

# VENTURA - CAHUENGA BOULEVARD CORRIDOR

## Specific Plan Amendment


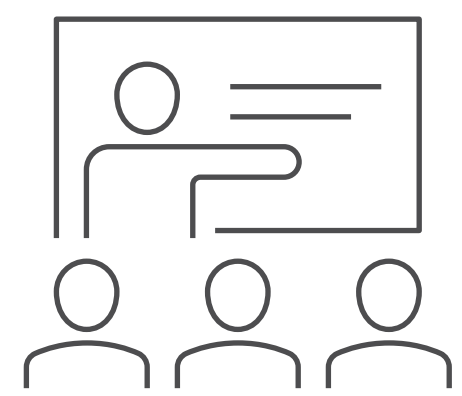
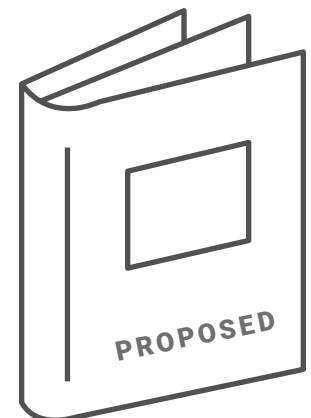
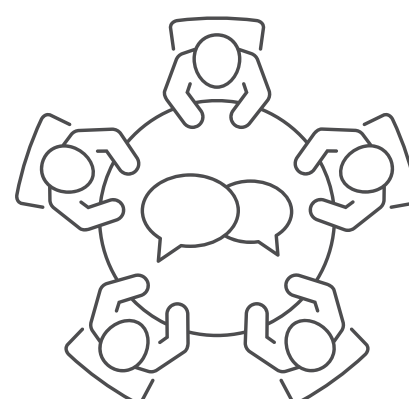
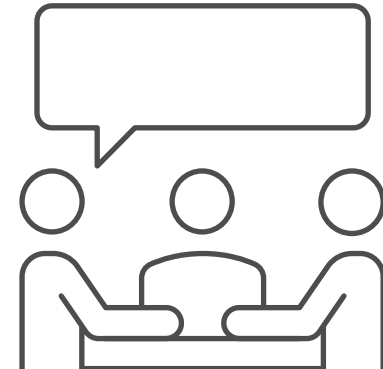
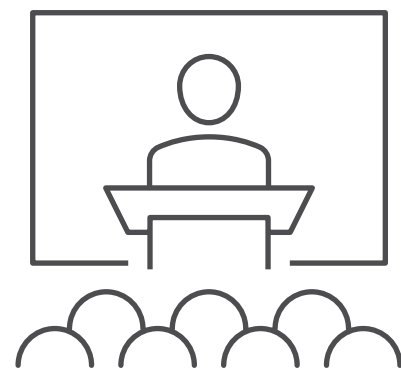
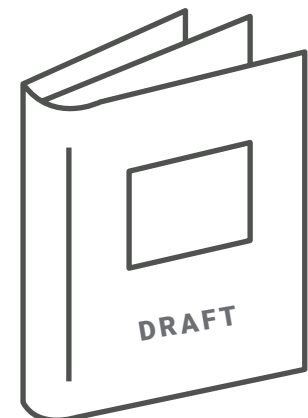
### Project Scope

Originally adopted in 1991, the Ventura-Cahuenga Boulevard Corridor Specific Plan aims to facilitate and encourage development and improvements that help realize the corridor's vision for continued revitalization by regulating building design and scale, signage, and parking. The proposed amendment would update the Specific Plan to modernize zoning regulations and improve efficiencies within the project review process so it may better serve the San Fernando Valley in the future by:

- Simplifying approval processes for signage
- Rezoning parcels in the corridor to new Zoning Code
- Removing parking zones
- Removing dual zoning classifications
- Expanding the use of transportation funds
- Evaluating fees collected with the Specific Plan

**Spans over 17 miles in length, contains over 1,200 acres of land, and regulates over 4,300 individual parcels of land.**



RESEARCH AND GROUNDWORK	INITIAL OUTREACH	PROPOSED CHANGES AND ENVIRONMENTAL STUDY	CONSULT	REFINE AND REVISE	OPEN HOUSES AND PUBLIC HEARING	RECOMMENDATIONS AND ADOPTION
 <ul style="list-style-type: none"> <li>• Review existing plans, maps, and data</li> <li>• Conduct field visits along the corridor</li> </ul>	 <ul style="list-style-type: none"> <li>• Contact property owners and tenants</li> <li>• Community informational open house</li> <li>• Presentations to Neighborhood Councils</li> <li>• Presentations to business community</li> <li>• Initiate online engagement</li> </ul>	 <ul style="list-style-type: none"> <li>• Preliminary changes to approval processes</li> <li>• Preliminary proposal for transportation funds changes</li> <li>• Evaluate fees collected with the Specific Plan</li> <li>• Create tentative rezone maps</li> <li>• Initial Study for environmental compliance</li> </ul>	 <ul style="list-style-type: none"> <li>• Prepare report-back</li> <li>• Update presentations to Neighborhood Councils</li> <li>• Update meetings with Council Districts</li> </ul>	 <ul style="list-style-type: none"> <li>• Revise proposed approval process changes</li> <li>• Revise proposed funding changes</li> <li>• Proposed draft of Specific Plan text</li> <li>• Draft rezone maps</li> </ul>	 <ul style="list-style-type: none"> <li>• Propose draft amendment ordinance</li> <li>• Two community open houses</li> <li>• Public Hearing</li> </ul>	 <ul style="list-style-type: none"> <li>• Area Planning Commission</li> <li>• City Planning Commission</li> <li>• City Council Planning and Land Use Management (PLUM) Committee</li> <li>• City Council</li> </ul>

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# TRANSITION AND BUFFER STRATEGIES

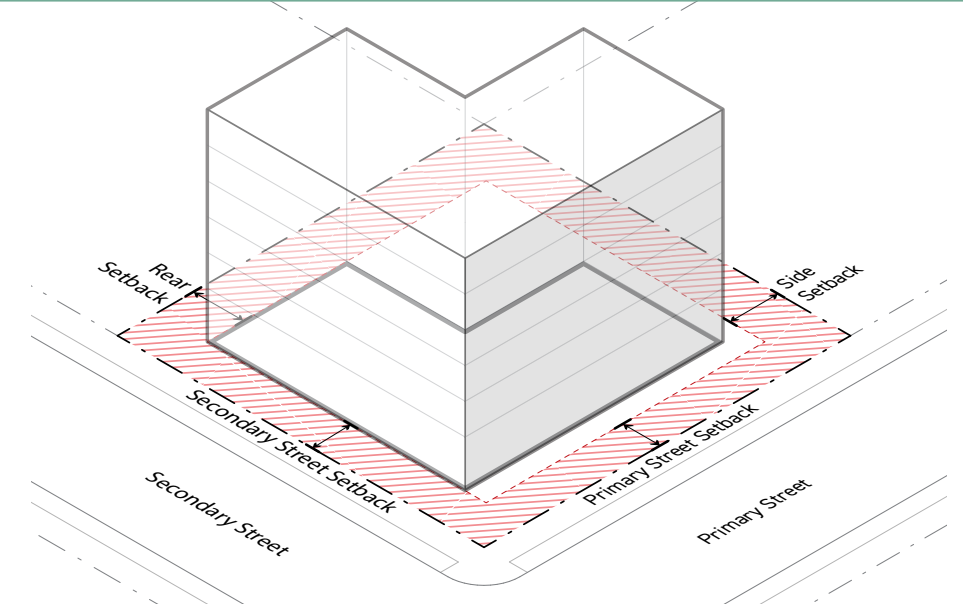
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**Form Standards.** Form Districts include standards that can be used to transition between different intensities of development.

**Buffers and Screens.** The Development Standards include a set of buffers for use along the perimeter of sites with higher intensity development.

**Use Districts.** Use Districts may be arranged to provide buffers between sensitive uses, such as residential uses and industrial uses.

**Building Setbacks.** Minimum building setbacks are intended to provide for open areas on the site to help reduce the impact of buildings and structures on abutting sidewalks and neighboring development.



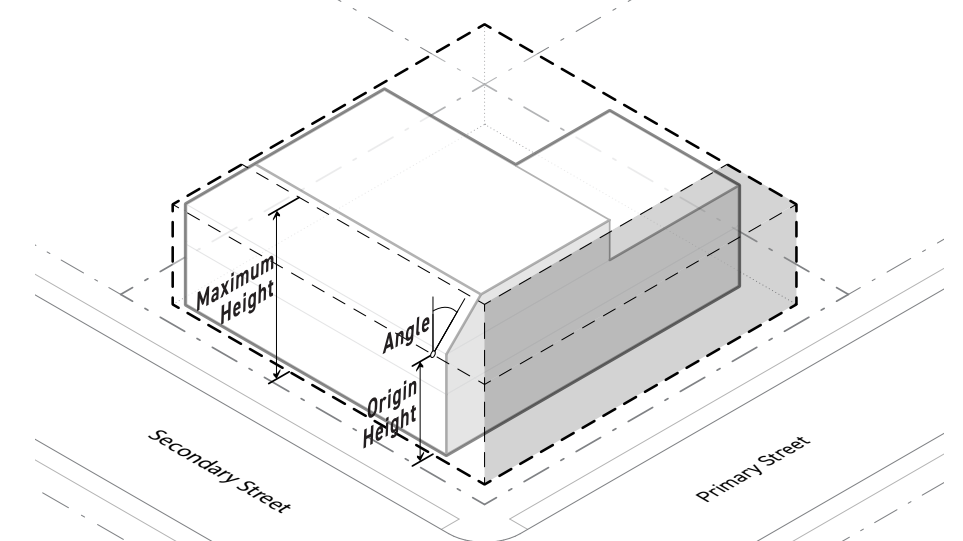
**Public Right-of-Way Buffer B2.** Typically intended for buffering the public right-of-way from parking lots. This particular type of buffer requires a wide planting area.



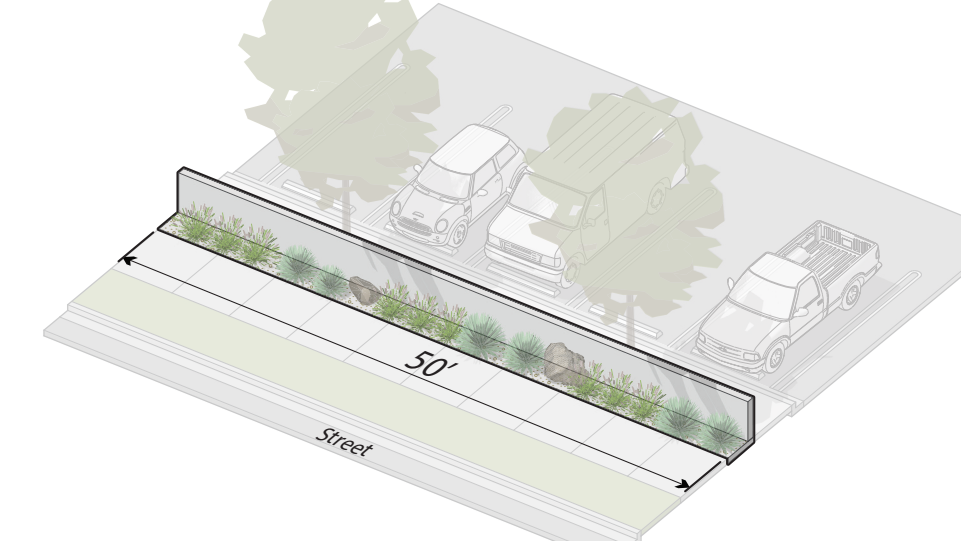
**Open Space Class.** Open Space Use Districts regulate open spaces to be preserved as natural resources or to be utilized for outdoor recreation opportunities.



**Bulk Plane.** The bulk plane is intended to push taller structure elements towards the center of a lot and reduce looming impacts on neighboring properties, promoting privacy and solar access.



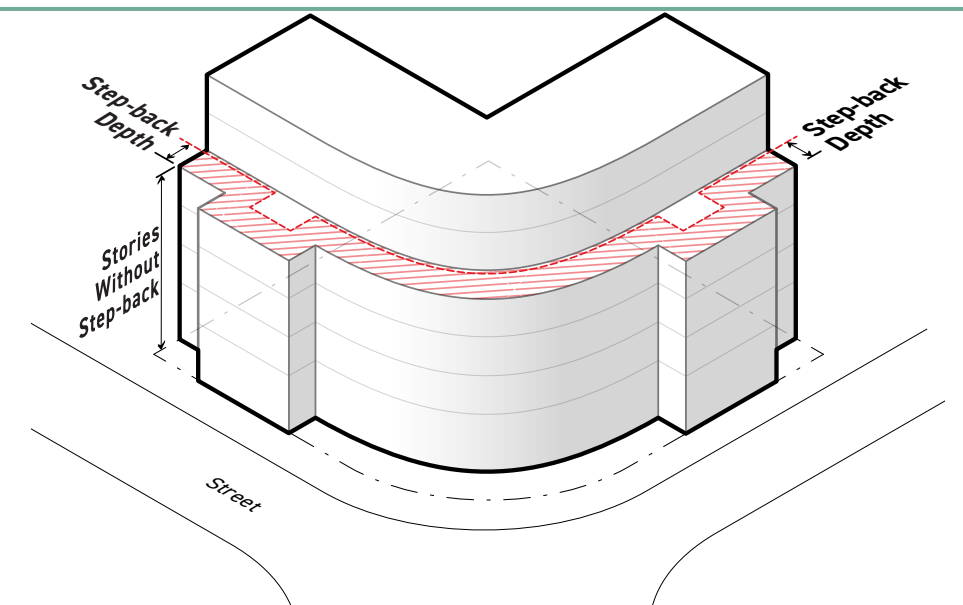
**Public Right-of-Way Buffer B3.** Typically intended for buffering the public right-of-way from parking lots. This particular type of buffer differs from the example above in that it requires a wall and allows a thinner planting area.



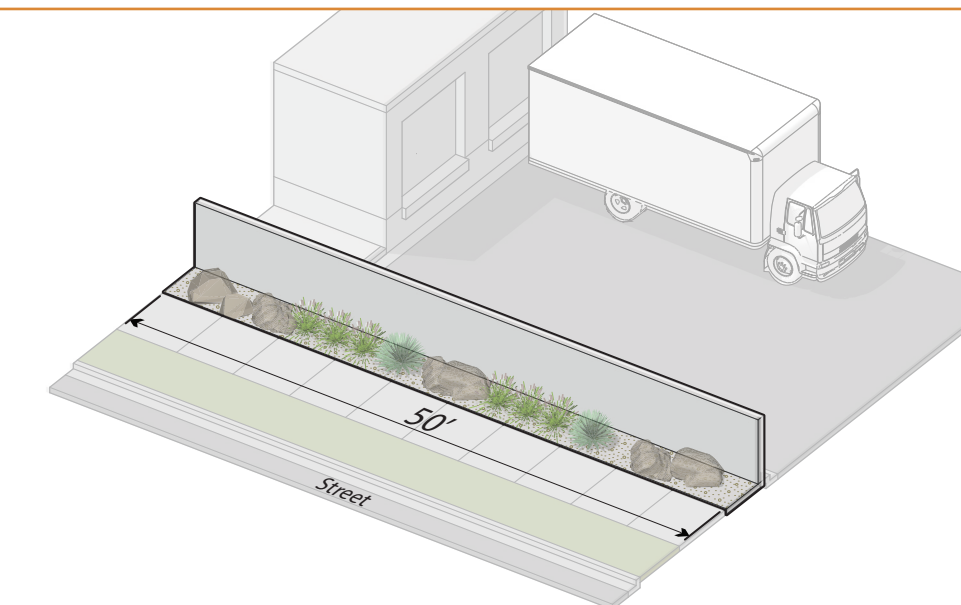
**Agriculture Use Class.** Agriculture Use Districts emphasize residential uses while also allowing for agriculture-related uses.



**Street Step-Back.** To reduce the perceived bulk and mass of a building along facades facing public ways, ensuring a height along the street that is appropriate to its neighboring context, while allowing for additional building height.



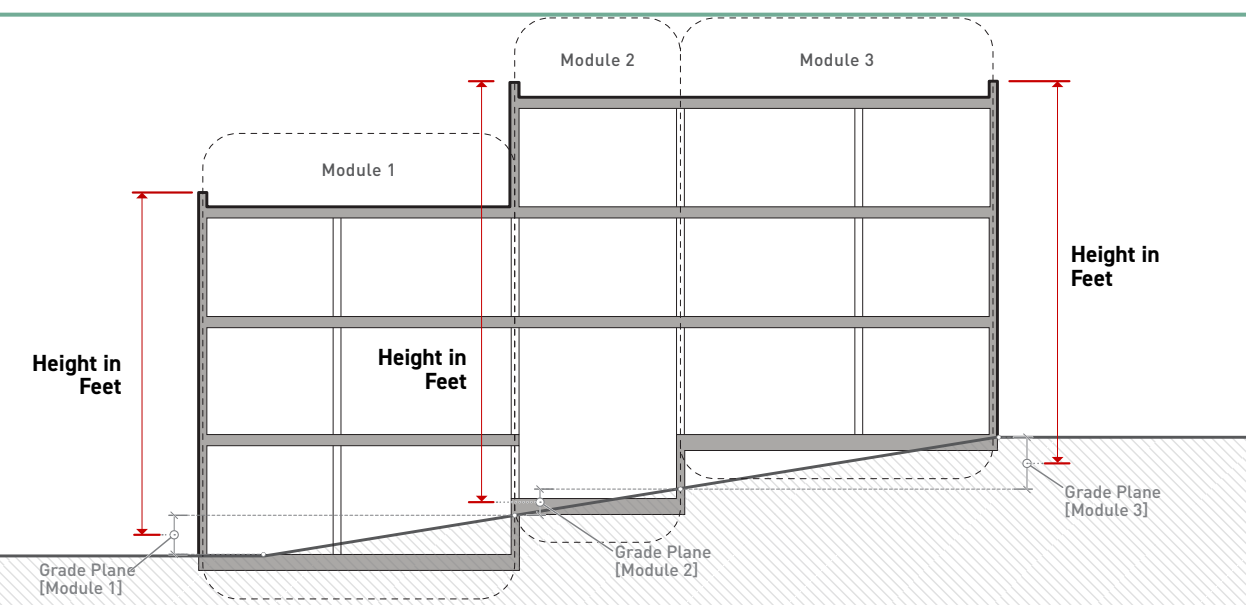
**Public Right-of-Way Buffer B4.** Typically intended for screening outdoor areas associated with heavy commercial and light industrial uses.



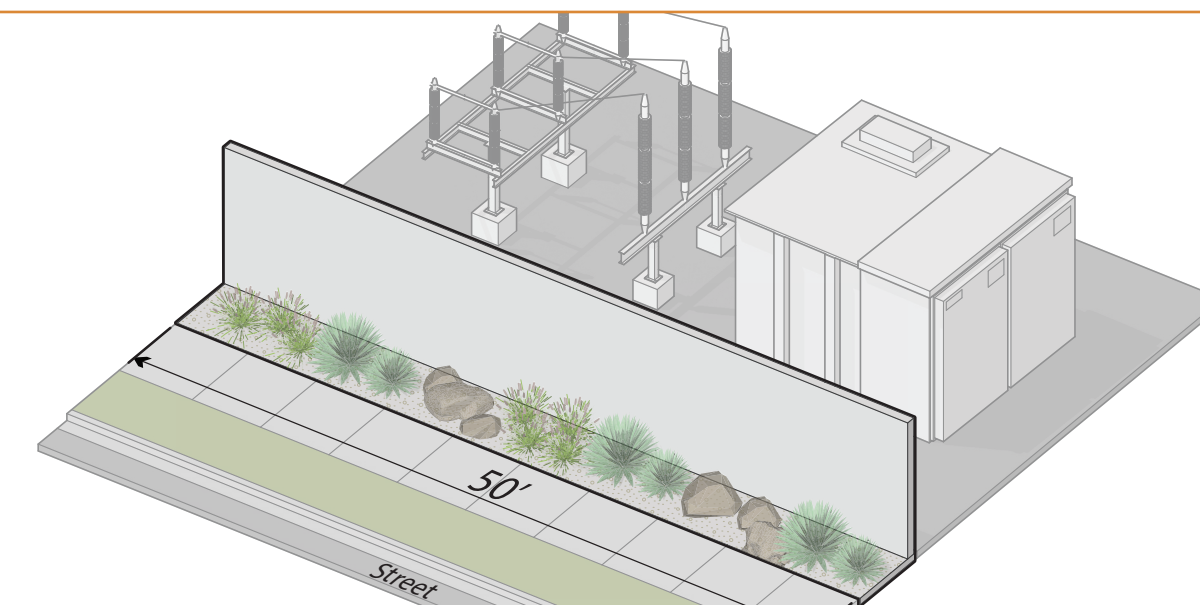
**Residential Use Class.** Residential Use Districts emphasize residential uses and only allow a minimal amount of compatible services and amenities.



**Maximum Height in Feet.** The height restriction of buildings or structures in feet is intended to secure safety, to provide adequate light and air, and to protect the character of areas and the interests of the general public in important views.



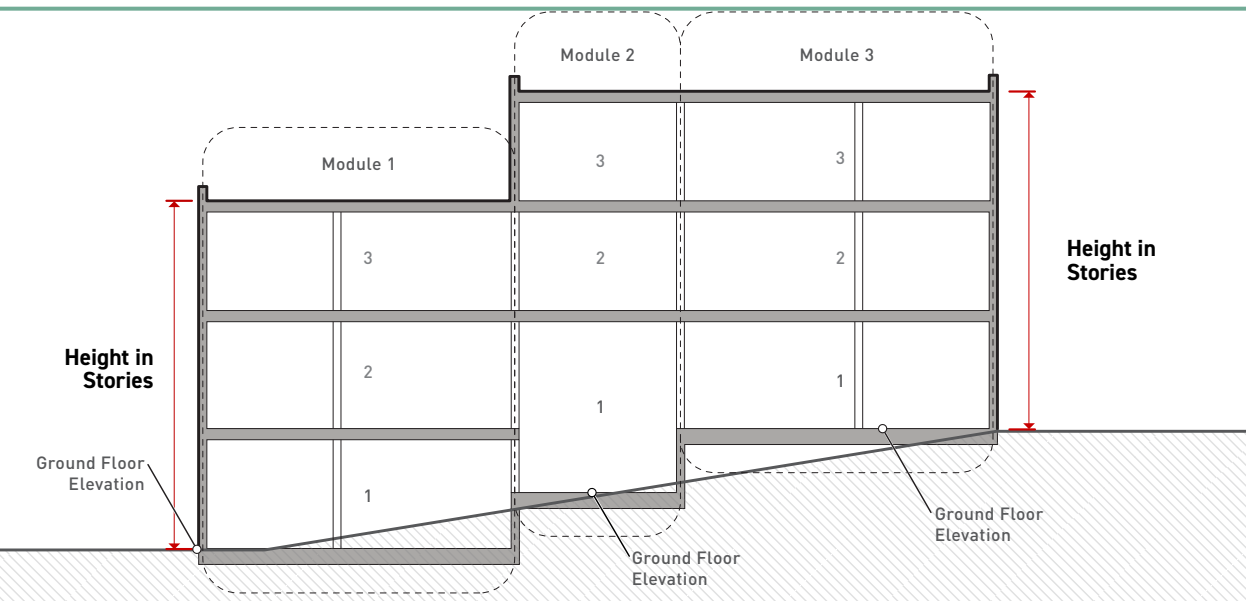
**Public Right-of-Way Buffer B5.** Typically intended for screening higher intensity uses, such as utilities and heavy industrial uses, that abut a public right-of-way.



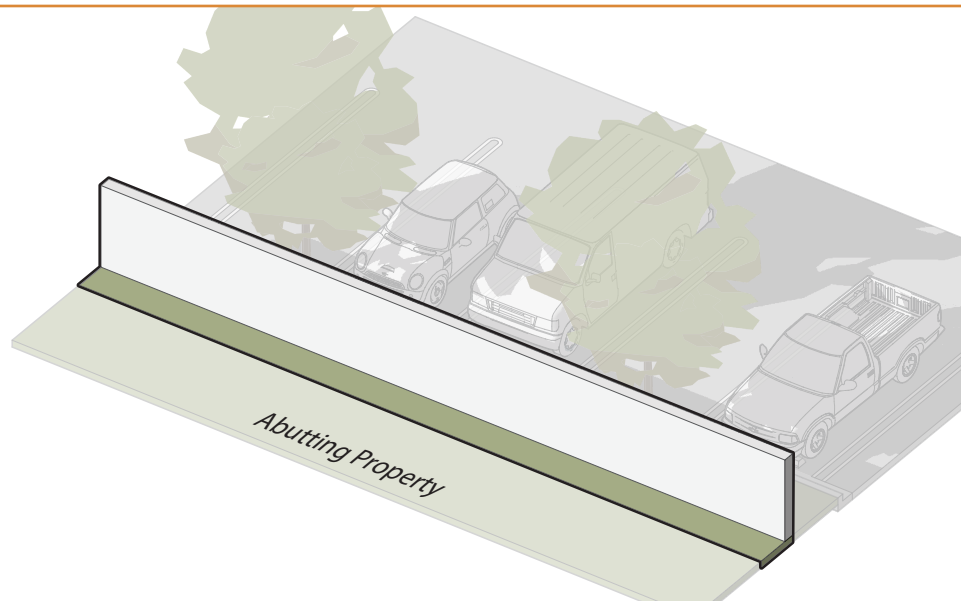
**Commercial Use Class.** Use Districts in the Commercial Use Class cater to light industrial and commercial uses including ones that may be more impactful such as vehicle repair and fueling stations.



**Maximum Height in Stories.** Intended to control the maximum height of building in stories, helps provide a variety in building heights across and areas and also helps to ensure the story heights are not unnecessarily reduced to fit within a maximum height in feet.



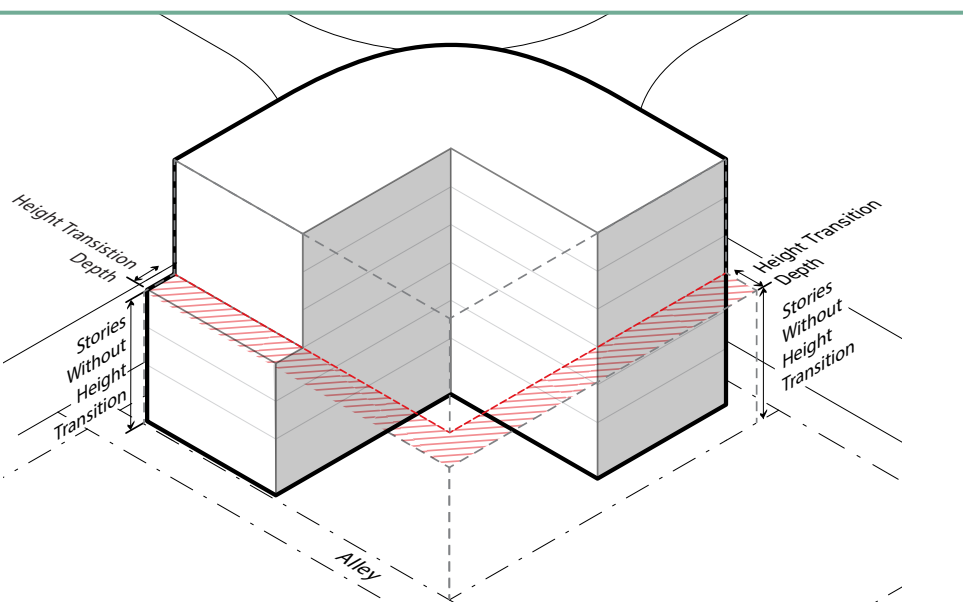
**Transitional Buffer C1.** Intended for buffering lower intensity uses from abutting moderate-intensity uses, such as parking lots and heavy commercial uses.



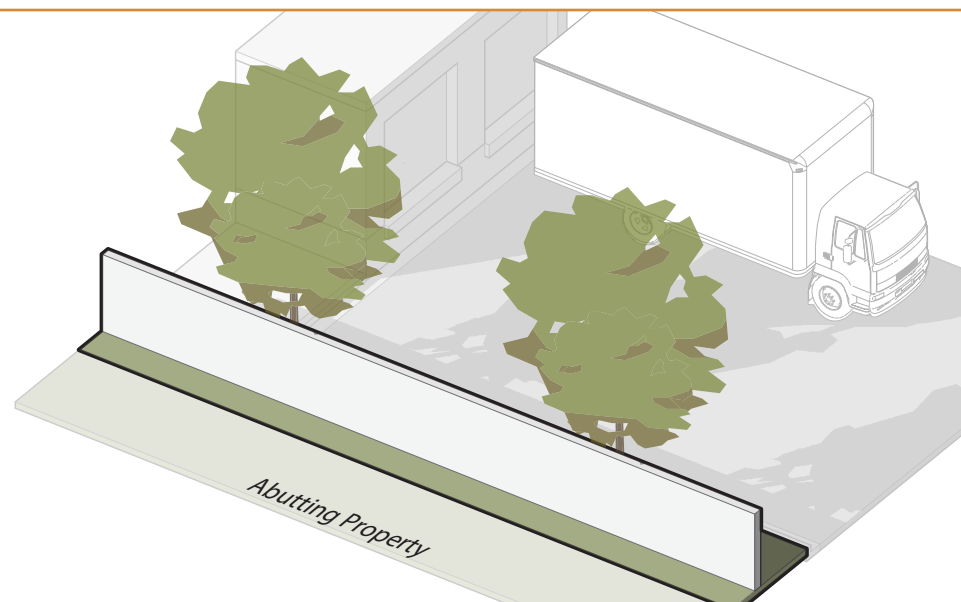
**Industrial Use Class.** Use Districts in the Industrial Use Class accommodate a mixture of heavy commercial, light industrial, and heavy industrial uses.



**Height Transition.** To prevent looming and to reduce the perceived bulk and mass of buildings from neighboring lots, while allowing for additional building height.



**Transitional Buffer C2.** Intended for buffering lower intensity-uses from abutting higher-intensity uses, such as light industrial and heavy commercial uses.



# FORM FORMA

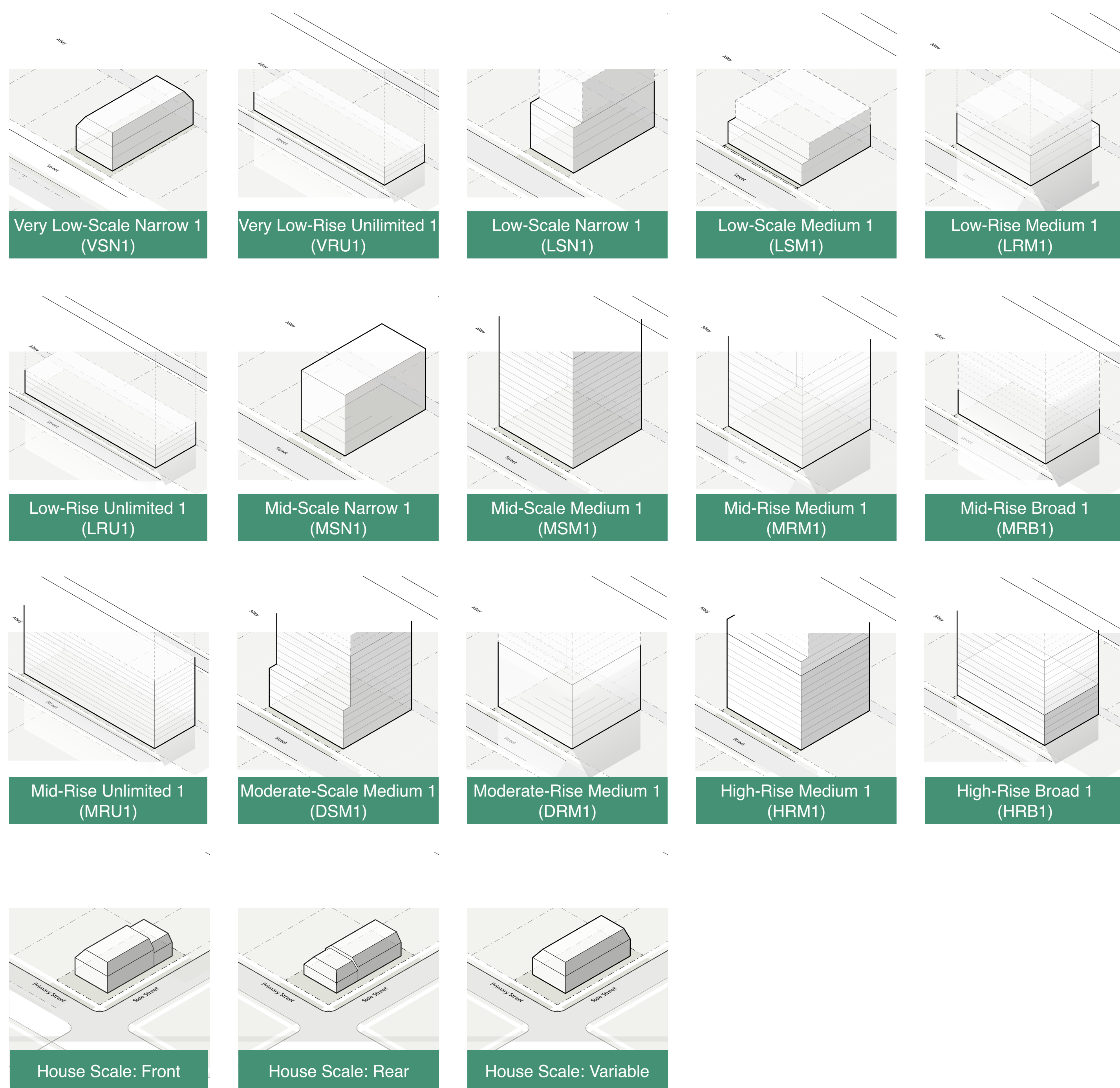
# FRONTAGE FACHADA

# STANDARDS ESTÁNDARES

**Form Districts:** What scale should your neighborhood be?

**Districtos sobre las Formas de las Edificaciones:** ¿De qué tamaño deben ser las edificaciones en tu vecindario?

(size, height, location on lot)  
(tamaño de la edificación, altura de la edificación, ubicación en el lote)



**Frontage Districts:** How should buildings be experienced from the street/sidewalk?

**Districtos sobre las Fachadas de las Edificaciones:** ¿Cómo se deben ver las edificaciones desde la calle y la banqueta?

(windows, entrances, parking, setbacks)  
(ventanas, entradas, estacionamiento, áreas de restricción)



**Development Standard Sets** How walkable or auto-oriented should the neighborhood be?

**Conjuntos sobre los Estándares de Desarrollo :** ¿Qué tan caminable u orientado al auto debe ser el vecindario?

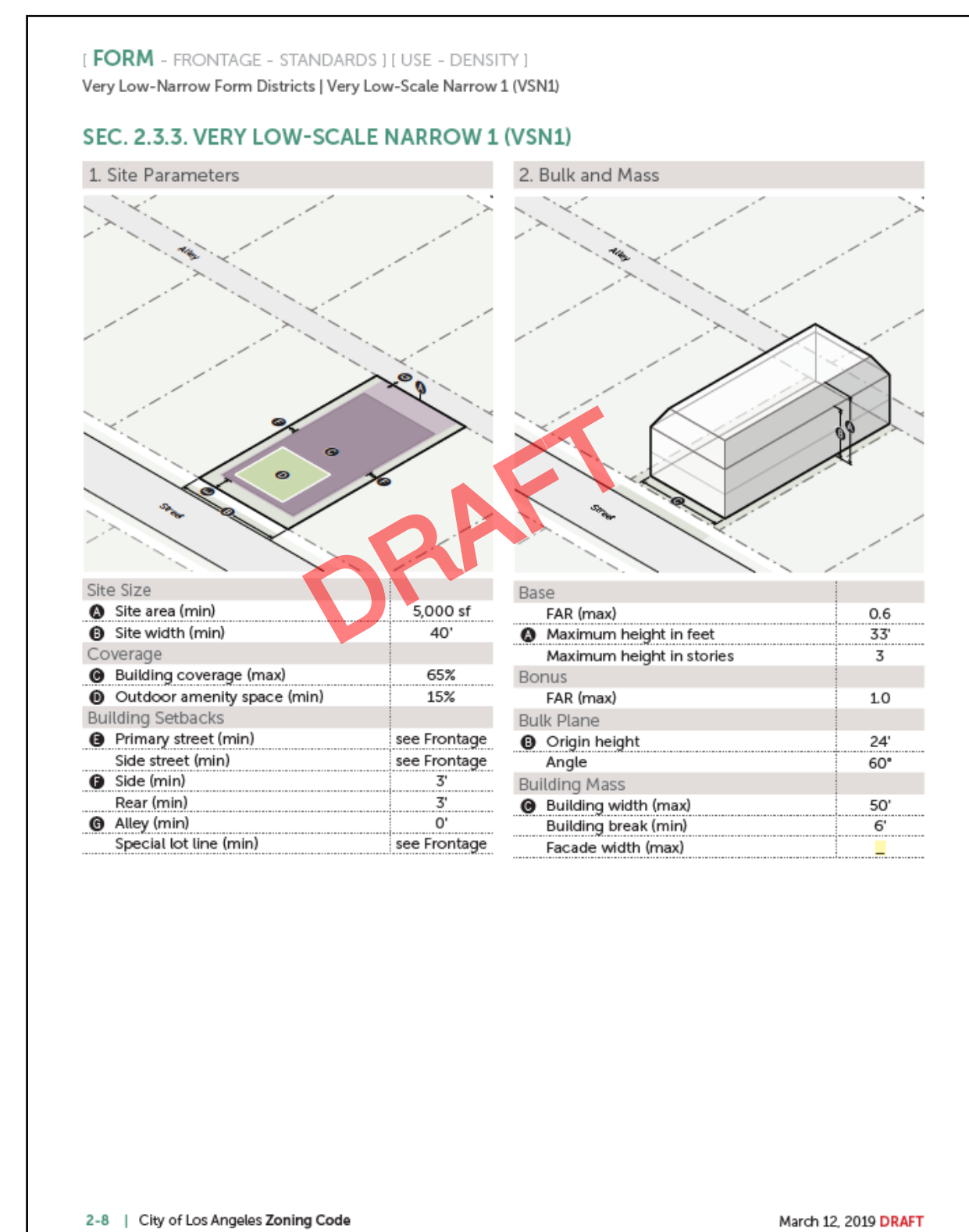
(parking, landscaping, access, signs)  
(estacionamiento, paisajismo, acceso, señalamiento)



## Form Regulations/Normas sobre las Formas

- Floor Area Ratio (FAR)** establishes a relationship between a site and the amount of development permitted.
- El Coeficiente de Utilización de Suelo (CUS)** establece la relación entre el sitio y la cantidad de área edificable.
- Height** sets how tall a building may be.
- La Altura** establece qué tan alto puede ser una edificación.
- Side and Rear Setbacks** control the distance between buildings to each other.
- La Restricción Lateral y Posterior** controla el distanciamiento entre cada edificación.
- Building Coverage** sets how much of a lot can be taken up by a building.
- La Superficie de Desplante Edificable** establece el área de un lote que se puede edificar.
- Outdoor Amenity Space** is an area designated for use by all tenants or customers.
- El Espacio para Amenidades al Aire Libre** es un área designado para uso de todos los inquilinos y clientes.
- Building Width** maintains an established or desired building pattern along a street.
- El Área de Restricción** mantiene un patrón definido o deseado a lo largo de la calle.

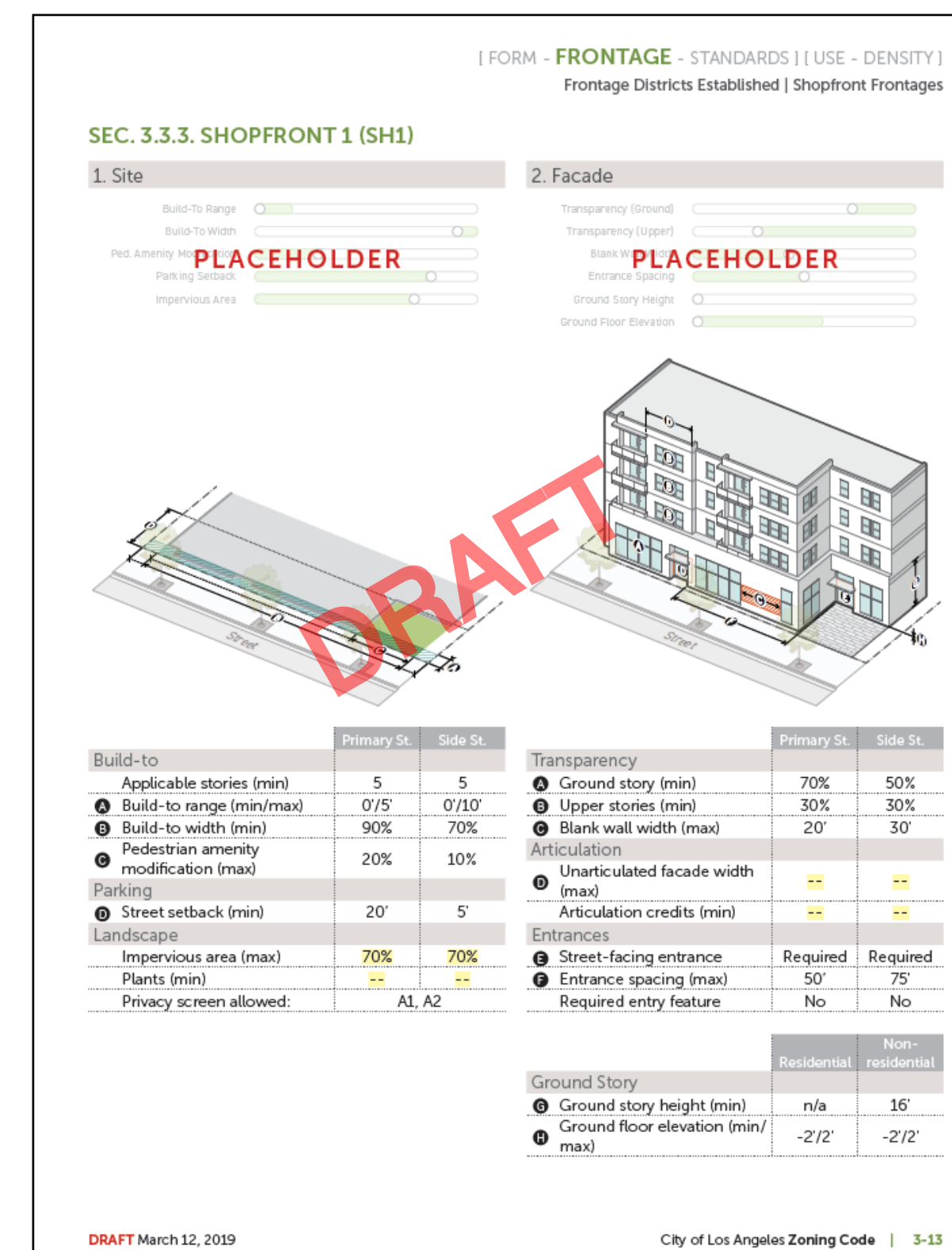
## Form District Example



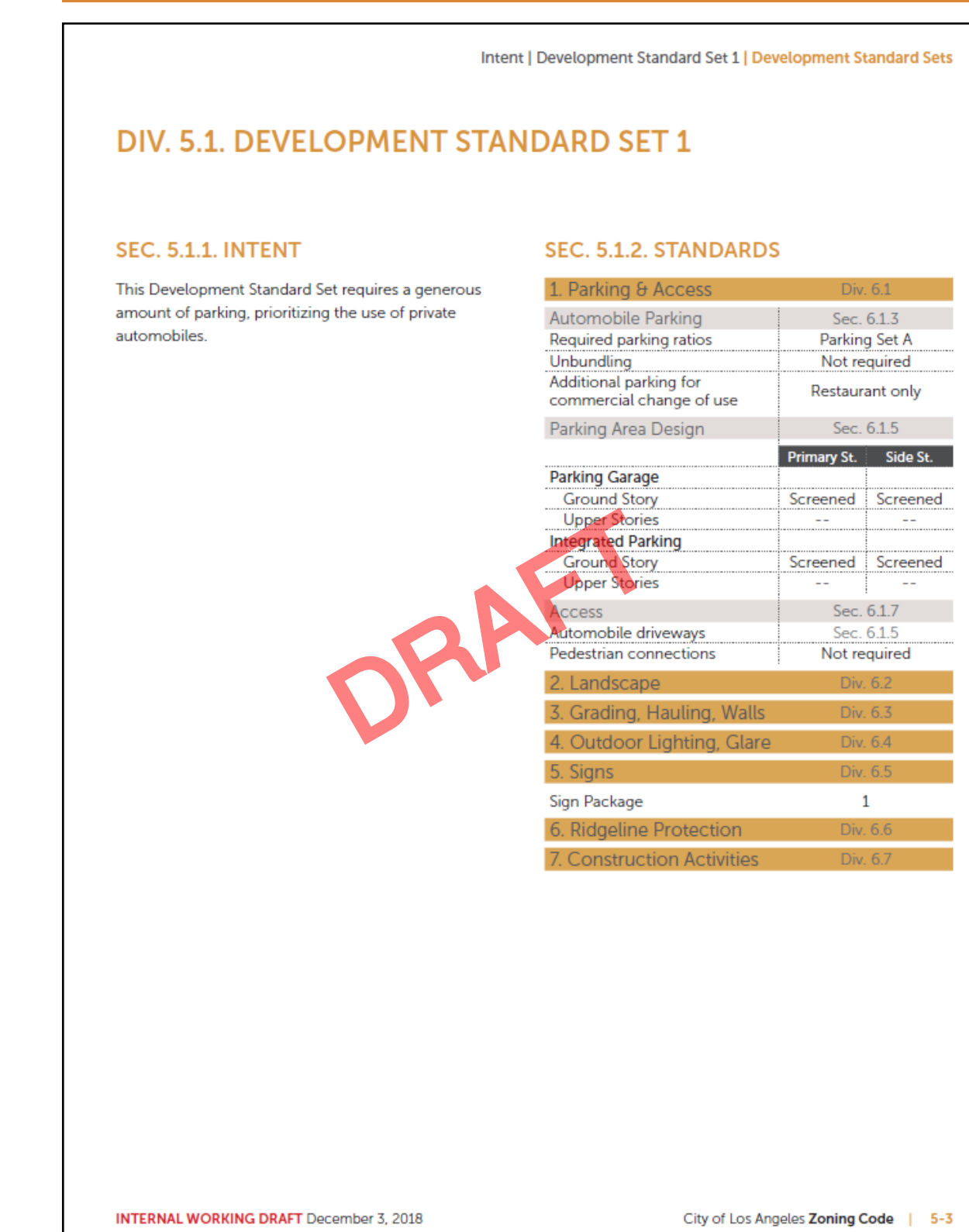
## Frontage Regulations/Normas sobre la Fachada

- Build-To** sets the distance from, and width of buildings along the street.
- El Alineamiento de la Edificación** define la distancia entre las edificaciones y la calle, y la anchura de las edificaciones a lo largo de la calle.
- Parking Setbacks** control where parking spaces or garages may be located.
- El Remetimiento de Estacionamiento** controla la ubicación del estacionamiento y los garajes.
- Transparency** sets the amount of windows and door openings that must be provided along the front of the building.
- La Transparencia** establece la cantidad mínima de ventanas y puertas a lo largo de la fachada principal de la edificación.
- Entrance Spacing** is the distance between entrances along a street.
- El Espacio entre las Entradas** es la distancia entre las entradas de la edificación a lo largo de la calle.

## Form District Example



## Development Standard Set Example



## Parking Ratio Example

Development Standards | Parking and Access | Automobile Parking

**SEC. 6.1.3. AUTOMOBILE PARKING**

A. Required Parking Ratio

1. All uses subject to the parking requirements of the District must provide the minimum number of automobile parking stalls for the applicable parking set - A, B, C, D or E. **MINIMUM DEVELOPMENT STANDARDS SETS**, specifies the applicable parking set requirement for each zone.

2. When a site or lot is used for a combination of uses, the parking requirements for the sum of the requirements for each use, and no parking stall for one use may be included in the calculation of parking requirements for any other use, except as allowed in Sec. 5.1.3. **Shared Parking**

3. For electric vehicle charging stall requirements, see the Green Building Code (Article 9 of LAMC Chapter 9).

RESIDENTIAL	Parking Set				
	A	B	C	D	E
Household Living, as listed below:					
1-unit, 2-unit	2/1ks	2/1ks	1/1ks	---	---
3+ units, live-work	---	---	---	0.5/ks	---
2-3 habitable rooms	1/1ks	1/1ks	1/1ks	---	---
4+ habitable rooms	2/1ks	2/1ks	1/1ks	---	---
Accessory dwelling unit	1/1ks	---	---	---	---
Mobilehome park	---	---	1/1ks	---	---
Community Care Facility, Licensed	2/1ks	2/1ks	1/1ks	---	---
Daycare	0.75/guest room	0.75/guest room	0.5/guest room	---	---
Family, Senior, Apartment Hotel	2/1ks	2/1ks	1/1ks	---	---
Homeless Shelter	2/1ks	2/1ks	1/1ks	---	---
Senior Living, as listed below:					
Elmencare facility	Sum of combination of uses below				
Alzheimer's and dementia care housing	0.2/bed	0.2/bed	0.1/bed	0.1/bed	---
Assisted living	1.0/ks	0.75/ks	0.5/ks	0.5/ks	---
Senior independent living	1.0/ks	0.75/ks	0.5/ks	0.5/ks	---
Skilled nursing home	0.2/bed	0.2/bed	0.1/bed	0.1/bed	---
College-level school	2/1,000 SF	1.5/1,000 SF	1/1,000 SF	0.5/1,000 SF	---
Classroom setting or assembly area	20/1,000 SF	20/1,000 SF	10/1,000 SF	10/1,000 SF	---
Laboratory or classroom with heavy equipment	2/1,000 SF	1.5/1,000 SF	1/1,000 SF	0.5/1,000 SF	---

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# USE USO

# DENSITY DENSIDAD

**Use Districts:** What sorts of goods and services should be available?

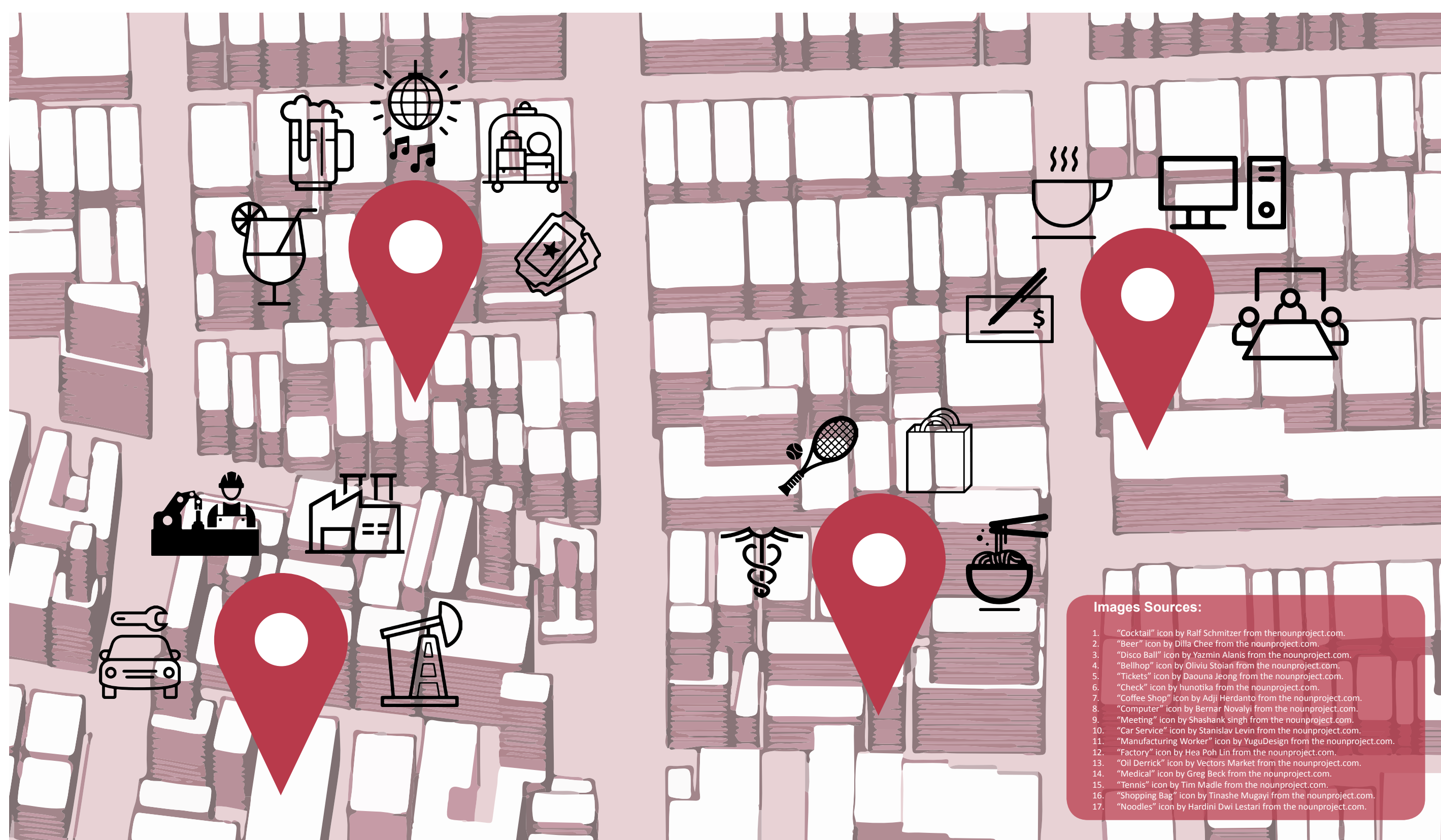
**Districtos sobre los Usos de Suelo:** ¿Qué clase de bienes y servicios deben estar disponibles?

(residential, public and institutional, commercial, industrial, agricultural)  
(residencial, público e institucional, comercial, industrial, agrícola)

**Density Designator:** How do we accommodate population growth?

**Designador de Densidad:** ¿Cómo acomodamos el crecimiento poblacional?

(number of residential units allowed)  
(número de unidades residenciales permitido)



- Imagen Sources:
1. "School" icon by All Schwab from the nouproject.com.
  2. "Hospital" icon by Chris Crow from the nouproject.com.
  3. "Factory" icon by Yurme Alvar from the nouproject.com.
  4. "Office" icon by David Davel from the nouproject.com.
  5. "Retail" icon by Barbara Jorg from the nouproject.com.
  6. "Church" icon by Barbara Jorg from the nouproject.com.
  7. "Coffee Shop" icon by Adji Herdanto from the nouproject.com.
  8. "Commuter" icon by George Rowell from the nouproject.com.
  9. "Meeting" icon by Shouabn Singh from the nouproject.com.
  10. "Car" icon by George Rowell from the nouproject.com.
  11. "Manufacturing Worker" icon by Hugo Design from the nouproject.com.
  12. "Factory" icon by George Rowell from the nouproject.com.
  13. "Oil Derrick" icon by Wesley Market from the nouproject.com.
  14. "Medical" icon by George Rowell from the nouproject.com.
  15. "House" icon by Tim Madsen from the nouproject.com.
  16. "Shopping Bag" icon by Tim Madsen from the nouproject.com.
  17. "Hoodies" icon by Harold Dwi Lestari from the nouproject.com.

**Allowed Uses**

TODAY: Overly Specific and Rigid  
1,400 Individual Uses

PROPOSED: Simplified and Inclusive  
7 Use Categories  
139 Use Groups

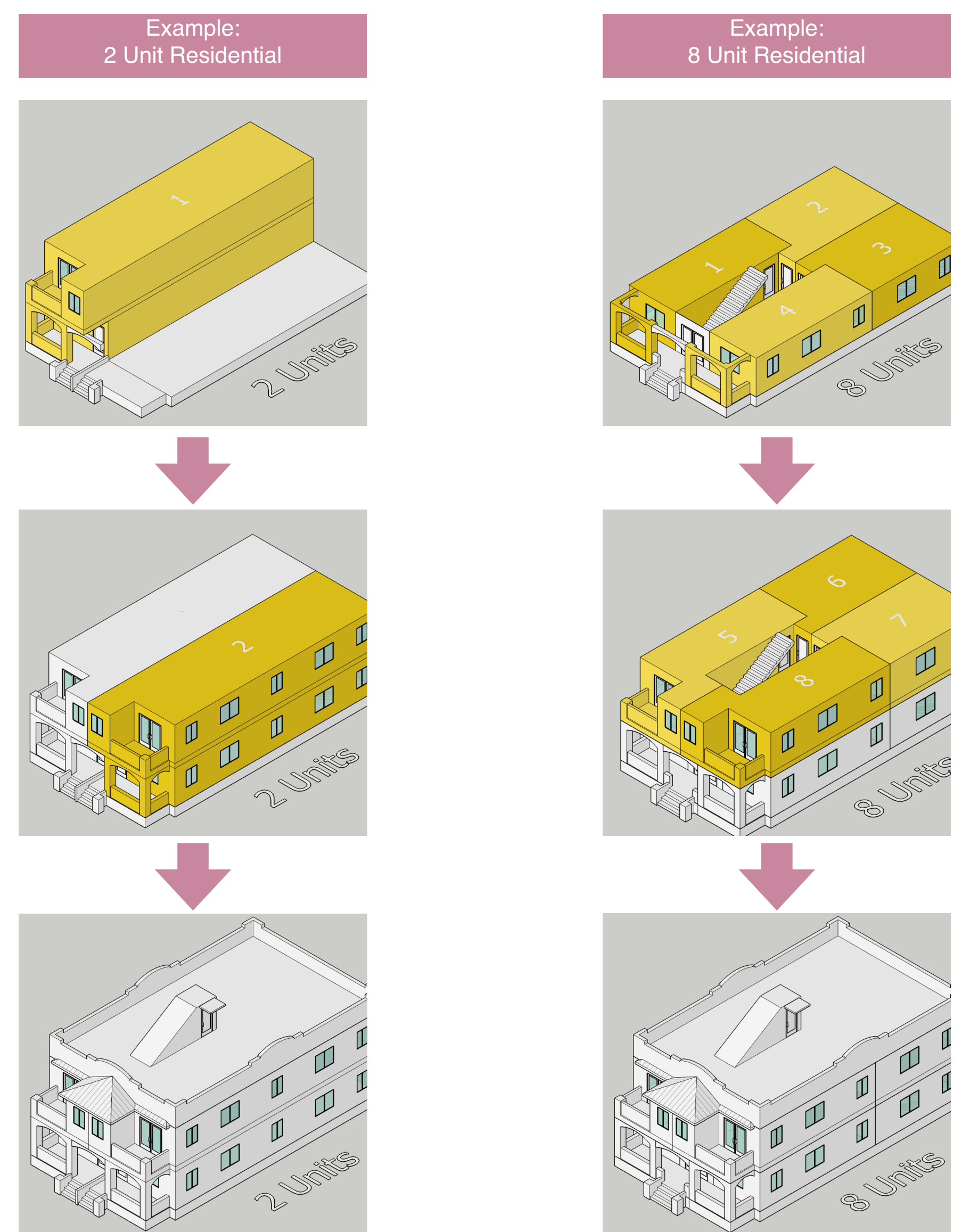
**Benefits of a New System**

- Use regulations are visual and easy to understand
- One location for use provisions
- Adaptable to new uses
- Regulation by Use Group

Page from the current Zoning Administrator's Official Use List

**Use Table Example**

	XN1	XN2	XC1	XG1	XG2
Limited Use Standards	74.2	74.3	74.4	74.5	74.6
<b>RESIDENTIAL USES</b>					
Household Living, As Listed Below:					
One-Unit	P	P	P	P	P
Two-Unit	P	P	P	P	P
Three or More Units	P	P	P	P	P
Apartment Hotel	P	P	P	P	P
Boarding or Apartment House	P	P	P	P	P
Community Care Facility, Licensed; As Listed Below:					
6 or fewer	P	P	P	P	P
7 or more	L	L	L	L	L
Dormitory	P	P	P	P	P
Fraternity/Sorority Housing	P	P	P	P	P
Homeless Shelter	P	P	P	P	P
Joint Living and Work Quarters	P	P	P	P	P
Live/Work	P	P	P	P	P
Mobilehome Park	--	--	--	--	--
Senior Living, As Listed Below:					
Eldercare Facility	C2	C2	C2	C2	C2
Alzheimer's and Dementia Care Housing	P	P	P	P	P
Assisted Living	P	P	P	P	P
Senior Independent Living	P	P	P	P	P
Skilled Nursing Home	P	P	P	P	P
Supportive Housing	P	P	P	P	P
<b>PUBLIC AND INSTITUTIONAL USES</b>					
Civic, Except as Listed Below:					
Community Center	P	P	P	P	P
Convention Center	--	--	--	P	--
Ground Passenger Terminal	P	P	P	P	P
School, K-12	C3	C3	P	P	P
School, Postsecondary	C3	C3	P	P	P
Correctional or Penal Institution	C3	C3	C3	C3	C3
Counseling and Referral Facility	P	P	P	P	P
Nature Conservation Area	P	P	P	P	P
Parking	L	L	L	L	L
Park & Open Space	P	P	P	P	P
Place of Worship	P	P	P	P	P
Public Safety Facility	P	P	P	P	P
Shoreline Project	C3	C3	C3	C3	C3
Utilities, As Listed Below:					
Utilities, Minor	P	P	P	P	P
Utilities, Major	C3	C3	C3	C3	C3
<b>GENERAL COMMERCIAL USES</b>					
Adult Entertainment Business					
Alcohol Sales, As Listed Below:					
On-Site Sale	C2	L	C2	C2	C2
Off-Site Sale	C2	C2	C2	C2	C2
Animal Care, Sales, and Services, Except as Listed Below:					
Kennels	--	--	--	--	--
Veterinary Hospital	--	--	L	L	L
Cemetery, Except as Listed Below:					
Funeral and Related Services	C2	C2	C2	C2	C2
Day Care Facility	P	P	P	P	--



Density as a Ratio of Dwelling Units and Guest Rooms per Lot Area

Density Indicator	2	4	6	8	12	15	20	30	40	50	60
Square Feet of Lot Area per Dwelling Unit	200	400	600	800	1200	1500	2000	3000	4000	5000	6000

Density as Total Number of Dwelling Units Permitted per Lot

Density Indicator	1L	2L	3L	4L
Dwelling Units per Lot	1	2	3	4

**LIST NO. 1 OF USES PERMITTED IN VARIOUS ZONES IN THE CITY OF LOS ANGELES**

(Breakdown by Different Zones)

Uses listed in black are permitted by-right in the indicated zone. Uses colored red require a conditional use permit (CUP) in the indicated zone. Uses colored green may be permitted as a public benefit or with limitations in the indicated zone.

OS OPEN SPACE ZONE	OTHER ZONES
AQUARIUM, according to Section 12.24 U. 19. (f).	GARAGE EXHIB. closed
ARENA, according to Section 12.24 U. 2.	GEOLOGICAL CORE HOLE DRILLING and TESTING, temporary, according to Section 12.24 U. 47.
ATHLETIC FIELD.	GOLF COURSE.
AUDITORIUM, according to Section 12.24 U. 2.	GOVERNMENTAL ENTERPRISE, performance standards, according to Section 14.00 A. 3.
AUTOMOBILE PARKING, under the provisions of Section 12.21 A. 4.	HIGH VOLTAGE TRANSMISSION LINES and TOWERS, according to Section 12.24 U. 19. (d).
BASISBALL FIELD.	HISTORICAL VEHICLE COLLECTION (temporary), according to Section 12.24 U. 29.
BINGO (subject to the provisions of Section 12.21 A. 13).	LAND RECLAMATION PROJECT, according to Section 12.24 U. 13.
CINEMARY, performance standards, according to Section 12.24 U. 13.	LIBRARY, public, according to Section 12.24 U. 19. (a).
CHILD-CARE FACILITY.	MARINE PRESERVE, necessary, and habitat protection sites.
CHRISTMAS TREE and ORNAMENT SELLING - December 1 to 25 only subject to the provisions of Sec. 12.22 A. 4.	MUSEUM, nonprofit, performance standards, according to Section 12.24 U. 19. (e).
COMMUNITY CENTER, operated by governmental agency, according to Section 12.24 U. 19. (a).	NATURAL RESOURCE DEVELOPMENT, according to Section 12.24 U. 17.
COMMUNITY CENTER, operated by philanthropic organization, according to Section 12.24 U. 19. (a).	NATURAL RESOURCE PRESERVES for the managed production of resources, including, but not limited to, forest lands, watersheds and watersheds and for commercial fisheries, agricultural lands used for food and plant production areas containing major seasonal reservoirs (V7 Surface-Mining Districts) and other similar uses.
COMMUNITY GARDEN.	NATURE PRESERVE, according to Section 12.24 U. 19. (e).
CORRECTIONAL or PENAL INSTITUTION, according to Section 12.24 U. 3.	OBSERVATORY, according to Section 12.24 U. 19. (f).
EDUCATIONAL PRESERVE, necessary and habitat protection sites.	PARK or PLAYGROUND (outdoor open space), operated by governmental agency, including, but not limited to, sports fields, swimming pools, park ball courts, children's play areas, picnic facilities, and athletic fields (not to exceed 200 acres in total) used for park and recreation purposes.
EDUCATIONAL INSTITUTION, according to Section 12.24 U. 6.	PARK or PLAYGROUND (outdoor open space), operated by philanthropic organization.
ELECTRIC CAR CHARGING STATION, as permitted parking lot.	
ELECTRIC POWER GENERATING SITE, PLANT, or STATION, according to Section 12.24 U. 7.	

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# WOODLAND HILLS

## Ventura-Cahuenga Boulevard Corridor Specific Plan

Specific Plan Designation	Floor Area Ratio	Lot Coverage
Community Commercial	1.25:1	75%
Neighborhood & General Commercial	1.0:1	60%

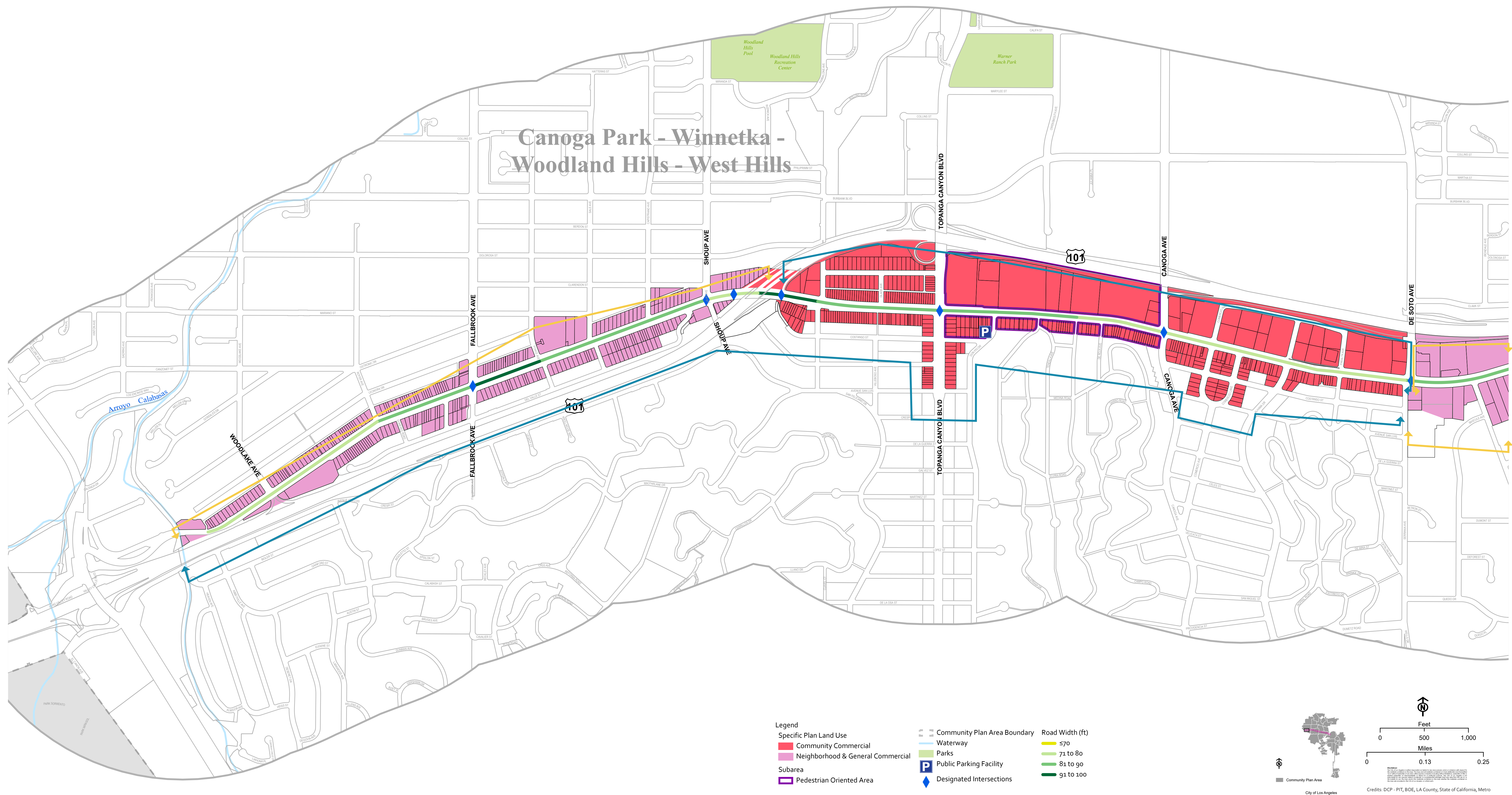
### Max Height

-  Height 30'
-  Height 45'
















Height limitations only apply to areas of Specific Plan.

In certain locations, structures may be granted additional height if they follow a precise step back pattern (detailed in the Specific Plan) that would require the building to appear more like a wedding cake than a flat box.

Height measurement includes all rooftop structures, such as elevators and stairwells, which are not otherwise included throughout the rest of the city.



**Legend**

 Specific Plan Land Use	 Community Plan Area Boundary	 Road Width (ft)
 Community Commercial	 Waterway	 570
 Neighborhood & General Commercial	 Parks	 71 to 80
 Pedestrian Oriented Area	 Public Parking Facility	 81 to 90
 Designated Intersections	 Designated Intersections	 91 to 100

City of Los Angeles  
Credits: DCP, PIT, BOE, LA County, State of California, Metro

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# WOODLAND HILLS & TARZANA

## Ventura-Cahuenga Boulevard Corridor Specific Plan

Specific Plan Designation	Floor Area Ratio	Lot Coverage
 Community Commercial	1.25:1	75%
 Neighborhood & General Commercial	1.0:1	60%

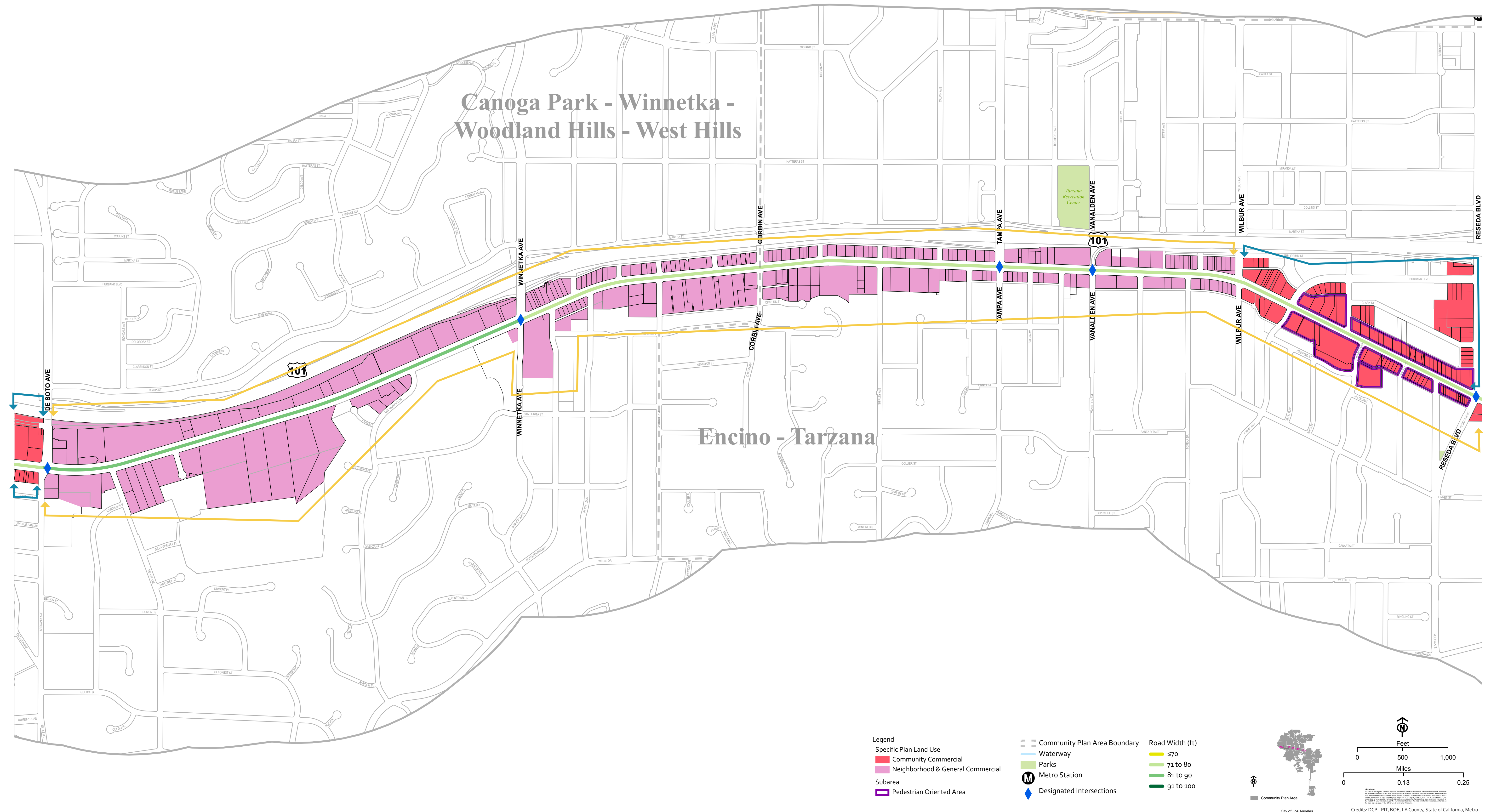
### Max Height

-  Height 30'
-  Height 45'














Height limitations only apply to areas of Specific Plan.


In certain locations, structures may be granted additional height if they follow a precise step back pattern (detailed in the Specific Plan) that would require the building to appear more like a wedding cake than a flat box.


Height measurement includes all rooftop structures, such as elevators and stairwells, which are not otherwise included throughout the rest of the city.



**Legend**

-  Specific Plan Land Use: Community Commercial
-  Neighborhood & General Commercial
-  Subarea
-  Pedestrian Oriented Area
-  Community Plan Area Boundary
-  Waterway
-  Parks
-  Metro Station
-  Designated Intersections
-  Road Width (ft): 570
-  71 to 80
-  81 to 90
-  91 to 100

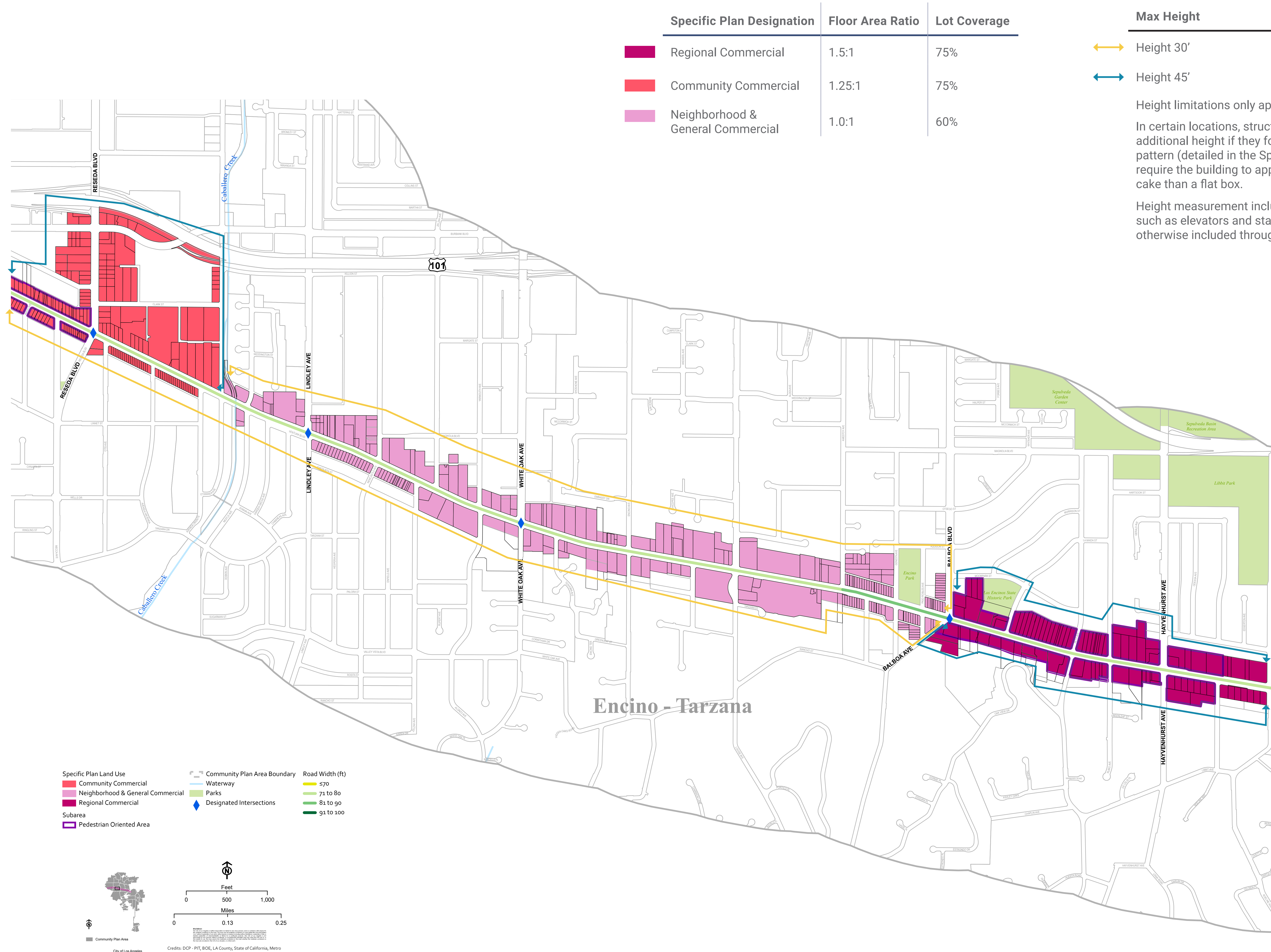
 Feet: 0, 500, 1,000  
Miles: 0, 0.13, 0.25

 City of Los Angeles  
Credits: DCP - PIV, BDC, LA County, State of California, Metro

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# TARZANA & ENCINO







## Ventura-Cahuenga Boulevard Corridor Specific Plan



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# ENCINO & SHERMAN OAKS

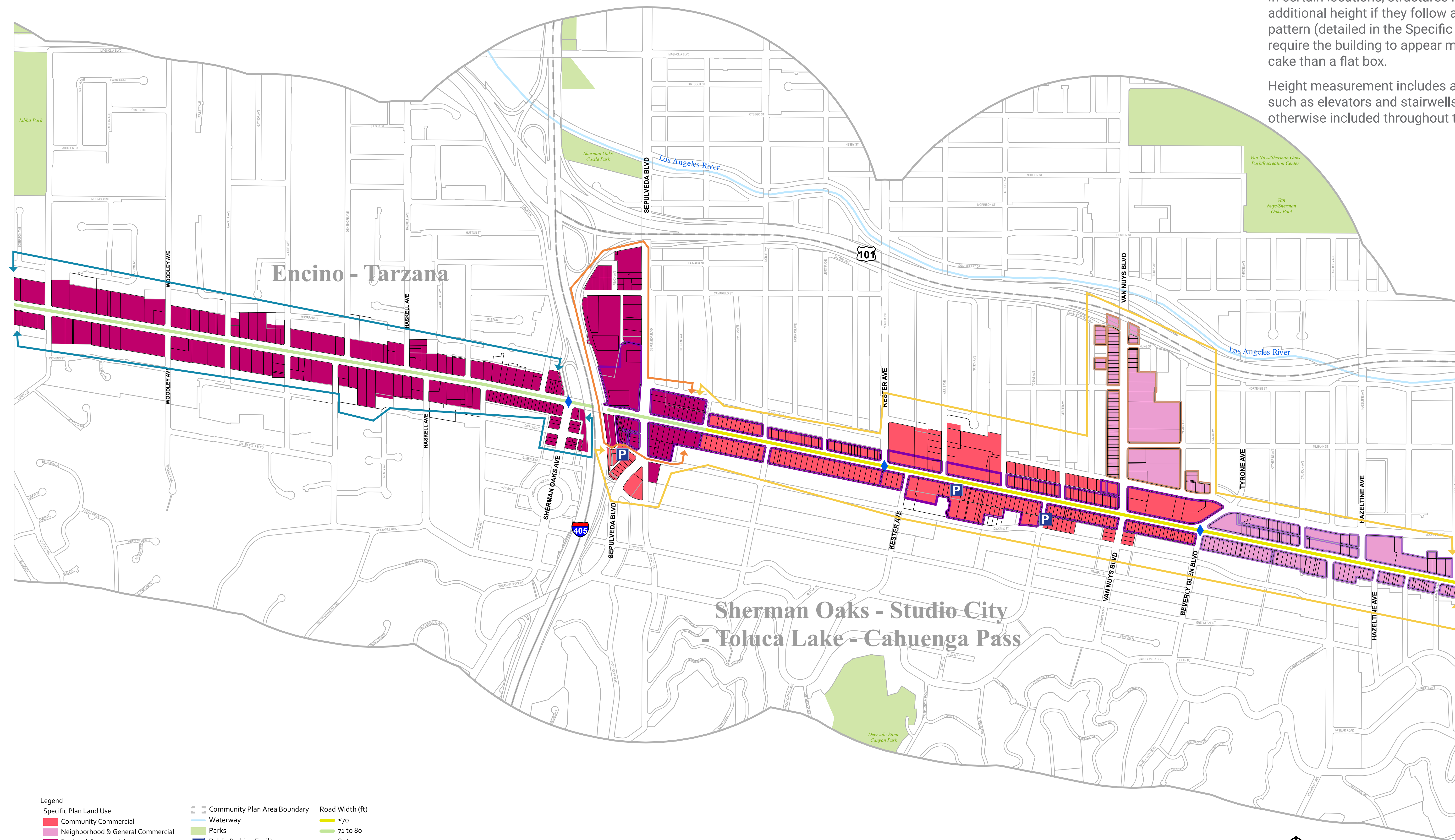
## Ventura-Cahuenga Boulevard Corridor Specific Plan

Specific Plan Designation	Floor Area Ratio	Lot Coverage	Max Height
 Regional Commercial	1.5:1	75%	 Height 30'
 Community Commercial	1.25:1	75%	 Height 45'
 Neighborhood & General Commercial	1.0:1	60%	 Height 75'

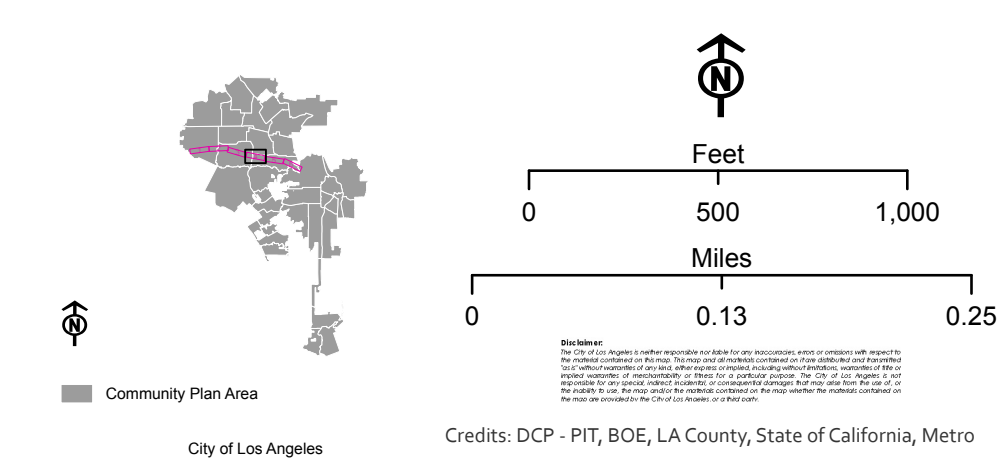
Height limitations only apply to areas of Specific Plan.

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- Legend**
- Specific Plan Land Use**
    - Community Commercial
    - Neighborhood & General Commercial
    - Regional Commercial
  - Subarea**
    - Pedestrian Development District
    - Pedestrian Oriented Area
    - Restricted Use Area
  - Community Plan Area Boundary**
  - Waterway**
  - Parks**
  - Public Parking Facility**
  - Designated Intersections**
  - Road Width (ft)**
    - 570
    - 71 to 80
    - 81 to 90
    - 91 to 100



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# SHERMAN OAKS & STUDIO CITY

## Ventura-Cahuenga Boulevard Corridor Specific Plan

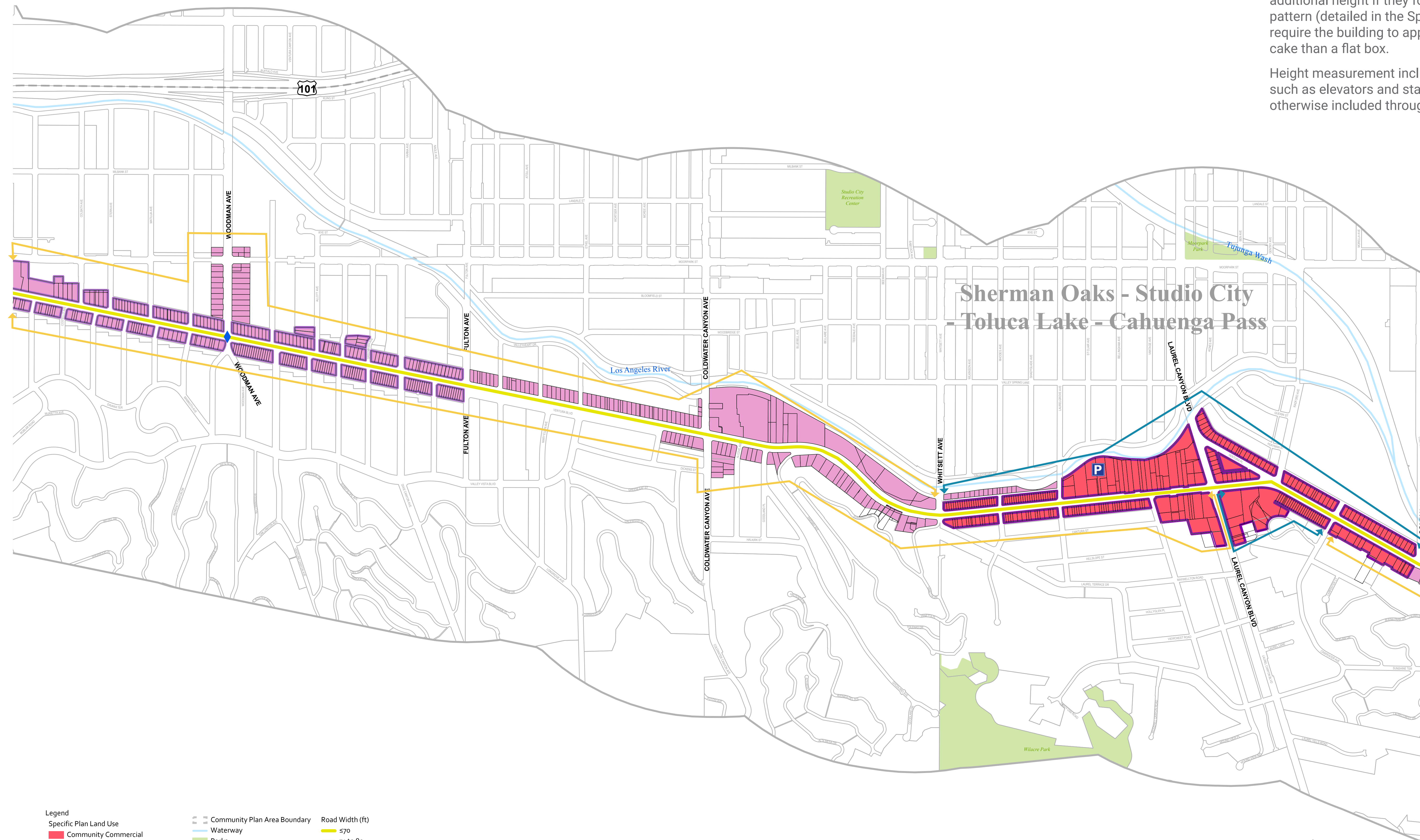
Specific Plan Designation	Floor Area Ratio	Lot Coverage
 Community Commercial	1.25:1	75%
 Neighborhood & General Commercial	1.0:1	60%

Max Height
 Height 30'
 Height 45'

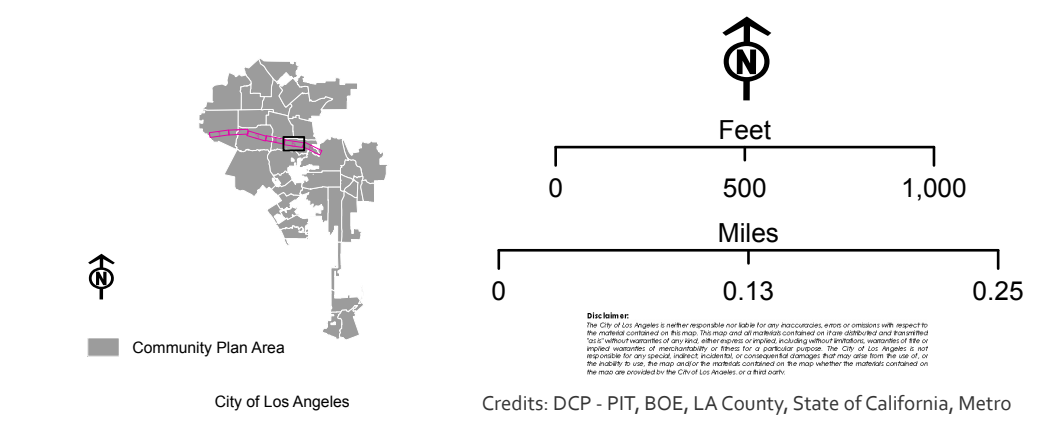
Height limitations only apply to areas of Specific Plan.

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Height measurement includes all rooftop structures, such as elevators and stairwells, which are not otherwise included throughout the rest of the city.







<b>Legend</b>	<b>Community Plan Area Boundary</b>	<b>Road Width (ft)</b>
 Specific Plan Land Use	 Waterway	 570
 Community Commercial	 Parks	 71 to 80
 Neighborhood & General Commercial	 Public Parking Facility	 81 to 90
 Subarea	 Designated Intersections	 91 to 100
 Pedestrian Development District		
 Pedestrian Oriented Area		



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# STUDIO CITY & CAHUENGA PASS

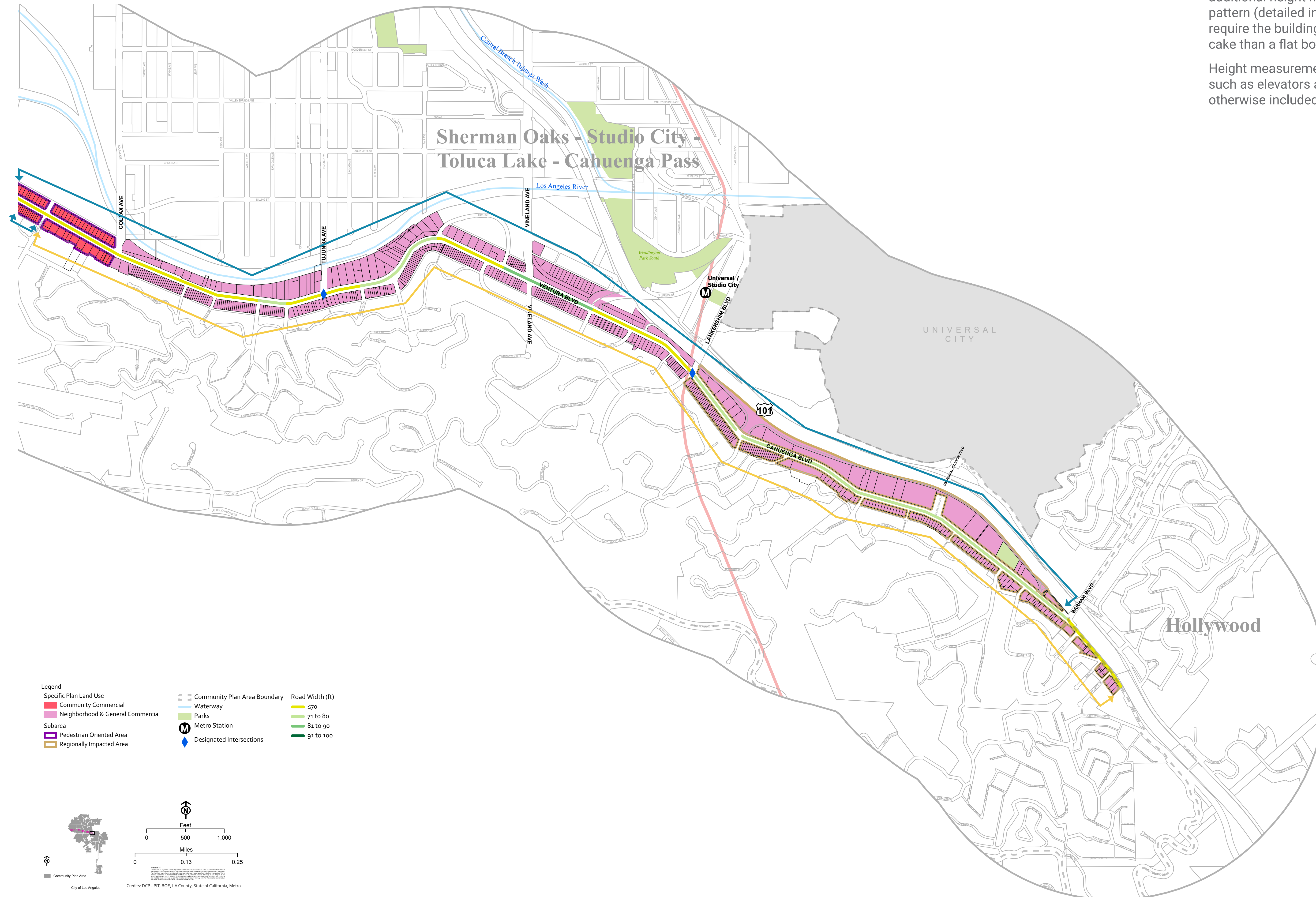
## Ventura-Cahuenga Boulevard Corridor Specific Plan

Specific Plan Designation	Floor Area Ratio	Lot Coverage	Max Height
 Community Commercial	1.25:1	75%	 Height 30'
 Neighborhood & General Commercial	1.0:1	60%	 Height 45'

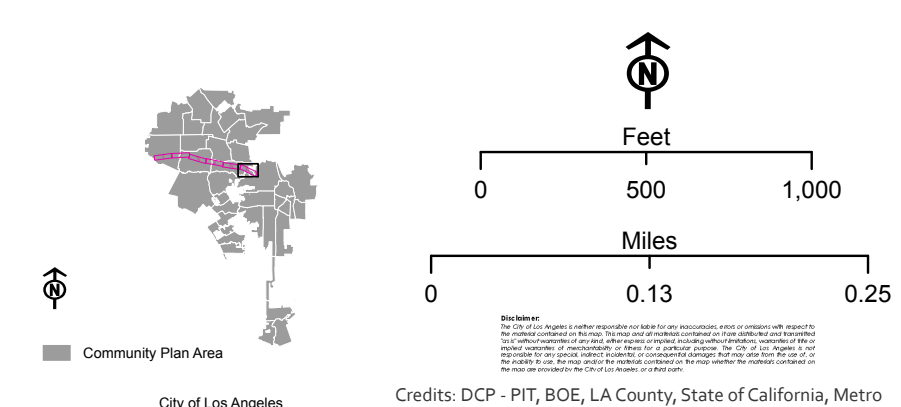
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- Legend**
- Specific Plan Land Use
    - Community Commercial
    - Neighborhood & General Commercial
  - Subarea
    - Pedestrian Oriented Area
    - Regionally Impacted Area
  - Community Plan Area Boundary
  - Waterway
  - Parks
  - Metro Station
  - Designated Intersections
  - Road Width (ft)
    - 570
    - 71 to 80
    - 81 to 90
    - 91 to 100



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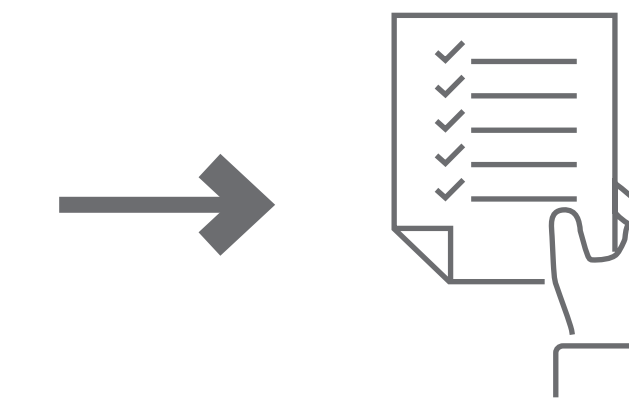
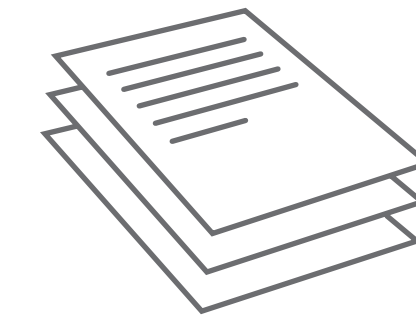
# SIGN REGULATIONS

## Ventura - Cahuenga Boulevard Corridor Specific Plan Amendment

Regulations in the Specific Plan dictate the type, size, number, and location of signs allowed on each property. Sign regulations in the Specific Plan are more restrictive and supersede the Municipal Code.

### Process:

Currently, to obtain a sign permit, property owners and/or tenants must go through a discretionary process called Project Permit Compliance, which may take several months before the sign approval can be issued.



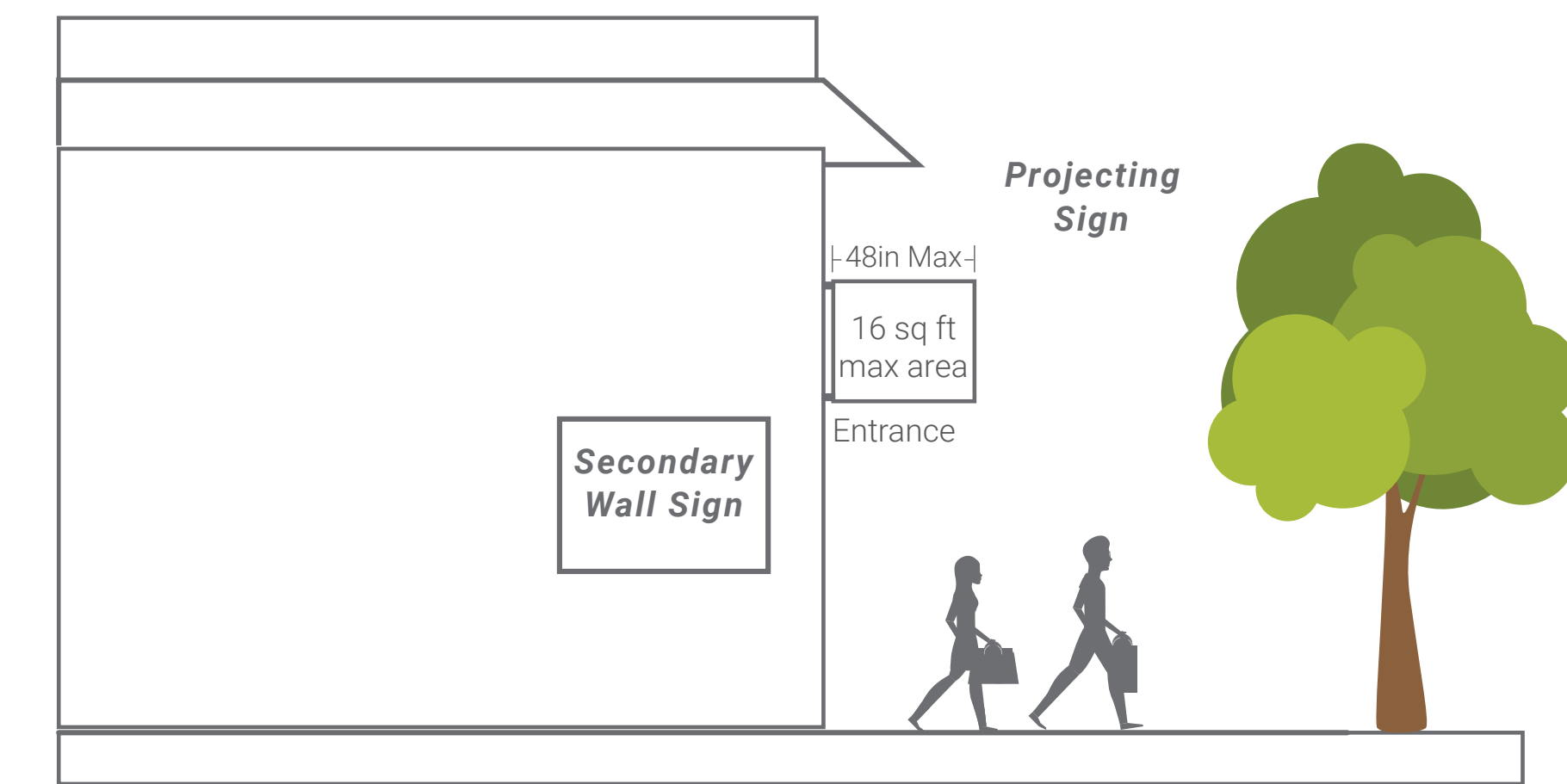
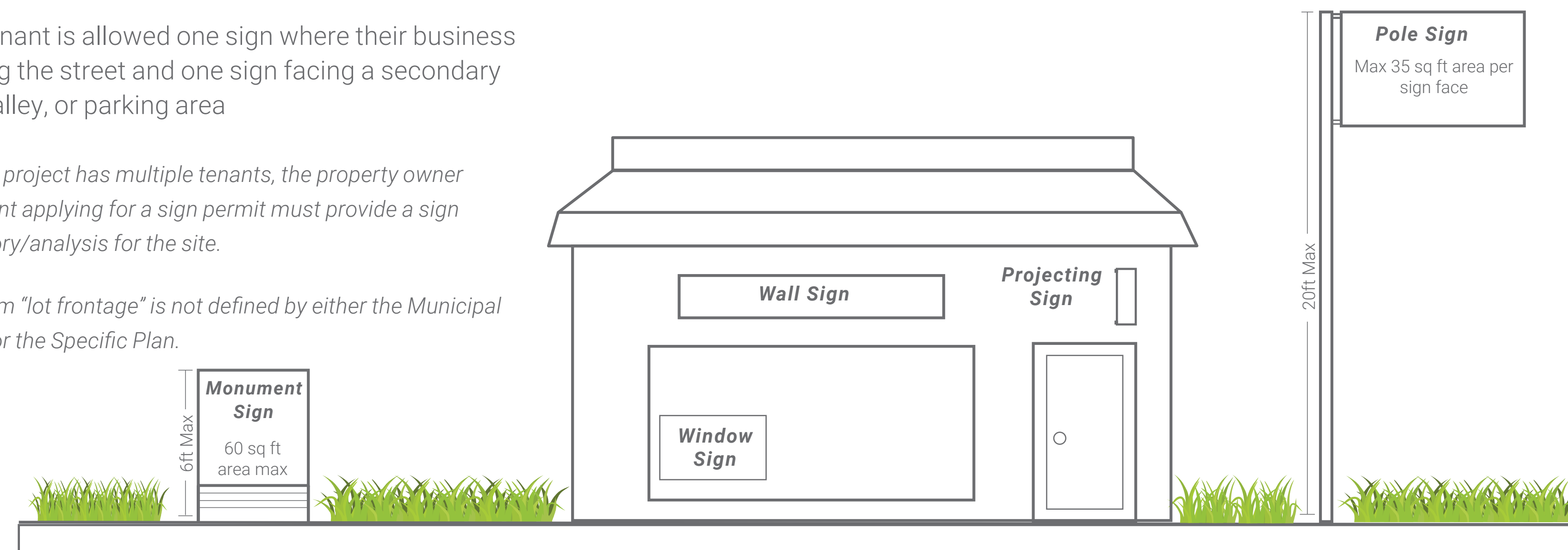
The proposed Specific Plan Amendment would replace the Project Permit Compliance process with a much **shorter and simpler administrative process**.

### Wall Signs:

- Total area\* of all signs on a property cannot exceed two square feet for every one foot of lot frontage\*\*
- Each tenant is allowed one sign where their business is facing the street and one sign facing a secondary street, alley, or parking area

\* When a project has multiple tenants, the property owner or tenant applying for a sign permit must provide a sign inventory/analysis for the site.

\*\* The term "lot frontage" is not defined by either the Municipal Code nor the Specific Plan.



### Monument Signs:

- One allowed per 200 feet of lot frontage
- Must be located in a landscaped area at least equal to its size

### Window Signs:

- Total area of a sign is limited to 10% of the window area
- Content is limited to store names, store hours, security signs, logos, and holiday paintings

### Pole Signs:

- Only allowed in Neighborhood and General Commercial land use designated properties
- Only one allowed per property or one per street frontage if the property has a multi-tenant shopping center
- Not allowed on corner lots
- Must be located on landscaping at least equal to the sign face total area

### Projecting Signs:

- One allowed per building
- Must be located at the entrance
- Height may not exceed the roof eave

### Prohibited Sign Types:



Certain signs are prohibited such as portable or sandwich signs except for valet signs approved by Department of Public Works, off-site commercial signs (i.e. billboards) except to replace an existing one, windblown devices (balloons, flags, etc.), signs located in the right-of-way, signs with flashing, mechanical, strobe or blinking lights or moving parts.

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# SPECIFIC PLAN SUBAREAS

## Ventura - Cahuenga Boulevard Corridor Specific Plan Amendment

The Specific Plan includes eight different subareas. All of these subareas include additional restrictions to certain uses, and five of the eight are Pedestrian Oriented Areas with additional requirements.

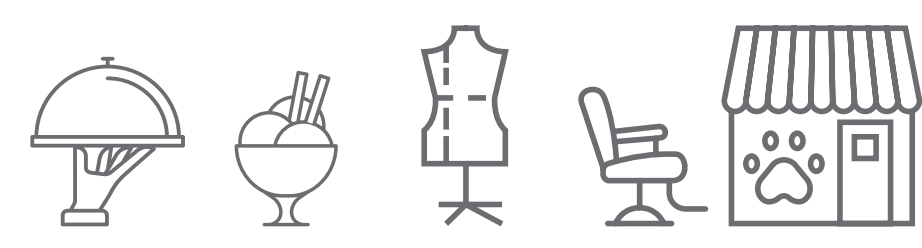

### Pedestrian Oriented Areas (POAs):

There are five POAs which restrict ground-floor frontage uses to a very specific list of pedestrian-serving uses and further regulate building street frontage and access.

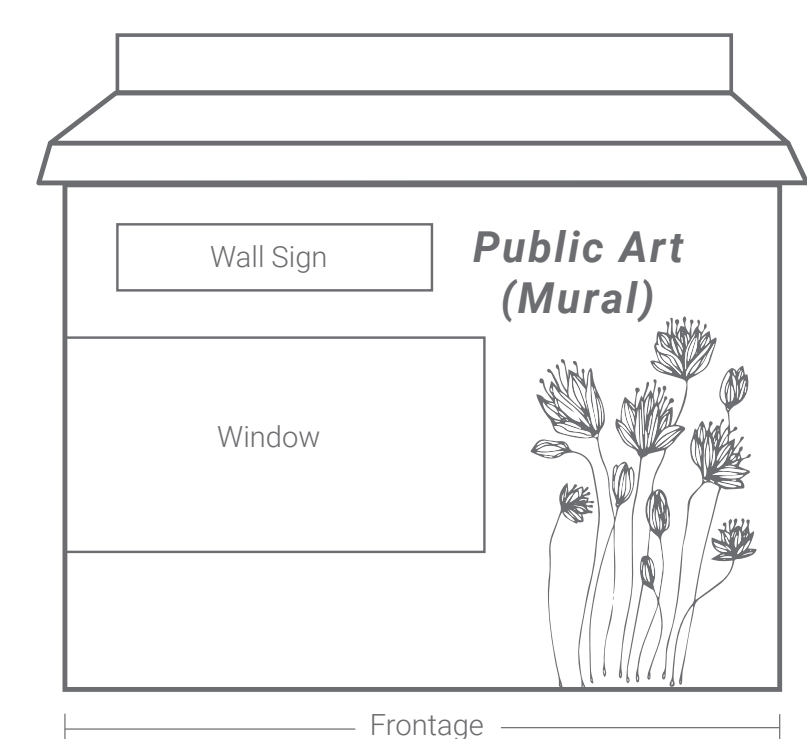
Tiered Uses: Developments in POAs must restrict uses on the ground floor of the building along at least 75 % of the frontage to pedestrian-serving uses from the Tier I list. When that's not possible, they may apply for approval for Tier II uses but must demonstrate a vacancy rate of 12 % or higher.

Additional Limitations and Restrictions	Pedestrian Oriented Areas (five areas throughout)	Regionally Impacted Areas (Studio City/ Cahuenga Pass)	Pedestrian Development District & Restricted Use Area (Sherman Oaks)
Prohibits drive-through establishments	✓	✓	✓
Prohibits auto-related uses	✓	✓	✓
Prohibits motels/hotels		✓	
Restricts frontage uses to a specific tiered list of uses	✓		
Prohibits motor and recreational vehicle uses*	✓		
Prohibits car washes	✓		

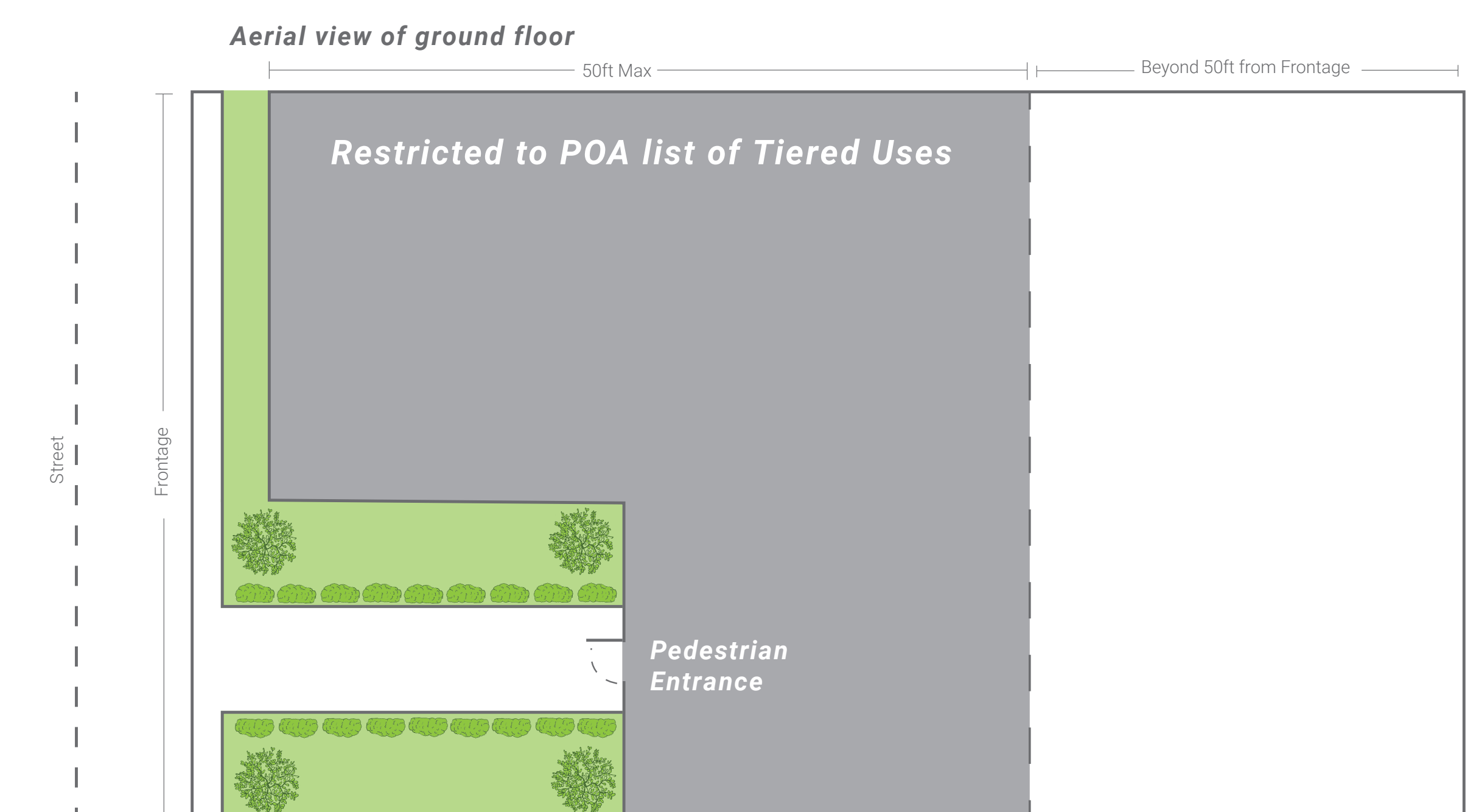
\* uses include sales and/or rentals, maintenance, repair and accessory installation

Tier I	Tier II
 <p>Tutoring or learning centers; art galleries; barber shops; beauty and nail salons; book stores; cafes; candy shops; cell phone stores; coffee houses; community facilities; computer sales; day spas and tanning salons; dressmaking and tailoring; dry goods and notions; copying services; carousels; financial services; furniture; grocery stores; small hardware stores; hobby shops; ice cream parlors; martial arts/dance centers; pet shops; pharmacies; photographers; restaurants; shoe repair; theaters; toy stores; video or music stores; and stores selling other small consumer items*</p>	 <p>Accountants; architects; day care; doctors; dentists; dry cleaners; chiropractors; insurance companies; interior decorating; law and legal aid; locksmith; mortgage companies; real estate offices</p>

\*or providing similar services, as determined by the Director of Planning



- All businesses need to maintain at least 50% of their wall frontage as window space, display case, or public art



- At least 75 % of the frontage for at least a 50-foot depth (or the total depth of the building, whichever is less) is restricted to the list of Tiered Uses
- All businesses fronting a street or courtyard need to maintain direct pedestrian access to the sidewalk or courtyard

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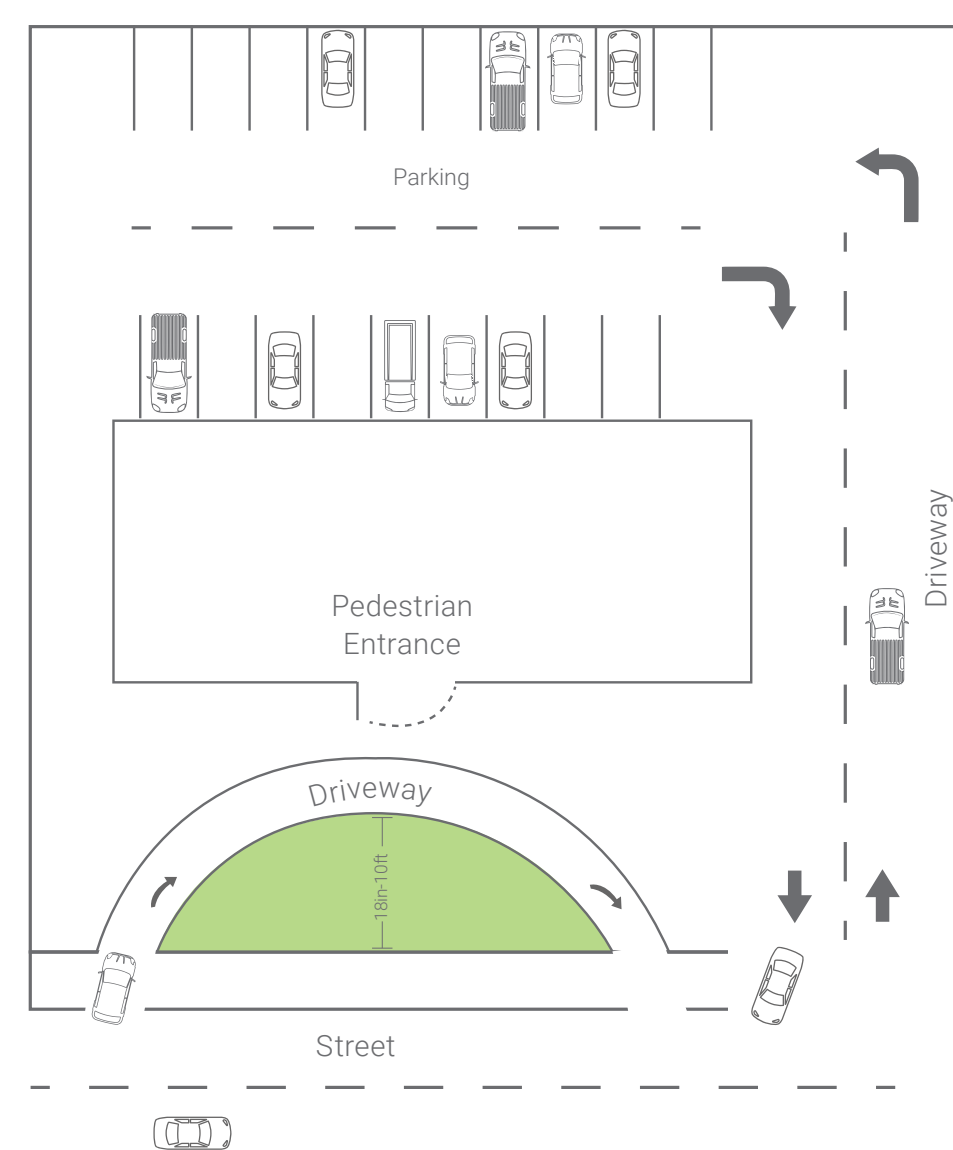
# LANDSCAPE STANDARDS

## Ventura - Cahuenga Boulevard Corridor Specific Plan Amendment

The Specific Plan includes standards for pedestrian access to buildings, driveway placement, and landscaping for parking lots/structures, as well as front yards.

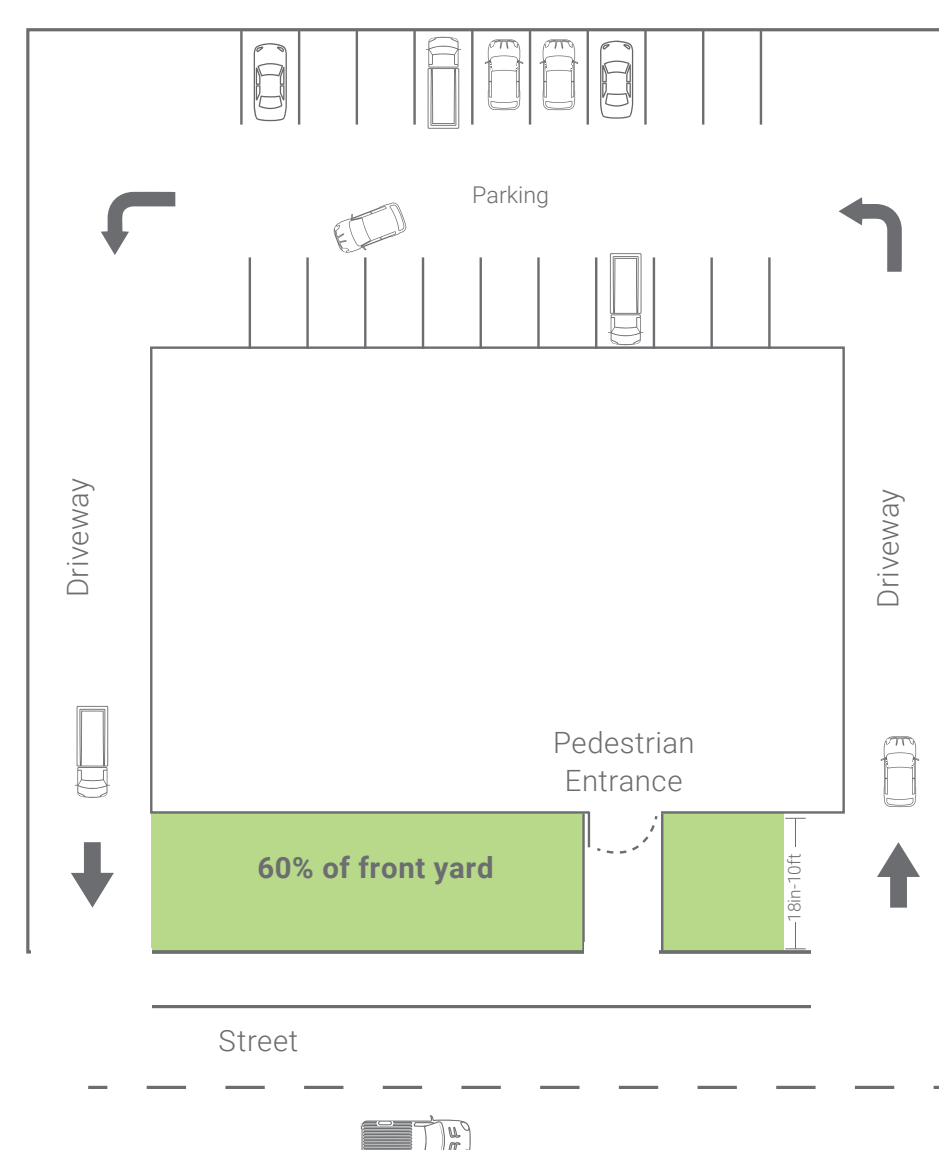
### Front Yards and Driveways:

#### ✗ Not Allowed



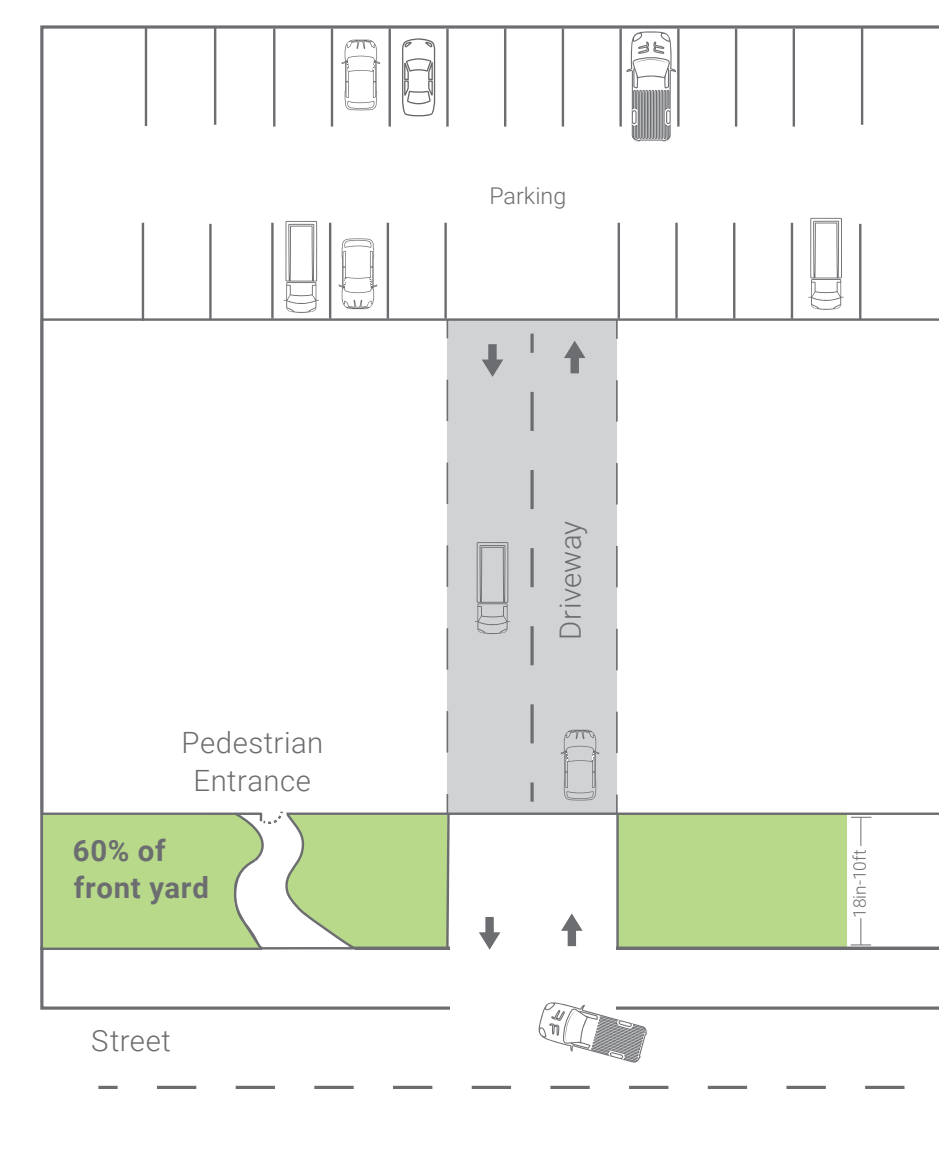
- Parking areas or driveways are not allowed to be placed directly in front of the building unless a driveway is located where it provides direct access through the building to a rear parking area

#### ✓ Allowed

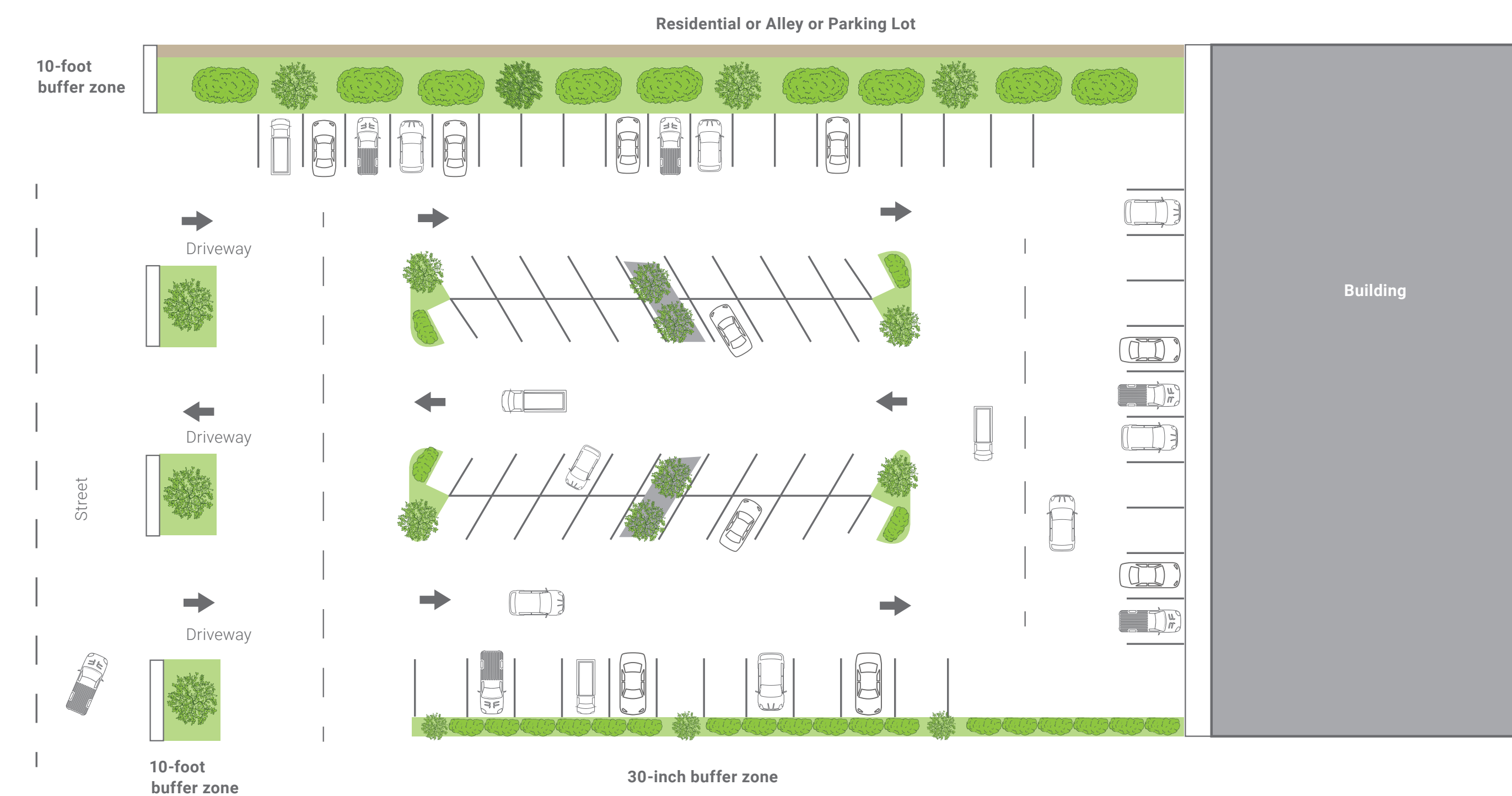


- Provide a pedestrian entrance directly from the sidewalk without crossing a parking lot or driveway
- Landscape at least 60% of front yards or front setbacks which are 18 inches or more
- Driveway in front yard provides direct access to rear parking

#### ✓ Allowed



### Surface Parking Lots:



#### Landscaped Lot Coverage:

- Landscaping required for at least 15% of total surface area

#### Trees:

- One tree required for every four parking spaces
- Trees must be shade producing trees of a minimum 30-inch box size, no less than 10 feet in height at maturity with a minimum tree canopy of 50% of the height of the tree
- Trees must be evenly distributed throughout the parking lot to shade the surface parking area

#### Landscaped Buffers:

- Must provide a minimum 10-foot buffer zone around any surface parking lots adjacent to any street, alley, residentially zoned lot, existing residential use, or other parking lots
- Must provide a minimum 30-inch buffer zone for portions of parking lots not facing a street, alley, residentially zoned lot, existing residential use, or other parking lot or structure
- Landscaped buffer zones qualify as part of the 15% landscape requirement

### Parking Structures:

Parking structures also have regulations to screen automobiles in the garage, provide 10-foot landscaped buffers, have planting on the roof, and place fans/ventilation away from residential areas to avoid noise impacts.

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# PARKING REGULATIONS

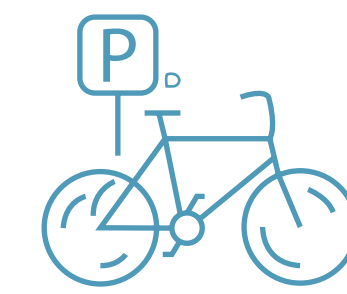
## Ventura - Cahuenga Boulevard Corridor Specific Plan Amendment

The Specific Plan requires some uses to have different parking requirements than the Los Angeles Municipal Code (LAMC). If the Specific Plan does not include parking regulations for a use, the Municipal Code prevails.

### Parking Requirements

Use	Specific Plan	LAMC	Prevailing
Restaurant, of any size	1 space per 100 sf	1 space per 100 sf for restaurant 1 space per 200 sf for small restaurant/café	Specific Plan
Commercial Use, including retail	1 space per 250 sf (Commercial parking default value)	1 space per 250 sf	Specific Plan
Beauty Salon, Massage Parlor (non-medical), Health Spa	Commercial default at 1 space per 250 sf	1 space per 500 sf	Specific Plan
Health Club/Fitness use	Commercial default at 1 space per 250 sf	1 space per 100 sf	LAMC
Professional Office	1 space per 300 sf	1 space per 500 sf	Specific Plan
Professional Office for insurance or real estate	1 space per 200 sf	1 space per 500 sf	Specific Plan
Medical Office, Medical Service Facility	Professional office default 1 space per 300 sf, or Commercial default at 1 space per 250 sf	1 space per 200 sf	LAMC
Hotels and Motels	1 space per guest room and additional 1 space per 10 guest rooms for employee parking	1 space per room for the first 30 rooms; ½ space per room for the next 30 rooms; remaining rooms ⅓ space per room	Specific Plan
Hospitals	2.5 spaces per bed	2 spaces per bed	LAMC

### Alternative Options for Parking Regulation Compliance:



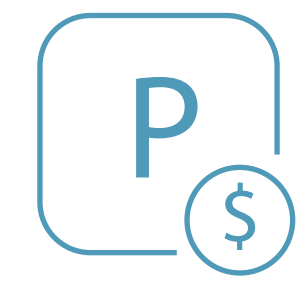
#### Provide bicycle parking in-lieu of automobile parking

- Regulations come from the Municipal Code (The Specific Plan has no bicycle regulations)
- May replace required automobile parking up to 20% with bicycle parking spaces
- Four (4) bike parking spaces are required to replace each automobile spot
- May only be used for the net increase in the parking requirement, not the total required parking for the use



#### Buy parking spaces at a nearby City garage

- Property must be 1,500 feet of walking distance to the City garage (currently only located in Studio City, Sherman Oaks, and Woodland Hills)
- City garage must have capacity to accommodate; the request is verified by the Department of Transportation
- Each space costs \$14,000
- No limit to how many spaces purchased



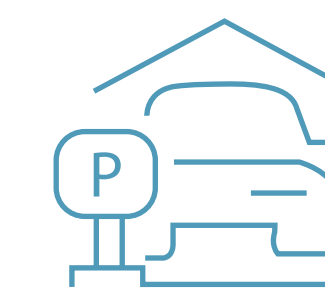
#### Pay an in-lieu fee of \$100 per deficient space

- Only available for up to 10 of the required spaces for a change of use or addition of less than 1,000 square feet
- Fee paid in perpetuity to the Department of Transportation, for as long as the Certificate of Occupancy lists the use that required it
- Property owner is responsible if the tenant moves out
- Requires a covenant to be recorded with the County



#### Justify and coordinate shared parking

- Process available is from the Municipal Code; for properties outside of the Specific Plan, the approval is granted by a Zoning Administrator
- Works best with sites that have day uses (e.g. such as offices) and night uses (e.g. restaurants), or uses with hours of operation that do not overlap
- Property owner or tenant must hire a traffic consultant to do a 24-hour a day, 7-day study to demonstrate capacity



#### Provide off-site parking at a nearby property

- Requires a nearby property owner who is no more than 750 feet from the subject property to agree to sign a covenant
- The covenant permanently ties their land for parking use by the requesting project which is nearby but off-site



#### File for a Project Permit Adjustment

- Process available is from the Municipal Code
- A parking adjustment allows for 10% reduction from the minimum number of required parking
- Justifications have to be provided stating that there are special circumstances applicable to the project or project site which make the strict application of the specific plan regulation impractical

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# PROJECT IMPACT ASSESSMENT FUND (PIA)

## Ventura - Cahuenga Boulevard Corridor Specific Plan Amendment

Project Impact Assessment (PIA) fees are intended to mitigate the cumulative impacts of new development within the Specific Plan area. The Department of Transportation (DOT) calculates, receives and administers the fee.



### How are fees calculated and applied?

DOT evaluates the project to see if it generates 43 trips or more; if so the project needs a more detailed traffic study. DOT also determines when the PIA fee applies, and calculates the fee by applying a formula using the following table:

### PIA Fee Table

LAND USE CATEGORY*	DRIVE-THROUGH CONVENIENCE PREMIUM*	COMMUNITY PIA FEE RATE				
		Dollars per Square Foot of Floor Area				
		Woodland Hills	Tarzana	Encino	Sherman Oaks	Studio City
<b>CATEGORY A</b>						
College, Hospital, Industrial, Institutional, Manufacturing, R & D Lab, School, Sound Studio, Storage Rental, Warehouse	\$0	\$1.15	\$2.04	\$1.96	\$2.66	\$1.46
<b>CATEGORY B</b>						
Business Park, Hotel, Motel, Office	\$0	\$2.13	\$3.82	\$3.69	\$4.96	\$2.73
<b>CATEGORY C</b>						
Bank, Credit Union, Savings & Loan	\$20,000	\$3.90	\$6.97	\$6.71	\$9.10	\$4.99
Car Wash, Gas Station	\$15,000					
Convenience Market	\$12,000					
Cinema, Retail, Service, Shopping Center, Supermarket, Theater	\$0					
<b>CATEGORY D</b>						
Café, Clinic, Gym, Health Club, Medical Office	\$0	\$4.39	\$7.82	\$7.58	\$10.27	\$5.67
Restaurant	\$20,000					

\*Check with DOT for land uses not listed

- The PIA fee is indexed annually to increase /decrease in alignment with City Building Cost Index estimate
- PIA fees for pedestrian serving uses in the Pedestrian Oriented Areas (POA) are reduced to 50% of the rate
- The PIA fee may be waived if an applicant does the improvement or service themselves



### How are PIA funds allowed to be spent?

The collected revenue is deposited in the Ventura Cahuenga Boulevard Corridor Specific Plan Fund 523.

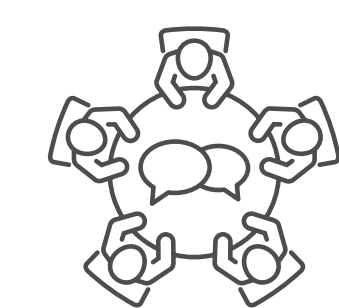
The revenue may only be spent as specified in the Specific Plan as follows:

- Transit, Transportation Demand Management (TDM) Programs, Transportation Management Organizations (TMO) that serve community-wide or corridor-wide goals
- Other community-wide or corridor-wide benefits that receive special approval by the Department of Transportation General Manager and Director of Planning. Special findings need to be made to justify the uses
- Off-street parking facilities
- Intersections identified as "Designated Intersections\*" to allow for right-of-way acquisition, intersection flaring, and signal improvements

\*Nineteen "Designated Intersections" are identified in the Specific Plan. Each is marked on the segment maps

#### The funds are NOT allowed to be used for the following:

- Maintenance, under any circumstances
- Alleys, sidewalks, landscape medians, crosswalks, street trees and landscaping, street lights unless these projects receive community-wide or corridor-wide special approval



### What is the Specific Plan Review Board (PRB)?

The Specific Plan requires the creation of the PRB. The PRB is comprised of two appointees from each Council District, and one by the Mayor's Office.

The PRB is assigned the following tasks:

- Make recommendations to the appointing authorities regarding the priorities and timing of intersection improvements and traffic mitigations in the Specific Plan area
- Make recommendations to the Council Member and Mayor concerning development in their communities
- Recommend implementation of design guidelines and streetscape plans

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