop.

**SURFACE AREA DISTURBED** - Any portion of a site where development activity occurs that involves the movement and/or handling of earth materials, including the traveling of construction vehicles on any unpaved portion of the construction site, as determined by the Director of Planning.

**SUPERGRAPHIC SIGN** - A sign, consisting of an image printed or painted on vinyl, mesh, or other material with or without written text, and which does not comply with the provisions in Section 91.6201, *et seq.*, of the LAMC relating to Wall Signs, Mural Signs, Off-Site and Temporary Signs.

**TEMPORARY SIGN** - A sign that is to be maintained for a limited duration, not to exceed 30 days, including paper signs and other signs that are not permanently affixed to the ground or a building or structure.

**TERTIARY SUBAREA** - The portion of this Specific Plan area bounded by Vanowen Street on the North, east of Canoga Avenue; De Soto Avenue on the East; the 101 Freeway on the South; the properties fronting on the west side of Topanga Canyon Boulevard between the 101 Freeway and Vanowen Street on the West; with the exception of properties located in the other four Subareas of Warner Center. The Tertiary Subarea also includes a portion of Warner Center bounded by Burbank Boulevard on the North; Topanga Canyon Boulevard on the West; the 101 Freeway on the South; and the extension of Owensmouth Avenue on the East. The Tertiary Subarea is graphically indicated on Map No. 2 in Subsection A of Section 7 of this Specific Plan.

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

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

**TRAFFIC MITIGATION PLAN (TMP)** - A document submitted by the Applicant indicating proposed street and transit improvements, TDM measures and appropriate monitoring mechanisms, and/or other transportation improvements that will be implemented by the Applicant to mitigate Significant Transportation Impacts of the Project or are otherwise required by the Department of Transportation pursuant to Subdivision 3 of Subsection H of Section 11 of this Specific Plan.

**TRANSFER** - The conveyance of floor area from a Donor Site to a Receiver Site which is approved in accordance with the requirements of Section 9 of this Specific Plan.

**TRANSFER PLAN** - A written plan prepared by the Project Applicant and approved by the Director of Planning or City Planning Commission, as described under Section 9 of this Specific Plan, which identifies and describes the Donor Site, Receiver Site(s), amount of floor area to be transferred, Public Benefit(s) to be provided (if applicable) and the proposed conditions of approval.

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

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

**TRANSPORTATION IMPACT ASSESSMENT (TIA) Fee** - The monies an Applicant for a Project must pay to the Warner Center Transportation Fund, based on P.M. Peak Hour Trip calculations, pursuant to the terms of this Specific Plan.

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

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

**UNIFORM SIGN PROGRAM** - An inventory of all existing and/or proposed permitted signs for multi-use or multi-tenant non-residential project developments, submitted to the Department of City Planning as part of a Project Permit Compliance Review application, pursuant to Section 6, which includes, but is not limited to: type, number, size of each sign, combined sign area of all signs, and location, in conformance to the requirements established in the Specific Plan.

**WARNER CENTER AIR QUALITY TRUST FUND** - A fund established by ordinance for those Construction Air Quality Impact Assessment (CAQIA) Fees collected from Projects to be used for the funding of air conditioners at both Canoga Park High School and Francis Parkman Middle School.

**WARNER CENTER TRANSIT HUB** - The location for bus lay-overs in the Warner Center Specific Plan area, planned to be built on-street on Owensmouth Avenue between Erwin Street and Oxnard Street in Warner Center. The Transit Hub is designed to improve bus services and operations.

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

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

**WIND SIGN** - A sign consisting of one or more banners, flags, pennants, wind socks, ribbons, spinners, streamers, captive balloons, or other objects or material fastened in a manner so as to move upon being subjected to pressure by the wind.

**WINDOW SIGN** - A sign that is either posted or displayed on the transparent or translucent surface of a window or door.

**Sec. 5. PROHIBITIONS.**

**A. Project Permit Compliance Review Requirement.** No grading permit, foundation permit, building permit, sign permit, demolition or use of land permit shall be issued for any Project on any lot located in whole or in part within this Specific Plan area, unless a Project Permit Compliance Review has first been obtained pursuant to Section 6 of this Specific Plan.

**B. Specific Plan Development Limitation.** Pursuant to Section 6 of this Specific Plan, no Project Permit Compliance Review shall be issued for a commercial or industrial Project (or for the non-residential component of a Mixed-Use Project) if the Project's floor area would either: (i) exceed Phase I limits of 21.5 million square feet; or (ii) permit development beyond the year 2010.

Any Applicant with a proposed Project that would exceed either of these thresholds, which has not been issued a Project Permit Compliance Review under Phase I (21.5 million square feet) shall:

1. be limited to the Basic Development Right prescribed in Section 8 A; or
2. submit an application for a Project Permit Compliance Review and prepare a separate environmental analysis relative to the particular Project; or
3. delay submittal of the Project Permit Compliance Review application until completion of the Specific Plan restudy process.

**C. Development Agreement.** No development agreement for a Project shall be adopted and no floor area associated with a Project for which a development agreement is proposed shall be approved except pursuant to Section 17 of this Specific Plan.

**D. Exceptions.**

1. Subsection A of this section shall not apply to any Project for which a Project Permit Compliance Review was granted or for which a clearance was obtained from the Department of City Planning and Department of Transportation pursuant to Ordinances Nos. 167,770, 166,900, 165,792 or 163,411 (*i.e.*, the Warner Center Interim Control Ordinance) prior to the effective date of this Specific Plan. This exception shall only apply if the Project complies with all of the conditions imposed by the Project Permit, the Project Permit Compliance

Review and the ICO, and if the construction pursuant to the building permit is commenced within eighteen months of the issuance of the Project Permit Compliance Review.

2. Subsection B of this section shall not apply to any commercial, industrial or Mixed-Use Project which does not exceed the Basic Development Right for the lot(s) on which the Project is located, as specified in Subsection A of Section 8 of this Specific Plan.

3. The prohibition specified in Subsection A of this section shall not apply to any tenant improvements or remodeling permits provided it is determined by the Departments of City Planning and Transportation that the improvements or remodeling do not increase the floor area of the existing development and that no additional Trips would be generated.

4. The prohibition specified in Subsection A of this section shall not apply to any damaged or partially destroyed nonconforming building or structure which is proposed to be restored pursuant to LAMC Section 12.23 A 4, provided it is determined by the Departments of City Planning and Transportation that the restoration does not increase the floor area of the building or structure which existed immediately prior to its damage or destruction, and that no additional Trips would be generated.

5. The prohibitions in Subsections B and C of this section shall not apply to a Project if the Project complies with the requirements of Subsection B of Section 6, and the City Council has certified, pursuant to the requirements of Section 17 of this Specific Plan, that all the requirements of the current Phase of Development have been implemented or assured.

## **Sec. 6. PROJECT PERMIT COMPLIANCE REVIEW.**

### **A. Director's Authority.**

1. Prior to the grant of any Project Permit Compliance Review, the Director of Planning or the Director's designee(s) (Director) shall review Projects for consistency with the provisions of this Specific Plan pursuant to the procedures for "Project Permit Compliance Review" established in LAMC Section 11.5.7 C.

2. The Director is authorized to designate one or more members of his or her staff to perform any of the Director's duties under this section.

3. The Director shall not approve a Project Permit Compliance Review for a Project unless the Project Applicant has demonstrated to the satisfaction of the

Director that the proposed Project is in compliance with all applicable regulations, standards and provisions of this Specific Plan.

**B. Requirements For Multiple-Phase Projects.**

**1. Prohibition.** The Director may grant a Project Permit Compliance Review for any Project with more than one stage of development (multiple-phase Project), so long as the Director approves a Phasing Program for the Project.

**2. Project Phasing.** An Applicant for a multiple-phase Project which generates 500 or more Trips shall comply with the following requirements to implement the transportation requirements pursuant to Section 11 and the transportation improvements listed in Appendix A of this Specific Plan.

**(a) Supplemental Application.** For a multiple-phase Project, the Applicant shall submit a supplement to a Project Permit Compliance Review application that describes a Phasing Program containing the following: proposed density and land uses for the entire Project; the intersections or local residential streets on which the Project may have a Significant Transportation Impact; proposed regional or subregional transportation improvements to be provided as part of the Project; and TDM programs and goals. The above requirements may be in the form of estimates for future studies. At the time the Applicant seeks an approval for subsequent increments of development, more precise land use and traffic data will be required.

**(b) Phasing Program.** The Phasing Program shall include the following:

(1) Land use(s) and total floor area of the Project in each phase;

(2) Anticipated Project development phases;

(3) The number of Trips estimated to be generated in each phase of the Project;

(4) Regional or sub-regional transportation improvements anticipated to be constructed in each Project phase; and

(5) Compliance of each Project Phase with the Office Parking Requirements listed in Section 12, if the Project includes Office uses.

**(c) Review Of Phasing Program.** Prior to approval of the Phasing Program, the Department of Transportation (DOT) shall review the proposed Phasing Program, identify the Traffic Impact Mitigation to be undertaken by the

Project Applicant for the initial Project phase, approve any In-Lieu Credits available to the Project, determine that TDM program goals are in conformance with the provisions of this Specific Plan and calculate the TIA Fee for the initial Project Phase.

If an Applicant subsequently submits a modification to the Project which results in a change in density or land use and which results in an increase in Trip generation from an approved Phasing Program, appropriate adjustments in fees, Traffic Impact Mitigation or TDM requirements applicable to the increase shall be made as a condition of DOT approval.

**(d) Project Permit Compliance Review For Multiple-Phase Projects.**

A multiple-phase Project may be granted a Project Permit Compliance Review pursuant to this section; however, no Project Permit Compliance Review shall be granted for any multiple-phase Project which will exceed the Phase I limit of 21.5 million square feet of non-residential development. Additionally, no Project Permit Compliance Review shall be granted for any new multiple-phase Project filed beyond the year 2010 and no building permit for any previously approved Project Permit Compliance Review for a multiple-phase Project shall be issued for construction that will take place beyond the year 2010. However, any development limited by the above thresholds shall be allowed the Basic Development Right as prescribed in Section 8 A until the City prepares the necessary environmental review allowing development to occur in the Specific Plan area beyond the Basic Development Right. Multiple-phase, master planned Projects which have been granted Project Permit Compliance Review pursuant to this section shall not require subsequent Project Permit Compliance Review for future building permit applications, provided:

(1) That, except for Transportation Demand Management and Average Vehicle Ridership requirements, the requirements of Sections 11 and 12 of this Specific Plan are complied with prior to the issuance of a building permit, as determined by the Departments of City Planning and Transportation, for each increment of development for which a building permit is required; and

(2) That each increment of development is reviewed by the Department of City Planning for consistency with the terms and conditions of the Project Permit Compliance Review for the multiple-phase Project; and

(3) That the Project complies with the conditions of approval.

(e) **Covenant.** Prior to granting any Project Permit Compliance Review for the first phase of a multiple-phase Project, the owner(s) of the subject property shall execute and record a Covenant, satisfactory to the Departments of Transportation and City Planning, promising to comply with the provisions of this section.

**C. Project Permit Compliance Review Procedures.** Applications for Project Permit Compliance Review shall be filed in compliance with the procedural requirements established in LAMC Section 11.5.7 and expressly as follows:

**1. Specific Plan Preparation Fees.**

(a) A fee of \$0.05 per square foot of proposed non-residential floor area shall be collected to cover the costs incurred in the preparation of this Specific Plan and shall be deposited in the Warner Center Transportation Trust Fund.

(b) Each Applicant shall pay a fee of \$0.02 per square foot of proposed non-residential floor area to pay for the costs incurred in the preparation of the court-mandated Supplemental Environmental Impact Report (SEIR) to restudy noise and air quality impacts on Canoga Park High School and Francis Parkman Middle School. Of these fees, 81% shall be deposited in the City's General Fund and 19% in the Warner Center Transportation Improvement Trust Fund.

**2. Environmental Review.** As part of the application for Project Permit Compliance Review, the Project Applicant shall file the necessary forms and information for environmental review. Additionally, Applicants for Projects subject to the requirements under Section 13, Compliance with Air Quality and Noise Requirements, shall submit an environmental assessment form (EAF), pay the applicable fee, and submit the additional Construction and Facility Noise Management Plans as required by that section.

**Sec. 7. LAND USE CATEGORIES.**

**A. Designation Of Subareas.**

1. The Specific Plan area is divided into five Subareas, as shown on the Subareas Map, Map No. 2 in this section. The Subareas are designated as the Core, Primary, Secondary, Tertiary and Residential.

2. In order to regulate the use of property, as provided for in this Specific Plan, the Warner Center Zone is divided into the following Land Use Categories, as well as shown graphically on Map No. 3 as:



- (a) (WC)OS Open Space Land Use Category;
- (b) (WC)R3 Multiple Residential Land Use Category;
- (c) (WC)CR Limited Commercial Land Use Category;
- (d) (WC)C1 Limited Commercial Land Use Category;
- (e) (WC)C1.5 Limited Commercial Land Use Category;
- (f) (WC)C2 Commercial Land Use Category;
- (g) (WC)C4 Commercial Land Use Category;
- (h) (WC)C/I Commercial/Industrial Land Use Category;
- (i) (WC)PF Public Facilities Land Use Category.

3. The Specific Plan area also uses Height/floor area ratio (Height/FAR) Designations. These Height/FAR designations are shown on Map No. 3 in this section by a combination of Zone/Land Use Category symbols and Height/FAR number markings:

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**Examples:**

- (WC)R3-45/3.00
  - (WC)C2-165/1.25
- 

The Height/FAR designation is shown immediately following the dash after the Zone/Land Use Category symbol, in the form of numbers or letters separated by a diagonal line. The first number indicates the maximum height in feet permitted in a building. The second number, which may include decimal fractions, indicates the floor area ratio. The letter "U" designates the lot as not subject to a defined height limitation.

**B. Map.** The provisions of this section shall apply to the zoned areas within the heavy black lines as shown on the Land Use Categories Map, Map No. 3.

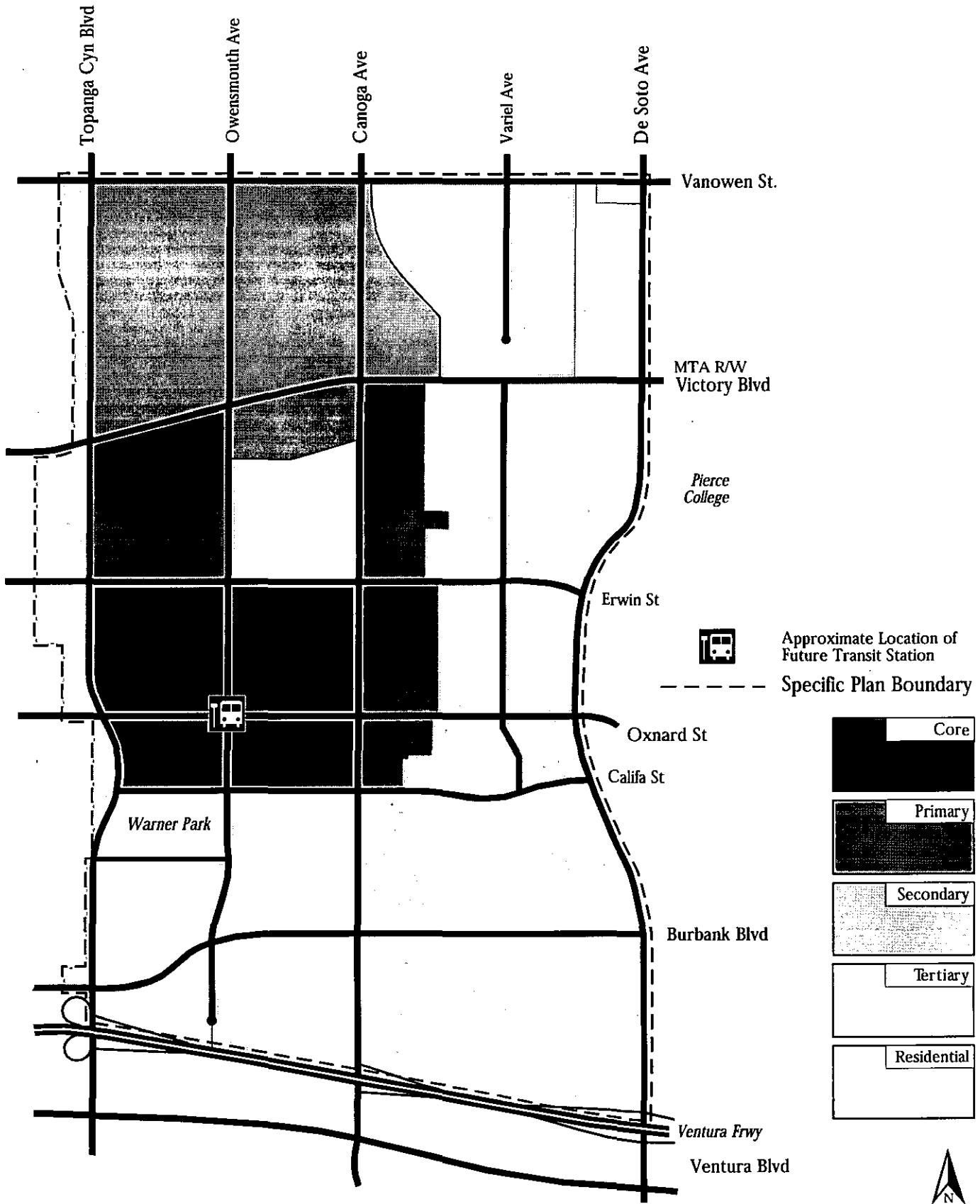
**C. Permitted Uses And Area.** Except for Subdivision 8 of this subsection and Subsection F in Section 10, where the requirements are varied, all use, area and yard requirements of each land use category are the same as the use, area and yard requirements in the LAMC for the zone with the same name.

**1. (WC)OS Open Space Land Use Category.** The use and area regulations of the OS Zone, as specified in LAMC Section 12.04.05, subject to any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)OS Land Use Category within the Specific Plan area.

**2. (WC)R3 Multiple Residential Land Use Category.** The use and area regulations of the R3 Zone, as specified in LAMC Section 12.10, subject to the

designated height limit shown on Map No. 3 and any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)R3 Land Use Category within the Specific Plan area.

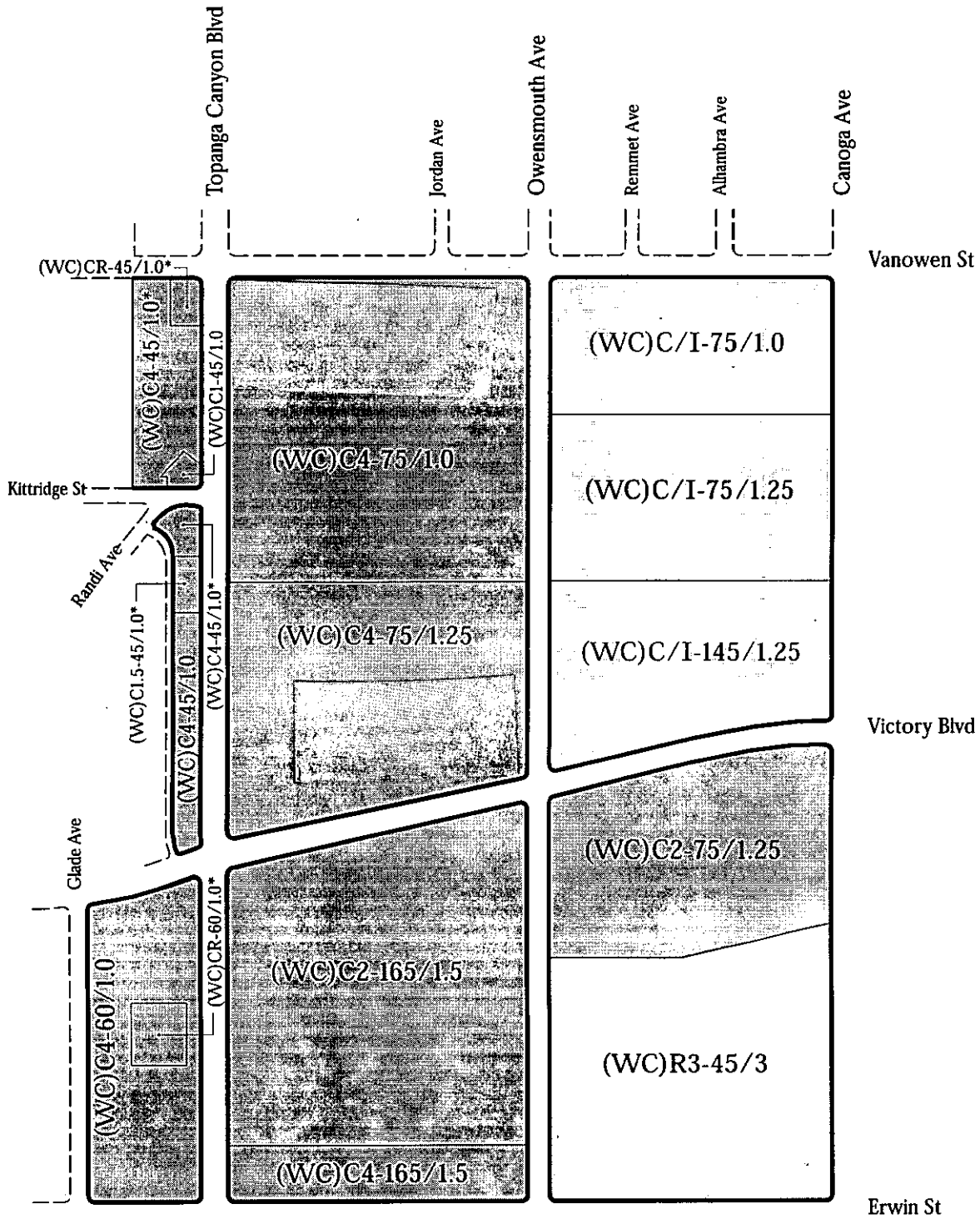
# Warner Center Specific Plan




Specific Plan Subareas

  
 Not to Scale  
 Map 2

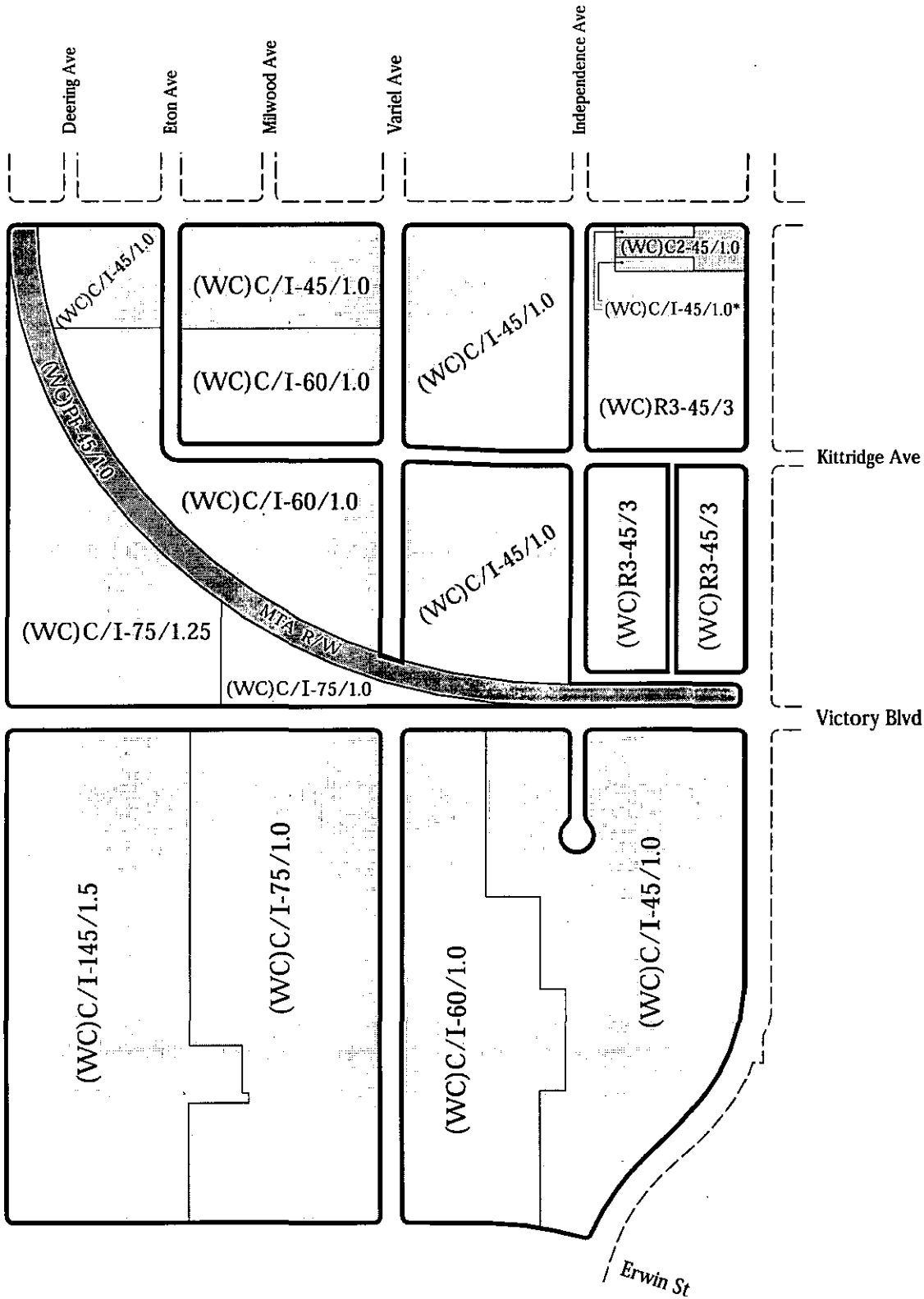
# Warner Center Specific Plan



Land Use Categories Map (1 of 4)

  
 Not to Scale  
 Map 3a

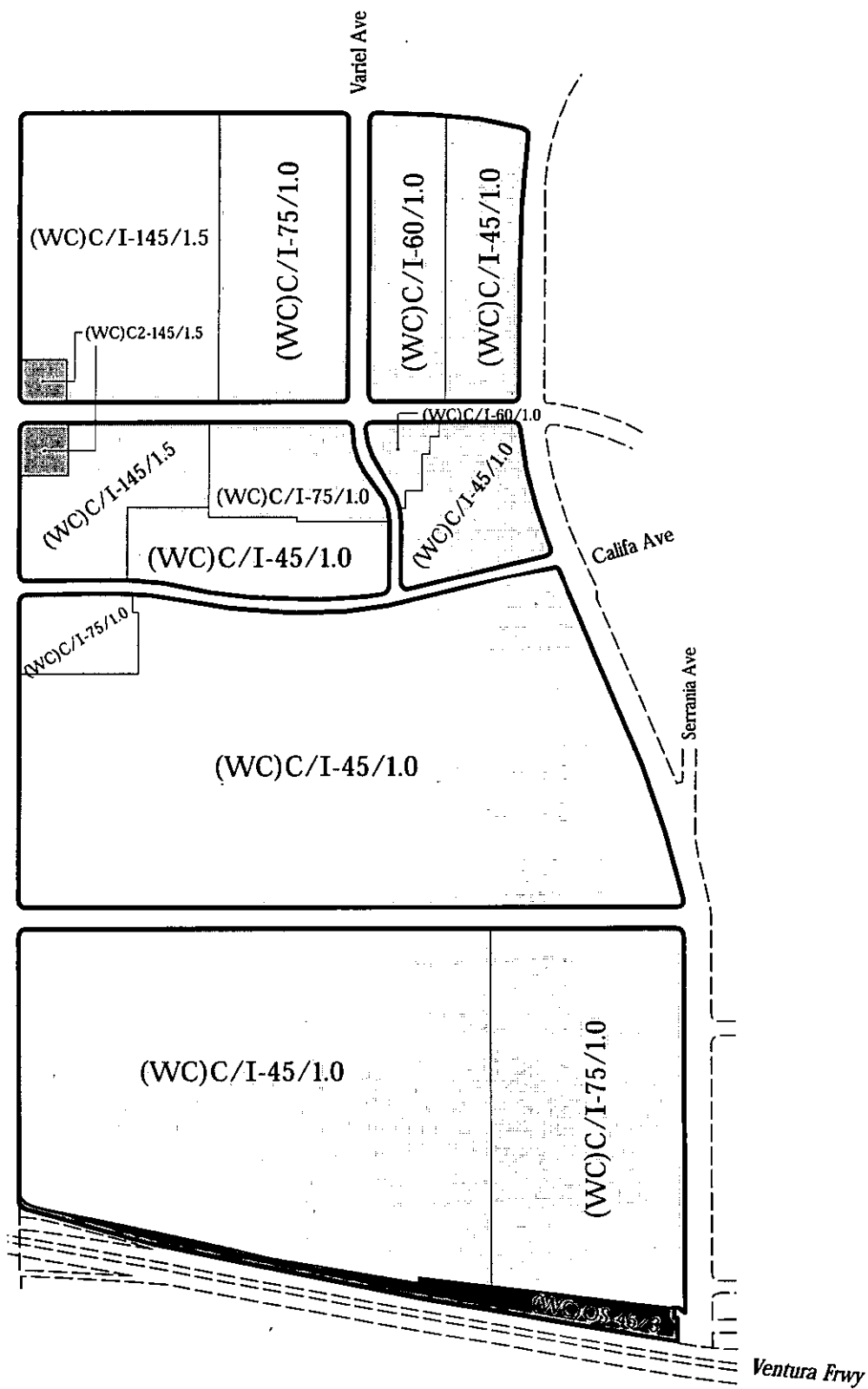
# Warner Center Specific Plan



Not to Scale



# Warner Center Specific Plan



Land Use Categories Map (4 of 4)

Not to Scale  
Map 3d

**3. (WC)CR Limited Commercial Land Use Category.** The use and area regulations of the CR Zone, as specified in LAMC Section 12.12.2, subject to the designated height and FAR limits shown on Map No. 3 and any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)CR Land Use Category within the Specific Plan area.

**4. (WC)C1 Limited Commercial Land Use Category.** The use and area regulations of the C1 Zone, as specified in LAMC Section 12.13, subject to the designated height and FAR limits shown on Map No. 3 and any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)C1 Land Use Category within the Specific Plan area.

**5. (WC)C1.5 Limited Commercial Land Use Category.** The use and area regulations of the C1.5 Zone, as specified in LAMC Section 12.13.5, subject to the designated height and FAR limits shown on Map No. 3 and any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)C1.5 Land Use Category within the Specific Plan area.

**6. (WC)C2 Commercial Land Use Category.** The use and area regulations of the C2 Zone, as specified in LAMC Section 12.14, subject to the designated height and FAR limits shown on Map No. 3 and any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)C2 Land Use Category within the Specific Plan area. In addition, the following uses shall be prohibited:

(a) Drive-in businesses, including, but not limited to, theaters, refreshment stands, restaurants, food stores, and drive-through fast-food establishments; and

(b) Storage of household goods.

**7. (WC)C4 Commercial Land Use Category.** The use and area regulations of the C4 Zone, as specified in LAMC Section 12.16, subject to the designated height and FAR limits shown on Map No. 3 and any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)C4 Land Use Category within the Specific Plan area.

(a) The following uses shall be prohibited: Drive-in businesses, including, but not limited to, theaters, refreshment stands, restaurants, food stores, and drive-through fast-food establishments; and Storage of household goods.

(b) Health club, gymnasium or similar use are permitted.



(c) LAMC Section 12.04 is amended by rezoning the (WC) C2-zoned lots located between Victory Boulevard on the south, Owensmouth Avenue on the east, Topanga Canyon Boulevard on the west and Vanowen Street on the north to (WC) C4. The current legally permitted uses within these rezoned lots shall be allowed to continue or be relocated on the lots or a unified development located on the lots, provided that the use continues to comply with the use and development standards of the (WC) C2 zone.

## **8. (WC)C/I Commercial/Industrial Land Use Category.**

### **(a) Use.**

(1) Any use permitted in the C2, MR1, M1 and M2 Zones, as specified in LAMC Sections 12.14, 12.17.5, 12.17.6 and 12.19, respectively, except for prohibited uses which are set forth in Subparagraph (4) below. Permitted uses shall be subject to the height and FAR limits shown on Map No. 3.

(2) Any incidental open storage of materials and equipment shall be permitted only within an area enclosed on all sides by a solid wall or solid fence not less than eight feet in height with necessary solid gates of the same height. No materials or equipment shall be stored to a height greater than that of the enclosing wall or fence. All other activities shall be conducted wholly within an enclosed building or structure. However, outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands may be conducted other than within a wholly-enclosed building or structure.

(3) In approving any buildings, other than accessory buildings which contain dwelling units or guest rooms, the Director shall make the following findings:

(i) That the proposed residential use will not detrimentally affect the continued operation and economic viability of any nearby industrial uses;

(ii) That the proposed residential use, due to its location in a major urban center containing emerging research and development and high technology industries and/or office park developments, will be compatible with surrounding land uses and not cause undue risks to the public health and safety of its inhabitants;

(iii) That the proposed development will further the City's goal of achieving an improved job-housing relationship which is needed to improve air quality in the City;

(iv) That approval of the development will be in substantial conformance with public necessity, convenience, general welfare and good zoning practice.

(4) The following uses shall be prohibited:

(i) Advertising signs or structures and off-site signs (billboards);

(ii) Animal keeping or raising;

(iii) Automobile, bus and/or truck dismantling or impound yard;

(iv) 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.

(v) Automobile and/or truck painting or body shop; automobile and/or truck overhauling, assembling, rebuilding or reconditioning; rebuilding of automobile or truck parts, accessories or assemblies; tire retreading or recapping; and similar uses;

(vi) Automobile and/or truck rental;

(vii) Automobile and/or truck sales, new or used;

(viii) Automobile and/or truck storage area or storage garage;

(ix) Automobile and/or truck wrecking;

(x) Car wash;

(xi) Draying, freighting, or trucking yard or terminal;

(xii) Drive-in businesses, including, but not limited to, theaters, refreshment stands, restaurants, food stores, and drive-through fast-food establishments;

(xiii) Junk yard or business;

(xiv) Open storage, other than open storage of materials and equipment incidental to a main use;

(xv) Parking of trucks;

(xvi) Rifle or shooting range;

(xvii) Salvage yard or business;

(xviii) Storage, display, processing, or sales of secondhand boxes, crates, barrels, drums, or similar containers;

(xix) Storage of household goods;

(xx) Other uses which are or may become obnoxious or offensive by reason of emission of odor, dust, smoke, noise, gas fumes, cinders, vibration, refuse matter or water-carried waste, as determined by the Director.

**(5) Residential Uses In The C/I Zone.** For approval of residential uses in the C/I Zone, the Applicant shall file an application for a Project Permit Compliance Review pursuant to LAMC Section 11.5.7 C. The Director of Planning shall have the authority to approve residential uses in the C/I Zone following the procedures in Section 11.5.7 C, so long as the Director is able to make the findings in Section 11.5.7 C and finds that the Project meets the performance standards listed below. The purpose of these performance standards is to provide for appropriate landscaping, open space, scale, bulk, height, yards and Setbacks, to insure residential compatibility with adjacent non-residential land uses.

(i) The use is conducted in conformance with the City's noise regulations pursuant to LAMC Chapter 11;

(ii) All portions of the required front yard not used for necessary driveways and walkways, including decorative walkways, are landscaped and maintained, not otherwise paved, and equipped with an automatic irrigation system;

(iii) The proposed Project meets the open space requirements of LAMC Section 12.21 G;

(iv) Notwithstanding the provisions of Section 14, only one identification sign is displayed on the site and the sign does not exceed 20 square feet, does not extend more than two feet beyond the wall of the building, and does not project above the roof ridge or parapet wall (whichever is higher) of the building;

(v) Security night lighting is shielded so that the light source cannot be seen from adjacent residential properties;

(vi) Yards, at a minimum, are consistent with those prevalent on adjoining or abutting properties, whichever is the most restrictive;

(vii) All graffiti on the site is removed or painted over in the same color as the surface to which it is applied within 24 hours of its occurrence;

(viii) Parking areas are landscaped pursuant to the requirements of LAMC Section 12.21 A 6;

(ix) All streets, alleys and sidewalks adjoining the property meet standard street dimensions; and,

(x) There is a solid, decorative, masonry or wrought iron wall or fence at least eight feet in height, or the maximum height permitted by the zone, whichever is less. The wall or fence encircles the periphery of the property and does not extend into the required front yard Setback.

**(6) Other C/I Zone Use Provisions.** The C/I Zone allows those uses permitted by-right in the C2, MR1, M1 and M2 Zones, as specified in LAMC Sections 12.14, 12.17.5, 12.17.6 and 12.19, respectively, except for prohibited uses which are set forth in Subparagraph (4) above.

For those industrial projects not permitted by-right in the C/I Zone, Applicants may request approval by obtaining an exception to the Specific Plan, pursuant to the procedures and findings established in LAMC Section 11.5.7 F. To grant the exception, the Area Planning Commission shall make the findings in Section 11.5.7 F (2) and the following additional findings:

(i) The Project provides a compatibility of uses, arrangement of buildings, structures and improvements in relation to neighboring properties;

(ii) The operation of the Project provides an essential service or convenience to the Warner Center area and the neighborhoods surrounding Warner Center;

(iii) The operation of the Project will be reasonably compatible with and not be detrimental to the public welfare or injurious to surrounding properties.

Child Care Facilities and Nursery Schools and Motion picture and Television Studios projects shall be exempt from this Subparagraph 6 and shall be subject to the requirements in Section 6 of this Specific Plan.

**(b) Area Regulations.**

**(1) Non-Residential Uses.** The area regulations of the C2 Zone, as specified in LAMC Section 12.14, shall apply to all portions of buildings erected and used for non-residential purposes, subject to any Setback requirements of this Specific Plan.

**(2) Residential Uses.**

(i) The lot area regulations of the R4 Zone, as specified in LAMC Section 12.11, shall apply to all portions of buildings erected and used for residential purposes, except the minimum lot area per dwelling unit shall be as follows:

a. One thousand square feet of lot area for each dwelling unit having more than four habitable rooms;

b. Eight hundred square feet of lot area for each dwelling unit having four habitable rooms;

c. Six hundred square feet of lot area for each dwelling unit having less than four habitable rooms.

(ii) The yard requirements of the R4 Zone, as specified in LAMC Section 12.11, subject to any additional Setback requirements of this Specific Plan shall apply to all portions of buildings erected and used for residential purposes.

(c) **Additional Regulations.** All additional regulations of Chapter 1 of the LAMC, as amended, which are applicable to the C2, MR1, M1 and M2 Zones, shall apply to the (WC)C/I Land Use Category.

**9. (WC)PF Public Facilities Land Use Category.** The uses permitted in the PF Zone, as specified in LAMC Section 12.04.09, subject to the designated height and FAR limits shown on Map No. 3, shall apply to all lots in the (WC)PF Land Use Category within the Specific Plan area. That property which is designated on Map No. 3 in the (WC)PF-45/1.0 Land Use Category (located northerly of Victory Boulevard between Canoga Avenue and De Soto Avenue) shall be limited to the following uses:

(a) Public transit right-of-way;

(b) Public transit station;

(c) Public transit accessory uses as determined by the City Planning Department and Department of Transportation; and,

(d) Mixed use development which combines a public transit station or public transit accessory uses with a non-residential use.

**D. Land Use Limitations.** The use of the property generally bounded by Owensmouth Avenue on the west, Burbank Boulevard on the north, Canoga Avenue on the east and the Ventura Freeway on the south shall be subject to the permanent "Q" Qualified classification conditions of the 1984 zone change in CPC File No. 83-554.

## **Sec. 8. FLOOR AREA RATIOS AND BUILDING LIMITATIONS.**

**A. Basic Development Right.** Notwithstanding the limitations specified by the Height/FAR designations on the Land Use Categories Map and the limitations of the Specific Plan in Section 5 B, each lot shall have development rights of at least a 0.35 to 1.0 floor area ratio.

**B. Base Permitted Floor Area Ratios For Each Subarea.** The Base Permitted Floor Area Ratios for a non-residential Project (and for the non-residential portion of a Mixed-Use Project) shall not exceed the following standards, as generally shown on the Subarea Map, Map No. 2, and as designated for specific parcels on the Land Use Categories Map, Map No. 3:

1. 2:1 floor area ratio in the Core Subarea (no height limit);
2. 1.5:1 floor area ratio in all Primary Subareas (145 and 165-foot height limits as shown on Map No. 3);
3. Between 1:1 and 1.25:1 floor area ratios in the Secondary Subarea (75 and 145-foot height limits as shown on Map No. 3);
4. 1:1 floor area ratio in the Tertiary Subarea (45, 60 and 75-foot height limits as shown on Map No. 3).

**C. Additional Permitted Floor Area Ratio.** The Base Permitted Floor Area Ratio designated on the Land Use Categories Map, Map No. 3, may be exceeded for a non-residential Project (and for the non-residential portion of a Mixed-Use Project) as a result of a Transfer of floor area to an eligible Receiver Site consistent with the provisions of Section 9 of this Specific Plan.

**D. Floor Area Ratio Bonuses.**

**1. Floor Area Ratio Bonus For Construction of Transit Station.** An Applicant who dedicates a portion of a lot for development of a public transit station shall be eligible for a floor area ratio (FAR) bonus of 0.25:1. The FAR bonus shall be in addition to the designated FAR shown for the Project site on the Land Use Categories Map, Map No. 3. Land dedicated for a public transit station must be acceptable to the Metropolitan Transportation Authority and consistent with that agency's plan for the location of a station. The FAR bonus is to be authorized for an appropriate lot through the Project Permit Compliance Review process, as determined by the Departments of City Planning and Transportation. Projects for which the Applicant dedicates land for this purpose shall provide either a portal to a subterranean transit station or provide for a surface or elevated transit station. The area dedicated for and/or improved with the public transit station shall be exempt from the calculation of Approved Permitted Floor Area.

**2. Voluntary Open Space Dedication - Topanga Canyon Boulevard/Oxnard Street Gateway Theme.**

**(a) Intent.** An important feature of the urban design component of this Specific Plan is to develop a "gateway" to Warner Center, particularly to the Core Subarea. It is intended that the existing linear park located southeasterly of the intersection of Topanga Canyon Boulevard and Oxnard Street be complemented by the voluntary provision of similar park-like Open Space or a pedestrian plaza located northeasterly of the same intersection.

**(b) Floor Area Bonus.** Satisfactory completion of the voluntary dedication described in Paragraph (c) of this Subdivision shall entitle the remainder of the subject lot(s) (or tract area if the property is re-subdivided) to two square feet of additional floor area in excess of the Base Permitted Floor Area Ratio, for every one square foot of land dedicated for Open Space.

**(c) Voluntary Dedication.**

(1) Prior to the issuance of any building, grading or foundation permits on the lot located at the northeast corner of Topanga Canyon Boulevard and Oxnard Street (*i.e.*, Parcel A of Parcel Map LA No. 2519), or prior to recordation of any subdivision map involving a re-subdivision of the parcel, the owner of the property may provide or guarantee a gateway to Warner Center. This gateway of approximately 30,000 square feet of land area may be in the form of landscaped Open Space with a monument sign or a pedestrian plaza with a gateway identification sign to Warner Center. An Open Space gateway may be offered for dedication to the City of Los Angeles Department of Recreation of Parks. If the land is not dedicated, or if an offer to dedicate is not accepted, then any voluntary provision of an Open Space gateway shall, in order to qualify for the floor area bonus described in Paragraph (b) above, be maintained by the owners of the subject property in a manner satisfactory to the City of Los Angeles, with any appropriate easements guaranteed to the City.

(2) Any proposed offer for dedication shall be made in accordance with the direction of the Director or the Advisory Agency. The area to be dedicated or maintained by a property owners association shall be attractively landscaped and maintained free and clear of any buildings or structures, except that public artworks or water features are permitted, and the existing pole sign near the intersection of Topanga Canyon Boulevard and Oxnard Street may be maintained or replaced by a monument sign. Any Covenant to maintain a portion of the subject property in Open Space shall be reviewed by the City Attorney prior to its acceptance by the Director or the Advisory Agency.



**E. Exemptions From Total Approved Permitted Floor Area Calculations.** The following uses shall be exempt from the calculations of total Approved Permitted Floor Area as defined in Section 8 A above:

1. Residential dwelling units;
2. Child care, elder care, and inter-generational care facilities;
3. Community facilities, including but not limited to: meeting rooms, libraries, and Governmental facilities, not to exceed 40,000 square feet of floor area per use; and
4. Public transit stations.

**Sec. 9. TRANSFER/INCREASE/AVERAGING FLOOR AREA.**

**A. Eligible Donor Sites.**

**1. Within The Same Subarea.** Any owner(s) of a lot located within this Specific Plan area may Transfer Unused Permitted Floor Area to a Receiver Site located within the same Subarea as the Donor Site pursuant to the requirements of this section.

**2. Transfer From One Subarea To Another Subarea.** Any owner(s) of a lot located within this Specific Plan area may Transfer Unused Permitted Floor Area to a Receiver Site in a different Subarea from the Subarea in which the Donor Site is located pursuant to the requirements of this section, provided the Transfer meets any one of the following criteria:

(a) That the Transfer of Unused Permitted Floor Area is from a Donor Site located in the Primary Subareas to a Receiver Site in the Core Subarea;

(b) That the Transfer of Unused Permitted Floor Area is from a Donor Site located in the Secondary Subarea to a Receiver Site in either the Core or Primary Subareas; or,

(c) That the Transfer of Unused Permitted Floor Area is from a Donor Site located in the Tertiary Subarea to a Receiver Site in either the Core, Primary or Secondary Subareas.

**B. Eligible Receiver Sites.**

**1. Within The Same Subarea.** A Transfer of Unused Permitted Floor Area from a Donor Site to any other lot within the same subarea of this Specific Plan may be permitted provided the Land Use Category on the Receiver Site permits the same or less restrictive use as the Donor Site.

**2. Transfer From One Subarea To Another Subarea.** A Transfer of Unused Permitted Floor Area from a Donor Site within one Subarea to any other lot within another Subarea may be permitted pursuant to the criteria specified under Subdivision 2 of Subsection A of this section, and provided the Land Use Category on the Receiver Site permits the same or less restrictive use as the Donor Site.

**C. Permitted Floor Area On A Receiver Site.**

**1. All Eligible Receiver Sites.** The Approved Permitted Floor Area on any eligible Receiver Site may exceed the Base Permitted Floor Area Ratio, as set forth in Section 8, with floor area Transfers pursuant to the requirements of this section. Except for Mixed-Use Projects as provided in Paragraph (a) of Subdivision 1 of Subsection A of Section 15 of this Specific Plan, no Project on a Receiver Site shall exceed the maximum permitted heights for buildings, as shown on the Land Use Categories Map, Map No. 3.

**2. Limitation.** The non-residential floor area transferred from a Donor Site to a Receiver Site shall not exceed more than ten percent of the Base Permitted Floor Area for the Receiver Site. However, if an Applicant receives Additional Permitted Floor Area as a result of a transfer from a Receiver Site and also provides a Public Benefit Resource on the Receiver Site, then the total floor area ratio permitted on the site shall not exceed the Base Permitted Floor Area by more than 25 percent. This increased transfer potential shall be authorized for an appropriate lot through the Project Permit Compliance Review process, upon the owner(s) completing an agreement, satisfactory to the Department of City Planning, to construct or guarantee a Public Benefit Resource on the site.

**D. Procedures.** The Director shall approve the transfer of Unused Permitted Floor Area from a Donor Site to an eligible Receiver Site which meets the following requirements:

**1.** The owner of a lot seeking a Transfer shall file an application for the approval of a Transfer Plan with the City Planning Department on a form prescribed by the Department at the time of application for Project Permit Compliance Review. The application shall be accompanied by a fee equal to the application fee charged for a "Conditional Use by the City Planning Commission or Area

Planning Commissions" pursuant to LAMC Section 12.24 U, as set forth in LAMC Section 19.01 C, to cover the cost of processing the application.

2. The City Planning Department shall establish and maintain a record of all Transfers of floor area pursuant to this Specific Plan. The records shall be transmitted annually to the City Planning Commission for its review and shall be available for public inspection.

3. Any Transfer of floor area approved pursuant to this section shall be evidenced, prior to the issuance of a building permit, by a Covenant, executed and recorded by the transferor and transferee. The Covenant shall specify the total floor area being transferred and the remaining floor area, if any, that may be transferred from the Donor Site and shall restrict the Base Permitted Floor Area Ratio in the amount of the floor area transferred to a Receiver Site.

**E. Floor Area Ratio Averaging.** An Applicant of a Project located in whole or in part within any of the Commercial "(WC)C" or Commercial/Industrial "(WC)C/I" Land Use Categories may be permitted to average the floor area ratio of a Project that is a unified development as defined in LAMC Section 12.24 W 19. A floor area ratio averaging application shall meet the requirements of LAMC Section 12.24 W 19 and may be submitted for review along with the Project Permit Compliance Review. However, a separate fee to cover the cost of this review shall be submitted with each application. This fee shall be equal to the application fee charged for a "Conditional Use by City or Area Planning Commissions" pursuant to LAMC Section 12.24 W 19, as set forth in LAMC Section 19.01 C. A floor area ratio averaging application may be approved by the Director so long as he or she makes the findings in LAMC Section 12.24 W 19. Any approval of floor area averaging shall include the Covenant requirements in LAMC Section 12.24 W 19. A unified development which straddles a Subarea boundary may be permitted to average the floor area ratio of the Project without requiring a Transfer of floor area pursuant to Section 9 of this Specific Plan.

## **Sec. 10. URBAN DESIGN REQUIREMENTS.**

**A. Height.** Prior to granting a Project Permit Compliance Review pursuant to Section 6, the Director shall find that the proposed Project meets all of the requirements of this section.

1. **Maximum Height.** Except as further limited by this subsection, the maximum permitted height of a Project shall be as shown by the height designations on Map No. 3. No height modifications pursuant to this subsection shall permit a building to exceed the Base Permitted Floor Area Ratio of a lot or exceed the Additional Permitted Floor Area Ratio for a Receiver Site having an approved Transfer Plan in accordance with Section 9 of this Specific Plan.

**2. Permitted Modifications.** The Director shall have the authority to approve Projects in excess of the height limitations shown on Map No. 3, provided the Applicant designs the Project in accordance with the following requirements:

(a) That the proposed increase in height for the Project will not produce any potentially significant shade/shadow impacts upon adjacent residential development and residentially zoned properties.

(b) That the proposed increase in height complies with one of the following:

(1) An increase in height of ten percent over the maximum height permitted on Map No. 3, or an increase of 15 feet, whichever is greater, shall be permitted for buildings with towers, architectural projections, spires, domes, stepped or sloped roofs, and other architectural design elements, provided that the architectural elements:

(i) Distinguish the building's design, and

(ii) Do not increase the Project's floor area as determined by the Department of City Planning.

(2) An increase in height of up to 50 percent over the maximum height permitted on Map No. 3 shall be permitted for a Project provided that the percentage of Open Space on the Project lot is increased by the same percentage.

(3) Notwithstanding Subparagraph (ii) above, lots located in the Tertiary Subarea which have either a designated 45-foot or 60-foot height limit on the Land Use Categories Map shall be permitted additional increments of building height in accordance with the following minimum Open Space and maximum lot coverage criteria:

(i) If the Open Space provided is equal to or greater than 38 percent and less than 46 percent, and the lot coverage is no greater than 62 percent, then an increment of 15 feet of additional height shall be permitted.

(ii) If the Open Space provided is equal to or greater than 46 percent, and the lot coverage is no greater than 54 percent, then an increment of 30 feet of additional height shall be permitted.

(4) An additional height allowance of up to 20 percent above the maximum height, as shown on the Land Use Categories Map, Map No. 3, or an additional height of 15 feet above the maximum permitted height allowed by right, whichever is greater, shall be approved for any Mixed-Use Project.

**B. Articulation Of Building Facades.** In order to improve the visual relief of the streetscape, any Building Facade within 35 feet of grade shall meet the following requirements as determined by the Departments of Building and Safety and City Planning:

**1. Building Facades.** The architectural design of all Building Facades of buildings (other than parking structures) over 250 horizontal feet in length, where the exterior wall is within 50 feet of the Setbacks required by Subdivisions 1 and 2 of Subsection F of this section, shall include variations as seen from a bird's eye view (plan view) as follows:

(a) The Building Facade shall be relieved by one or more variations, which:

(1) In total, shall be not less than 15 percent of the length of the Building Facade (Figure 1); and

(2) Shall be a minimum depth of 15 feet, and shall be no less than 35 feet in height but need not exceed the height of the building (Figures 2 and 3).

(b) Changes in depth may be accomplished by wall offsets, bays, projections, recesses, courtyards, stair towers, balconies or by other similar architectural design treatments as approved by the Department of City Planning.

(c) Additionally, the use of ornamentation on Building Facades shall be incorporated into the architectural design of all buildings. Techniques may include, but are not limited to: variation in materials, textures, apparent wall thickness, roof lines, cornice lines and fenestration.

**2. Building Facades Of Parking Structures.** The Building Facade of any parking structure shall be designed to be compatible in color, material, and architectural detail with the building(s) it serves; in addition, screening shall be provided as required in Subdivision 5 of Subsection G of this section.

**C. Building Tower Separation.** No Building Tower shall be permitted unless first approved by the Director. This requirement only applies to Building Towers within 50

feet of the Setbacks required in Subdivisions 1 and 2 of Subsection F of this section. The Director shall, as part of the Project Permit Compliance Review procedures in Section 6 of this Specific Plan, review and approve, modify or disapprove a Building Tower plot plan. The Director shall only approve the plot plan if he or she finds that the design and placement of the Building Towers provides visual relief from buildings which are not adequately separated from other buildings. The Director's determination shall be based on the following design criteria:

1. The length of the Building Facade for any Building Tower shall not exceed 250 horizontal feet.

2. When two or more Building Towers are located on a single lot or are included in the same development and at least one of the Towers is within 50 feet of the required Setback, then the distance separating any two adjacent Building Towers shall be as follows:

(a) A minimum separation of 100 feet if both Building Towers have Building Facades of 200 horizontal feet or more in length, and both Towers are within 50 feet of the required Setback. (See Figure 4.)

(b) A minimum separation of 60 feet if both Building Towers have Building Facades of less than 200 horizontal feet or more in length and both Towers are within 50 feet of the required Setback. (See Figure 5.)

(c) A minimum separation of 60 feet if only one of two adjacent Building Towers has a Building Facade of 200 horizontal feet or more in length and both Towers are within 50 feet of the required Setback. (See Figure 6.)

(d) A minimum separation of 60 feet if both Building Towers have Building Facades of 200 horizontal feet or more in length and only one of the two adjacent Towers is within 50 feet of the required Setback. (See Figure 7.)

3. Where a Project consists of more than one Building Tower, no exterior wall of a Building Tower shall have greater than 60 percent of its horizontal length opposite from and in a generally parallel position with any exterior wall of an adjacent Building Tower without a separation between them of a minimum of 60 feet (Figures 8-11).

Figure 1

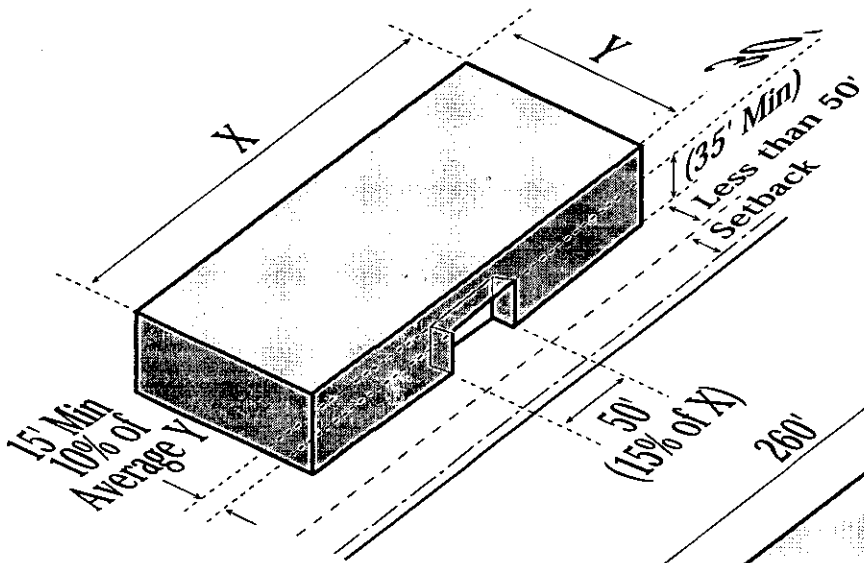
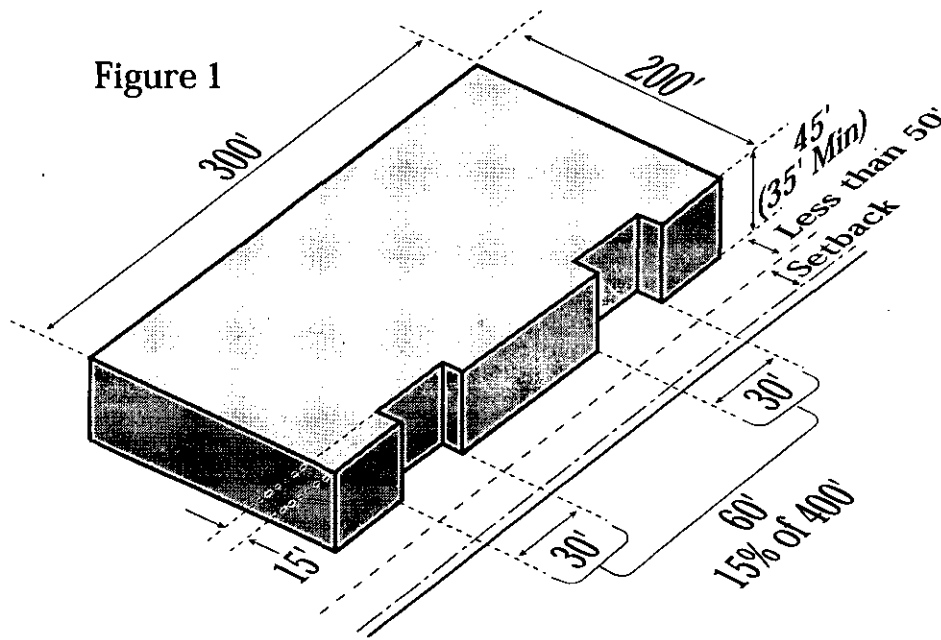


Figure 2

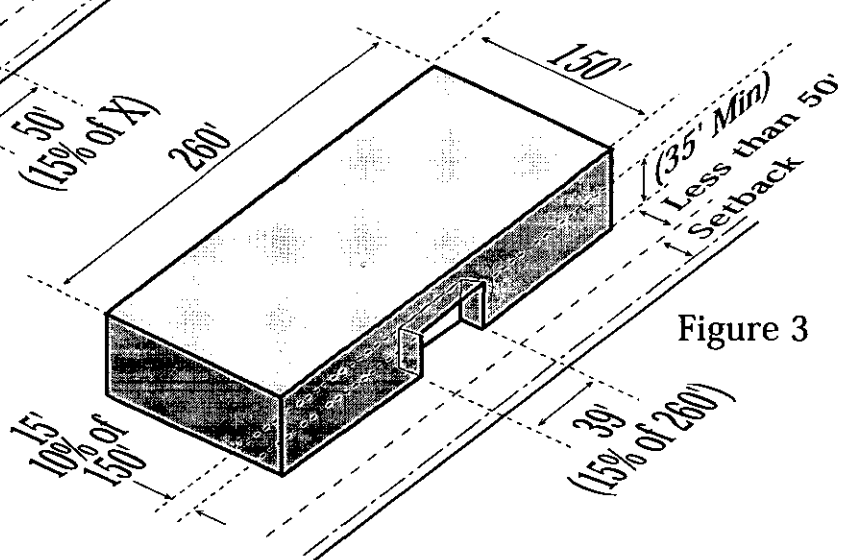


Figure 3

# Warner Center Specific Plan

Los Angeles City Planning • January 1992

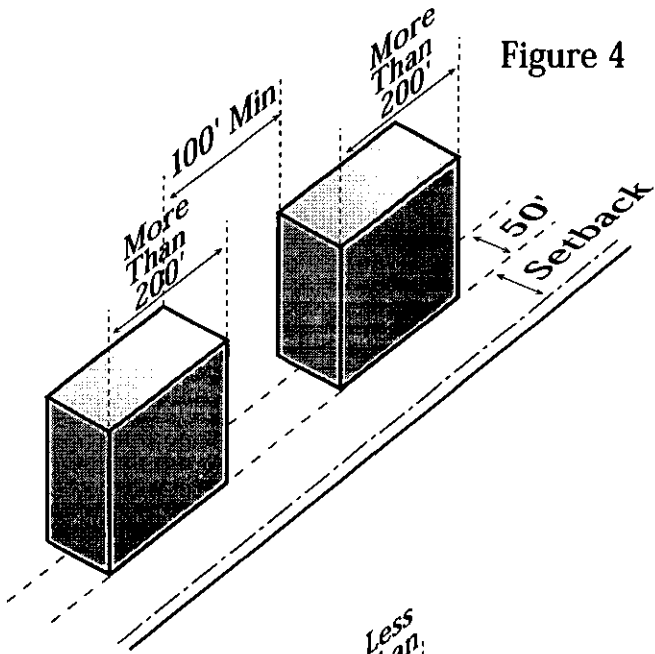


Figure 4

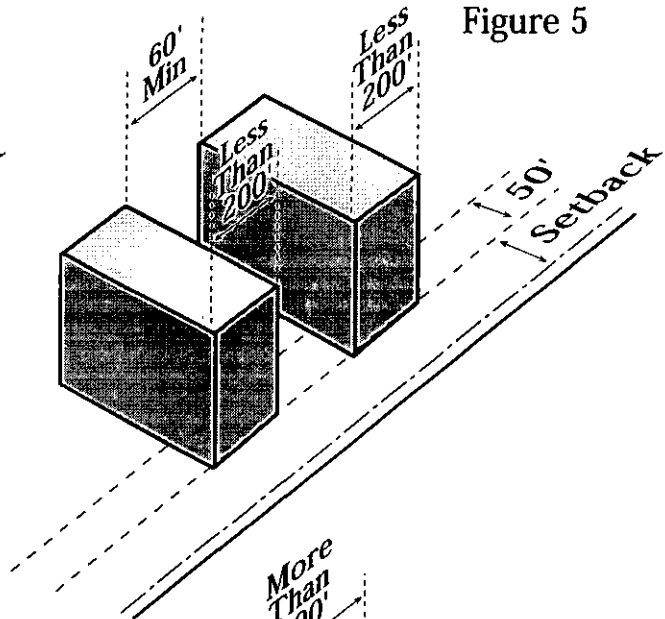


Figure 5

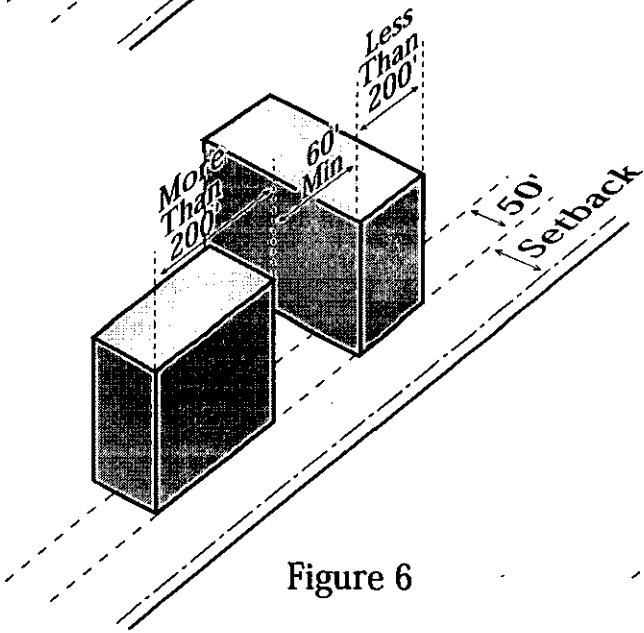


Figure 6

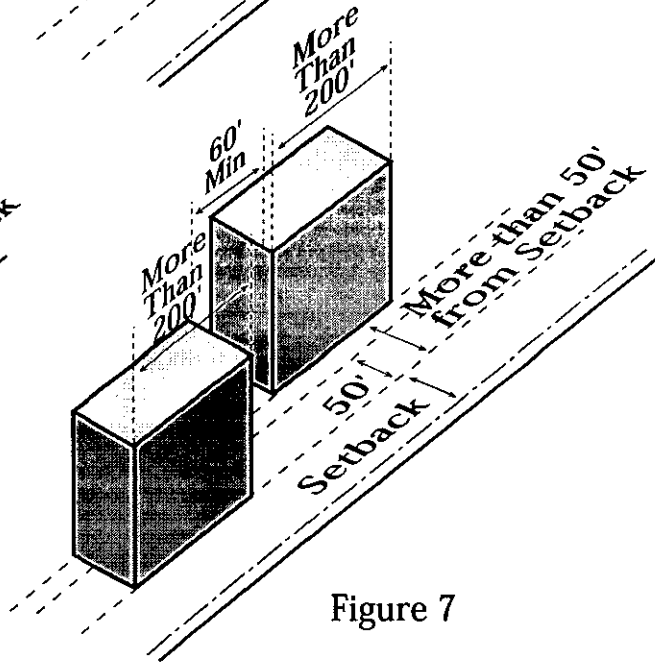


Figure 7

Building Setbacks

Not to Scale  
Figures 4-7



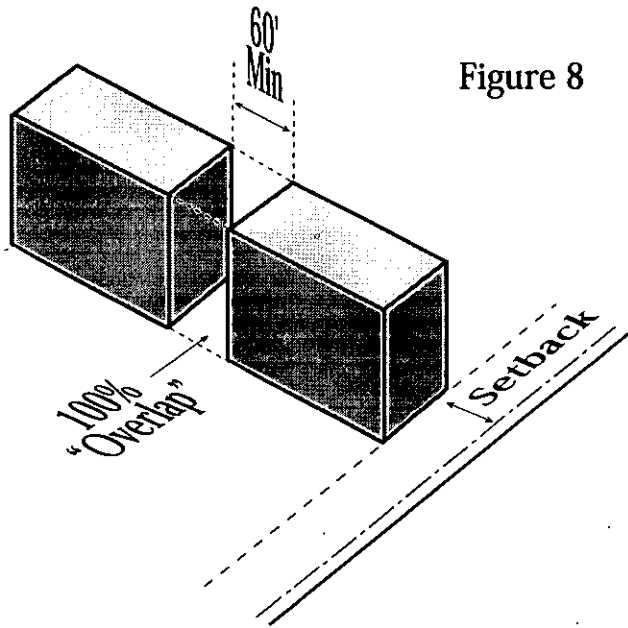


Figure 8

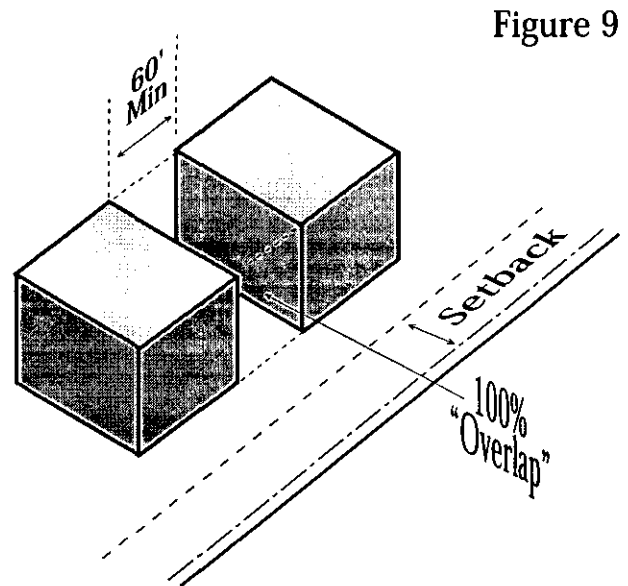


Figure 9

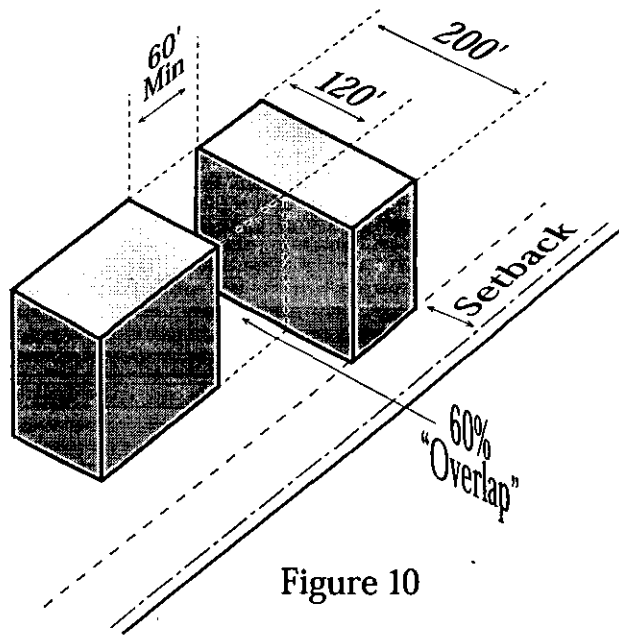


Figure 10

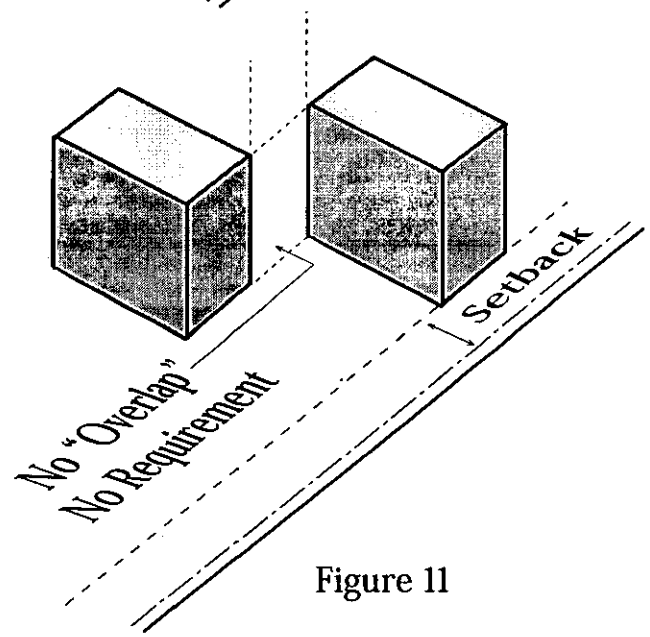


Figure 11

**D. Lot Coverage.** On any lot containing 9,000 square feet or more of lot area, no Project, including main and accessory buildings, shall cover more than 70 percent of the area of the lot.

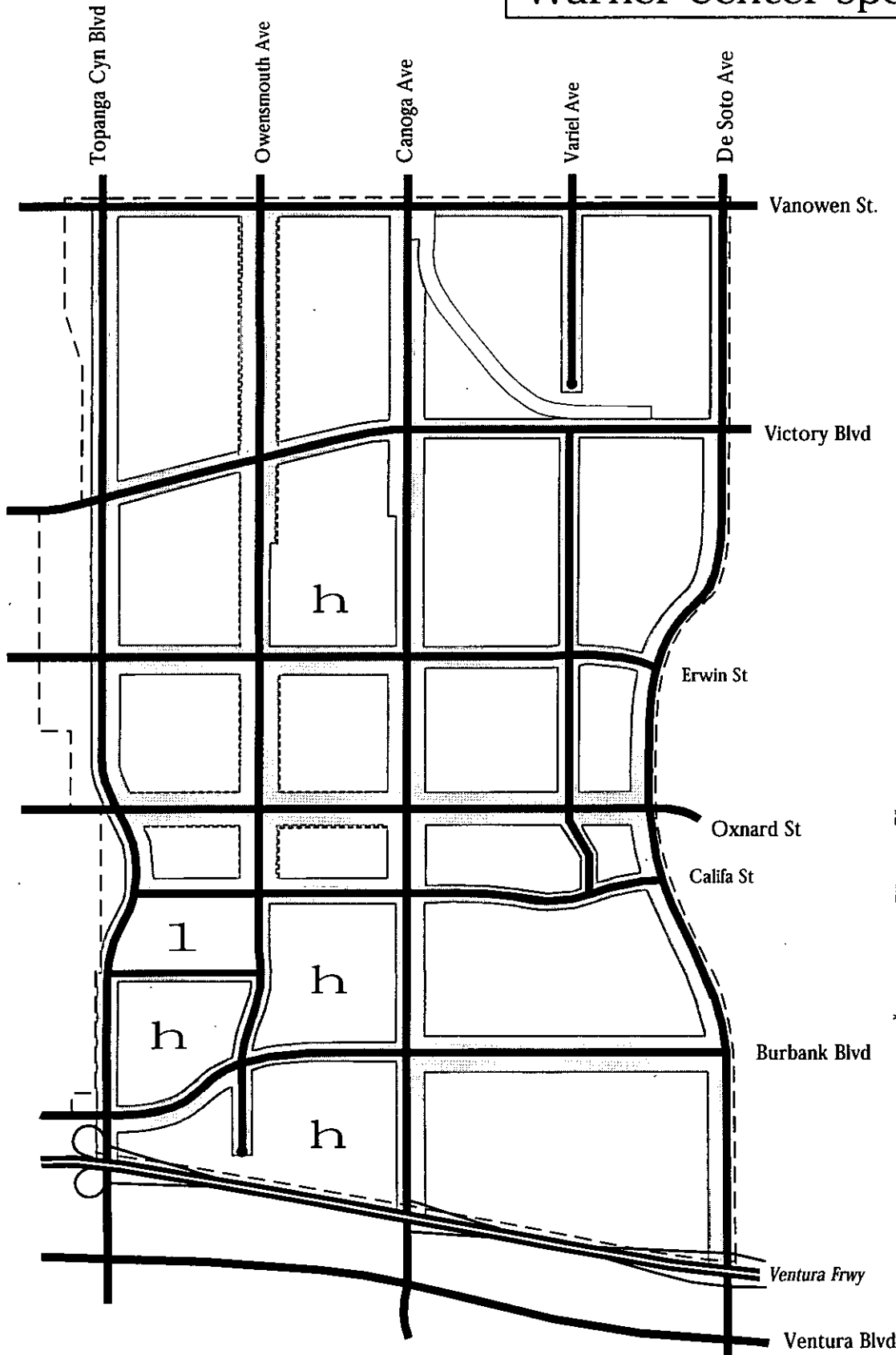
**E. Averaging Of Lot Coverage Requirements.** Averaging to achieve the lot coverage requirements of this section shall be permitted for a unified development, as defined in LAMC Section 12.24 W 19, provided that the lot area of the development is greater than two acres. Proposed averaging shall be permitted by the Director to achieve the lot coverage requirement of Subsection D. If a height increase is permitted pursuant to Subsection A of this section, then any averaging permitted pursuant to this subsection shall comply with the requirements in Subsection A.

**F. Landscaped Setbacks And Pedestrian-Serving Uses.**

**1. Minimum Setbacks.** To provide for a unified theme within this Specific Plan area, and as set forth on Map No. 4, landscaped Setbacks at grade, no less than 25 feet, shall be provided along each street.

**2. Additional Setback.** An additional landscaped setback of 15 feet, for a total Setback depth of 40 feet, is required on certain principal streets within this Specific Plan area, as set forth on Map No. 4.

# Warner Center Specific Plan



Park  
1  
Residential  
h  
25' Setback

40' Setback  
Pedestrian Serving\*

\* Pedestrian serving uses allowed to encroach into the 40' setback except for the front 25'.  
Height of encroachment not to exceed two stories and 35'.

**Landscaped Setbacks**

  
 Not to Scale  
**Map 4**

**3. Pedestrian Serving Uses Permitted In The Additional Setback Areas.** To encourage pedestrian activity within the Core Subarea and along Owensmouth Avenue, Pedestrian Serving Uses (PSU's) shall be permitted within the additional Setback required in Subdivision 2 above.

Projects within the additional Setback area may be up to two stories and 35 feet in height. Permitted uses include Pedestrian Serving Uses, or other similar uses as determined by the Director. Second story permitted uses may contain offices. Rooftop terraces may be used for patios or cafe seating. The terraces may include furniture and landscaping.

**4. Surface Uses Permitted In Setbacks.** Public sidewalks, driveways, surface parking entrances and exits, and signage consistent with Section 14 may be permitted to encroach in the Setback area. Surface parking for Regional Shopping Centers may be permitted within the Setback area except for the front 15 feet from any property line adjoining a public street, and shall be landscaped as provided in Subdivision 4 of Subsection G of this section.

**5. Averaging Of The Additional Setback Area.** Averaging of the additional landscaped Setback area may be permitted, satisfactory to the Departments of Building and Safety and City Planning, for a unified development, as defined in LAMC Section 12.24 W 19, except that the development need not be composed of more than one lot or parcel. This Subdivision shall be applicable only if the development occupies a minimum lot area of two acres. Any portion of a building that reduces the additional landscaped Setback area must be compensated by an equivalent increase in the additional landscaped Setback area by the same building or another building in the same development. No point along the Setback line shall have a depth from the lot line of less than 25 feet.

**6. Reduced Setback For Corner Lots With Less than One Acre Of Lot Area.** Notwithstanding the additional Setback requirement pursuant to Subdivision 2 of this subsection, a Project located on a corner lot containing less than one acre of lot area may have a reduced landscaped Setback of no less than 25 feet along one and only one of the streets adjoining the lot.

**7. Reduced Setback For Properties On The West Side Of Topanga Canyon Boulevard With Less Than One Acre Of Lot Area.** Notwithstanding the Setback requirement pursuant to Subdivision 1 of this subsection, a Project located on the west side of Topanga Canyon Boulevard with a lot containing less than one acre of lot area shall have a landscaped Setback of not less than 15 feet.

**8. Setback Relief For Properties Providing Dedication For The Establishment Of The Warner Center Transit Hub.** Notwithstanding the additional Setback requirement pursuant to Subdivision 1, 2, 3, 4, 5, and 6 of this subsection, a Project adjacent to the Warner Center Transit Hub, which is located on Owensmouth Avenue between Erwin Street and Oxnard Street, and includes dedication for the establishment of the Transit Hub may have a reduced Setback for the portion of the Project fronting Owensmouth Avenue between Erwin Street and Oxnard Street subject to the approval of the Director of Planning pursuant to Section 6 of this Specific Plan. The Director in making the determination shall find the Project meets the following requirements:

**(a) Requirements.**

(i) A Project may be permitted a Landscape Setback of no less than 20 feet.

(ii) If the Project is used for parking, it shall have no new direct entrances for parking from Owensmouth Avenue. This prohibition shall not apply to existing entrances along Owensmouth Avenue shall be exempt from this prohibition.

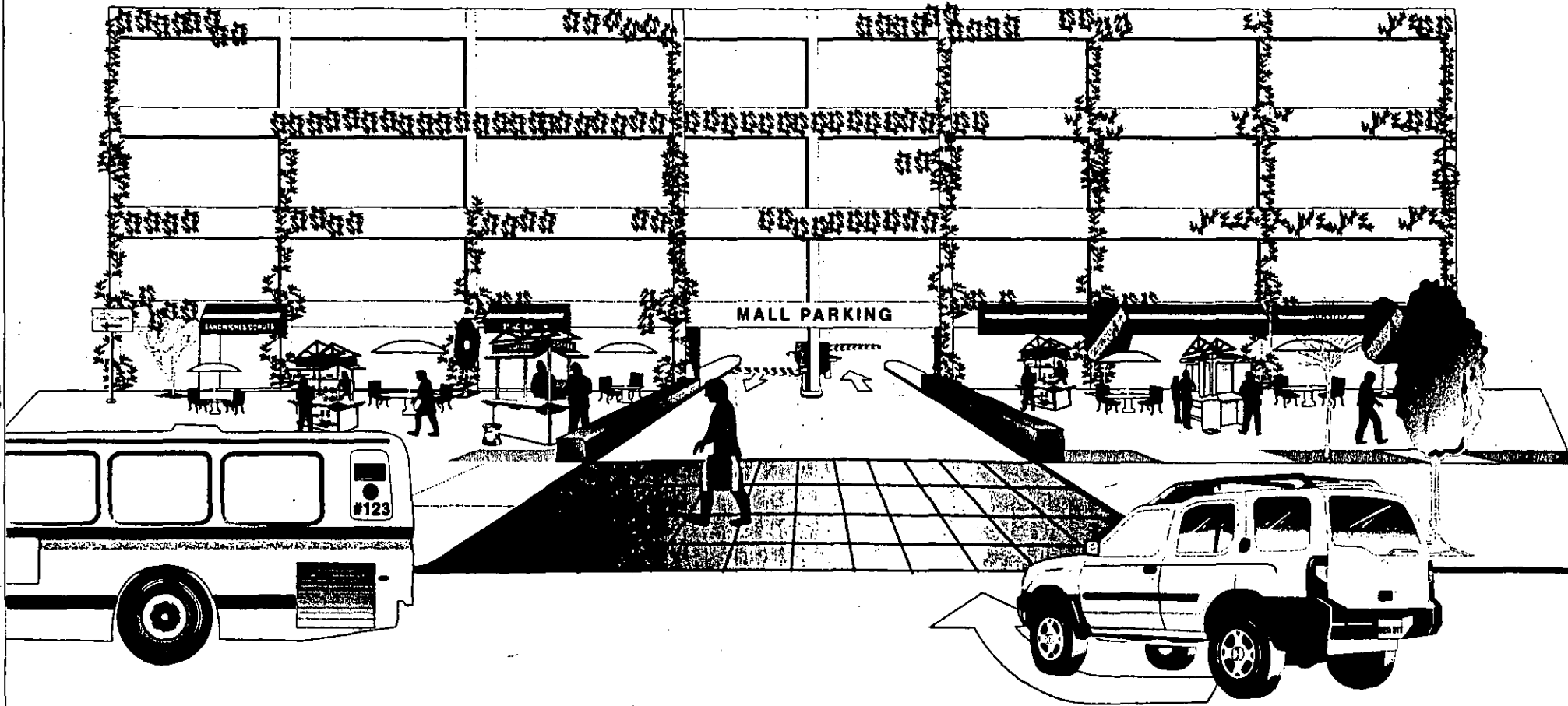
(iii) Uses which support or are accessory to the Transit Hub may be permitted in Landscape Setback areas. These uses shall be pedestrian-oriented as specified in Section 10 F of this Specific Plan and may include PSU's, tables, chairs, benches, bathrooms, or other uses as determined by the Director of Planning, so long as these uses are open and available to the public on regular business days. These areas shall be maintained in accordance with a management plan including security, maintenance and cleaning.

(iv) The portion of any Project facing the Transit Hub shall contain an overhang or awning sufficient to protect those using or operating any surface uses in the Landscape Setback areas from weather conditions.

**(b) Design.**

(i) Where applicable, Projects shall meet the objectives and incorporate the design guidelines for the Owensmouth Parkway in the Urban Design Guidelines contained in Appendix E of this Specific Plan.

(ii) Any Project used for parking should, to the greatest extent possible, have all exposed parking areas facing the Transit Hub screened from public view.



Conceptual Design for the Setback Areas  
Adjacent to the Warner Center Transit Hub

ValleyGraphics WarnerCtr 4169n, at 05.22.2001

**G. Landscaping.** Prior to the issuance of any final certificate of occupancy, all commercial, industrial and Mixed-Use Projects shall have landscaping installed within the Open Space and Setback areas, except where an additional Setback area is developed with a Pedestrian Serving Use, pursuant to Subdivision 3 of Subsection F of this section.

For Projects which increase existing lot coverage or add 1,000 square feet or more of floor area to an existing building or structure, landscaping shall only be required to be provided for the building addition in accordance with a landscape plan pursuant to Subdivision 7 of this subsection. However, landscaping shall not be required for building additions of less than 1,000 square feet of floor area or, when in the judgment of the Director, a practical hardship exists.

**1. Open Space Areas.** Open Space areas, including Setbacks, but excluding plazas, internal roadways, and surface parking lots, shall contain a minimum of 50% planted area including trees, shrubs and ground covers.

**2. Landscaped Setback Areas.** A minimum of 70% of required Setback areas shall consist of planted materials, such as trees, shrubs and ground covers. Patios, planters, decorative paving, or other similar hardscape shall not constitute landscaping, except the area of any meandering or serpentine sidewalks located within the Setback area may be counted toward this minimum landscaped Setback requirement. To the extent feasible, landscaped Setbacks shall be provided on earth berms measuring at least 36 inches in height. The Director shall exclude the minimum area necessary for vehicular access to the site for purposes of calculating the required landscaping of the Setback area.

**3. Plazas.** Open Space may be provided in the form of a plaza designed to substantially conform to all of the following standards:

(a) A minimum of 40% of the plaza shall be planted area consisting of trees, shrubs and ground covers.

(b) The plaza shall contain seating, in the form of seat wells with a minimum seat height of 15 inches, benches or moveable chairs.

(c) The plaza shall have barrier-free access for all persons in conformity with applicable codes.

(d) The plaza shall be open to the public for at least 12 hours a day, on regular business days.

(e) The plaza shall be maintained in accordance with a management plan that includes security, maintenance and cleaning.

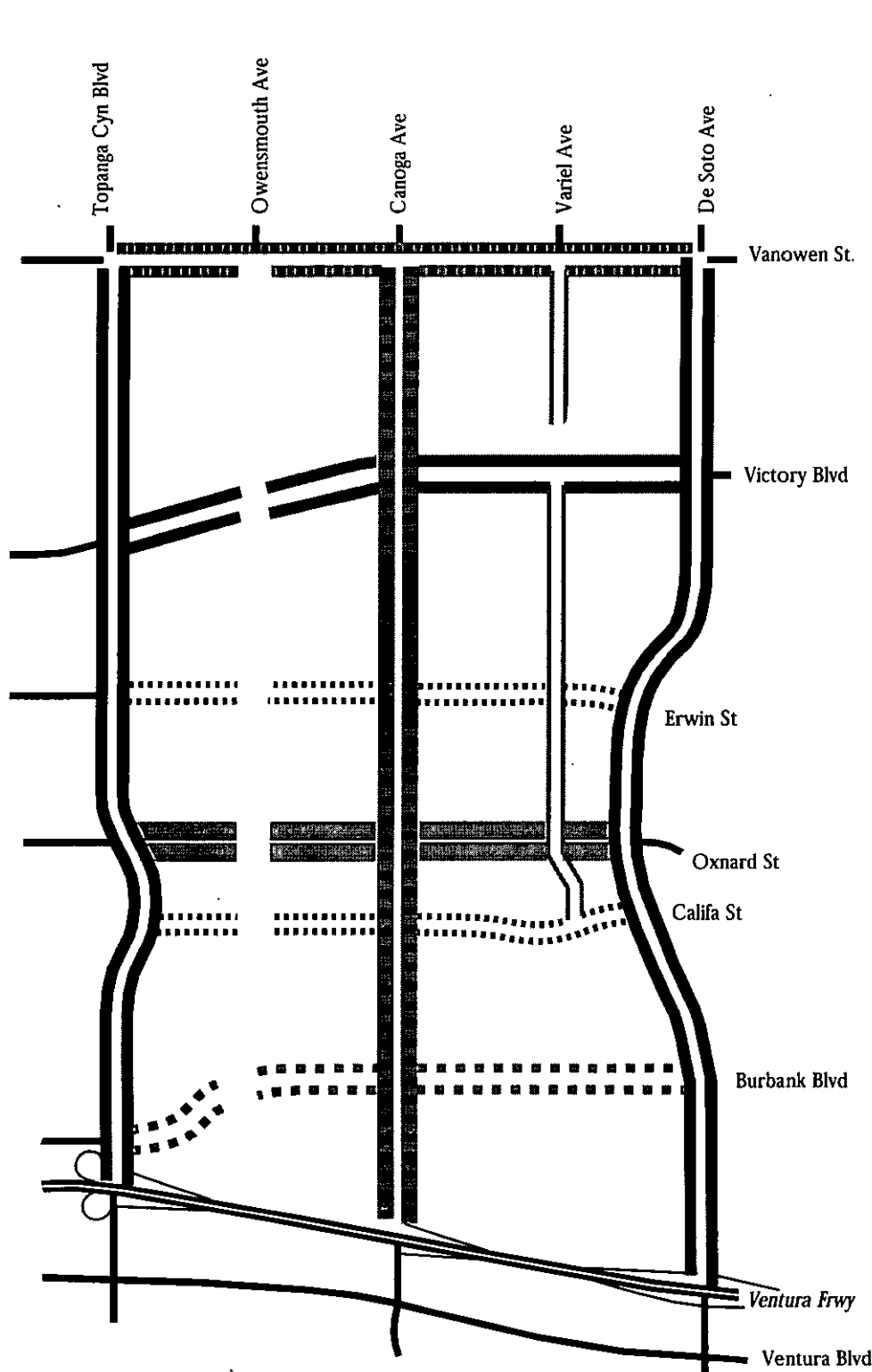
(f) The plaza shall be accessible from one or more public streets.

(g) The plaza shall not conflict with the minimum landscaping requirements for Open Space areas and Setbacks as provided for in Subdivisions 1 and 2 above.

**4. Street Trees.** Street trees within this Specific Plan area shall be chosen so that each street will have a different species to provide a distinctive, recognizable character. The tree specifications shall be in substantial conformance with the street tree plan set forth in Appendix E of this Specific Plan and be approved by the Bureau of Street Maintenance of the Department of Public Works. See Map 7. Trees to be planted shall be a 24-inch box size unless otherwise specified, approved for quality and uniformity of size by the City Street Tree Division, and shall be spaced 30 feet on center, unless otherwise approved for different specific spacing.



# Warner Center Specific Plan



- Vanowen St  
—————  
Quercus ilex • Holly Oak
- Victory Blvd  
—————  
Tipuana tipu • Tipu Tree  
Araucaria araucana • Monkey Puzzle Tree
- Erwin St  
Califa St  
.....  
Koelreuteria bipinnata • Chinese Flame Tree
- Oxnard St  
—————  
Jacaranda mimosifolia • Jacaranda
- Burbank Blvd  
.....  
Platanus acerifolia • "Yarwood"  
London Plane Tree
- Topanga Canyon Blvd  
De Soto Ave  
—————  
Pinus pinea • Italian Stone Pine  
Ginkgo biloba • "Autumn Gold" Ginkgo
- Owensmouth Parkway  
.....  
Platanus acerifolia • "Yarwood"  
London Plane Tree  
Quercus agrifolia • California Live Oak  
Eucalyptus sideroxylon • Red Ironbark (existing)
- Canoga Ave  
—————  
Magnolia grandiflora  
"Majestic Beauty" Magnolia •  
Pistacia chinensis • Chinese Pistache
- Variel Ave  
—————  
Lagerstroemia indica • Crape Myrtle

Street Tree Map

  
 Not to Scale  
 Map 7

**5. Landscaping Requirements For Parking Facilities.** The following provisions shall apply to all new Projects, for any addition to existing structures or buildings, or change in land use or building use where because of that development, additional parking has been required:

**(a) Surface Parking Lots.**

(1) One canopy tree shall be provided for every four net new parking spaces. These trees shall be shade producing trees at least 24-inch box size and a minimum of eight feet in height from the ground at time of planting. At maturity, the trees must be of a type expected to be at least 30 feet in height, with a minimum tree canopy diameter of 50% of its height. These trees shall be distributed throughout the parking lot so as to shade the surface parking area. The distribution shall not preclude groups or clusters of trees located throughout the parking lot.

(2) A minimum landscaped Setback of 15 feet shall be observed from any lot line on the perimeter of surface parking areas which adjoin residentially zoned lots, lots with existing residential uses, and parking lots or parking structures, with landscape features provided as follows:

(i) A berm, hedge or combination of berm and hedge, measuring at least 36 inches in height, which may contain openings as necessary to avoid potential adverse safety and security impacts, as determined by the Director; and

(ii) A minimum tree ratio of one tree for every 30 feet of the length of the lot line that adjoins the Setback area.

(3) A minimum landscaped Setback of five feet shall be observed from any lot line on the perimeter of parking lots if the lot line does not adjoin a street, residentially zoned lot, a lot with an existing residential use, or a parking lot or parking structure.

(i) A berm, hedge or combination of hedge and berm, measuring at least 36 inches in height, that may contain openings as necessary to avoid potential adverse safety and security impacts, as determined by the Director; and

(ii) A minimum tree ratio of one tree for every 30 feet of the length of the lot line that adjoins the Setback area.

**(b) Temporary Parking Facilities.** Notwithstanding the parking requirements in Paragraph (a) of this subdivision, where temporary surface parking is proposed for a multi-phased Project and a parking structure will be constructed or the surface parking will otherwise be removed in a subsequent Project phase, temporary landscaping (e.g., trees in planters) shall be provided with a temporary irrigation system. This landscaping and irrigation shall be provided pursuant to a landscape and irrigation plan prepared by a licensed landscape architect and approved by the Department of City Planning.

**(c) Parking Structures.**

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

(2) Parking structures shall be designed to include planting of trees and shrubs in the Setbacks, and climbing vines on the facade of each parking level in order to provide landscaped screening and exterior amelioration to the walls. To the extent feasible, the roofs of parking structures shall also be landscaped with planted materials, which may consist of landscaping in perimeter planter boxes.

(3) Parking structure air circulation vents and/or fans shall be installed so as to avoid adverse noise impacts upon nearby properties.

**6. Landscape and Irrigation Plans.** Planted areas shall be provided with automatic irrigation systems and conform with the City's water conservation requirements. Landscape and irrigation plans, prepared by a licensed landscape architect, shall be submitted to the Department of City Planning upon application for a Project Permit Compliance Review. In addition to providing planting and irrigation details, landscape plans shall show the location of any driveways crossing landscaped Setback areas.

**7. Lighting.** Lighting for plazas, parking areas and Walkways shall provide for a safe and attractive environment. Lighting plans for all proposed illuminated landscaped areas shall be submitted to the Department of City Planning upon application for a Project Permit Compliance Review.

**H. Owensmouth Parkway.** Owensmouth Avenue between Califa Street and Vanowen Street is designated as a Special Design District. Wherever feasible, Projects

located along this corridor shall incorporate the objectives and design guidelines stated for the Owensmouth Parkway in the Urban Design Guidelines contained in Appendix E of this Specific Plan.

**I. Shuttle Stops.** The Director shall, as part of the Project Permit Compliance Review procedures in Section 6 of this Specific Plan, review and approve, modify or disapprove the design of the shuttle stops described in Section 11 L. In order to provide comfort and service to those visiting Warner Center and to promote pedestrian activity, these stops shall be furnished with transit shelters, which may be combined with a newsstand and a kiosk providing magazines, snacks, and other similar goods. In addition, the shelters shall be designed and planned in an attractively landscaped setting allowing for a minimum seating capacity of ten adults and providing shade and weather protection. Transit shelters shall be equipped with telephones, lighting and trash receptacles. In case of shuttle routing changes, transit shelters shall be designed to be moveable. Installation of these shuttle stops by the Applicant shall be eligible for in-lieu credit pursuant to Section 11 H of this Specific Plan.

**J. Walkways.** For any new non-residential building containing 2,000 square feet or more of floor area, as part of the Project Permit Compliance Review procedures in Section 6 of this Specific Plan, the Director shall review and approve, modify or disapprove a Walkway plot plan. A Walkway plan shall be designed to facilitate pedestrian circulation and reduce the conflict between pedestrian and vehicular traffic circulation.

The Director's determination shall be based on the following design criteria:

1. Walkways shall have an unobstructed width of 12 feet, or any alternative width proposed by the Applicant and approved by the City Engineer, as adequate to accommodate anticipated pedestrian traffic;
2. At minimum, Walkways shall connect together entrances to the main and any adjacent or accessory buildings on the same lot and the front lot line(s) of the lot on which the building(s) is located. Walkways may also connect buildings to alternate points on the same lot.
3. To create a sense of greater depth in the appearance of landscaped Setbacks and to promote the overall urban design character of this Specific Plan area, meandering or serpentine sidewalks shall be provided for public sidewalk purposes in lieu of customary sidewalks in accordance with this Subdivision. Meandering sidewalks may be located partly on private property and shall connect with public sidewalks in the dedicated right-of-way. Public sidewalks shall be designed satisfactory to the Department of City Planning and the Bureau of Engineering of the Department of Public Works. Easements for public

sidewalk purposes shall be granted over private property, as necessary to accommodate the design and construction of meandering sidewalks, as determined by the Bureau of Engineering. Meandering sidewalks shall be:

(a) Required between access driveways 100 or more feet apart;

(b) Provided, when feasible, as determined by the Department of City Planning, between access driveways less than 100 feet apart.

4. Walkways shall be available for public use for the life of the Project(s) they serve.

#### **Sec. 11. TRANSPORTATION REQUIREMENTS.**

**A. Prohibition.** No building, demolition, grading or foundation permit for a Project shall be issued until the Department of Transportation (DOT) has analyzed the Significant Transportation Impacts of a proposed Project and DOT, the Department of Public Works - Bureau of Engineering, and the Department of City Planning have certified completion of mitigation measures, or that their completion has been guaranteed to the satisfaction of these Departments.

#### **B. Department Of Transportation Review.**

**1. Application.** Prior to the issuance of any building, demolition, grading or foundation permit, DOT shall determine that the Applicant has submitted an application and paid fees as follows:

(a) **Application Form.** Submit a Project description on an application form to DOT for review of the number of Trips to be generated by the Project and a determination regarding Significant Traffic Impacts of the Project during A.M. and P.M. Peak Hours.

(b) **Application Fee.** Pay the following application processing fee based on the size and nature of the Project:

<b>TRANSPORTATION REVIEW FILING FEE</b>
---

<p><b>NUMBER OF PEAK HOUR TRIPS, as determined by DOT per the requirements of Subdivision 2 of this subsection. (A.M. or P.M., whichever is greater)</b></p>	<p><b>FILING FEE</b></p>
<p><b>1.</b> Projects With 42 or Fewer Trips.</p> <p><b>(a)</b> If applicable street dedication/ improvement and Transportation Impact Assessment (TIA) Fee are not required.</p> <p><b>(b)</b> If applicable street dedication/ improvement or TIA Fee are required.</p>	<p>\$ 200</p> <p>\$ 400</p>
<p><b>2.</b> Projects With More Than 42 Trips.</p> <p>Filing Fee required upon application; applicable street dedication/ improvement or TIA Fee may be required.</p> <p>If Traffic Assessment indicates significant impacts: design and review of mitigation measures required; applicable street dedication/improvement and/or TIA Fee may be required.</p>	<p>\$ 500</p> <p>In addition to the initial filing fee of \$500, an additional fee shall be imposed of \$1,600 plus \$50 for every 1,000 square feet of floor area, with the total fee not to exceed \$25,000.</p>

**(c) Annual Indexing Of Application Fees.** The application fees shall be annually increased (or decreased) as follows: The application fees shall be adjusted as of June 30 in order to become effective by July 1 of each year by the amount of the percent increase (or decrease) in the most recently available City Building Cost Index, as determined by DOT. The revised application fees shall

be published by the City Clerk in a newspaper of citywide circulation not later than June 30 of each year.

If the Department determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the application fees.

## **2. Project Trip Generation Calculations.**

(a) DOT shall calculate the number of Trips for a Project based on the trip generation rates from the most recent version of the Institute of Transportation Engineers (ITE), Trip Generation manual (or other recognized source). Any generated Trips shall be modified to reflect the anticipated effect of the exclusion of "pass by Trips" and accounting for the appropriate Transportation Demand Management (TDM) reduction. The Trip Generation Table (Appendix B) of this Specific Plan is included for reference only and reflects the most recent version of ITE rates as determined by DOT.

Unless otherwise determined by DOT, Trips for a Project having more than one use shall be calculated by adding together the Trips generated by the portions of floor area of the Project devoted to each use. If a Project includes a use not listed in the Trip Generation Table (Appendix B) or a recognized data source, such as the Institute of Transportation Engineers (ITE) Trip Generation tables, as modified to reflect the anticipated effect of the exclusion of "pass by Trips" and implementation of a Transportation Demand Management (TDM) Plan, then the Department shall use reasonable methods to establish the appropriate number of Trips for that use. For purposes of this provision, "pass by Trips" are Trips made as intermediate stops on the way from an origin to a primary Trip destination.

For purposes of calculating Gross Leasable Area in Appendix B, common area shall be defined as the area(s) in a shopping center made available for the common benefit, general use and convenience of the tenants and the tenants' invitees and employees and which are not and may not be leased to one or more tenants nor occupied for any temporary or permanent retail use, as determined by the Department of City Planning. These common areas include: automobile parking areas; public restrooms; driveways; sidewalks; public hallways and walkways; public service corridors; and any areas, which if not covered by a roof or similar structure, would not constitute floor area under the LAMC. Common areas shall be so designated only if evidenced by a Covenant and Agreement,

satisfactory to the Departments of Transportation and City Planning, executed and recorded prior to the issuance of any building permit. The Covenant shall acknowledge that any future conversion of common areas (or portions of those areas) to a Project that would increase the number of Trips must be preceded by either a Project Permit Compliance Review pursuant to this Specific Plan or by a Specific Plan exception pursuant to LAMC Section 11.5.7 H.

(b) The Trip Generation Table for Phase I of development shall be based upon the assumption that the Applicant will implement a TDM Plan as set forth in Subsection J of this section and, as a result, will achieve and maintain a minimum Average Vehicle Ridership (AVR) value of 1.40 for employees commuting to the Project.

(c) For purposes of determining application fees and reviewing transportation impacts, DOT shall approve a Trip credit for an existing or previous use (1) if the Applicant provides documentation (satisfactory to DOT) that the existing or previous use was legally in place anytime since the date of the most recent traffic count acceptable to DOT for use as "existing" traffic data or (2) where TIA Fees and/or transportation improvements eligible for In-Lieu Credit previously had been required pursuant to this section or the Warner Center Interim Control Ordinance (Ordinance Nos. 167,770, 166,900, 165,792 or 163,411).

For purposes of calculating the Transportation Impact Assessment (TIA) Fee pursuant to Section 11 G 2, DOT shall approve a Trip credit for an existing or previous use (1) if the Applicant provides documentation (satisfactory to DOT) that the existing or previous use was legally in place during or since 1990; or (2) where TIA Fees and/or transportation improvements eligible for In-Lieu Credit previously had been required pursuant to this section or the Warner Center Interim Control Ordinance (Ordinance Nos. 167,770, 166,900, 165,792 or 163,411).

(d) For the purpose of calculating generated Trips, Trip credits may be transferred from any owner(s) of a lot located within the Specific Plan boundaries to an owner(s) of another lot located within the Specific Plan boundaries by an adopted Development Agreement pursuant to the procedures and fees established in LAMC Section 19.10 and the requirements for Development Agreements in California Government Code Section 65868.

**C. Physical Improvements As Mitigation Of Transportation Impacts.** Prior to the issuance of any building, demolition, grading or foundation permit for a Project, the Applicant shall make, pursuant to this Specific Plan, the applicable highway dedications and complete the required improvements or guarantee them by way of the Department



of Public Works' B-Permit procedures. DOT shall provide a Traffic Assessment of a Project with fewer than 500 Trips to the Applicant within 30 working days from the date the Applicant submits a description of the Project and pays the required application fee(s) to cover the cost of DOT review. For a Project with 500 or more Trips, DOT shall provide the Traffic Assessment within 60 working days. If the Traffic Assessment finds that a Significant Transportation Impact may be caused by the Project, the Applicant shall provide a Traffic Mitigation Plan (TMP), proposing mitigation measures to be implemented by the Applicant to remove any Significant Traffic Impacts resulting from the Project. The TMP shall be prepared in accordance with the standards and guidelines of DOT and shall be accompanied by appropriate maps, graphics, and drawings to reflect clearly the impact of the Project and the feasibility and ability of the proposed mitigation measures to reduce any Significant Transportation Impacts.

The time limits specified in this Subdivision may be extended by mutual consent of the Applicant and DOT. In no case, shall the time limit be extended beyond 180 days. If at the end of these time limits or at the end of any extension of time, DOT has failed to act, a Traffic Assessment shall be deemed not to be required.

#### **D. Mitigation Measures.**

**1. Acceptable Measures.** DOT shall require that mitigation measures, to the extent feasible, be undertaken or guaranteed to mitigate the transportation impacts of a Project as a condition of granting a building, grading or foundation permit. The mitigation measures may include (but are not limited to) the following:

(a) Street widenings and dedications;

(b) Construction of off-site improvements;

(c) Traffic signal system improvements;

(d) Preparation and submittal of an extraordinary preliminary TDM Plan mandated under Subsection J of this section. Extraordinary shall mean expected to result in greater effectiveness than assumed in the adjusted Trip generation rates in Appendix B of this Specific Plan, as determined by DOT; and,

(e) Implementation of public transportation and transit improvements.

**2. Guarantee Of Mitigation Measures.** Prior to the issuance of any building, demolition, grading or foundation permit, the Applicant shall do the following:

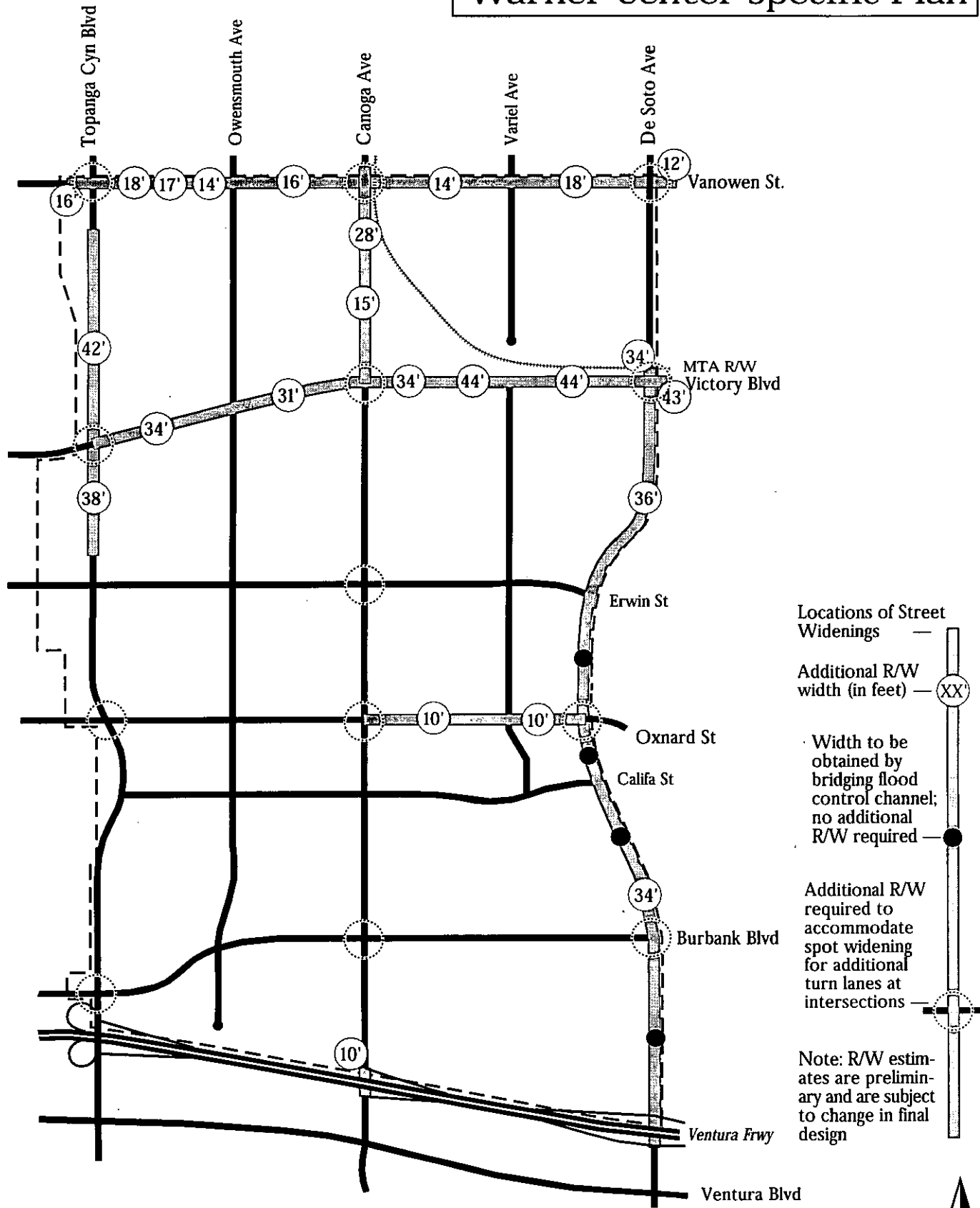
(a) Guarantee the proposed mitigation measures required pursuant to Subsection C of this section, as agreed upon by DOT. Guarantees shall consist only of:

- (1) Surety bonds for B-Permits on City streets;
- (2) Encroachment Permits for State Highways;
- (3) Cash payments for ATSAC improvements; or
- (4) Any other guarantees approved by DOT.

(b) Execute and record a Covenant and Agreement pursuant to Subsection F of this section.

**E. Land Dedications.** No building, grading or foundation permit shall be issued for a Project until all dedications have been offered to the City as required by the LAMC, this Specific Plan and any other applicable ordinances. Land dedications shall include both fee dedications and right-of-way easements. Dedications and roadway widths for Major Highway-Class I and Special Collector Streets are defined in Section 4 of this Specific Plan. See Map No. 6.

# Warner Center Specific Plan



**Estimated Additional Right-of-Way Required for Proposed Street Improvements**

  
 Not to Scale  
**Map 6**

## **F. Covenant And Agreement.**

1. Prior to the issuance of a building, demolition, grading or foundation permit for any Project, the owner(s) of the property involved shall execute and record a Covenant, agreeing to complete or pay the cost of completing the transportation mitigation measures required pursuant to the Traffic Mitigation Plan approved by DOT, or approved on appeal by the Area Planning Commission, prior to the issuance of any certificate of occupancy for the Project. The Covenant shall also include a declaration, in writing, that the owner(s) acknowledges the contents and limitations of this Specific Plan, including the TDM requirements. The following are exempted from this requirement:

(a) Electrical, plumbing, mechanical, facia, sign installations and earthquake-related modifications on any lot.

(b) Governmental or Public Facilities.

2. The Applicant shall deliver a certified copy of the Covenant to DOT prior to the issuance of any permit or certificate for which a Covenant was a condition precedent.

## **G. Transportation Impact Assessment (TIA) Fee.**

**1. Payment Of Transportation Impact Assessment (TIA) Fee.** Prior to the issuance of any building, grading or foundation permit, an Applicant shall pay a TIA Fee as an additional mitigation measure to be used for the purpose of funding the Transportation Improvements listed in Appendix A of this Specific Plan, to DOT according to one of the following payment plans, at the Applicant's option:

(a) Pay the TIA Fee in one lump sum cash payment; or

(b) Pay a cash deposit equal to 20% of the TIA Fee, and pay the balance of the TIA Fee, including accrued interest, within four years from the date of payment of the cash deposit. This deposit shall be made in conjunction with a security to the City in the form of either a bond, letter of credit, or an executed Covenant, in a form satisfactory to DOT. The recorded Covenant may be removed when all TIA Fee payments have been made to DOT.

(c) If the Applicant chooses to pay under option (b) above, interest shall begin to accrue on the date of payment of the cash deposit and shall be compounded annually beginning 365 days after payment of the deposit. The initial interest rate shall be six percent. The interest rate shall be adjusted

annually after compounding, and shall be the prime rate in effect for the month of July of each year, as determined by the City Treasurer.

**2. Calculation Of Fee.** The TIA Fee shall be calculated according to the following formula:

TIA Fee = (Number of P.M. Peak Hour Trips Generated) multiplied by the (Trip Cost Factor).

DOT shall calculate Trips based on Subdivision 2 of Subsection C of this section.

**3. Trip Cost Factor.**

**(a) Amount.** The Trip Cost Factor is established as follows:

**(1)** \$3,567 per P.M. Peak Hour Trip for office development Projects or the office development portion of Mixed-Use Projects; and

**(2)** \$3,169 per P.M. Peak Hour Trip for all other non-residential Projects.

Projects for which completed applications for Project Permit Compliance Review pursuant to Section 6 of this Specific Plan are submitted from July 1, 2000, to June 1, 2001, and were subject to payment of a TIA Fee pursuant to Ordinance Nos. 168873 and 168984 shall qualify for a recalculation and refund of any portion of a TIA Fee paid based upon the difference between the previously established TIA Fee and the TIA Fee in this Specific Plan ordinance.

**(b) Annual Indexing.** The Trip Cost Factor shall be annually increased (or decreased) as follows:

The Trip Cost Factor shall be adjusted as of July 1 of each year by the amount of the percent increase (or decrease) in the most recently available City Building Cost Index, as determined by DOT. The revised Trip Cost Factor shall be published by DOT in a newspaper of citywide circulation before July 31 of each year.

If DOT determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of a report, and after public hearing, the City Council may,

by resolution, adopt these different cost figures to be used for adjustment of the Trip Cost Factor.

#### **4. Uses Of The Fee.**

**(a) Transportation Improvements.** DOT shall coordinate implementation of the Transportation Improvements listed in Appendix A of this Specific Plan and funded by the TIA Fees.

**(b) Substitute Improvements.** Appendix A of this Specific Plan may be revised every two years by providing substitute or additional improvements to the list if the City Council, upon recommendation by DOT, has determined that the improvements are consistent with this Specific Plan and that a substitute improvement fulfills the transportation objectives of the improvement it is to replace. No improvement that is fully funded by other sources shall be added to the list.

**(c) Obligation.** DOT shall obligate monies collected from payment of the TIA Fee within five years of full payment of the Fee by the Applicant, or otherwise refund the Fee to the Applicant.

**5. Exemptions From Fee.** The following uses, as determined by DOT, are exempted from the required payment of a TIA Fee, provided the owner(s) of the subject lots executes and records a Covenant, satisfactory to the Departments of Transportation and City Planning, in accordance with Subsection F of this section, stating that the use for which the exemption is requested shall not be discontinued and converted to another use which is not exempt from the TIA Fee without either first obtaining a Specific Plan exception pursuant to LAMC Section 11.5.7 or making payment of the applicable TIA Fee pursuant to this Specific Plan.

**(a)** Child care, elder care and inter-generational care facilities.

**(b)** Additions, alterations or construction of any single-family or multiple-family residential uses and accessory structures, including the residential portion of any Mixed-use Project, but excluding hotels, motels.

**(c)** Temporary uses of less than six months in duration. No extension of time shall be permitted.

**(d)** Transit stations and park and ride facilities.

(e) Churches, synagogues, and other properties used for religious worship.

(f) Private and public elementary and secondary schools and all non-profit educational institutions.

(g) Community facilities, including but not limited to: meeting rooms, libraries, and Governmental Facilities (not to exceed 40,000 square feet of floor area per use).

(h) Non-profit hospitals, and medical uses related to the hospitals.

## **6. Refunds.**

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

(b) The City Council may fully or partially refund the Fee and/or release a letter of credit when:

(1) The building permit expires and no extensions have been granted for a Project for which the TIA Fee has been collected; or

(2) A refund or release is specifically authorized by resolution of the City Council, so long as the Council finds that the Fee is no longer needed.

(c) If a claim for refund pursuant to this subsection is filed, then it shall be filed no later than one year after payment of the TIA Fee or one year after the expiration date of the building permit, including any extensions granted, whichever is later.

## **H. In-Lieu Credits.**

**1. Transportation Improvements.** In-Lieu Credit against the TIA Fee shall be given for all or portions of completed or guaranteed transportation improvements (including land dedications) listed in Appendix A of this Specific Plan.

### **2. In-Lieu Credit Estimates.**

(a) The Applicant shall be required to prepare preliminary plans and a detailed cost estimate of the proposed transportation improvements for review by

and approval of the City Engineer and DOT. Costs shall be approved by DOT based on estimated B-Permit construction costs, including an additional 15% for contingency costs, as prepared by the Department of Public Works - Bureau of Engineering. The Bureau of Engineering may contract out for costing and appraisal services, the cost of which shall be paid by the Applicant and included in the In-Lieu Credit estimates.

(b) In-Lieu Credits shall be applied to reduce the TIA Fee after the required transportation improvements have been completed or guaranteed to the satisfaction of DOT and Department of Public Works - Bureau of Engineering. The guarantees shall consist of bonds for B-Permits on City streets, Encroachment Permits for State Highways, and cash payments for ATSAC improvements. The City shall not grant In-Lieu Credits that are in excess of the assessed TIA Fees for the entire Project.

(c) Any Applicant who has paid into the Warner Center Transportation Trust Fund (Council File No. 89-0025) shall receive credit for those fees toward any TIA Fees required due to development within this Specific Plan area.

(d) Any Applicant who has paid into the Major Projects Review Trust Fund relative to the Warner Center Specific Plan shall receive credit for that money paid toward the TIA Fees required due to development within this Specific Plan area. However, this credit shall not exceed the administrative portion of the TIA Fee, as determined by the Director.

**3. Larger Transportation Improvement.** In cases where a mitigation measure is required pursuant to Subdivision 3 of Subsection C of this section, but DOT (pursuant to a Traffic Mitigation Plan) determines that a Larger Transportation Improvement is needed as part of a regional or subregional transportation improvement, DOT shall approve an In-Lieu Credit, based upon the difference in costs between the mitigation measure and Larger Transportation Improvement. If the Larger Transportation Improvement is listed in Appendix A of this Specific Plan to be funded by the TIA Fee, In-Lieu Credit shall be granted for the Larger Transportation Improvement (including any required land dedication) based on the cost of the improvement estimated in determining the TIA Fee, adjusted by annual indexing pursuant to Paragraph (b) of Subdivision 3 of Subsection G of this section. Otherwise, In-Lieu Credit shall be granted for the Larger Transportation Improvement based on the cost of the improvement completed and the fair market value appraised as of the date of dedication of any required land dedication acquired, to the satisfaction of the City Engineer and the General Manager of DOT.

#### **4. Land Dedications.**



(a) In-Lieu Credit shall be granted for land dedication for right-of-way purposes to implement those transportation improvements listed in Appendix A of this Specific Plan that are to be funded by the TIA Fee and shown on Map No. 6. In-Lieu Credit shall be granted based on the cost of the land dedication estimated in determining the TIA Fee, adjusted by annual indexing pursuant to Paragraph (b) of Subdivision 3 of Subsection G of this section.

(b) In-Lieu Credit shall be granted for land dedications for right-of-way purposes to implement a Larger Transportation Improvement pursuant to Subdivision 3 of this subsection.

(c) Land dedications shall include both fee dedications and right-of-way easements.

**I. Appeals.** The Applicant may appeal the decision of the Director as well as determinations of DOT and the Department of Building and Safety relating to transportation requirements to the Area Planning Commission. This appeal shall be in writing upon forms provided by the Department of City Planning. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 15 days from the date of mailing (by first class mail) of the Department's or Director's determination, whichever is in issue. The time limits for the Area Planning Commission's determination shall be the same as those set forth in LAMC Section 11.5.7 C 6. The fee for filing an appeal shall be the same as the appeal fee applicable to an application for Site Plan Review, as set forth in LAMC Section 19.01 S.

**1. TIA Fee.** An appeal of the TIA Fee may be granted only if one or more of the following findings is made:

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

(b) That the assessed TIA Fee is based on an incorrect application of Trip generation rates or calculation of the TIA Fee;

(c) That DOT erred in interpreting or applying the provisions of the Specific Plan, including, but not limited to, provisions relative to full or partial Fee exemptions for certain types of land uses;

(d) That the Applicant is entitled to an additional credit against the assessed TIA Fee including, but not limited to, credit for:

(1) Previous land uses on the property;

(2) Public improvements from the Specific Plan mitigation program completed by the Applicant in connection with the Project; or

(3) Changes to the Project, or in the circumstances surrounding the Project, subsequent to the date the TIA Fee was assessed.

(e) That the Trips generated by the Project do not justify the Fee as charged, when considered in light of the size and cost of the Project and the public benefit provided by the Project, so long as granting of the appeal is not detrimental to the purposes of the Specific Plan.

**2. Other Transportation Related Matters.** An appeal of any transportation matter other than the TIA Fee may be granted only if the Area Planning Commission finds that the Department(s) erred.

**J. Transportation Demand Management (TDM) Program.** Prior to the issuance of any building, grading or foundation permit for Project containing 30,000 square feet or more of non-residential floor area, the Applicant shall comply with the requirements set forth in this subsection. The building owner for any existing development containing 30,000 square feet or more of floor area shall also be responsible for complying with the requirements set forth in this subsection. For the purpose of this subsection, existing development shall mean any non-residential building or combination of buildings on a lot, excluding parking, for which a certificate of occupancy was issued prior to June 1, 2001.

**1. Covenant And Agreement.** The Applicant for a Project shall execute and record a Covenant agreeing to abide by the applicable requirements of this subsection.

**2. Transportation Management Organization (TMO).** Prior to issuance of any building, grading or foundation permit for a Project containing 30,000 square feet or more of non-residential floor area, the Applicant shall join the Warner Center Transportation Management Organization (TMO) or an equivalent organization and maintain membership in good standing.

**3. Preliminary Transportation Demand Management Plan.** A Project Applicant shall submit a preliminary TDM plan to DOT for review. DOT shall review and approve or disapprove a preliminary TDM plan within 30 days of the date of submittal. Any preliminary plan not reviewed and acted upon by the end of 30 days shall be deemed approved as a preliminary plan. The preliminary TDM plan shall include the following elements:

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

(b) Specific measures that will be performed by the building owner in providing ridesharing services and information to customers and employees within the Project.

(c) Financial and non-financial Trip reduction incentives that the building owner will provide to customers and employees working within the Project.

(d) Methods that the building owner will use, such as leasing provisions, to encourage the cooperation of tenants within the Project.

(e) Any preliminary TDM plan submitted by the Applicant and any TDM plan submitted by a building owner of an existing development shall encourage membership in a TMO.

#### **4. Final Transportation Demand Management Plan.**

(a) Prior to the issuance of any temporary or permanent certificate of occupancy for a Project, any Applicant that was required to prepare and submit a preliminary TDM plan for the Project shall submit a final TDM plan for review and approval by DOT. The final TDM plan prepared by the Applicant shall address any modifications recommended by DOT and changes in Trip reduction incentives the Applicant will provide to employees and customers within the Project. DOT shall review and approve or disapprove the final TDM plan within 30 days of submittal. Any plan not reviewed and acted upon by DOT by the end of 30 days shall be deemed automatically approved.

Preparation of a final TDM plan shall not be required if DOT had earlier approved the Applicant's preliminary TDM plan and not required revisions to be made, provided that there are also no changes made to the Project after the preliminary TDM plan approval by DOT.

(b) **Administrative Clarification.** Within 15 days of any final TDM plan determination by DOT, a Project Applicant or building owner may request an administrative clarification from the City Planning Commission. A request shall be made upon a form prescribed for that purpose and accompanied by a fee equal to the fee charged for Clarification of T, Q, or D Classification as set forth in LAMC Section 19.01 C.

**5. Requirements For The Transportation Demand Management Plan.** TDM plans submitted for Projects and existing developments in the Specific Plan Area shall be designed to:

(a) Achieve and maintain a minimum AVR which corresponds to the Phase I requirement of 1.4 AVR.

To accomplish this AVR goal, the Applicant may limit the number of Trips generated by the Project at its driveways to a figure calculated by DOT based on the Trip Generation Table (Appendix B) pursuant to Section 11 B 2 (a) of this Specific Plan.

**6. Overall AVR.** The Specific Plan shall achieve and maintain a minimum AVR of 1.30 for all Warner Center non-residential development containing 30,000 square feet or more of floor area.

**7. Transportation Demand Management Status Reports.**

(a) A building owner shall submit (with the optional assistance of a TMO or traffic consultant) five annual status reports on his or her TDM program to DOT beginning one year after the issuance of a Project's first certificate of occupancy. For existing development, the building owner shall submit five annual status reports on his or her TDM program beginning one year after DOT approves the TDM plan. The report shall include employee surveys, AVR calculation in a manner acceptable to DOT, site improvements, if any, and shall be prepared in the form and format designated by DOT, which must either approve or disapprove the status report within 30 days of submittal. If DOT has not reviewed the plan for approval by the end of 30 days, it shall be deemed automatically approved. A building owner for a Project which has achieved an AVR of 1.40 shall submit only certification each year to that effect.

(b) The TDM status report shall contain an Average Vehicle Ridership report for the building site in a manner acceptable to DOT. The building owner shall also provide a summary of the total number of employees/tenants and employee/tenant vehicles that come to the building site between 6 A.M. and 10 A.M., based on a 5-day average count, and determine an Average Vehicle Ridership for all employees/tenants reporting to the building site in a manner acceptable to DOT.

(c) Failure to submit a required annual status report within 60 days of the anniversary date of the issuance of a Project's first certificate of occupancy, or within 60 days of the anniversary date of an approved TDM plan for existing

development, whichever is sooner, shall constitute non-compliance with the requirements of this subsection.

(d) If a building owner fails to submit a required TDM plan annual status report, DOT may issue a notice of non-compliance. If after 30 days from the issuance of the notice of non-compliance the required status report is not received, the building owner shall be considered in violation of this Specific Plan and the City may take any action authorized by law to secure compliance or to otherwise mitigate the impacts of the Project or existing development.

## **8. Transportation Demand Management Program Enforcement And Penalties.**

(a) No building permit, change of use permit, conditional use permit or certificate of occupancy shall be issued for any development that has not complied with the requirements of this subsection. Non-compliance with the requirements of this subsection shall only include any of the following, pursuant to a written determination letter by the DOT General Manager: failure to submit a TDM plan in conformance with the requirements of this section; failure to implement an approved TDM plan; or failure to address modifications recommended to a preliminary TDM plan after consultation with DOT. Except, these penalties shall not apply to:

(1) Any development for which a building permit is required in order to comply with an order issued by the Department of Building and Safety to repair an unsafe or substandard condition, provided, however, that the construction does not increase the floor area of the original building, nor generates additional Trips as determined by DOT;

(2) Any development for which a building permit is required to replace or restore a building or structure which was damaged or partially destroyed by fire, flood, wind, earthquake, or other natural disaster; provided, however, that the construction does not increase the floor area of the original building and does not generate additional Trips as determined by DOT; or,

(3) Any building permit required for disabled access improvements, provided the improvements are not part of a Project and these improvements do not increase the floor area of any building.

(b) **Appeals.** A building owner who has received a written determination by DOT to be in non-compliance with the requirements of this subsection shall be advised of the right to appeal the determination to the Area Planning

Commission within 15 days of the mailing date of the determination letter. The appeal shall be made upon a form prescribed by the Department of City Planning for that purpose and accompanied by a fee equal to the appeal fee charged pursuant to LAMC Section 19.01 K 2. The appeal form may be obtained and filed at any public counter of the Planning Department. The Commission may grant, conditionally grant or deny the appeal. In granting or conditionally granting an appeal, the building owner must demonstrate and the Commission find that a good faith effort was made to comply with the TDM procedures and goals established in this Specific Plan. The decision of the Commission shall be final.

## **K. Residential Neighborhood Protection Program.**

**1. Establishment And Goal Of Program.** A Residential Neighborhood Protection Program shall be established for the residential neighborhoods immediately surrounding this Specific Plan area.

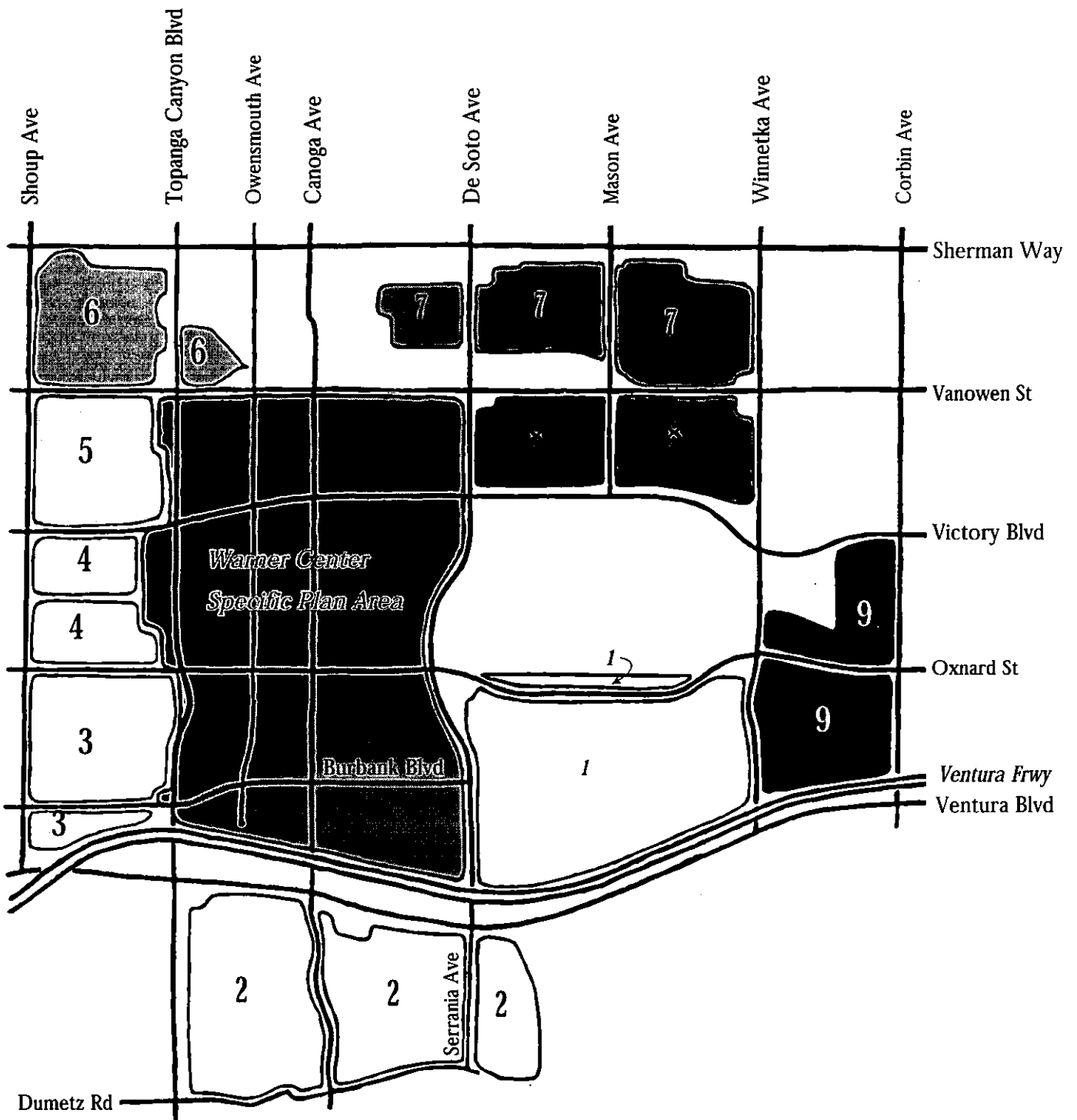
### **2. Goal And Objective Of Program.**

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

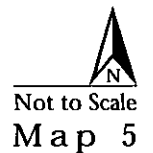
(b) The objective of this Program shall be to discourage through-traffic from using local streets and to encourage, instead, use of the arterial street system. The Program shall establish measures to make the primary arterial routes more attractive and local routes less attractive for through-traffic,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

**3. Map.** Nine residential neighborhoods adjacent to this Specific Plan area are included in the Residential Neighborhood Protection Program. These are identified on Map No. 5.

# Warner Center Specific Plan



Note: Neighborhood numbers are for identification purposes only



Residential Neighborhood Protection Areas

#### **4. Program Development And Participation.**

(a) Upon adoption of this Specific Plan, the Councilmembers in whose districts these neighborhoods are located shall appoint a Neighborhood Protection Committee (Committee), consisting of representatives from each of the nine neighborhoods adjacent to this Specific Plan area (including representation from public and private schools within the designated areas), as shown on Map No. 5, and property owners/developers from within the Specific Plan area. The Committee may make recommendations to the Director, General Manager of DOT, and the applicable Council District Offices concerning transportation measures to implement goals and objectives of the Neighborhood Protection Program. Potential measures are listed in Appendix D of this Specific Plan.

(b) Staff from DOT, the Departments of Fire, City Planning, Public Works - Bureau of Engineering and Public Works - Bureau of Street Services shall assist the Committee as necessary. All costs incurred by DOT and the Department of City Planning in assisting the Neighborhood Protection Committee shall be allocated from the Neighborhood Protection sub-account within the Warner Center Transportation Trust Fund. Administrative costs shall be limited to no more than ten percent of the total monies allocated in the Neighborhood Protection Program sub-account for Phase I. No more than 50% of the monies allocated in a fiscal year for Neighborhood Protection shall be expended for mitigation measures in any one neighborhood.

(c) The Department of City Planning, with the assistance of DOT, shall coordinate with the Fire and Police Departments to ensure that no transportation mitigation measure proposed to be included in the Residential Neighborhood Protection Program will significantly impede emergency access or reduce emergency vehicle response time.

#### **5. Hearing - Notice - Adoption.**

(a) When the Department of City Planning, with the assistance of DOT, has prepared recommendations for the Residential Neighborhood Protection Program, it shall conduct a public workshop and hearing before the Area Planning Commission.

(b) Publication of this hearing in a newspaper of general circulation and written notice shall be given in accordance with the requirements set forth in LAMC Section 12.24 D 2 (a) and (b). The property involved shall include this Specific Plan area and those properties contained within the boundaries of the Residential Neighborhood Protection Program.



(c) A report and recommendation concerning the Residential Neighborhood Protection Program shall be presented before the Area Planning Commission for its review and recommendation to the City Council.

(d) Subsequent to the review and recommendation by the Area Planning Commission, the Residential Neighborhood Protection Program shall be transmitted to the City Council for its consideration and adoption by resolution.

## **6. Implementation, Enforcement And Review.**

(a) As funds become available for this purpose, DOT and the Department of Public Works shall have the responsibility for implementation of an approved Residential Neighborhood Protection Program.

(b) The Department of City Planning, with the assistance of DOT, shall prepare and submit to the Area Planning Commission, an annual report on the status of this Program. This report shall be part of the annual Specific Plan status report required pursuant to Section 17 D of this Specific Plan.

(c) The annual status report, pursuant to (b) above, shall include:

(1) Existing traffic conditions, including traffic counts along the Collector Streets within the nine residential neighborhoods identified on Map No. 5;

(2) The effectiveness of existing mitigation measures, if any;

(3) The need for further protection of any of the residential neighborhoods;

(4) Mitigation measures to be used to mitigate the impacts of non-local commuter traffic using local residential streets in these neighborhoods;

(5) Estimated construction time and cost of the proposed additional mitigation measures;

(6) An annual and cumulative accounting of all funds, including interest and income, reflecting expenditures and remaining available resources; and

(7) Additional funding requirements for any proposed additional mitigation measures.

**7. Warner Center Transportation Trust Fund.** Nine million dollars from the Warner Center Transportation Trust Fund shall be used to fund the Residential Neighborhood Protection Program. These monies shall be used to pay for the actual capital costs of implementing the Program for all Phases of Development, with \$3.5 million to be expended for Phase I and the remaining \$5.5 million to be apportioned among Phases II, III and IV. Any unexpended monies from an individual Phase shall be rolled over to the next Phase.

**L. Transit Shuttle Stops.** DOT, with the assistance of one or more transportation management organizations (TMO's), shall select various sites throughout this Specific Plan area to serve as transit shuttle stops. Any Applicant who guarantees to install a transit shuttle stop shall be eligible for In-Lieu Credit pursuant to Subsection H of this section.

## **Sec. 12. PARKING REQUIREMENTS.**

**A. Office.** No Project Permit Compliance Review shall be granted for office uses adding Approved Permitted Floor Area unless the following parking requirements are met: A maximum of 4.0 parking spaces per 1,000 square feet of floor area for all vehicle parking and which shall be distributed as follows:

1. A maximum of 3.7 parking spaces per 1,000 square feet of floor area for Single-Occupancy Vehicles (SOV); and
2. A minimum of 0.3 parking spaces per 1,000 square feet of Floor Area shall be reserved for High-Occupancy Vehicles (HOV).

**B. Controlled Parking Access For Major Shopping Centers.** Applicants for major shopping center Projects which contain 250,000 square feet or more of total floor area shall submit a controlled access parking plan satisfactory to DOT and the Department of City Planning. This parking plan shall specify measures to be implemented and enforced by the Project owner or tenant(s) to control parking access. These measures may include, but are not limited to: a limitation on the number of hours permitted for free parking, a parking validation policy, and gated ingress and egress.

**C. Off-Street Parking Requirements - General.** Unless otherwise set forth below, off-street parking requirements shall comply with applicable provisions of LAMC Section 12.21 A 4.

### **1. Hotels And Motels.**

(a) Notwithstanding any provisions of the LAMC to the contrary, for hotels and motels, the number of parking spaces provided shall be in accordance with LAMC Section 12.21 A 4 (b).

(b) In addition to the parking requirement of Paragraph (a) of this subsection, hotels and motels with banquet facilities shall provide one parking space for every three seats, based on maximum occupancy allowed by the Fire Department.

**2. Theaters, Auditoriums, Convention Facilities, Religious Institutions Or Other Similar Places Of Assembly.** Notwithstanding any provisions of the LAMC to the contrary, one parking space for every three seats shall be required. When there are no fixed seats, one parking space for each 21 square feet of floor area, excluding stage, shall be required.

**D. Shared Parking Agreements.** The Director may approve shared parking agreements if they conform to the requirements of this section and he or she finds that a lower total number of parking spaces than would otherwise be required will provide adequate parking for the requested uses, based upon an analysis of parking demand. An application for shared parking approval shall be accompanied by the fee for "Request for Approval of Shared Parking," pursuant to LAMC Section 19.01 F.

1. The Applicant and parties operating the shared parking facility shall submit written evidence in a form satisfactory to the Director of Planning, which describes the nature of the uses, hours of operation, parking requirements, and the allocation of parking spaces, and which demonstrates that the required parking for each use will be available taking into account their hours of operation.

2. Shared parking agreements shall limit the maximum distance between each participating parking area and the subject uses to 750 feet or less, measured as provided in LAMC Section 12.21 A 4(g), except for shopping centers, which may provide parking for patrons on holidays and employee parking within 1500 feet of the subject uses, so long as a shuttle service is provided for this removed parking.

3. A Covenant shall be executed by all owners acknowledging and agreeing to comply with all the terms and conditions established for a shared parking agreement.

4. Reserved, handicapped or otherwise restricted spaces shall not be shared.

5. A plan designed to control parking access shall be submitted to the Department of City Planning and DOT in accordance with Section 12 B of this

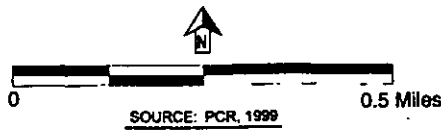
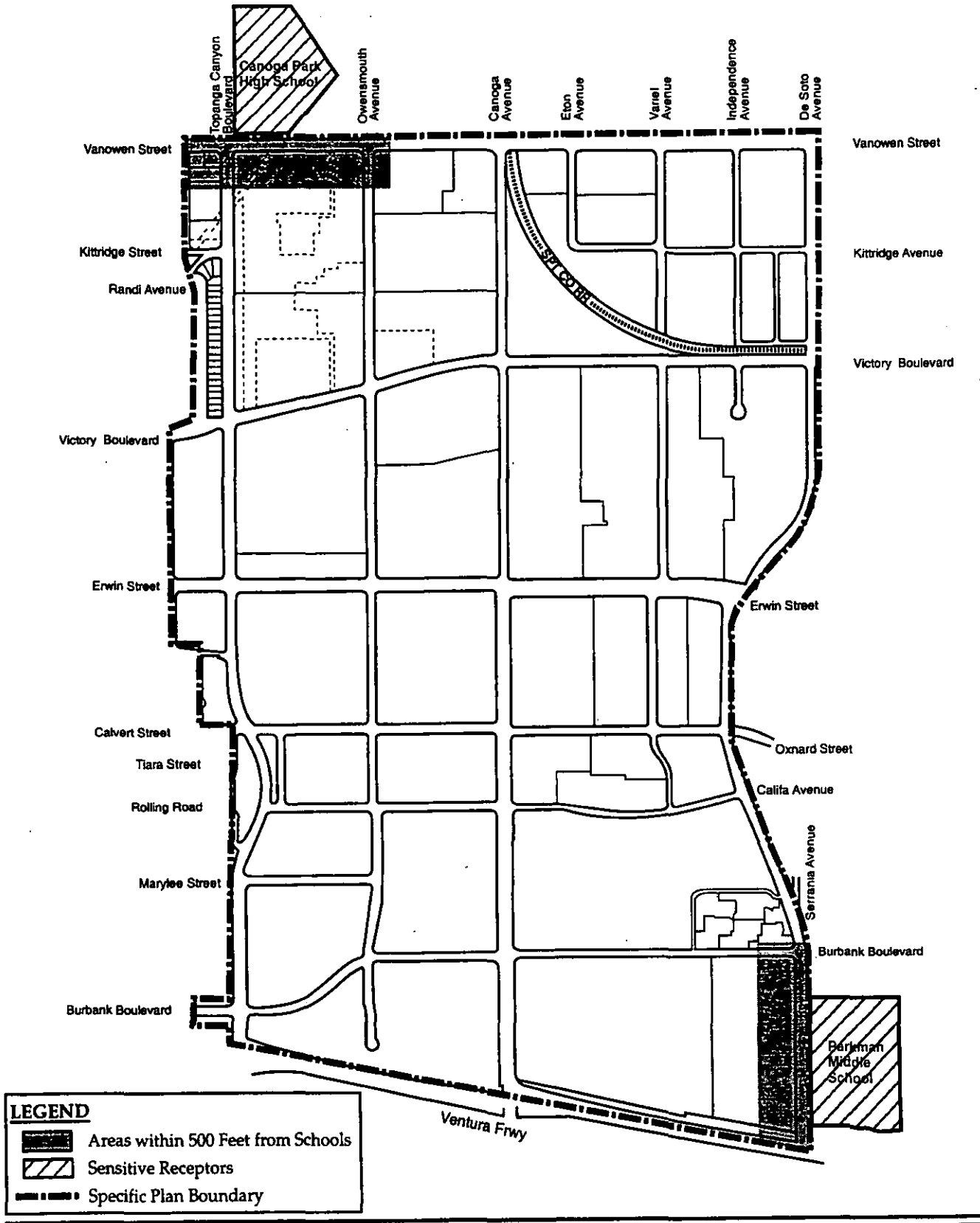
Specific Plan prior to the issuance of any Certificate of Occupancy for the subject Project.

**Sec. 13. NOISE AND AIR QUALITY REQUIREMENTS.**

**A. Noise Requirements.**

**1. Prohibition.** No building, demolition, grading or foundation permit for a Project located within 500 feet of either Canoga Park High School or Francis Parkman Middle School, as identified on Map 8 - Noise Impact Areas, shall be issued until the Department of City Planning has analyzed the significant noise impacts of a proposed Project and certified that completion of mitigation measures listed in Subdivision 4 of this subsection has been guaranteed to the satisfaction of the Department.

# Warner Center Specific Plan



**2. Requirement.** Prior to the issuance of any Project Permit Compliance Review determination, an Applicant for a Project which is subject to the prohibition established in Subdivision 1 of this subsection shall be required to prepare both a Construction Noise Management Plan and a Facility Noise Management Plan, which plans will achieve compliance with requirements for noise attenuation as defined in Chapter XI, Section 112 of the Los Angeles Municipal Code in order to mitigate potential noise impacts on either Canoga Park High School or Francis Parkman Middle School.

**3. Submittal And Review Of Noise Impacts.** An Applicant for a Project which is subject to the prohibition established in Subdivision 1 of this subsection shall submit, as part of the Project Permit Compliance Review procedures established in Section 6 D 2, the following studies:

**(a) Construction Noise Management Plan (CNMP).** A Construction Noise Management Plan (CNMP) to evaluate potential noise impacts on the closest of either Canoga Park High School or Francis Parkman Middle School. The CNMP shall be prepared by a licensed Acoustical Engineer and shall be prepared in conformance with Appendix F of this Specific Plan. The CNMP will be used by the Department of City Planning to determine the appropriate mitigation measures for any potentially significant noise impacts generated by the Project.

**(b) Facility Noise Management Plan (FNMP).** A Facility Noise Management Plan to ensure that noise emissions from facility operations, including stationary mechanical equipment, do not cause significant impacts. The Facility Noise Management Plan shall ensure that the cumulative mechanical equipment noise does not exceed a level of 64 dBA at the closest school's lot line. The FNMP shall be prepared by a licensed Acoustical Engineer and shall be prepared in conformance with Appendix G of this Specific Plan. Compliance with this noise limitation may include, but is not limited to, the installation of mechanical equipment enclosures, roof-mounted parapets, silencers, barriers and/or appropriate setbacks.

**4. Mitigation Measures.** The Department of City Planning shall require as part of its Project Permit Compliance Review determination that feasible mitigation measures be undertaken or guaranteed to mitigate the significant noise impacts of the Project to a level of insignificance as a condition of granting a building, grading or foundation permit.

A Project's compliance with this section of the Specific Plan shall, at a minimum, include the following, or equivalent, mitigation measures:

(a) Construction activities shall be restricted to hours between 7:00 a.m. and 9:00 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. No noise-generating construction activities shall take place on Sundays or national holidays.

(b) Noise-generating construction equipment shall be equipped with the most effective state-of-the-art noise control devices, *i.e.*, mufflers, lagging, or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

(c) Effective temporary noise barriers shall be used and relocated, as needed, to block line-of-sight (sound) between the construction equipment and the noise-sensitive receptors.

(d) Truck deliveries and haul routes, to the extent feasible, shall be directed away from the two schools and not access construction sites from De Soto Avenue, along the lot line of Francis Parkman Middle School or from Topanga Canyon Boulevard and Vanowen Street along the lot line of Canoga Park High School.

(e) Applicants for Projects shall notify the schools in advance of construction activities. The construction manager's (or representative's) telephone number shall also be provided with the notification so that each school may communicate its concerns.

(f) If the results of the Construction and Facility Noise Management Plans submitted to the Department of City Planning as part of the Project Permit Compliance Review application in Section 6 of this Specific Plan show that additional noise mitigation measures are necessary, these additional measures shall be imposed by the Planning Department on a Project.

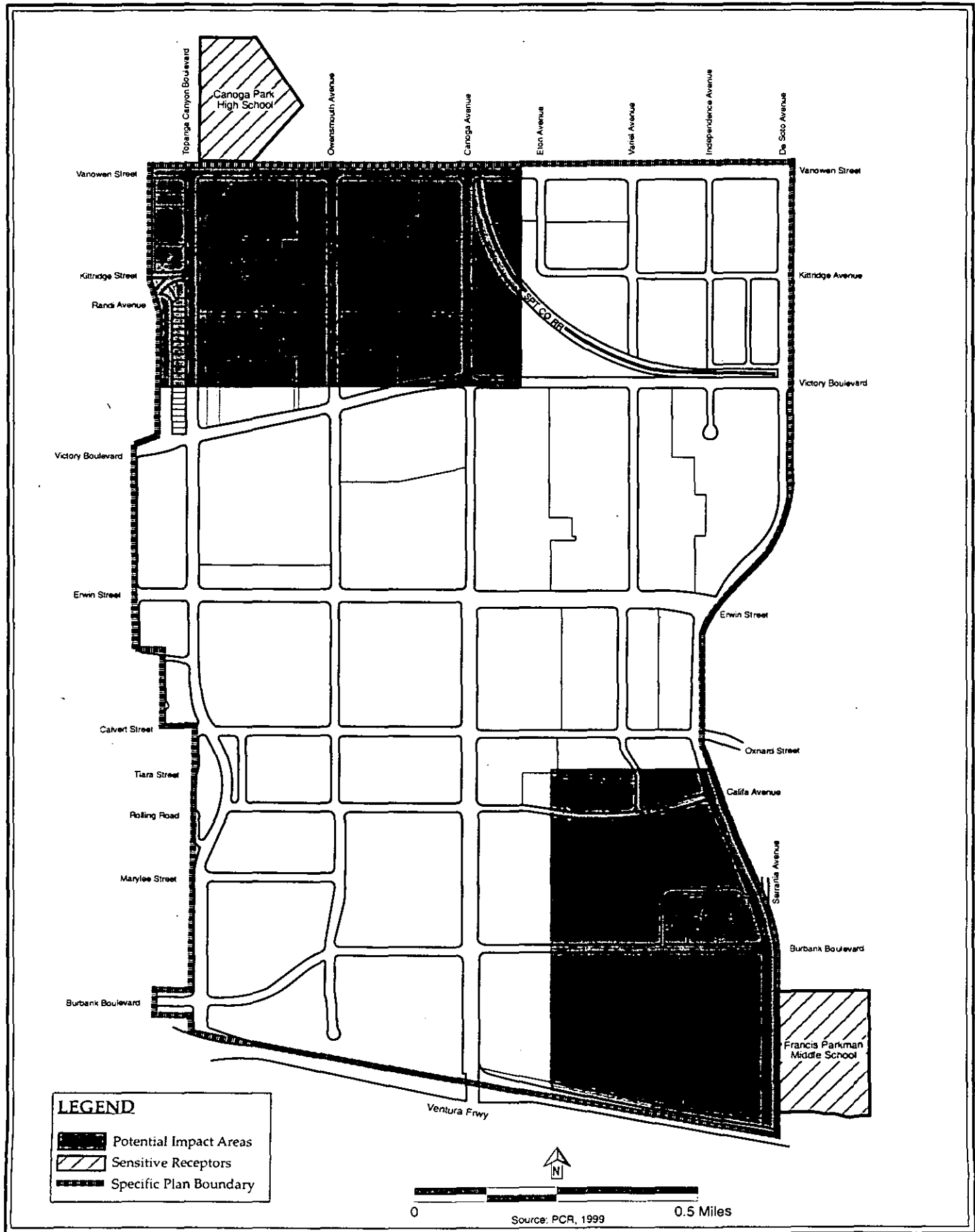
**5. Compliance With The Specific Plan.** The Director shall not make a finding of a Project's compliance with the Specific Plan as required in Section 6 unless the Applicant demonstrates that noise impacts on the schools, if any, will be mitigated, to the extent feasible, to a level of insignificance. The level of impact attributed to an individual Project shall be based on the applicable standards and significance thresholds defined in the Warner Center Supplemental Environmental Impact Report, SEIR No. 90-0053-SP, SCH No. 90-011055 (Warner Center SEIR).

## **B. Air Quality Requirements.**

**1. Prohibition.** No building, demolition, grading or foundation permit shall be issued for any Project until the Applicant has complied with the mitigation measures established in Subdivision 3(a) of this subsection to the satisfaction of the Department of City Planning, or for any Project located in the Air Quality Impact Areas, as shown on the shaded portion of Map 9, until the Department of City Planning has analyzed the significant air quality impacts of the proposed Project and certified that completion of mitigation measures listed in Subdivisions 3(a) and 3(b) of this subsection are guaranteed to the satisfaction of the Department of City Planning.



**MAP 9**  
**WARNER CENTER SPECIFIC PLAN**  
**AIR QUALITY IMPACT AREAS**



**2. Requirement.** Prior to the issuance of any building, demolition, grading or foundation permit, an Applicant shall guarantee the implementation of the applicable mitigation measures set forth under Subdivision 3 of this subsection to the satisfaction of the Director.

**3. Mitigation Measures.** The Department of City Planning shall require that mitigation measures, to the extent feasible, be undertaken or guaranteed to mitigate the air quality impacts of a Project to a level of insignificance, as a condition of granting a building, grading or foundation permit.

**(a) All Projects.** Applicants for all Projects shall be required to conform to construction mitigation measures identified in the Warner Center Draft EIR (August 1991) including:

(1) Spreading of soil binders on exposed soil to reduce fugitive dust;

(2) Reestablishing ground cover on construction sites through seeding and watering;

(3) Washing off trucks leaving construction sites;

(4) Providing rideshare and transit incentives to construction personnel;

(5) Configuring construction parking to minimize interference with traffic;

(6) Minimizing the obstruction of through-traffic lanes;

(7) Using flag people to guide traffic properly;

(8) Scheduling operations affecting roadways for off-peak periods;  
and

(9) Assuring that construction vehicles avoid, to the extent feasible, travel on streets immediately adjacent to both Canoga Park High School and Francis Parkman Middle School throughout the construction phase of the Project to reduce potentially significant Project-specific and cumulative construction-related air quality impacts identified. Haul routes shall be designed to comply with this measure.

**(b) Additional Requirements For Projects Located Within Air Quality Impact Areas.** Applicants for Projects located within those areas identified as Air Quality Impact Areas relative to Canoga Park High School and Francis Parkman Middle School as shown on the shaded portions of Map 9 shall be subject to the following additional requirements:

(1) Provide personnel on a daily basis to wash the playground, lunch areas, and seating areas at the affected school site during active grading and earth moving phases of the construction, as coordinated with the appropriate school administrative staff; and

(2) As a condition of the Project Permit Compliance Review, covenant pursuant to Subdivisions 4 and 5 of this subsection to implement feasible mitigation measures, which shall include, but are not limited to, all previously listed measures identified in the Warner Center Draft EIR (August 1991) and the additional measures listed in Subdivision 3 (a) of this subsection; and

(3) Provide the funding for the replacement of the air filters at the beginning and at the conclusion of the construction of the Project in any air conditioning units at the affected school site; and

(4) Contribute its fair share to the Warner Center Air Quality Trust Fund (The Fund) by paying the Construction Air Quality Impact Assessment (CAQIA) fee prior to the issuance of any building, demolition, grading or foundation permit. The CAQIA Fee shall be \$.10 per square foot of proposed Surface Area Disturbed.

**4. Compliance With The Specific Plan.** The Director shall not make a finding of a Project's compliance with the Specific Plan as set forth in Section 6 unless the Applicant has complied with all air quality requirements of this section.

**5. Compliance Requirements For Projects Approved Under The March 24, 1998, Court-Approved Modified Warner Center Specific Plan.** Projects approved under the March 24, 1998, court-approved Modified Warner Center Specific Plan were required under Section 11 F 2 of that ordinance to sign a covenant to pay their fair share, not to exceed \$0.58 per square foot, of any fee found necessary in the SEIR as a feasible mitigation measure to mitigate the cumulative air quality and noise impacts on Canoga Park High School and Francis Parkman Middle School to a level of insignificance. Any Project approved under the Modified Specific Plan located within the shaded portion of Map 9 (Air Quality Impact Areas) shall be required to pay a mitigation fee based upon the new requirements established in Section 13 B 3 (b) (3)(ii) as adopted in

this ordinance. However, in no instance shall the calculation of a Project's fee under this new methodology exceed the amount which would have been derived from the calculation of the Project's new square footage multiplied by \$0.58. Additionally, all Projects approved under the Modified Specific Plan and not located within the shaded portions of Map 9 are not required to pay the mitigation fee and their covenants shall be terminated.

### **C. Guarantee Of Noise And Air Quality Requirements.**

**1. Mitigation Measures.** Prior to issuance of any building, demolition, grading or foundation permit, the Applicant shall:

(a) Guarantee the proposed mitigation measures required pursuant to Subdivision 4 of Subsection A and Subdivision 3 of Subsection B of this section, as required by the Department of City Planning.

(b) Execute and record a Covenant pursuant to Subdivision 2 of this subsection.

**2. Covenant.** Prior to the issuance of any building, demolition, grading or foundation permit for any Project, the Applicant shall:

(a) Execute and record a Covenant agreeing to implement the noise mitigation measures required pursuant to Subdivision 3 of Subsection A (Construction and Facility Noise Management Plans as approved by the Director) and Subdivision 4 of Subsection A of this section and the air quality mitigation measures pursuant to Paragraphs (a) and (b) of Subdivision 3 of Subsection B of this section. The Covenant shall also include a declaration, in writing, signed by all the owners of the Project, acknowledging the contents and limitations of this Specific Plan, including the requirement for noise mitigation measures.

(b) Deliver an executed and recorded copy of the Covenant and Agreement to the Department of City Planning prior to the issuance of any permit or certificate for which a Covenant is a condition precedent.

### **Sec. 14. SIGNS.**

**A. Project Permit Compliance Review Requirement.** No sign permit regulated by LAMC Chapter IX, Article 1, Division 62 shall be issued, nor shall any exterior sign be installed, unless the proposed sign has been reviewed and approved through the Project Permit Approval process pursuant to Section 6 of this Specific Plan. The application fee for Project Permit Compliance Review pursuant to this section shall be

equal to the application fee charged for "All Other Reviews" pursuant to LAMC Section 19.01 Q. No Project Permit Compliance Review shall be granted for a sign unless it conforms to the following requirements:

**B. Prohibited Signs.**

**1. Limitation.** The following signs are prohibited:

- (a) Off-site signs.
- (b) Projecting signs.
- (c) Portable signs, and Sandwich Signs.
- (d) Roof signs.
- (e) Signs having flashing, mechanical, strobe or blinking lights, or moving parts.
- (f) Pole signs.
- (g) Signs above the first story of Pedestrian Serving Uses.
- (h) Signs, other than movement and directional signs, within landscaped Setback areas.
- (i) Supergraphic signs.
- (j) Wind signs.
- (k) Animated Signs.
- (l) Electronic message boards, with the exception of those displaying time and temperature.
- (m) Sign Stacking, except on a monument sign.
- (n) Signs prohibited in LAMC Section 91.6205(k).
- (o) Cannister signs.

**2. Exceptions.** The limitation established by Subdivision 1 of this subsection shall not apply in the following instances:

(a) Monument signs shall be permitted within landscaped Setbacks, provided the signs do not exceed a height to the top of the sign of six feet above sidewalk grade or edge of roadway grade nearest the sign. Additionally, each side of a monument sign can be utilized for signage; however, the area of each side shall be counted toward the combined sign area of all permitted signs on a single-story building or structure.

(b) Legally recognized national, state or local flags shall be permitted on freestanding poles.

(c) Existing non-conforming pole signs serving current businesses may be refaced or remodeled provided that they are no higher than, nor of greater area than the original pole sign. Additionally, the refaced or remodeled pole sign shall remain in the same location and shall be consistent with the requirements established in this Specific Plan.

### **C. Number Of Signs.**

**1. Limitation.** No more than one wall sign or awning sign, and one window sign shall be constructed, placed, created or maintained for each Premise. No more than one monument sign shall be constructed, placed, created or maintained on any lot, unless the lot on which the building is located is adjacent to more than one street, in which case, one additional sign for each additional adjacent street shall be permitted.

**2. Exceptions.** The limitation established by Subdivision 1 of this subsection shall not apply in the following instances. The exceptions below shall comply with the combined sign area provisions set forth in Subsection D of this section:

#### **(a) General.**

(1) Any Premise located above the first story may have only a building or business identification sign adjacent to each exterior entrance which provides access to that Premise.

(2) Any Premise having at least 60 lineal feet of Building Facade may have an additional sign for each additional 30-foot increment of Building Facade; or, any first story Premise which has two or more Building Facades may have one sign facing each public way.

(3) Any wall sign located on a building, which is over 100 feet above grade, shall comply with LAMC Section 91.6209(e). This wall sign or signs may be in addition to the sign limitation specified in Subdivision 1

above, so long as the sign is placed within 25 feet of the top of the building.

(4) Traffic direction or parking information signs shall be permitted, provided that the signs do not exceed 20 square feet in area and ten feet in height.

(5) Any mural or similar type cultural/artistic amenity which has been approved by the City of Los Angeles Cultural Affairs Commission and is consistent with Section 18 of this Specific Plan.

**(b) Specific Signs.**

(1) Theaters may have one additional wall sign or one additional marquee sign.

(2) Gas Stations may have one additional permanent monument sign for advertising the type and price of gasoline only. The sign may be double-faced, but shall not exceed 12 square feet on each side and shall not exceed six feet in height.

(3) A child-care facility, developed in accordance with Section 16 of this Specific Plan, shall be considered a Premise and shall be allowed one additional wall sign.

**D. Combined Sign Area.**

1. **Limitation.** The total combined sign area of all permitted signs on a single-story building or structure shall not exceed three square feet for each foot of street frontage. For buildings that are more than one story in height, the combined sign area of all signs may exceed that permitted for a single-story building or structure by ten percent.

2. **Exceptions.** The limitation established by Subdivision 1 of this subsection shall not apply in the following instances:

(a) Notwithstanding the above, theaters shall be permitted three and one-half square feet of sign area for each foot of street frontage.

(b) Any wall sign located on a building over 100 feet above grade shall comply with LAMC Section 91.6209(e) and may be in addition to the combined sign area provisions of this subsection.

**E. Projection Of Wall Signs.** No wall sign shall extend more than 12 inches from the face of the building to which it is attached.

**F. Temporary Signs.**

1. One freestanding, construction sign shall be permitted, on a lot on which a building or structure is being erected or remodeled: if the sign identifies the owner, architects, engineers, financing agent and/or contractors involved in the Project; if the sign does not extend more than ten feet above ground level; if the sign does not exceed 40 square feet in area; and if the sign is removed within 15 days following completion of the construction or remodeling Project.

2. Real estate signs shall be permitted which indicate the building, land, or portion of the building or lot for sale, lease, or rent; provided that the signs are located on the property to which they relate, do not exceed 30 square feet in area or ten feet in height, and are removed within 15 days from the date the building, lot or portion is no longer for sale, lease, or rent.

3. Temporary flags, banner signs, pennants, and balloons for community events shall be permitted. The flags, banners, pennants, and balloons shall be erected no more than 30 days prior to the community or other event and shall be removed within 15 days following the end of the community or other event. In no case shall these flags, banners, pennants or balloons be displayed more than 60 days. Business identification of sponsorship shall be permitted on these signs provided that it is limited to no more than 20% of the sign's area.

**G. Uniform Sign Program.**

**1. Specification.** An Applicant and/or owner of a multi-use or multi-tenant non-residential Project may submit a Uniform Sign Program (USP) as part of the Project Permit Compliance Review application pursuant to Sections 6 and 14 A, subject to the approval of the Director of Planning.

**2. Contents Of Uniform Sign Program.** The USP shall consist of an inventory of every existing and proposed sign on the lot or lots and shall include:

- (a) Type of each sign;
- (b) Size of each sign;
- (c) Combined sign area of all signs;
- (d) Number of all signs;



(e) Location of each sign; and

(f) Street frontage in linear feet of all streets fronting the Project.

### **3. Approval Criteria.**

In approving or conditionally approving a USP, the Director of Planning shall use the following criteria:

(a) All signs shall conform to the limitations as established in this Specific Plan.

(b) The owner of the Project shall notify all potential tenants or owners of the USP at the time of sale or lease of the property.

(c) The owner of the Project shall pay a fee for the application for Project Permit Compliance Review with a USP equal to the application fee charged for "All Other Reviews" pursuant to Section 19.01 Q of the LAMC.

(d) All future sign permits in a Project shall be consistent with the approved USP.

(e) Any future sign permit applications submitted for review consistent with that USP shall be exempt from the Project Permit Compliance Review requirements, including the application fee

(f) Any request for a change to an approved USP shall be in writing and submitted to the Department of City Planning and shall be accompanied by a fee equal to the application fee charged for "Modification of Plans or Conditions" pursuant to LAMC Section 19.04 B.

### **4. Appeal Of Director Of Planning's Decision On The USP.**

The Applicant may appeal the decision of the Director of Planning on the USP application to the Area Planning Commission pursuant to the requirements as established in LAMC Section 11.5.7 E. On appeal, the Area Planning Commission shall determine if the Director erred or abused his or her discretion in the decision.

**Sec. 15. MIXED-USE PROJECTS.** The following provisions are incentives to encourage Mixed-Use Projects in the Specific Plan Area.

#### **A. Mixed-Use Project Incentives And Requirements.**

**1. Incentives.** An Applicant shall be permitted one of the following incentives for any Mixed-Use Project that provides dwelling units in combination with non-residential development in the (WC)CR, (WC)C1, (WC)C1.5, (WC)C2, (WC)C4, and (WC)C/I Land Use Categories:

(a) A maximum 20% increase in height from the maximum permitted height allowed by right as shown on the Land Use Categories Map, Map No. 3, or an additional height of 15 feet above the maximum permitted height allowed by right, whichever is greater; or,

(b) A reduction in the Transportation Impact Assessment (TIA) Fee for the Mixed-Use Project, to be determined jointly by DOT and the Department of City Planning, to the extent that the number of p.m. Peak Hour Trips generated for the non-residential portion of the Project is adjusted to reflect the trip reductions attributable to the mix of uses.

**2. Requirements.** In order to be eligible for the incentives in Subdivision 1 above, the Applicant shall file for a Project Permit Compliance Review pursuant to Section 6 of this Specific Plan for a Mixed-Use Project that contains a minimum of 10,000 square feet of non-residential floor area in combination with a minimum of five dwelling units on any lot or lots which form a single building site.

**3. Project Permit Compliance Review Procedures.** Prior to the issuance of a Project Permit Approval for a Mixed-Use Project, which takes advantage of these incentives pursuant to Subdivision 1 above:

(a) The Applicant shall prepare and submit a plan to provide for the right-of-first-refusal to purchase the dwelling units in the Project by employees of businesses located within this Specific Plan area;

(b) The Applicant shall execute and record a Covenant, restricting the rental or sale of these units by providing a right-of-first-refusal for a period of 48 hours to employees of businesses located within this Specific Plan area, with the TDM coordinator of the Project to act as the liaison for employees to exercise their rights for these units. The Covenant shall be in conformance with the standards set forth in Section 11 of this Specific Plan;

(c) The Applicant shall limit the Floor Area Ratio for the development so that it does not exceed 3:1, and provide that any floor area above the maximum allowed for non-residential uses, as shown on the Land Use Categories Map, Map No. 3, is utilized solely for residential development;

**(d)** The decision-maker shall make findings pursuant to the citywide Mixed-Use Ordinance, LAMC Section 12.24 V 2, or as amended, prior to a Mixed-Use Project Permit Compliance Review within this Specific Plan area;

**(e)** The decision-maker shall also make the following two findings for a Mixed-Use Project located in the (WC)C/I Land Use Category or any Mixed-Use Project located within 500 feet of an existing industrial use:

**(1)** That the proposed Mixed-Use Project will not detrimentally affect the continued operation and economic viability of any nearby industrial uses; and

**(2)** That the proposed Mixed-Use Project is located in a major urban center containing emerging research and development and high technology industries and/or office park development, and will, therefore, be compatible with surrounding land uses and not cause undue risks to the public health and safety of its inhabitants;

**(f)** For Mixed-Use Projects where dwelling units are sited adjacent to the non-residential portion of the development, the Applicant shall provide a landscaped buffer area between the dwelling units and non-residential portion of the Project. The buffer shall be at least 15 feet in width, in accordance with a landscape plan prepared by a licensed landscaped architect and approved by the Department of City Planning, and shall be provided prior to any final certificate of occupancy. In addition, the Applicant shall provide landscaping of the residential portion of the Project;

**(g)** For Mixed-Use Projects where dwelling units are integrated in the same building with the non-residential portion of the Project, the Applicant shall integrate landscaping into the residential component of the Project, where feasible;

**(h)** The Applicant shall not locate, nor shall the Director approve, any dwelling units that are part of a Mixed-Use Project within 100 feet of any industrial use (except research and development or high technology-type industries and/or office park developments) and the Applicant shall provide a landscaped buffer of a minimum of 25 feet in depth between any adjacent industrial use and residential units, in accordance with a landscape plan prepared by a licensed landscaped architect and approved by the Department of City Planning, prior to the issuance of any final certificate of occupancy;

**(i)** For the residential component of a Mixed-Use Project, the Applicant shall provide appropriate type and placement of recreational facilities and service

amenities in order to improve habitability for the residents and minimize potential adverse impacts resulting from noise and/or loss of privacy on neighboring properties.

**B. Environmental Clearance Requirement.** An environmental clearance shall be required for any proposed dwelling units to be constructed in excess of the first 3,000 units that received building permits issued subsequent to June 30, 1993, in order to assess any potential cumulative environmental impacts associated with residential development beyond this threshold.

**Sec. 16. CHILD CARE FACILITY INCENTIVES.** The following provisions are intended to encourage the availability of quality, affordable child care facilities to serve the children of employees in this Specific Plan area.

**A. Eligibility For Child Care Facility Incentives.**

1. An Applicant for a commercial, industrial or Mixed-Use Project which contains 50,000 square feet or more of non-residential floor area shall be eligible for the child care facility incentives set forth below. Child care facilities include infant care centers, day care centers, school age child day care centers, and after school programs, as defined under applicable state laws and regulations.

2. Child care facility incentives include: a floor area bonus for a child care facility provided within this Specific Plan area; a Trip reduction credit for a child care facility provided pursuant to this section; an exemption for the floor area of a child care facility from being counted toward a Project's floor area ratio; and, an exemption from the requirement of payment of the TIA Fee for the floor area devoted to a child care facility.

3. To qualify for the incentives set forth in this section, an Applicant shall, upon application for a Project Permit Compliance Review, submit a child care facility plot plan showing the size and physical location of the child care facility. The amount of floor area of the Project devoted to a child care facility may be derived by reference to the Child Care Facility Guidelines in Appendix C of this Specific Plan, or by an alternative proposal prepared by the Applicant and approved by the Director and the City's Child Care Coordinator (or a designee of the City Council if the City's Child Care Coordinator position is vacant). The amount of interior and exterior activity areas for a child care facility shall be consistent with applicable state laws and regulations. The child care facility plot plan shall be prepared satisfactory to the City's Child Care Coordinator (or a designee of the City Council if the City's Child Care Coordinator position is vacant) and be satisfactory to the Department of City Planning.

4. In order to receive the floor area bonus specified in Subdivision 2 of Subsection B below, the Applicant shall enter into an agreement with the City, in a form acceptable to the City's Child Care Coordinator (or a designee of the City Council if the City's Child Care Coordinator position is vacant) and the City Attorney, to guarantee that the area designated for child care shall remain in that use for a minimum of five years, commencing with initial occupancy of the child care center. After five years, the area designated for child care may be converted to another use, provided it can be demonstrated to the satisfaction of the City's Child Care Coordinator (or a designee of the City Council if the City's Child Care Coordinator position is vacant) and the City Planning Department that there is no longer a need for child care at the subject location. If the area is converted, the Applicant shall then be subject to payment of the TIA Fee for that area, and the floor area exemption for the child care facility shall no longer be applicable in determining a Project's total floor area for the calculation of the floor area ratio.

5. In order to provide for affordability of child care, the Applicant shall:

(a) Secure a lease for the child care facility with a licensed, non-profit child care provider for no more than \$1.00 per year; the child care provider may be required to pay a portion of the utility, insurance and maintenance expenses for the space.

(b) Provide a subsidy so that 20% of the child care slots are available to eligible low-income employees at 20% less than regular rates.

## **B. Location Of Child Care Facility.**

1. Child care facilities are encouraged to be located on the Project site. To qualify for the incentives pursuant to this section, the location of any proposed off-site child care facilities shall be subject to approval by the City's Child Care Coordinator (or a designee of the City Council if lacking a Child Care Coordinator) and the Department of City Planning. The location of off-site child care facilities shall not exceed a distance of 1,500 feet from the boundary of this Specific Plan area, 1,500 feet from a transit station, or 1,500 feet from a either a public or private Intercept Parking facility which serves commuters to this Specific Plan area, or may be placed at an alternative location, so long as the Departments of Transportation and City Planning and the City's Child Care Coordinator (or a designee of the City Council if the City's Child Care Coordinator position is vacant) find that the location of the child care facility will serve the employees or residents of this Specific Plan area.

**2. Floor Area Bonus.** A Project site shall be permitted five additional square feet of non-residential floor area, in excess of the Base Permitted Floor Area, for every one square foot of floor area constructed or guaranteed for a child care facility located only within this Specific Plan area.

**3.** Child care facilities shall also be encouraged to be located on-site within major shopping centers (containing a minimum of 250,000 square feet of floor area) in this Specific Plan area. The facilities may include drop-off, part-time care facilities as well as full-time care facilities. The minimum area necessary for any required outdoor activity area in connection with a child care facility may be credited toward a reduction of the required number of parking spaces for the shopping center, provided that it would be necessary for the outdoor activity area to occupy an area that otherwise would be devoted to parking purposes, as shown on the facility plot plan and determined satisfactory to the Departments of Transportation and City Planning.

**4.** The providers and operators of child care facilities are especially encouraged to cooperate with an established transportation management organization serving this Specific Plan area in order to coordinate the development and operation of the facilities with rideshare activities.

**C. Combined Child Care Facilities.** The incentives provided by this section may be satisfied through the development of combined child care facilities by Applicants for two or more individual Projects or by combining with an existing child care facility, provided the standards for minimum floor area and outdoor activity area are approved by the City's Child Care Coordinator (or a public official designated by the City Council if the City's Child Care Coordinator position is vacant) and the Department of City Planning.

**D. Trip Reduction Credit For Child Care Facility.** Applicants for Projects that provide a child care facility either on or off-site pursuant to Subsections A through C of this section shall be eligible for a Trip reduction credit as determined by DOT at the time of Project Permit Compliance Review. The Projects shall be credited 0.3 Trips for each full-time child care slot provided and 0.15 Trips for each part-time slot.

**E. Exemptions For Child Care Facility.** Notwithstanding any other provision of this Specific Plan, the floor area devoted to a child care facility shall be excluded from a Project's total amount of floor area for the calculation of floor area ratios and from the requirement of payment of a TIA Fee.

**F. Enforcement.** As a requirement of Project Permit Compliance Review, the operators of all child care facilities developed in accordance with this section shall submit an annual report to the Child Care Coordinator (or a public official designated by the City Council if the City's Child Care Coordinator position is vacant) and the

Department of City Planning. This annual report may be prepared with the assistance of a local child care provider or organization and/or a local transportation management organization. The report shall document: the number of children served and the fees charged; quality indicators, such as teacher-child ratios, average salaries of child care workers, ratio of full/part-time workers, and job turnover rates for workers; and the status of ridesharing activities coordinated with program operations. All annual reports shall be due July 1st. No annual report shall be required prior to twelve months after issuance of a certificate of occupancy for a child care facility or facilities.

## **Sec. 17. IMPLEMENTATION OF THE SPECIFIC PLAN.**

### **A. Phase I Of Development.**

**1. Limitations.** Pursuant to Section 6 of this Specific Plan, a Project Permit Compliance Review shall not be issued for a commercial or industrial Project (or for the non-residential component of a Mixed-Use Project) if the Project's floor area would either: (i) exceed Phase I limits of 21.5 million square feet; or (ii) allow development beyond the year 2010.

Any applicant with a Project proposed beyond either of these thresholds that has not been issued a Project Permit Compliance Review under the Phase I (21.5 million square feet) shall:

(a) be limited to the Basic Development Right prescribed in Section 8 A;  
or,

(b) submit an application for a Project Permit Compliance Review and prepare a separate environmental analysis relative to the particular Project or,

(c) delay submittal of the Project Permit Compliance Review application until completion of the Specific Plan restudy process.

### **2. Calculation Of Cumulative Approved Permitted Floor Area.**

(a) The Department of City Planning shall calculate the cumulative Approved Permitted Floor Area as specified in Subsection B of this section. The Department shall include the floor area of each Project in the cumulative Approved Permitted Floor Area at the time the Project is granted a Project Permit Compliance Review. Designated employees of the Departments of City Planning and Transportation shall indicate approval of the Project by a sign-off on the building permit application.

(b) If a building permit for which a Project Permit Compliance Review was granted pursuant to Section 6 of this Specific Plan expires and no extension of time is granted by the Department of Building and Safety, then the Department of City Planning, after being presented with satisfactory evidence of the permit's expiration, shall delete the floor area of that Project from the cumulative Approved Permitted Floor Area.

### **3. General Requirements.**

(a) The Department of City Planning shall establish, monitor and maintain an official record of all cumulative Approved Permitted Floor within the Specific Plan area. The floor area record shall be maintained at the parcel and Plan Subarea level.

(b) DOT shall establish, monitor and maintain an official record of the vehicle Level of Service (LOS) carrying capacity on the street system, the street and transit system improvements, the Average Vehicle Ridership (AVR) of Warner Center employees, as documented through annual reports submitted by employers and/or a TMO in the Specific Plan area pursuant to the Southern California Air Quality Management District's regulations for on-site and off-site office parking spaces, and High Occupancy Vehicle (HOV) facilities for all Projects within the Specific Plan area.

In monitoring LOS carrying capacity, DOT shall maintain a record of the percentage of capacity utilized by new Warner Center Projects approved under the provisions of this Specific Plan separate and apart from development in Warner Center existing prior to June 30, 1993, and apart from regional through-trips not generated as part of a Project developed within the boundaries of this Specific Plan.

### **4. Annual Specific Plan Status Report.**

(a) The Department of City Planning, with the assistance of DOT, shall prepare and submit to the Area Planning Commission a report on the status of development permitted by the Specific Plan and also make it available to the public. Prior to submitting an status report to the Area Planning Commission, the Planning Department shall seek public input regarding the implementation of the Specific Plan.

The annual report shall include the status of the Residential Neighborhood Protection Program pursuant to the report criteria specified in Subsection K of Section 11 of this Specific Plan. In addition, the report shall document:



- (1) The cumulative Approved Permitted Floor Area;
- (2) The progress toward implementation of transportation improvements, including physical street improvements, HOV facilities and transit improvements which serve or benefit this Specific Plan area;
- (3) The status of the vehicle LOS carrying capacity on the street system, as set forth in Subdivision 2 of Subsection C of this section;
- (4) The overall AVR within the Specific Plan area, and any deficiencies in meeting AVR standards based on the monitoring provisions under Subdivision 6 of Subsection J of Section 11; and
- (5) The total number of office parking spaces developed within this Specific Plan area.

(b) The Area Planning Commission, after review of the Department of City Planning's report, shall recommend to the City Council any actions necessary to ensure that LOS and AVR performance, transportation system improvements, improvements for on-site parking, and the implementation of the Residential Neighborhood Protection Program are in compliance with the requirements and intent of this Specific Plan.

(c) The City Council shall review the Area Planning Commission's action and the Department of City Planning's report and consider any actions necessary to ensure that the LOS and AVR performance, transportation system improvements, improvements for on-site parking, and the implementation of the Residential Neighborhood Protection Program are in compliance with the requirements and intent of this Specific Plan.

## **5. Compliance With The Phase I Requirements.**

(a) No Project Permit Compliance Review shall be granted for any Project which exceeds either the cumulative Approved Permitted Floor Area of 21.5 million square feet or is not approved prior to December 31, 2010, until the City Council has prepared and certified the necessary environmental analysis on the Specific Plan to supplement the previous environmental analysis and adopt the appropriate Specific Plan amendments and accompanying findings.

### **(b) Development Requirements.**

(1) **Level of Service (LOS) Standard.** DOT, in assisting the Department of City Planning in preparing a report and recommendations

pursuant to Subsection F of this section, shall determine whether there exists a significant adverse traffic impact with respect to the number of intersections within this Specific Plan area operating at substandard Levels of Service, by comparing existing LOS conditions with Year 1990 conditions, when the overall number of intersections (out of the 27 intersections within this Specific Plan area listed in Appendix A) operating at LOS F was eight.

**(2) Average Vehicle Ridership (AVR) Standard.** The minimum AVR standards of 1.40 overall for all new development within the Specific Plan area; 1.30 overall average for all development within the Specific Plan area (including existing development).

**(3) Parking Requirements (Office Parking Spaces Per 1,000 Square Feet Of Floor Area).**

<b>OFFICE PARKING</b> (Parking Spaces Per 1,000 Square Feet of Floor Area)	
<b>TYPE</b>	<b>PHASE I</b>
Single-Occupancy Vehicle(maximum)	3.7
High-Occupancy Vehicle (minimum)	0.3
Total SOV + HOV (maximum)	4.0
Total (maximum)	4.0

**(4) Street Improvements, Transit Improvements And HOV Facilities.** The Phase of Development requirements for street improvements, transit improvements and HOV facilities are set forth in Appendix A of this Specific Plan.

**(5) Residential Neighborhood Protection Program.** The transportation mitigation measures developed pursuant to Subsection K of Section 11 of this Specific Plan shall be implemented. Additional mitigation measures shall be considered by DOT and the Department of City Planning as part of future Specific Plan Reviews to be undertaken pursuant to Subsection F of this section.

**6. Exception.** Notwithstanding Subdivision 1 of this subsection, a Project may be issued a building permit even if the cumulative Approved Permitted Floor Area limit is exceeded by the additional non-residential floor area for the Project,

provided the Project does not exceed the Basic Development Right, as defined in Subsection A of Section 8 of this Specific Plan.

## **B. Phases II, III, And IV Of Development.**

**1. Specific Plan Restudy.** Prior to issuance of any Project Permit Compliance Review for new non-residential floor area that would either exceed the cumulative Approved Permitted Floor Area of the Phase I limit of 21.5 million square feet or be issued after December 31, 2010, the Department of City Planning, with the assistance of DOT, shall conduct a detailed review of the provisions of this Specific Plan, including the necessary environmental analysis and shall recommend any amendments to the City Planning Commission and the City Council.

**2. Schedule For Commencement of Restudy.** The Department of City Planning and DOT shall commence a restudy of this Specific Plan no later than July 1, 2008, or when the Department of City Planning approves 20 million square feet of Approved Permitted Floor Area for all non-residential development, whichever comes first.

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

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

## **Sec. 18. CULTURAL AMENITIES.**

**A. Warner Center Cultural Affairs Trust Fund.** A Warner Center Cultural Affairs Trust Fund shall be established to accept all contributions from development within this Specific Plan area that would otherwise be deposited into the Citywide Arts Fund pursuant to the Arts Development Fee Ordinance, Ordinance No. 166,725. Except as otherwise provided here, all provisions applicable to the Citywide Arts Development Fee Ordinance shall also apply to Projects within this Specific Plan area, including the provision of cultural and artistic facilities, services and community amenities, which shall be available to Projects and their future employees. Any cultural and artistic facilities,

services, and community amenities provided shall comply with the principles and standards set forth in the Cultural Master Plan, when adopted.

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

**Sec. 19. ACKNOWLEDGMENT OF LIMITATIONS.** The Department of Building and Safety shall not issue building permits or grading permits for any Project until the owner(s) of the lot or lots has recorded with the County Recorder and submitted to the Planning Department and the Department of Building and Safety an acknowledgment of the contents and limitations of this Specific Plan.

**Sec. 20. SEVERABILITY.** If any provision of this Specific Plan or its application to any person, property or circumstances, is held invalid, the remainder of this Specific Plan or the application of these provisions to other persons, property or circumstances shall not be affected.

(65344)

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

I hereby certify that the foregoing ordinance was introduced at the meeting of the Council of the City of Los Angeles JUN 13 2001, and was passed at its meeting of JUN 20 2001.

J. MICHAEL CAREY, City Clerk

By *Marie K. [Signature]*  
Deputy

JUN 28 2001  
Approved \_\_\_\_\_

*[Signature]*  
Mayor

Approved as to Form and Legality

5/30/01  
James K. Hahn, City Attorney

By *Claudia Culling*  
CLAUDIA CULLING  
Assistant City Attorney

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

May 30, 2001

see attached report.

*Con Howe*  
CON HOWE  
Director of Planning

File No. 90-0901-S2

## APPENDIX A

### WARNER CENTER SPECIFIC PLAN

#### List of Revised Phase I Transportation Improvements

#### A. TRANSPORTATION DEMAND MANAGEMENT (TDM)

1. Average Vehicle Ridership (AVR) Standards - The following summarizes the minimum AVR targets established for Phase I in the Specific Plan restudy:
  - 1.40 overall for all new development within Warner Center; and
  - 1.30 overall average for all development within Warner Center (including existing development)
2. Transportation Management Organization (TMO) Administrative Costs - Provide TDM program support funding to the Warner Center Transportation Management Organization (TMO) or equivalent to support the development and implementation of a Warner Center TDM/ridesharing program for the purpose of achieving the AVR standards established in the Specific Plan.
3. Parking Caps - Establish a maximum cap on allowable single occupancy vehicle (SOV) parking and total parking provided for office developments, applicable to both new and existing development, to support the TDM/transit goals of the Specific Plan:

OFFICE PARKING REQUIREMENTS (Parking Spaces Per 1,000 Square Feet of Floor Area)	
Single Occupancy Vehicle (maximum)	3.7
High Occupancy Vehicle (minimum)	0.3
Total SOV + HOV (maximum)	4.0
Total (maximum)	4.0

4. Other TDM Incentives - Provide funding for development and implementation of a variety of TDM programs to encourage and provide incentives for ridesharing and transit use in, to, and from the Warner Center area. Examples of these types of programs include rideshare promotion, vanpool and transit incentives (such as transit shelters), guaranteed ride home service, carpool matching, and other services to assist employees with commute options other than single-occupant vehicles.

5. TMO Membership - Require membership in the Warner Center TMO or the equivalent for new non-residential development over 30,000 square feet .

**B. TRANSIT/TDM IMPROVEMENTS**

**PHASE I**

1. Transit Improvements - Develop and implement a variety of transit improvements, including commuter express bus service to/from Warner Center, expanded local circulator bus service within the west San Fernando Valley area, bus priority corridors, the San Fernando Valley east-west bus rapid transit project, and the Warner Center Transit Hub:
  - a. Local Circulator Bus System - Expand local bus service within the western San Fernando Valley, particularly between residential neighborhoods and Warner Center.
  - b. Commuter Express Bus System - Develop and implement a long-distance commuter express/shuttle bus system, providing commuter express services between Warner Center and various residential areas, particularly in corridors not well served by other transit improvements included in this Specific Plan.
  - c. Canoga North/South Commuter Shuttle - Establish commuter shuttle service, potentially using small buses or vans, between the Chatsworth commuter rail station and Warner Center, along an alignment paralleling Canoga Avenue.
  - d. Bus Priority on Major Corridors - Implement transit priority treatments along the Topanga Canyon Boulevard corridor and the Victory Boulevard/Vanowen Street corridor (per the Canoga Park-Winnetka-Woodland Hills CPU TIMP and the RTIP, CFP, and/or GPF).
  - e. San Fernando Valley East-West Transit Corridor Bus Rapid Transit - Support implementation by the Los Angeles County Metropolitan Transportation Authority (LACMTA) of the Bus Rapid Transit (BRT) project between the North Hollywood Metro Red Line station and the Warner Center Transit Hub along the former Southern Pacific Burbank-Chandler branch right-of-way and Victory Boulevard.
  - f. Warner Center Transit Hub - Construct a transit hub in the Warner Center

Cores Subarea in the vicinity of Owensmouth Avenue/Oxnard Street/Canoga Avenue servicing various bus services and the San Fernando Valley East-West Transit Corridor BRT. Implement transit priority treatments along portions of Canoga Avenue and Oxnard Street within the Warner Center area leading to the Warner Center Transit Hub (per the Canoga Park-Winnetka-Woodland Hills CPU TIMP and the GPF).

2. Intercept Parking Facilities - None in Phase I.

**C. TRANSPORTATION SYSTEM MANAGEMENT (TSM)**

**PHASE I**

1. ATCS System - Implementation of Adaptive Traffic Control System (ATCS) at 42 intersections throughout the Warner Center area.
2. Other Traffic Signal Improvements
  - a. Burbank Boulevard and U.S. 101 westbound on-ramp - Install traffic signal.
  - b. De Soto Avenue and Califa Street - Install traffic signal.
  - c. Other traffic signal improvements as required.
3. Channelization and Striping
  - a. Burbank Boulevard between Topanga Canyon Boulevard and U.S. 101 westbound on-ramp - Stripe to provide for third westbound traffic lane, terminating as a forced left-turn lane at the on-ramp.
  - b. Other channelization and striping as required.
4. On-Street Parking Prohibition
  - a. De Soto Avenue between Victory Boulevard and Vanowen Street - Prohibit along both sides to provide for six through traffic lanes.
  - b. Topanga Canyon Boulevard between Burbank Boulevard and Vanowen Street - Prohibit along both sides to provide for third southbound through



traffic lane.

**D. STREET IMPROVEMENTS**

**PHASE I**

1. Street Widening Within the Specific Plan Area
  - a. Canoga Avenue
    - (1) Between Victory Boulevard and Vanowen Street - Upgrade and widen from Secondary Highway to Major Highway standards to provide for six through traffic lanes.
    - (2) Under the U.S. 101 Bridge - Widen to provide for six through traffic lanes.
  - b. De Soto Avenue on the Los Angeles River Bridge - Widen to provide for six through traffic lanes.
  - c. Route 101 (Ventura) Freeway Westbound On-Ramp from Burbank Boulevard - Widen to provide two traffic lanes through the ramp meter.
  - d. Victory Boulevard between Topanga Canyon Boulevard and De Soto Avenue - Upgrade and widen from Major Highway to Major Class I Highway standards to provide for eight through traffic lanes.
2. Intersection Flaring Within the Specific Plan Area - Additional intersection approach widenings and/or reconstruction at intersections within the Warner Center Specific Plan area, as required.
3. Street/Intersection Improvements Outside the Specific Plan Area - Provide for street and intersection improvements outside of the Specific Plan area to mitigate impacts related to the Specific Plan, as specified in the SEIR for the revised Specific Plan.
4. New Freeway Ramps at the Ventura Freeway/Canoga Avenue Interchange - Construct a new eastbound off-ramp at Canoga Avenue, intersecting Canoga Avenue opposite the existing eastbound on-ramp.

**E. RESIDENTIAL NEIGHBORHOOD PROTECTION PROGRAM**

Develop and implement neighborhood traffic protection plans for the nine residential neighborhoods in areas surrounding Warner Center shown in the Specific Plan.

APPENDIX B

TRIP GENERATION TABLE 1  
Warner Center Specific Plan

Land Use 2	Base Rate or Trips	Pass-by Reduction	Rate/Trips Excluding Pass by	TDM Reduction?	PHASE				Units
					I 3	II	III	IV	
<b>SHOPPING CENTERS</b>									
Square Feet of Gross Leasable Area 4									
less than	50,000	7.94	57%	3.41	Yes	3.31		trips/1000 sq. ft. GLA	
	50,000	397	57%	171	Yes	166		trips	
	75,000	519	50%	260	Yes	252		trips	
	100,000	628	45%	345	Yes	335		trips	
	150,000	821	39%	501	Yes	486		trips	
	225,000	1072	34%	708	Yes	686		trips	
	300,000	1297	31%	895	Yes	868		trips	
	400,000	1568	28%	1129	Yes	1095		trips	
	500,000	1816	26%	1344	Yes	1304		trips	
	600,000	2049	24%	1557	Yes	1511		trips	
	800,000	2477	22%	1932	Yes	1874		trips	
	1,000,000	2870	21%	2267	Yes	2199		trips	
	1,250,000	3326	19%	2694	Yes	2613		trips	
	1,500,000	3751	18%	3076	Yes	2984	trips		
	1,750,000	4152	17%	3446	Yes	3343	trips		
	2,000,000	4535	16%	3809	Yes	3695	trips		
For Shopping Center sizes not shown and containing less than 2,000,000 square feet of Gross Leasable Area, P.M. Peak Trips per Hour may be calculated by proportioning (interpolating) between the sizes and corresponding Trip amounts that are shown. For Shopping Centers containing greater than 2,000,000 square feet of Gross Leasable Area, the Institute of Transportation Engineers' Trip Generation (latest edition) should be used, as directed by the Department of Transportation.									
<b>RETAIL USES</b>									
Specialty Retail	2.59	10%	2.33	No	2.33		trips/1000 sq. ft. GFA 5		
Supermarket	11.51	70%	3.45	No	3.45		trips/1000 sq. ft. GFA		
Convenience Market	53.73	70%	16.12	No	16.12		trips/1000 sq. ft. GFA		
Furniture Store	0.45	40%	0.27	Yes	0.26		trips/1000 sq. ft. GFA		
Discount Club	3.80	40%	2.28	Yes	2.21		trips/1000 sq. ft. GFA		
<b>RESTAURANTS</b>									
Low-Turnover	7.49	60%	3.00	No	3.00		trips/1000 sq. ft. GFA		
High-Turnover	10.86	70%	3.26	No	3.26		trips/1000 sq. ft. GFA		
Fast-Food									
without Drive-Thru	26.15	70%	7.85	No	7.85		trips/1000 sq. ft. GFA		
with Drive-Thru	33.48	70%	10.04	No	10.04	trips/1000 sq. ft. GFA			
<p>1 Trip Generation Table based on ITE Trip Generation, 6th Edition, 1997 and should be used as a guide only. Actual Trip calculations shall be based on the most recent version of the ITE Trip Generation manual. Trips are p.m. peak hour Trips.</p> <p>2 For a Project having more than one use, Trips shall be calculated on a case-by-case basis, subject to Department approval.</p> <p>3 Incorporates reduction in accordance with WCSP Phase I AVR goal (1.30 average) as follows: 11% office/industrial, 8% hospital, 3% retail/hotel, 6% residential.</p> <p>4 Gross Leasable Area (GLA) is the area for which tenants pay rent. For purposes of Trip generation calculation, the floor area of any parking garages within the building shall not be included within the GLA of the entire building.</p> <p>5 Gross Floor Area (GFA) is the total square footage confined by the outside surface of the exterior walls of a building and any exterior area used for commercial purposes, except that square footage devoted to vehicle parking and necessary interior driveways and ramps.</p>									

APPENDIX B

TRIP GENERATION TABLE  
Warner Center Specific Plan

Land Use	Base Rate or Trips	Pass-by Reduction	Rate/Trips Excluding Pass by	TDM Reduction?	PHASE				Units
					I	II	III	IV	
<b>GENERAL OFFICES</b>									
Square Feet of Gross Floor Area									
less than 40,000	3.10		3.10	Yes	2.76				trips/1000 sq. ft. GFA
40,000	124		124	Yes	110				trips
70,000	158		158	Yes	141				trips
100,000	191		191	Yes	170				trips
200,000	303		303	Yes	270				trips
400,000	528		528	Yes	470				trips
600,000	752		752	Yes	669				trips
800,000	976		976	Yes	869				trips
more than 800,000	1.22		1.22	Yes	1.09				trips/1000 sq. ft. GFA
For office sizes not shown above, P.M. Peak Trips Per Hour may be calculated by proportioning (interpolating) between the sizes and corresponding Trip amounts that are shown.									
<b>MEDICAL OFFICE</b>	3.66		3.66	Yes	3.26				trips/1000 sq. ft. GFA
<b>BANKING USES</b>									
Walk-in Bank	33.15	30%	23.21	Yes(office)	20.65				trips/1000 sq. ft. GFA
Bank w/ Drive-Thru	54.77	30%	38.34	Yes(office)	34.12				trips/1000 sq. ft. GFA
<b>INDUSTRIAL</b>									
General Light									
Industry (less than 500 employees)	0.98		0.98	Yes	0.87				trips/1000 sq. ft. GFA
Manufacturing	0.74		0.74	Yes	0.66				trips/1000 sq. ft. GFA
Warehousing	0.51		0.51	Yes	0.45				trips/1000 sq. ft. GFA
Self-Storage	0.26		0.26	Yes	0.23				trips/1000 sq. ft. GFA
Science R & D	1.08		1.08	Yes	0.96				trips/1000 sq. ft. GFA
<b>AUTOMOBILE USES</b>									
Automobile Care Center	3.38	70%	1.01	No	1.01				trips/1000 sq. ft. occupied GLA
New Car Sales	2.80		2.80	No	2.80				trips/1000 sq. ft. GFA
<b>HOSPITALS</b>									
General	1.22		1.22	Yes	1.12				trips/bed
Nursing Home	0.17		0.17	Yes	0.16				trips/bed
<b>RESIDENTIAL</b>									
Apartments	0.62		0.62	Yes	0.58				trips/dwelling unit
Condominiums	0.54		0.54	Yes	0.51				trips/dwelling unit
Single-Family House	1.01		1.01	Yes	0.95				trips/dwelling unit
<b>OTHER</b>									
Hotel	0.71		0.71	Yes	0.69				trips/guest room
Motel	0.47		0.47	Yes	0.46				trips/guest room
Live Theater	0.02		0.02	Yes(office)	0.02				trips/seat
Movie Theater	0.14	10%	0.13	Yes(office)	0.11				trips/seat
Day Care Center	13.20		13.20	Yes(office)	11.75				trips/1000 sq. ft. GFA
Health Club	4.30		4.30	Yes(office)	4.17				trips/1000 sq. ft. GFA

## APPENDIX C

### WARNER CENTER SPECIFIC PLAN

#### Child Care Facility Guidelines

The following guidelines pertain to Section 13 of this Specific Plan. These guidelines may be used to determine the need for a child care facility for each Project and the minimum Floor Area for the child care facility or facilities. (Alternatively, Applicants are permitted to prepare their own child care facility proposals, satisfactory to the City's Child Care Coordinator.)

- A. Determine the Floor Area of the Project (excluding parking garage);
- B. Determine the number of employees generated by Project -- calculated as gross square footage of Project (A) divided by:
  - 250 square feet per employee for office space;
  - 300 square feet per employee for retail/other commercial space<sup>1</sup>;
  - 500 square feet per employee for industrial/business park/manufacturing space;
- C. Multiply the number of employees generated (B) by 12 percent to determine the number of employees who have children ages 0 - 12 years and need a licensed child care facility;
- D. Multiply the number of employees who have children ages 0 - 12 years who need a licensed child care facility (C) by the factor of 1.6 to determine the number of children per employee;
- E. Multiply the number of children per employee (D) by 40 percent to determine the number of employee children, ages 0 - 12 years, who would utilize a licensed child care facility at or near the Project workplace in Warner Center.

Calculation of the amount of Floor Area for a child care facility or facilities should be determined consistent with current minimum State requirements for interior and exterior activity areas.

---

<sup>1</sup>

Divide by 500 square feet for Shopping Centers having 250,000 square feet or more of Floor Area.

## Child Care Facility Worksheet

Project Name:

---

Project Location:

---

### **CHILD CARE FACILITY REQUIREMENT FORMULA**

**A) SQUARE FEET OF PROJECT (Exclude Parking Garage)**

(A) = \_\_\_\_\_ Total Square Feet

**B) NUMBER OF PROJECT EMPLOYEES**

- Office:  
\_\_\_\_\_ sq. ft. / 250 sq. ft. per employee
- Retail/Other Commercial:  
\_\_\_\_\_ sq. ft. / 300 sq. ft. per employee<sup>1</sup>
- Industrial/Business Park/Manufacturing:  
\_\_\_\_\_ sq. ft. / 500 sq. ft. per employee

(B) = \_\_\_\_\_ Total No. of Project Employees

**C) NUMBER OF PROJECT EMPLOYEES WITH CHILDREN AGES 0 - 12 YEARS NEEDING LICENSED CHILD CARE**

Total No. of Project Employees (B) x 12%

(C) = \_\_\_\_\_ Total No. Employees with Children Ages 0 - 12  
Years Needing Child Care

**D) NUMBER OF CHILDREN AGES 0 - 12 YEARS NEEDING CARE PER EMPLOYEE**

Total No. of Project Employees with Children Ages 0 - 12 Years Needing Child Care  
(C) x 1.6 Children per Employee

(D) = \_\_\_\_\_ Total No. of Children Needing Child Care

---

<sup>1</sup>

Divide by 500 square feet for Shopping Centers having 250,000 square feet or more of Floor Area.

**E) NUMBER OF CHILDREN UTILIZING ON- OR NEAR-SITE CHILD CARE**

Total No. of Children Needing Child Care (D) x 40%

(E) = \_\_\_\_\_ Total No. of Child Care Spaces Required for Project

**IF (E) IS LESS THAN 12, NO CHILD CARE FACILITY REQUIREMENT.**

**IF (E) IS 12 OR MORE, MULTIPLY (E) x MINIMUM SQ. FT. ACTIVITY AREA (INTERIOR) PER CHILD AS REQUIRED BY STATE LAW TO DETERMINE REQUIRED FLOOR AREA FOR CHILD CARE, NOT TO EXCEED 12,000 SQ. FT.**

**Total Child Care Floor Area Required = \_\_\_\_\_**

## APPENDIX D

### WARNER CENTER SPECIFIC PLAN

#### Residential Neighborhood Protection Program

#### MITIGATION MEASURES

The mitigation measures identified below are listed as devices to make local routes less attractive to through traffic and provide measures designed to improve pedestrian and vehicular egress by residents from the designated neighborhoods. They also affect the travel patterns of local residents in the neighborhoods and increase delays and travel distances.

No measure is recommended for a specific residential neighborhood. The Departments of City Planning and Transportation shall jointly conduct a study and make recommendations, with the advice of the appointed Residential Neighborhood Protection Committee(s), after the Warner Center Specific Plan is adopted in order to establish locations, if any, for any of these measures to be implemented.

#### A. DIVERTERS OR SEMI-DIVERTERS

A diverter is a physical barrier that limits the access at an intersection. It can be designed to require all vehicles to make a left- or right-turn at the intersection and prohibit through movements. A semi-diverter is designed to prohibit traffic from entering a street while allowing exits.

#### B. CUL DE SACS OR STREET CLOSURES

This measure would totally prohibit access and limit the street to one outlet.

#### C. CHOKERS OR NARROWING OF STREET WIDTHS

The width of the street is reduced by a choker or narrowing of width. It is normally built at an intersection to restrict the number of lanes entering and exiting the street.

#### D. TURN RESTRICTIONS

Peak period turn restrictions from arterials onto local streets function as diverters.

#### E. STREET AND HIGHWAY REDESIGNATIONS

This measure would redesignate streets and highways within residential neighborhoods where necessary to promote the goals and objectives of the Residential Neighborhood Protection Program.



**F. TRAFFIC SIGNALS AND SIGNAL ACTIVATORS**

Traffic signals located at key exit intersections from residential neighborhoods could be designed to be activated only by pedestrians or by vehicles egressing from those communities.

## APPENDIX E

### WARNER CENTER SPECIFIC PLAN

#### Urban Design Guidelines

#### 1. STREET TREE PLAN

The following are the suggested street tree designations for the streets within the Warner Center Specific Plan area:

a) Owensmouth Parkway

Street Tree - alternating California Live Oak and Red Iron Bark Eucalyptus (60" Box size installed)

Setback - European Sycamore opposite each street tree. (60" Box size installed)

b) Canoga Avenue

Street Tree - alternating Evergreen magnolia and Chinese Pistache. (60" Box size installed)

Setback - Magnolia and Pistache opposite each street tree. (60" Box size installed)

c) Topanga Canyon Boulevard and De Soto Avenue

Street Tree - alternating Italian Stone Pine and Ginkgo Trees. (60" Box size installed)

d) Variel Avenue

Street tree - Crape Myrtle

e) Vanowen Street

Street tree - Holly Oak

Setback - Holly Oak equidistant between each street tree.

f) Victory Boulevard

Street tree - alternating Tipu and Monkey Puzzle

Setback - alternating Tipu and Monkey Puzzle

g) Erwin Street

Street tree - Chinese Flame Trees (60" Box size installed)

Setback - Chinese Flame Trees equidistant between each street tree.  
(60" Box size installed)

h) Oxnard Street

Street tree - Jacaranda or Chinese Flame Trees (60" Box size installed)

Setback - Jacaranda or Chinese Flame Tree equidistant between each  
(60" Box size installed)

i) Califa Street

Street tree - Chinese Flame Tree

Setbacks - Chinese Flame Tree equidistant between each street tree.

j) Burbank Boulevard

Street tree - European Sycamore

Setback - European Sycamore equidistant between each street tree.

WARNER CENTER STREET TREE KEY

<u>STREET</u>	<u>SPECIES</u>
Owensmouth Parkway	Platanus acerfolia - London Plane Tree 'Yarwood' Quercus agrifolia - California Live Oak (Eucalyptus sideroxylon - Red Ironbark: existing)
Canoga Avenue	Magnolia grandiflora - 'Majestic Beauty' Pistacia chinensis - Chinese Pistache
Topanga Canyon	Pinus pinea - Italian Stone Pine Ginkgo biloba - 'Autumn Gold' Ginkgo
De Soto Avenue	Pinus pinea - Italian Stone Pine Ginkgo biloba - 'Autumn Gold' Ginkgo
Burbank Boulevard	Platanus acerfolia - London Plane Tree 'Yarwood'
Oxnard Avenue	Jacaranda mimosifolia - Jacaranda
Erwin Street	Koelreuteria bipinnata - Chinese Flame Tree
Victory Boulevard	Tipuana tipu - Tipu Tree Araucaria araucana - Monkey Puzzle Tree
Vanowen Street	Quercus ilex - Holly Oak
Califa Street	Koelreuteria bipinnara - Chinese Flame Tree
Variel Avenue	Lagerstroemia indica - Crape Myrtle

2. OWENSMOUTH PARKWAY

OBJECTIVES

- A. Create a Parkway that establishes Owensmouth Avenue as the core of activity of

Warner Center.

- B. Coordinate the design of Owensmouth Avenue so that existing and future transportation requirements are addressed in a creative, functional and aesthetically pleasing manner.
- C. Develop a plan that recognizes the variety of land uses along Owensmouth Avenue by setting guidelines directed to bring about a hierarchy of design character along its length (e.g., create an active urban environment with a "Village Center" at the core).
- D. Establish a street that encourages pedestrian use by promoting pedestrian-serving activities.
- E. Create a unique streetscape by introducing historic California landscape elements and by enhancing the existing landscaping.

GUIDELINES

The following Guidelines for the future development of "Owensmouth Parkway" consist of Concepts and Implementation Strategies.

A. ROAD RIGHT-OF-WAY

- 1. Concept:
  - a. Owensmouth Parkway will be a unique street serving the internal requirements of Warner Center.
  - b. Owensmouth Parkway will serve as a local distributor street, containing enhanced landscape, setback and transportation elements.
  - c. Owensmouth Parkway will be designed to accommodate the future potential inclusion of transit lanes compatible for use by buses or other surface transit vehicles, in order to reduce auto congestion, link Warner Center to regional transportation systems, and provide an enhanced level of convenience for residents and workers.

**2. Implementation Strategies:**

- a. North-South through traffic within Warner Center shall be accommodated by Topanga Canyon Boulevard, Canoga Avenue and De Soto Avenue.
- b. Owensmouth Parkway shall be designed to encourage and accommodate multiple turning movements for access to buildings and parking.
- c. On-street parking shall be limited.

**B. LAND USES: RETAIL/RESTAURANTS, COMMUNITY FACILITIES,  
PUBLIC PLAZAS**

**1. Concept:**

- a. Activities and spaces which: invite public gathering and public participation; create a public service; and/or create a public amenity, such as plazas, shall be encouraged on sites adjacent to, and accessible from Owensmouth Parkway.
- b. Activities to be encouraged include: child-care; community meetings or cultural events; regular or occasional fairs, displays, farmers' markets, art shows and the like; pedestrian-oriented retail and restaurants.
- c. The activities and spaces above should be street-oriented, rather than internally focused within a development.

**2. Implementation Strategies:**

- a. Space devoted exclusively to community facilities such as child-care facilities, community meeting rooms or cultural facilities shall be excluded from the calculation of permitted Floor Area.
- b. Retail and restaurants which are highly visible and immediately adjacent to pedestrian-ways shall be encouraged.
- c. Regular or occasional fairs, displays, farmers' market, art shows

and the like shall be permitted consistent with public safety.

C. PAVING

1. Concept:

- a. Special paving can contribute to the special district character of Owensmouth Parkway by emphasizing particular street and pedestrian areas, such as crosswalks and plazas.
- b. A range of suitable paving options should be encouraged.

2. Implementation Strategies:

- a. Encourage a range of appropriate means to create special paving character along Owensmouth Parkway, for example, by use of integral-color: concrete, stamped concrete, precast pavers; brick; stone and the like.
- b. Encourage use of special paving materials in private areas adjacent to the Owensmouth Parkway, such as plazas, private walks and drives.

D. LANDSCAPE

1. Concept:

- a. Establish a Landscape Framework for the entire Warner Center Specific Plan area.
- b. Provide distinctive thematic landscape edges along Owensmouth Parkway.
- c. Include the linear Wind-Row, the Orchard and the Grove, as prototypical landscape forms which reflect the history of Southern California.
- d. Incorporate Water Features within the public areas of Owensmouth Parkway which are visible to drivers, and/or interactive with pedestrians.

- e. Encourage supplementary planting area on adjacent private properties.

2. Implementation Strategies:

- a. Historic Southern Californian tree species and planting patterns (either native or imported species) should be encouraged for major landscaping within Warner Center.
- b. Intensive plaza tree planting in formal Orchard pattern (rows) and/or Grove pattern (informal groupings) shall be encouraged.
- c. Orchard planting shall be encouraged as especially appropriate for shading surface parking areas.
- d. Water Features such as fountains, shall be permitted within the plan area, consistent with responsible water resource use.
- e. Drought-adapted species of trees, shrubs and ground covers should predominate within planted areas.

**E. STREET LIGHTING**

- 1. Concept: Unique and distinctive street lighting fixtures will enhance the special district character of Owensmouth Parkway.
- 2. Implementation Strategy: Unique lighting fixtures which otherwise meet the requirements of the Bureau of Street Lighting shall be encouraged.

**F. STREET FURNITURE**

- 1. Concept: Street furniture should enhance the special district character of Owensmouth Parkway.
- 2. Implementation Strategy: Street furniture, including but not limited to trash receptacles, bollards, public or emergency telephones, drinking fountains, bus or transit shelters, and the like, shall be provided for the comfort and convenience of the public.



**G. GRAPHICS AND SIGNAGE**

1. **Concept:** Custom graphics and signage will contribute to the special district character of Owensmouth Parkway.
2. **Implementation Strategy:** Encourage development of custom-theme public graphics and signage for Warner Center and the Owensmouth Parkway; permit use as appropriate, of public standards for display of flags, event banners and similar festive or informational signage and graphics.

**H. PUBLIC ART**

1. **Concept:** The presence of public art will contribute to the special district character of Owensmouth Parkway.
2. **Encourage public art in a variety of media, including light, water and special planting arrangements in addition to traditional art media.**

## **APPENDIX F**

### **WARNER CENTER SPECIFIC PLAN**

#### Construction Noise Management Plan

The following is a summary of the requirements for the preparation of a Construction Noise Management Plan to be prepared by a licensed acoustical engineer.

- A. Description of the Project Site and Surrounding Community
- B. Noise Regulations
  - 1. California Noise Regulations
  - 2. City of Los Angeles Noise Regulations
  - 3. Summary of Noise Regulations
- C. Analysis Methodology
  - 1. General Description of Commuter Model
  - 2. Input to the Computer Model
  - 3. Output from the Computer Model
  - 4. Model Calibration
  - 5. Model Verification
  - 6. Model Acceptance
  - 7. Specific Modeling for Project Sources
- D. Existing Conditions
  - 1. Existing Ambient Noise
  - 2. Project Specific Noise Sources
- E. Project Impacts
  - 1. Future Ambient Noise
  - 2. Project Specific Noise Sources
- F. Mitigation Measures/Methods
  - 1. Noise Source Limitations Concept
  - 2. Mitigation of the Project's Noise Sources
  - 3. Mitigation of the Project's Construction Noise Impacts
- G. Conclusions

## APPENDIX G

### WARNER CENTER SPECIFIC PLAN

#### Components of a Facility Noise Management Plan (FNMP)

The following is a summary of the requirements for the preparation of a Facility Noise Management Plan to be prepared by a licensed acoustical engineer.

A. Description of the Project Site and Surrounding Community

B. Noise Regulations

1. California Noise Regulations
2. City of Los Angeles Noise Regulations
3. Summary of Noise Regulations

C. Analysis Methodology

1. General Description of Commuter Model
2. Input to the Computer Model
3. Output from the Computer Model
4. Model Calibration
5. Model Verification
6. Model Acceptance
7. Specific Modeling for Project Sources

D. Existing Conditions

1. Existing Ambient Noise
2. Project Specific Noise Sources

E. Project Impacts

1. Future Ambient Noise
2. Project Specific Noise Sources

F. Mitigation Measures/Methods

1. Noise Source Limitations Concept
2. Mitigation of the Project's Noise Sources
3. Mitigation of the Project's Facility Noise Impacts

G. Conclusions

**TABLE 1**

**WARNER CENTER SPECIFIC PLAN**

**PHASE I TIMP**

<b>COMPONENT</b>	<b>PHASE I TIMP</b>
Non-Residential Development	21.5 MSF
LOS Standard	LOS E; maximum 8 of 27 substandard (8 Intersections at LOS F)
Projected LOS at 27 Intersections Within WC	3 of 27 substandard (3 Intersections at LOS F) at 2010. Standard achieved? Yes
Home-Work AVR Standard	- 1.40 for new development - 1.30 overall WC average
Parking Requirements (spaces per 1,000 SF general office)	- 3.7 maximum SOV w/in WC - 0.3 minimum HOV w/in WC - 4.0 maximum SOV+HOV - No Intercept requirement/no in-lieu fee
Intercept Parking Facilities	None
HOV Facilities	None
Transit Improvements	- Local shuttle circulator - Long-distance commuter express - Canoga N/S shuttle - Bus priority corridors - SFV E/W bus rapid transit - WC Transit Hub
TSM	- ATCS - Burbank/101 signal - De Soto/Califa signal - Burbank restripe, Topanga Cyn to 101 ramp - De Soto parking restrictions - Topanga parking restrictions
Street Improvements	- Canoga widen, Victory to Vanowen - Canoga widen, under 101 - De Soto LA River bridge widen - 101/Burbank on-ramp widen - Victory widen, Topanga Cyn to De Soto - 101/Canoga EB off-ramp - Intersection improvements - Cumulative mitigations
Neighborhood Protection Program	- 9 neighborhoods - \$3.5 million total for Phase I
Transportation Impact Assessment Fee	Trip Cost Factor (proposed): \$3,567 per PM peak hour trip for office development[a] \$3,169 per PM peak hour trip for non-office, non-residential development

Notes:

a. Additional amount collected for office development designed to offset the impact of allowing additional SOV parking through the funding of trip reduction/TDM measures including: subsidized transit passes, vanpool subsidization, rideshare promotions, and other measures to encourage and provide incentives employees to use alternative modes of transportation.

AVR = Average Vehicle Ridership  
E/W = East/West  
HOV = High-Occupancy Vehicle

LOS = Level of Service  
MSF = Million Square Feet  
N/S = North/South

SFV = San Fernando Valley  
SOV = Single-Occupant Vehicle  
WC = Warner Center

**TABLE 2  
WARNER CENTER SPECIFIC PLAN RESTUDY  
ESTIMATED PROGRAM COSTS AND ALLOCATION TO TRIP FEE - PHASE I TIMP  
May 2001**

TIMP Component	Total Cost (Millions)	Regional Share (Other Sources)		Warner Center Total Share		Local Share (Other Sources)		Warner Center New Development Share (Assigned to Fee)			Additional TDM [p] Cost (Millions)	
		% of Total	Cost (Millions)	% of Total	Cost (Millions)	% of W.C.	Cost (Millions)	% of W.C.	% of Total	Cost (Millions)		
<b>TDM/TRANSIT PROGRAM</b>												
TMO Program Support [a]	\$0.85	0%	\$0.00	100%	\$0.85	0%	\$0.00	100%	100%	\$0.85	\$1.10	
Canoga North/South Shuttle [b]:												
Capital Cost	\$0.50	0%	\$0.00	100%	\$0.50	77%	\$0.38	23%	24%	\$0.12		
O&M Subsidy [c]	\$3.22	100%	\$3.22	0%	\$0.00	77%	\$0.00	23%	0%	\$0.00		
Commuter Express & Local Circulator Bus System [d]:												
Capital Cost	\$5.46	0%	\$0.00	100%	\$5.46	77%	\$4.20	23%	23%	\$1.26		
O&M Subsidy [c]	\$35.46	100%	\$35.46	0%	\$0.00	77%	\$0.00	23%	0%	\$0.00		
Bus Priority on Major Corridors [e]										[e]		
SFV E-W Bus Rapid Transit [f]										[f]		
Warner Center Transit Hub [g]										[g]		
Subtotal: TDM/Transit	\$45.49	85%	\$38.68	15%	\$6.81	67%	\$4.58	33%	5%	\$2.23		
<b>STREET IMPROVEMENT PROGRAM</b>												
TSM Actions [h]	\$1.03	85%	\$0.88	15%	\$0.15	0%	\$0.00	100%	15%	\$0.15		
Street Widening [i]:												
Capital Cost	\$12.45	51%	\$6.36	49%	\$6.09	4%	\$0.22	96%	47%	\$5.87		
ROW Cost	\$14.61	31%	\$4.59	69%	\$10.02	1%	\$0.14	99%	68%	\$9.88		
New Ramps [j]:												
Capital Cost	\$7.54	57%	\$4.33	43%	\$3.21	35%	\$1.13	65%	28%	\$2.08		
ROW Cost	\$0.08	63%	\$0.05	38%	\$0.03	33%	\$0.01	67%	25%	\$0.02		
Intersections												
Capital Cost	\$2.00	43%	\$0.86	57%	\$1.14	5%	\$0.06	95%	54%	\$1.08		
ROW Cost	\$2.55	42%	\$1.06	58%	\$1.49	6%	\$0.10	94%	55%	\$1.39		
Cumulative Mitigations [k]												
Capital Cost	\$26.15	92%	\$23.97	8%	\$2.18	14%	\$0.30	86%	7%	\$1.88		
ROW Cost	\$0.30	68%	\$0.20	32%	\$0.10	74%	\$0.07	26%	8%	\$0.03		
Subtotal: Street Improvements	\$66.70	63%	\$42.30	37%	\$24.40	8%	\$2.03	92%	34%	\$22.38		
<b>RESIDENTIAL NEIGHBORHOOD PROTECTION PROGRAM [l]</b>												
	\$3.50	0%	\$0.00	100%	\$3.50	0%	\$0.00	100%	100%	\$3.50		
<b>ADMINISTRATIVE/ RESTUDY COSTS [m]</b>												
	\$1.67	0%	\$0.00	100%	\$1.67	0%	\$0.00	100%	100%	\$1.67		
<b>TOTAL PROGRAM COSTS (Millions)</b>	<b>\$117.36</b>	<b>69%</b>	<b>\$80.98</b>	<b>31%</b>	<b>\$36.38</b>	<b>18%</b>	<b>\$6.61</b>	<b>82%</b>	<b>25%</b>	<b>\$29.78</b>	<b>\$1.10</b>	
<b>INCREMENTAL INCREASE IN PM PEAK HOUR TRIPS SUBJECT TO FEE [n]</b>										9,395	2,765 (office)	
<b>ESTIMATED PHASE I TRIP FEE (Dollars Per Trip) [o]</b>										NON-OFFICE \$3,169	OFFICE \$3,567	\$398

**Notes:**

- 10 years of support for TMO trip reduction program activities (majority funded via TMO membership fees, not trip fees).
- Assumes 10 years of 4-bus north/south shuttle bus system.
- No bus O&M costs allocated to Warner Center trip fee program.
- Assumes 10 years of 44-bus commuter express & local circulator bus systems.
- Assumes bus priority costs funded by MTA Call for Projects, not trip fee.
- Assumes San Fernando Valley east-west bus rapid transit funded by MTA, not trip fee.
- Assumes Warner Center transit hub separately funded, not trip fee.
- De Soto & Topanga Canyon parking restrictions (other TSM actions included in intersection costs or funded by others, ATCS funded by Warner Ridge).
- Canoga, US 101 Burbank on-ramp & Victory widenings (De Soto bridge over LA River funded by CIP, Canoga widening under 101 funded by SHOPP).
- Eastbound off-ramp at Canoga/US 101 interchange. Nexus split based on attribution of need for improvement at intersections along routes into Warner Center expected to benefit from ramp (along Ventura Boulevard, Topanga Canyon Boulevard, and at De Soto/US 101 interchange).
- Cumulative mitigation measures identified in October 2000 Warner Center Specific Plan Draft SEIR.
  - Assumes portion of \$1,000,000 per each of 9 neighborhoods allocated to Phase I.
- 10 years of staff for funding acquisition plus City restudy costs.
- Estimated net new PM peak hour trips generated by new Warner Center Phase I non-residential development.
- Fee per PM peak hour trip generated by new Warner Center Phase I non-residential development. Office fee includes additional TDM funding (see note p).
- Funding for additional TDM trip reduction activities to offset relaxation of office SOV parking cap from 2.7 to 3.7 spaces per 1,00 square feet.

All cost estimates in year 2000 dollars.

### TABLE 3

#### WARNER CENTER SPECIFIC PLAN

##### Study Intersections within Warner Center Specific Plan Area

1. Topanga Canyon and Vanowen
2. Topanga Canyon and Victory
3. Topanga Canyon and Erwin
4. Topanga Canyon and Oxnard
5. Topanga Canyon and Burbank
6. Burbank and U.S 101 WB on-ramp
7. Canoga and Vanowen
8. Canoga and Victory
9. Canoga and Erwin
10. Canoga and Oxnard
11. Canoga and Burbank
12. Canoga and U.S. 101 WB off-ramp
13. Canoga and U.S. 101 EB on-ramp
14. De Soto and Vanowen
15. De Soto and Victory
16. De Soto and Erwin
17. De Soto and Oxnard
18. De Soto and Burbank
19. De Soto and U.S. 101 WB ramps
20. De Soto and U.S. 101 EB ramps
21. Owensmouth and Erwin
22. Variel and Erwin
23. Owensmouth and Burbank
24. Topanga Canyon and Califa
25. Owensmouth and Califa
26. Canoga and Califa
27. De Soto and Califa

DECLARATION OF POSTING ORDINANCE

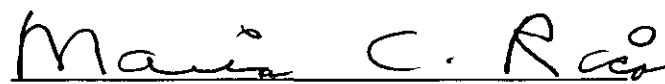
I, MARIA C. RICO, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 174061 - Revised Specific Plan, known as the Warner Center Specific Plan - a copy of which is hereto attached, was finally adopted by the Council of the City of Los Angeles on June 20, 2001, & under direction of said Council & said City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles, on July 9, 2001, I posted a true copy of said ordinance at each of three public places located in the City of Los Angeles, California, as follows: one copy on the bulletin board at the Main Street entrance to City Hall of said City, one copy on the bulletin board on the ground level at the Los Angeles Street entrance to the Los Angeles Police Department in said City, & one copy on the bulletin board at the Temple Street entrance to the Hall of Records of the County of Los Angeles in said City.

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

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

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

  
Maria C. Rico, Deputy City Clerk

Effective Date: August 18, 2001  
(Rev. 2/95)

C.F. 99-1294-S2