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ORDINANCE NO. 166560

An ordinance establishing a specific plan, known as the Ventura/Cahuenga Boulevard Corridor Specific Plan, for portions of the Sherman Oaks-Studio City-Toluca Lake District Plan, the Encino-Tarzana District Plan, Encino-Ventura Boulevard Specific Plan and the Canoga Park-Winnetka-Woodland Hills District Plan.

**WHEREAS**, the Ventura/Cahuenga Boulevard Corridor is experiencing serious traffic, transportation and density problems, which in a number of locations are classified as unacceptable, and new development in the Corridor is developing beyond the capacity of the transportation infrastructure; and

**WHEREAS**, in recent years there has been a sharp increase in the planning and construction of major commercial developments in Studio City, Sherman Oaks, Encino, Tarzana and Woodland Hills; and

**WHEREAS**, this future development, or redevelopment, of property within the corridor will result in traffic volumes that will further exceed the capacity of the corridor, particularly at the key intersections of Ventura/Cahuenga Boulevard and Lankershim Boulevard, Laurel

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Canyon Boulevard, Coldwater Canyon Boulevard, Van Nuys Boulevard, Sepulveda Boulevard, Libbit Avenue, Hayvenhurst Avenue, Balboa Boulevard, White Oak Avenue, Lindley Avenue, Reseda Boulevard, Tampa Avenue, Winnetka Avenue, DeSoto Avenue, Topanga Canyon Boulevard, Shoup Avenue, Fallbrook Avenue and Woodlake Avenue; and

**WHEREAS**, failure to expand the capacity of the existing transportation infrastructure to maintain equilibrium with new projects will cause unacceptable levels of congestion on streets and intersections, traffic accidents, air pollution, noise and restriction in access for emergency vehicles; and

**WHEREAS**, historical approaches to building and financing transportation capital improvements no longer appear sufficient to meet the needs of the corridor. As a result new approaches, including restrictions on future developments, must be devised;

**WHEREAS**, the adopted Regional Mobility Plan of the Southern California Association of Governments has mandated the adoption of Pedestrian Elements into the General Plans of all constituent municipalities as a transportation control measure to reduce vehicular traffic,

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

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

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

B. As shown in Maps 2A through 2E, the Ventura/Cahuenga Boulevard Corridor Specific Plan is divided into five major communities: (1) the Studio City Community (east of Barham Boulevard to Fulton Avenue), (2) the Sherman Oaks Community (Fulton Avenue to the San Diego Freeway), (3) the Encino Community (San Diego Freeway to Lindley Avenue), (4) the Tarzana Community (Lindley Avenue to Corbin Avenue), and (5) the Woodland Hills Community (Corbin Avenue to Leonora Drive).

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

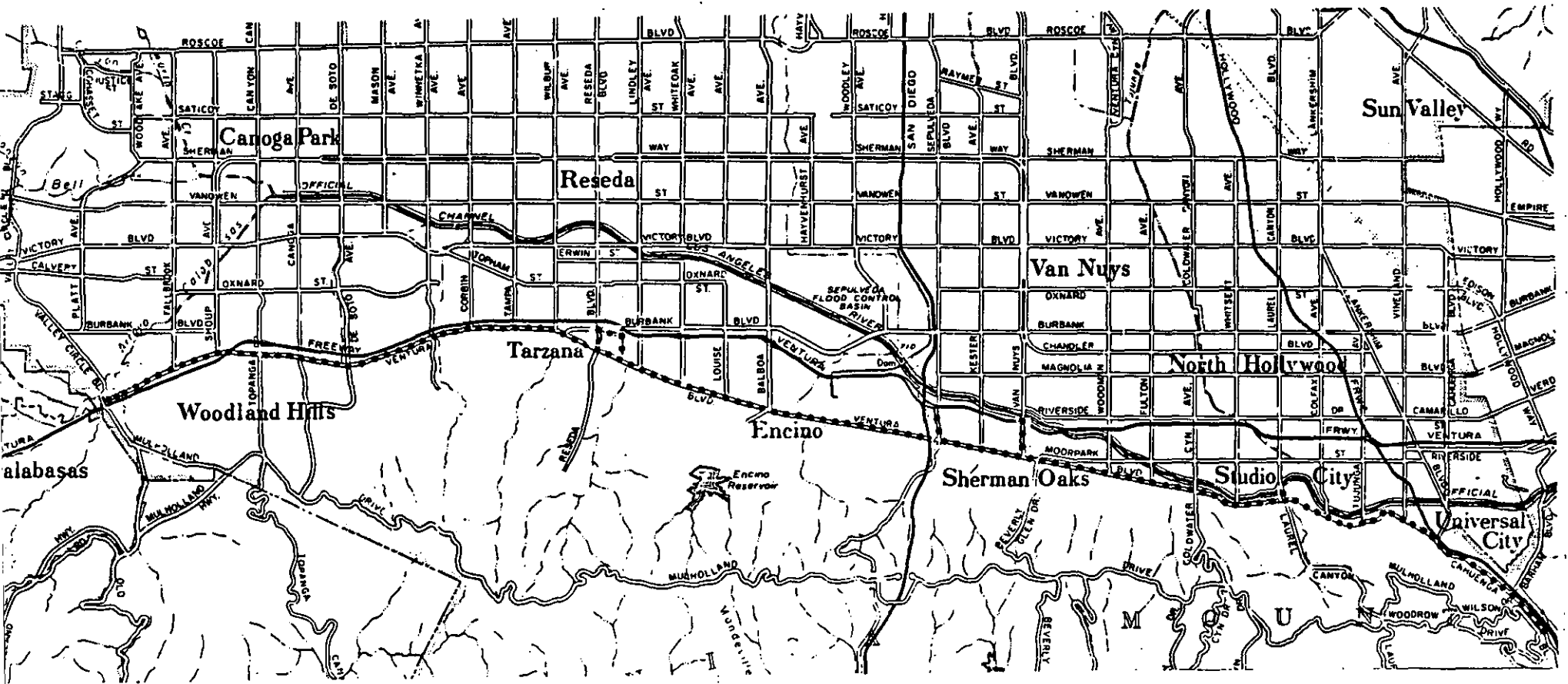
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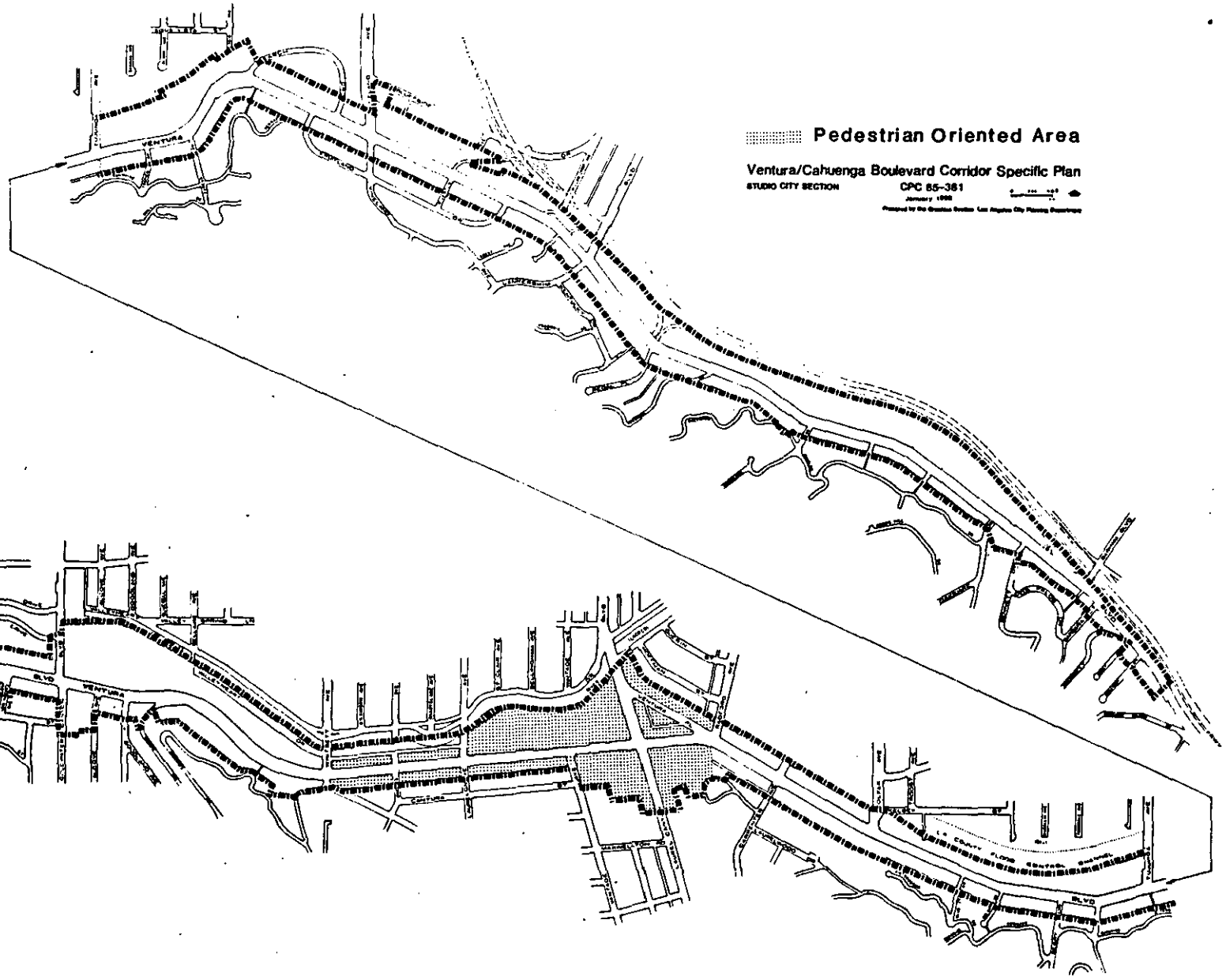
D. As shown in Maps 3A through 3E, the Ventura/Cahuenga Boulevard Corridor Specific Plan utilizes three plan designations: (1) Regional Commercial; (2) Community Commercial, and (3) Neighborhood/Office Commercial.

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MAP 1

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN

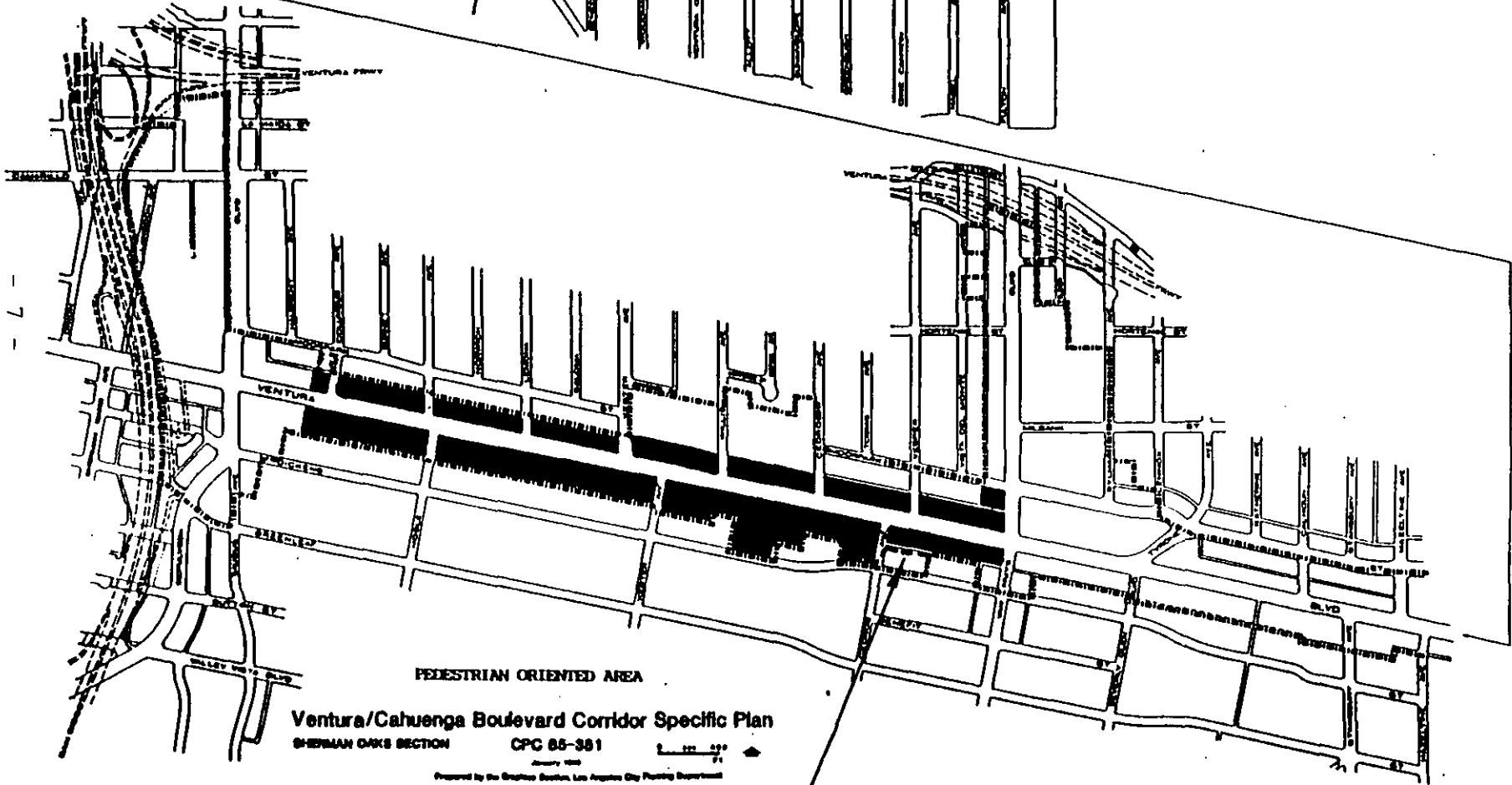
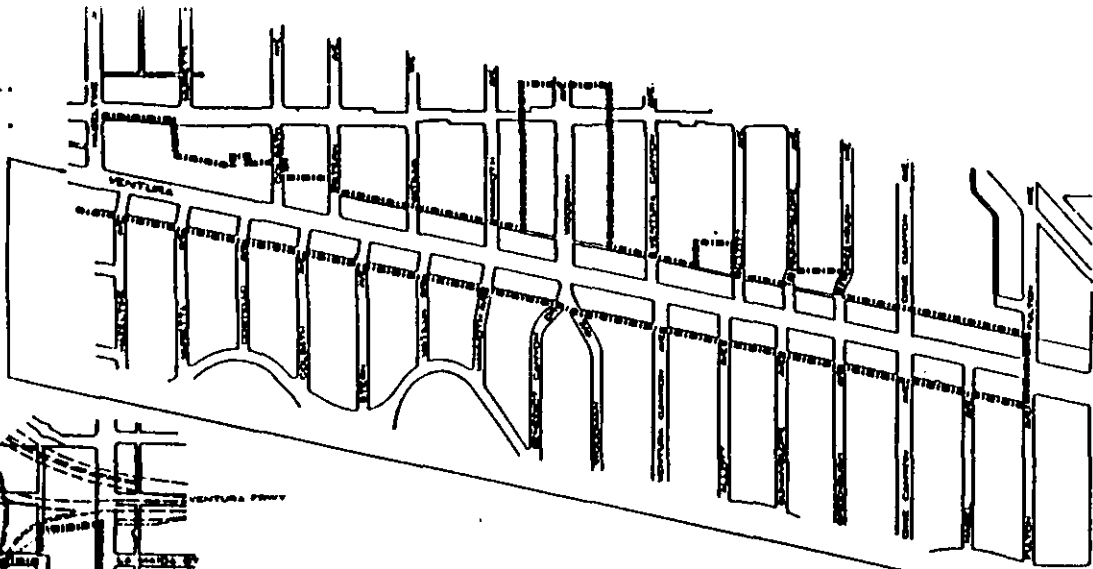




■ ■ ■ ■ ■ Pedestrian Oriented Area

Ventura/Cahuenga Boulevard Corridor Specific Plan  
STUDIO CITY SECTION

CPC 85-381  
January 1988  
Prepared by the Urban Section, Los Angeles City Planning Department



PEDESTRIAN ORIENTED AREA

**Ventura/Cahuenga Boulevard Corridor Specific Plan**

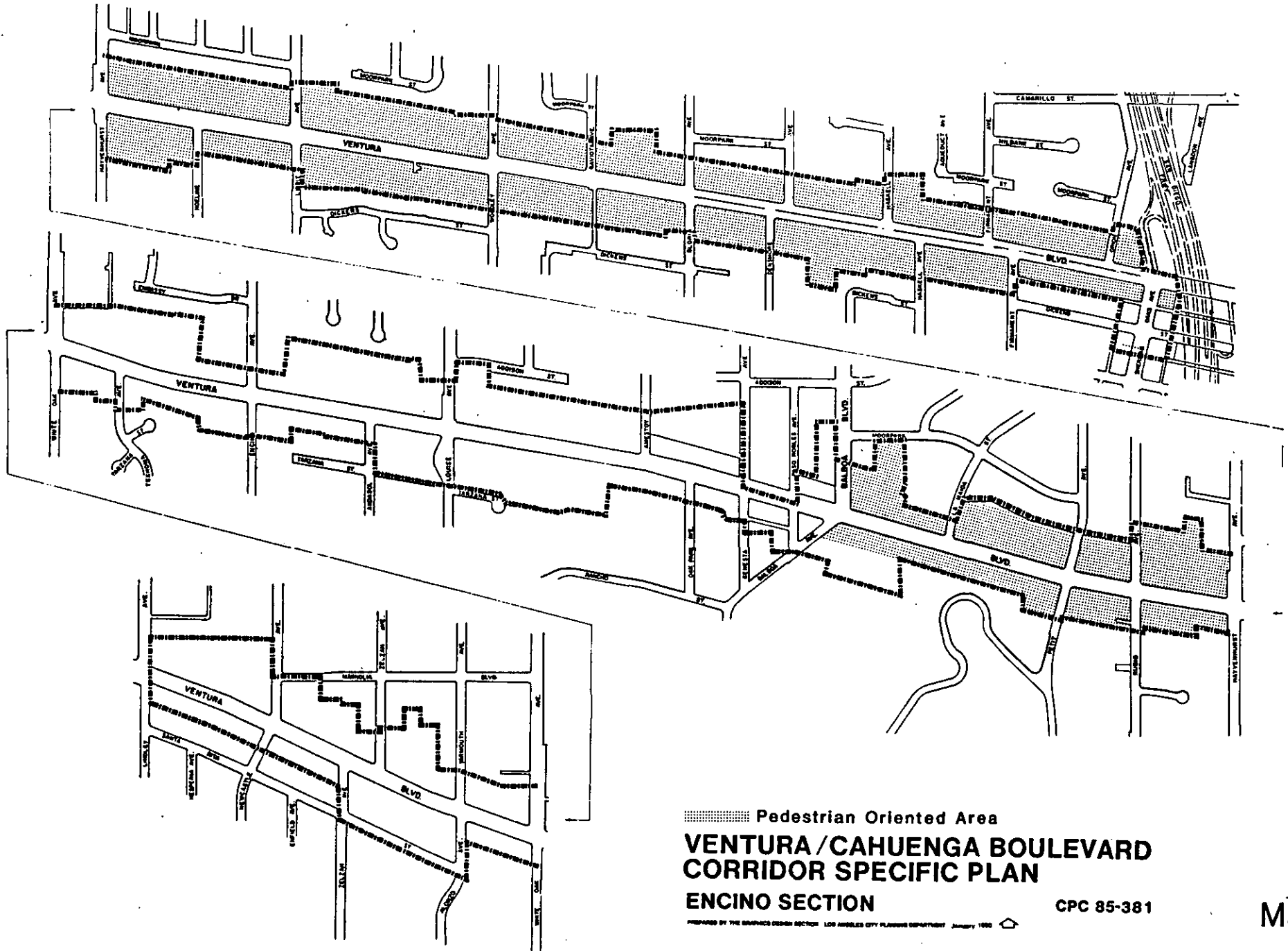
SHERMAN OAKS SECTION

CPC 85-381



Prepared by the Sherman Oaks, Los Angeles City Planning Department

*AMENDMENT*

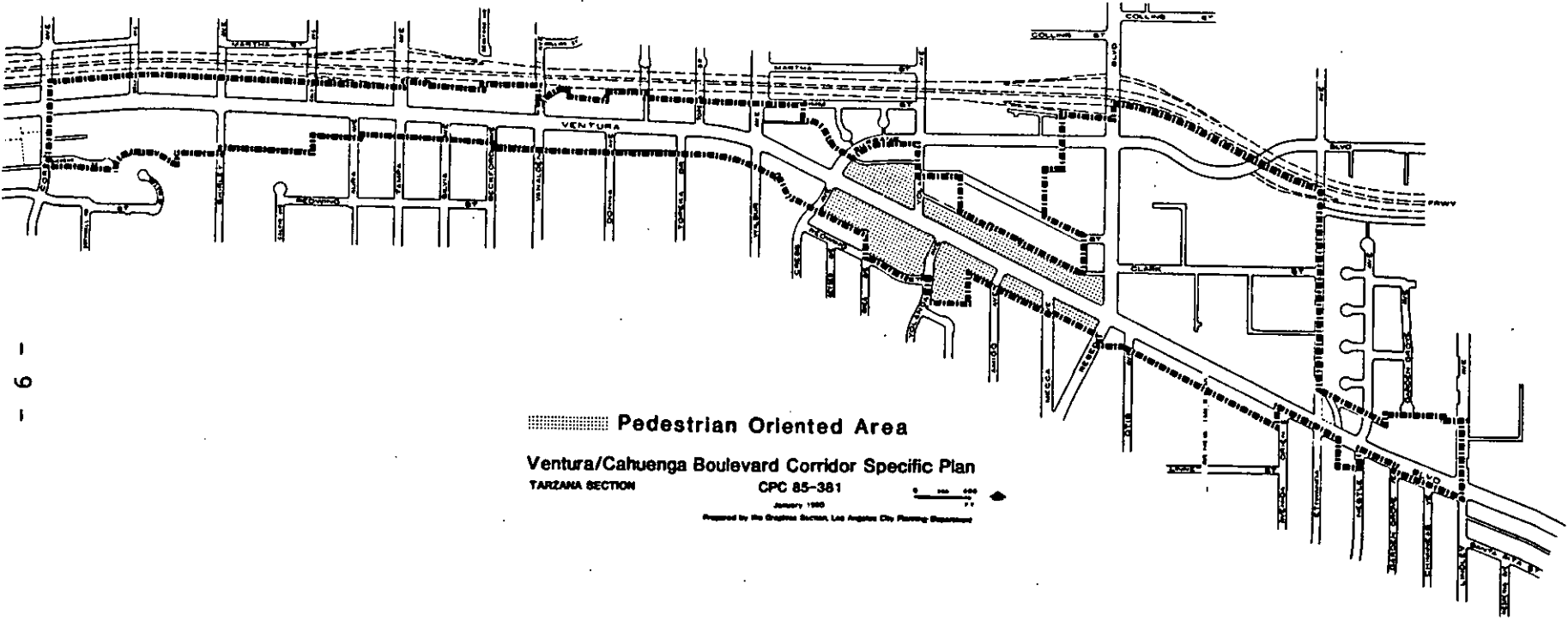


■■■■■■■■ Pedestrian Oriented Area  
**VENTURA / CAHUENGA BOULEVARD  
CORRIDOR SPECIFIC PLAN  
ENCINO SECTION**

CPC 85-381

PREPARED BY THE STAFF AND DESIGN SECTION, LOS ANGELES CITY PLANNING DEPARTMENT, January, 1990





▨ Pedestrian Oriented Area

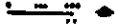
**Ventura/Cahuenga Boulevard Corridor Specific Plan**

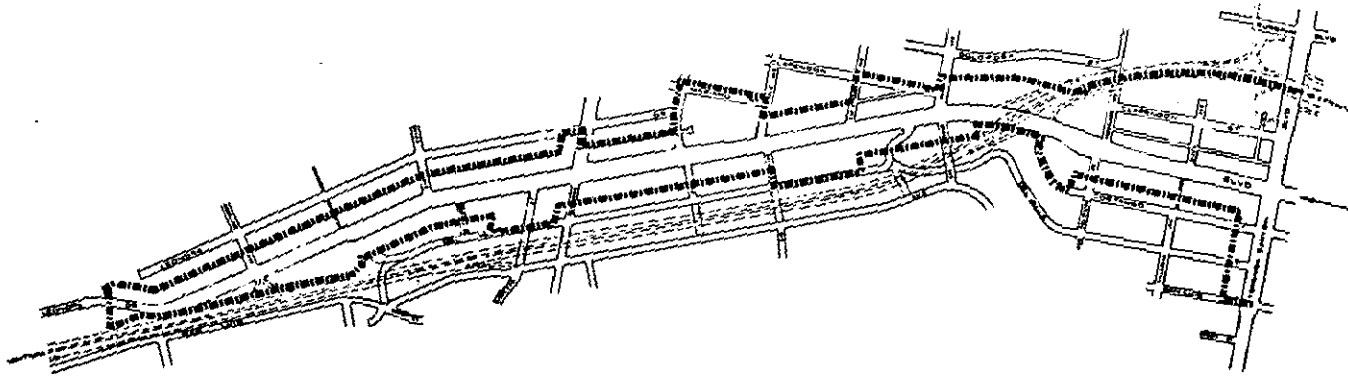
TARZANA SECTION

CPC 85-381

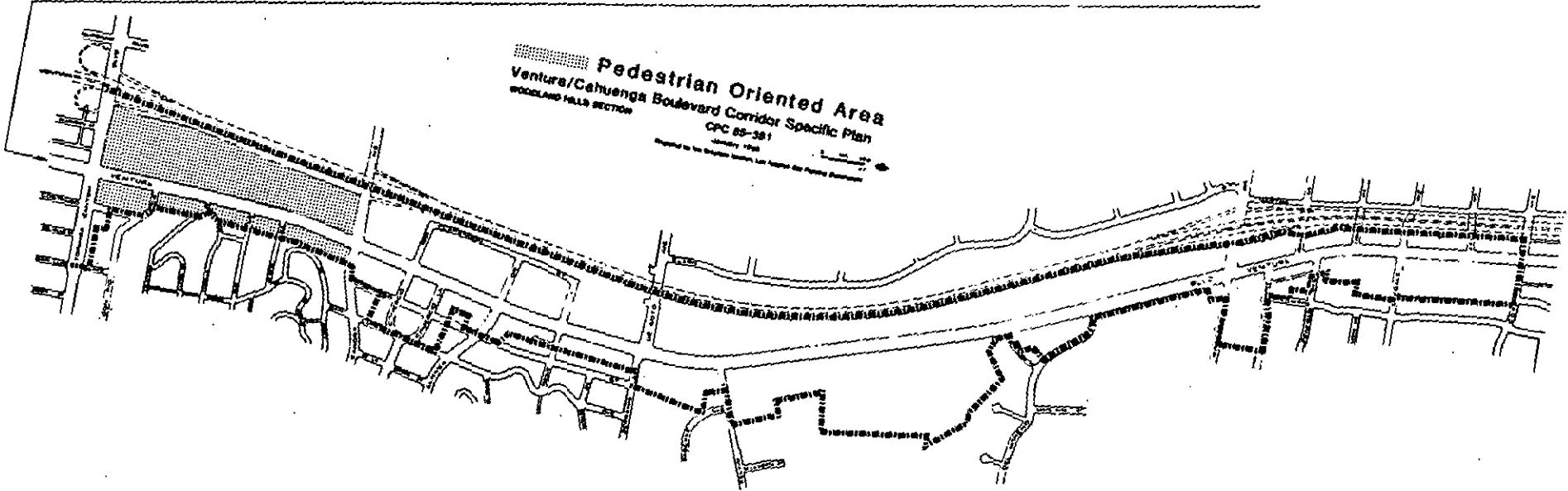
January 1980

Prepared by the Strategic Section, Los Angeles City Planning Department






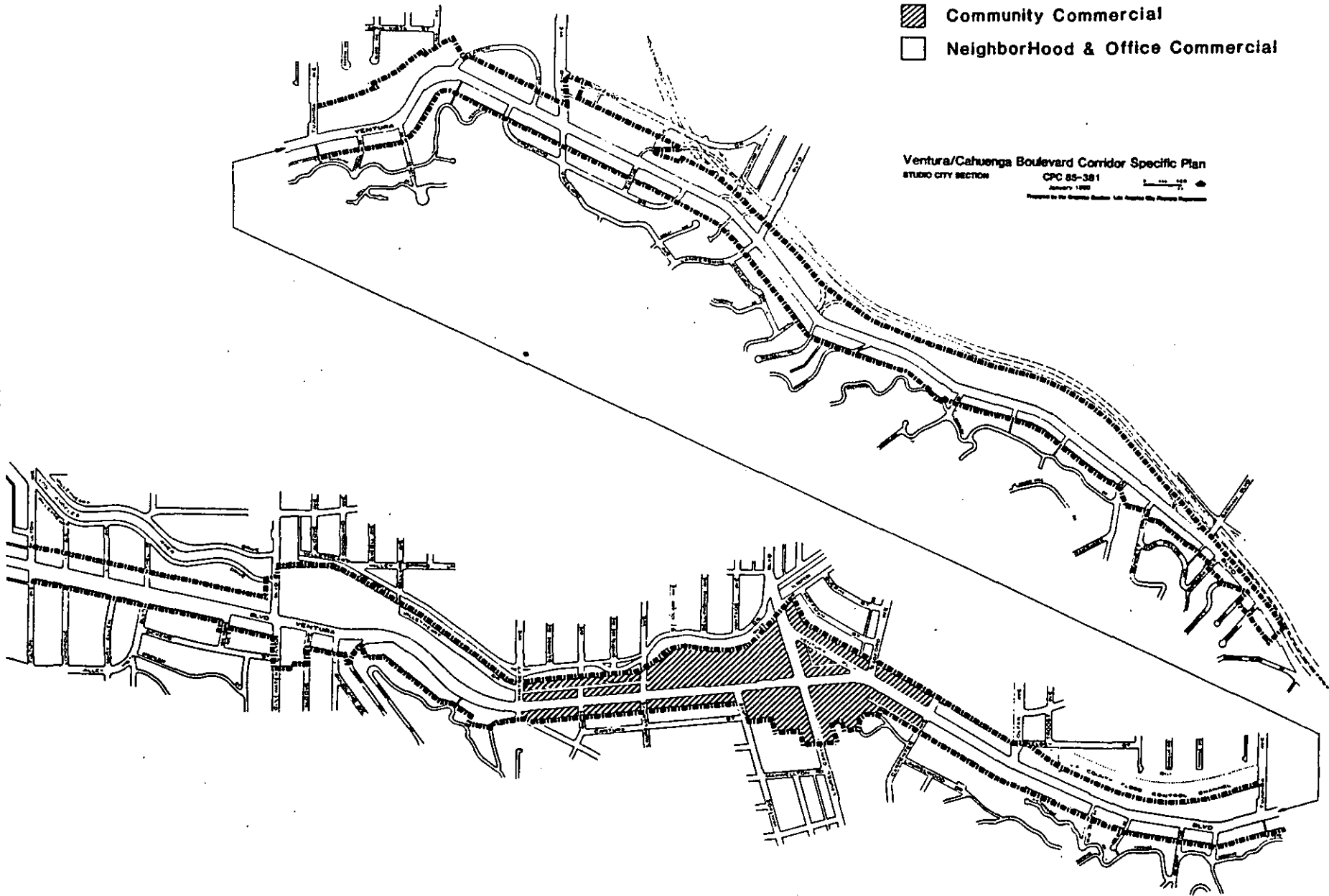
 Pedestrian Oriented Area  
Ventura/Cahuenga Boulevard Corridor Specific Plan  
CPC 85-381  
January 1985  
Prepared by the Southern Division, Los Angeles 60 Public Employees

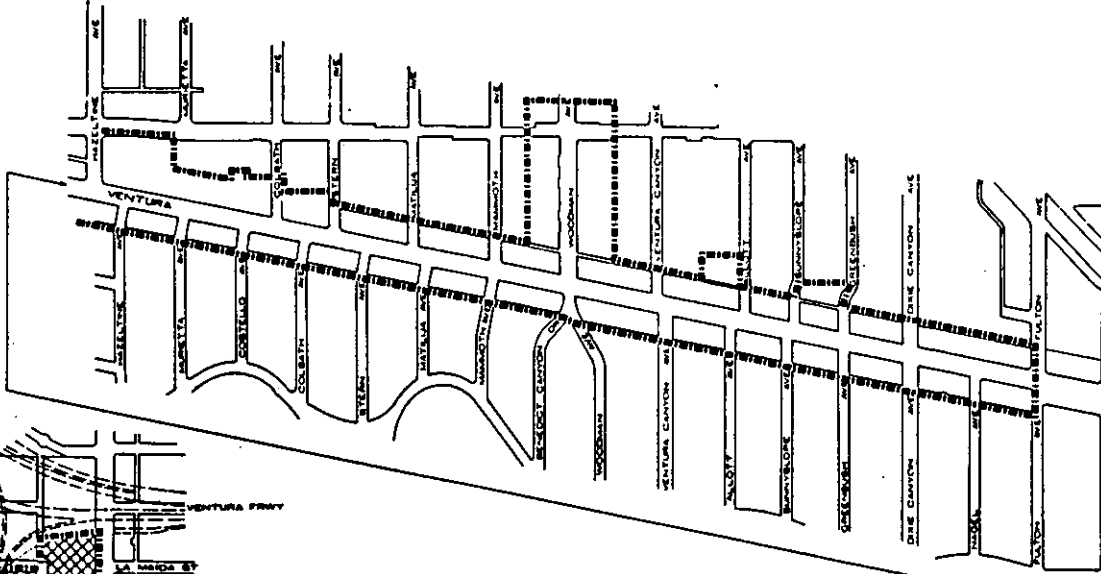


**PLAN DESIGNATIONS**

-  Community Commercial
-  NeighborHood & Office Commercial

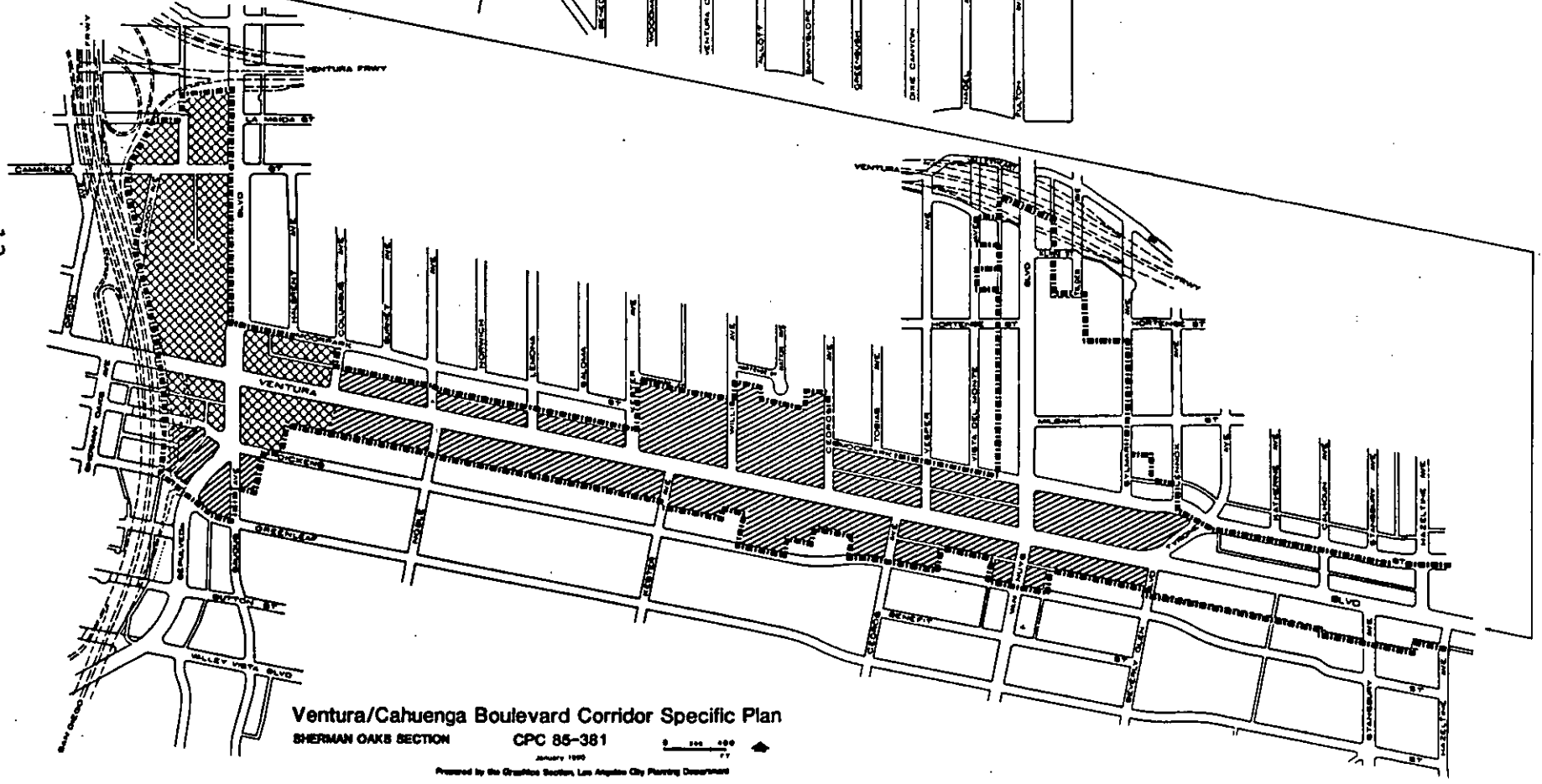
Ventura/Cahuenga Boulevard Corridor Specific Plan  
STUDIO CITY SECTION  
CPC 85-381  
January 1985  
Prepared by the Southern Division, Los Angeles City Planning Department



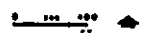


**PLAN DESIGNATIONS**

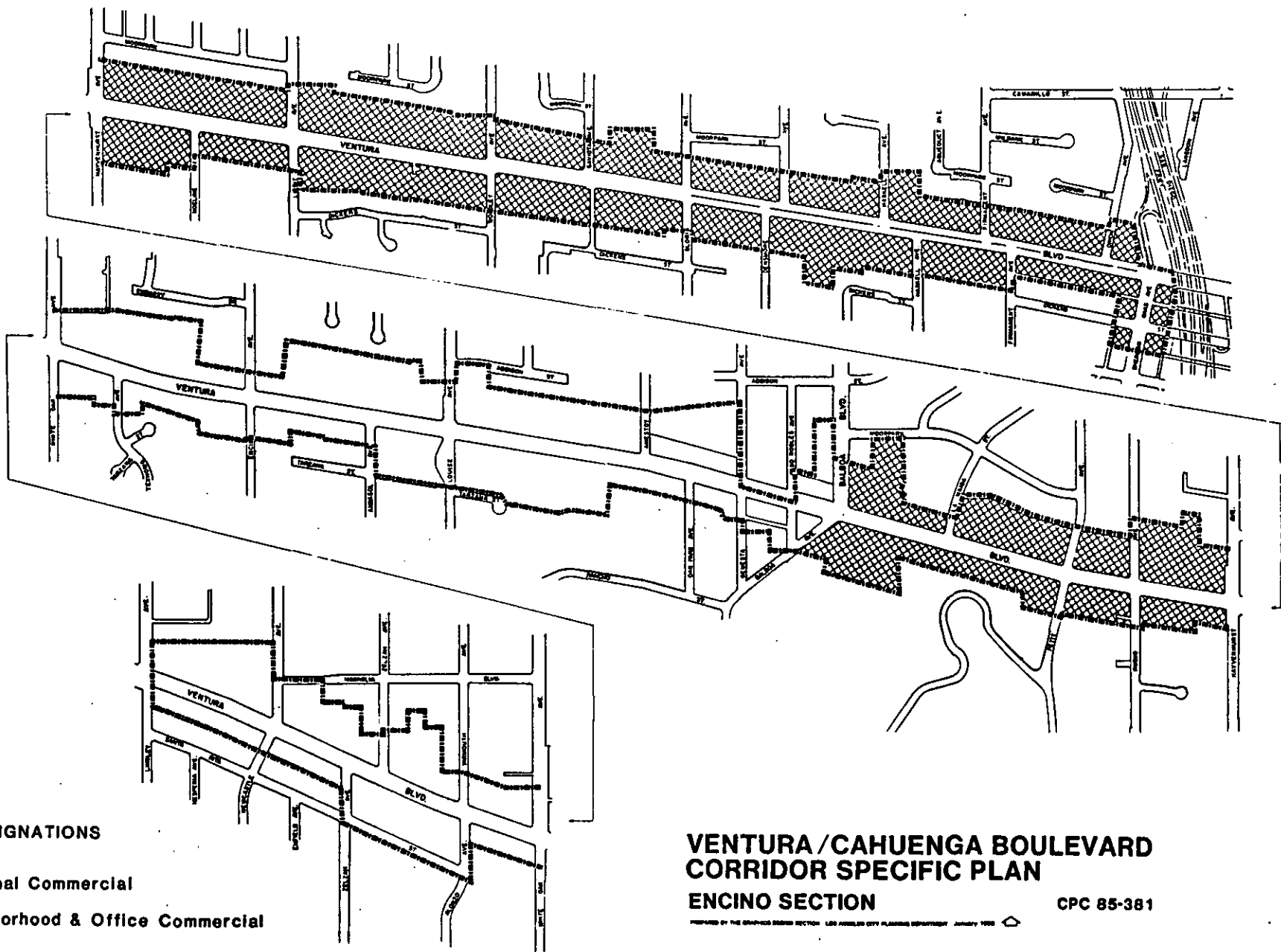
-  Community Commercial
-  Regional Commercial
-  Neighborhood & Office Commercial




**Ventura/Cahuenga Boulevard Corridor Specific Plan**  
**SHERMAN OAKS SECTION**      **CPC 85-381**



Prepared by the Graphics Section, Los Angeles City Planning Department



**PLAN DESIGNATIONS**

-  Regional Commercial
-  Neighborhood & Office Commercial

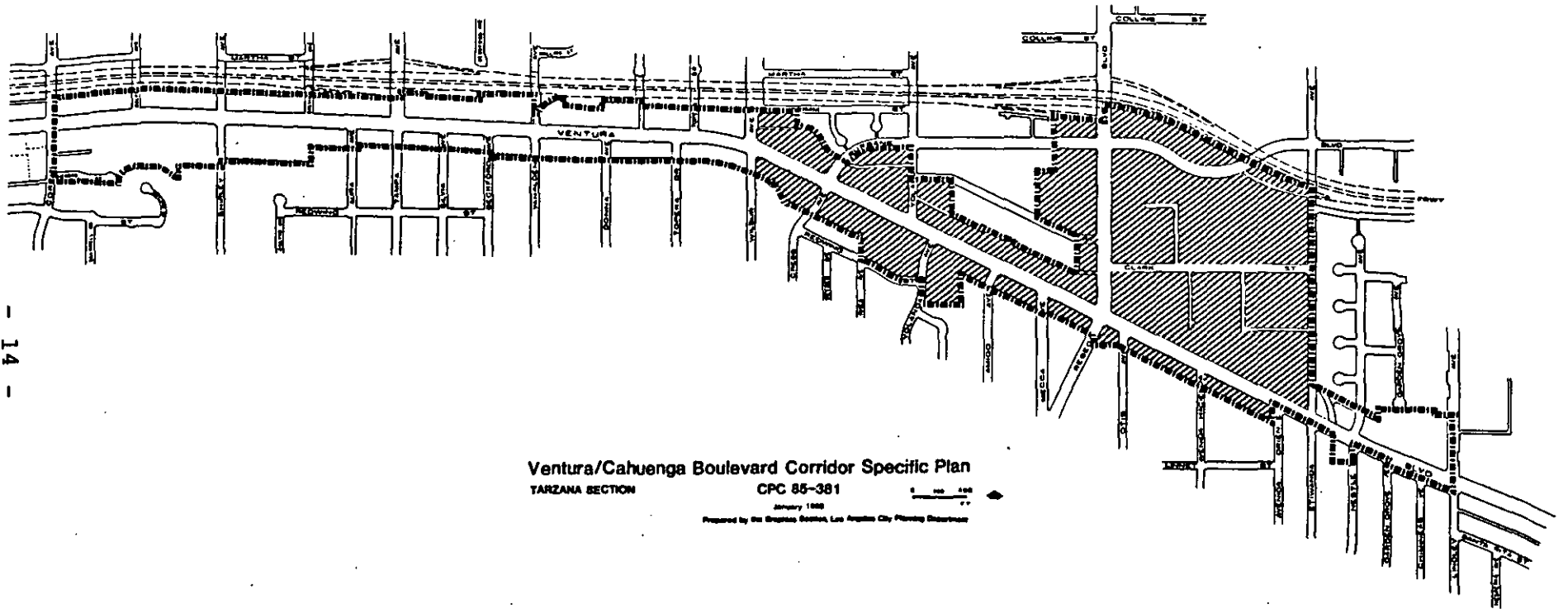
**VENTURA/CAHUENGA BOULEVARD  
CORRIDOR SPECIFIC PLAN**

**ENCINO SECTION** CPC 85-381

PREPARED BY THE GRAPHICS DESIGN SECTION, LOS ANGELES CITY PLANNING DEPARTMENT, JANUARY 1988

**PLAN DESIGNATIONS**

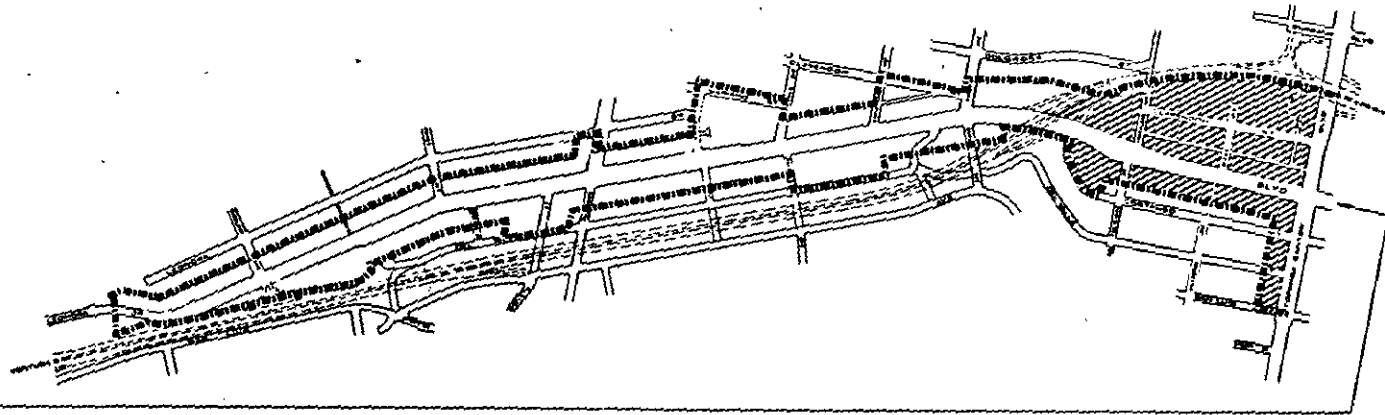
-  **Community Commercial**
-  **Neighborhood & Office Commercial**



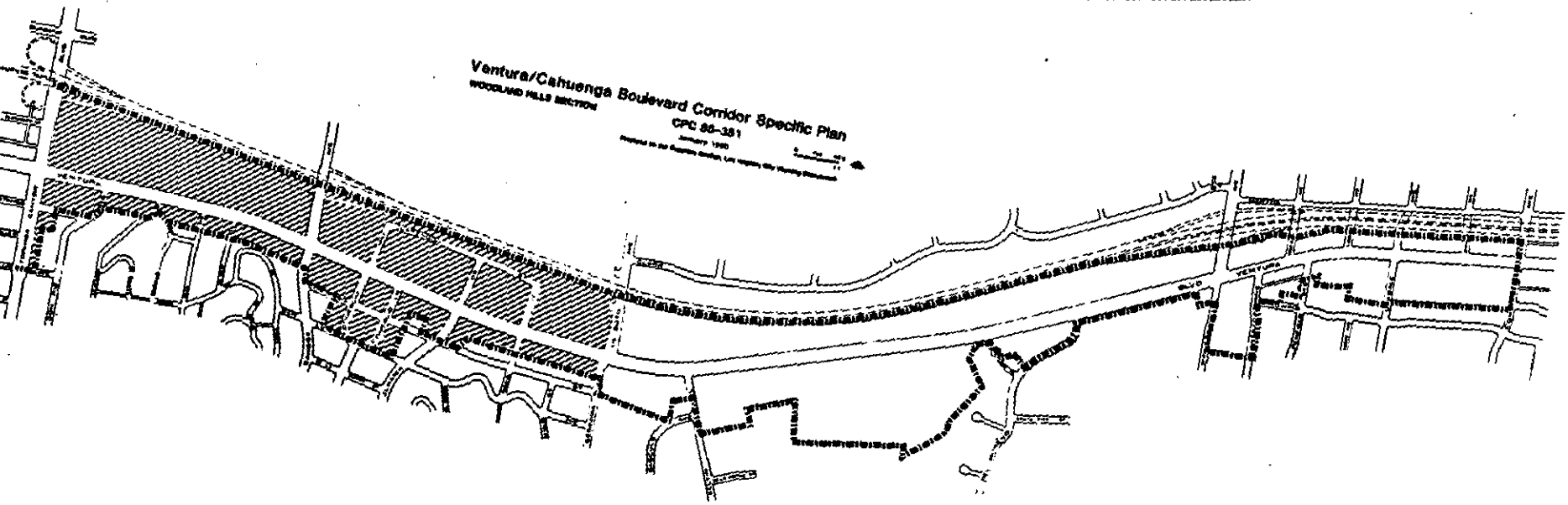
- 14 -

**PLAN DESIGNATIONS**  
Community Commercial  
Neighborhood & Office Commercial

- 15 -



Ventura/Cahuenga Boulevard Corridor Specific Plan  
WOODLAND HILLS SECTION  
CPC 88-381  
January 1988  
Prepared by the Planning Division, Los Angeles City Planning Department



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

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

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

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

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

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

F. To preserve and enhance community aesthetics by establishing coordinated and



1 comprehensive standards for signs, buffering, setbacks,  
2 lot coverage, and landscaping.

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

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

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

15 J. To establish guidelines and a process for  
16 implementing regulatory controls, providing  
17 incentives, and funding mechanisms for the  
18 systematic execution of the policies and goals of  
19 the General Plan within the Specific Plan area.

20 K. To ensure sufficient financing to  
21 implement improvements called for in the Specific  
22 Plan.

23 L. To promote a high level of pedestrian  
24 activity in the Regional Commercial and Community  
25 Commercial areas by regulating the placement of  
26 buildings and structures to accommodate outdoor  
27

1 dining and other ground level retail activity, as  
2 well as provide for attractive landscaping.

3 M. To provide community development  
4 limitations based on the community infrastructure's  
5 transportation capacity.

6 N. To preserve alleys, wherever possible, in  
7 the corridor to facilitate traffic flow.

8  
9 **Sec. 3. RELATIONSHIP TO OTHER PROVISIONS OF THE**  
10 **LOS ANGELES MUNICIPAL CODE.**

11 A. The regulations of the Specific Plan are  
12 in addition to those set forth in the planning and  
13 zoning provisions of Los Angeles Municipal Code  
14 (LAMC) Chapter I, as amended, and any other  
15 relevant ordinances and do not convey any rights  
16 not otherwise granted under the provisions and  
17 procedures contained in that chapter and other  
18 relevant ordinances, except as specifically  
19 provided herein.

20 B. Wherever this Specific Plan contains  
21 provisions which require different setbacks,  
22 restricted yards, lower densities, lower heights,  
23 restricted uses, greater parking requirements or  
24 other greater restrictions or limitations on  
25 development than would be allowed pursuant to the  
26 provisions contained in LAMC Chapter I, the  
27

1 Specific plan shall prevail and supersede the  
2 applicable provisions of that Code.

3 C. The procedures for the granting of  
4 exceptions to the requirements of this Specific  
5 Plan are set forth in LAMC Section 11.5.7 D. In  
6 approving an exception to this Specific Plan,  
7 pursuant to Section 11.5.7 D, the City Planning  
8 Commission, and the City Council on appeal, may  
9 simultaneously approve any conditional use under  
10 their jurisdiction. Only one fee shall be required  
11 for joint applications.

12  
13 Sec. 4. **DEFINITIONS.** The following words or  
14 phrases, whenever used in this Specific Plan, shall be  
15 construed as defined in this Section. Words and phrases not  
16 defined herein shall be construed as defined in LAMC  
17 Sections 12.03, 91.0402 through 91.0423 and 91.6203.

18 **APPLICANT:** Any person, as defined in LAMC  
19 Section 11.01, submitting an application for a  
20 building permit, foundation permit, grading permit  
21 or sign permit for a Project.

22 **BUILDABLE AREA:** Notwithstanding LAMC Section  
23 12.03, all of the area of a lot located within the  
24 proper zone for the proposed main building,  
25 including those portions of the lot which must be  
26 reserved for yard spaces, building line setback

1 space, or which may only be used for accessory  
2 buildings or uses.

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

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

16 **DIRECTOR:** The Director of Planning or his or her  
17 designee.

18 **DISTRICT PLAN(S):** The adopted Plans for the  
19 Sherman Oaks-Studio City-Toluca Lake District Plan  
20 area, Encino-Tarzana District Plan area, and Canoga  
21 Park-Winnetka-Woodland Hills District Plan area.  
22 They are all parts of the General Plan of the City  
23 of Los Angeles.

24 **FLOOR AREA RATIO:** A multiplier applied to the  
25 Buildable Area of a commercially or residentially  
26 zoned lot in order to determine the maximum  
27

1 allowable square footage of a building.

2 **GROSS FLOOR AREA:** The total square footage  
3 confined by the outside surface of the exterior  
4 walls of a building, except that square footage  
5 devoted to vehicle parking and necessary interior  
6 driveways and ramps and courts, except where courts  
7 are used for any commercial purpose. This  
8 definition shall only be used for purposes of trip  
9 calculations.

10 **GROUND FLOOR:** The lowest story within a  
11 building which is accessible to the street, the  
12 floor level of which is within three feet above or  
13 below curb level, which has frontage on or is  
14 primarily facing any public street, and which is at  
15 least 50 feet in depth or the total depth of the  
16 building, whichever is less.

17 **HEIGHT:** The vertical distance between the  
18 highest point of the roof, structure or parapet  
19 wall, whichever is highest and the lowest point of  
20 the curb directly in front of the front lot line or  
21 when there is no curb, Height shall be measured  
22 from a point eight inches above the lowest point of  
23 the street directly in front of the front lot line.

24 **LEVEL OF SERVICE (LOS):** The operational  
25 characteristics of an intersection determined  
26 through a ratio of its traffic volume and its  
27

1 traffic capacity (V/C).

2 **MIXED-USE DEVELOPMENT:** A project which  
3 combines office or other commercial uses with a  
4 residential use with at least 25 percent of the  
5 total Project floor area as residential and at  
6 least 33 percent of the total Project floor area as  
7 commercial.

8 **NET NEW TRIPS:** Trips generated by any Project  
9 constructed pursuant to a building permit issued  
10 after November 9, 1985, or generated by a change of  
11 use for which a change of use permit was issued  
12 after November 9, 1985. If a building or portion  
13 of a building existing on November 9, 1985, on the  
14 site of a proposed Project has been demolished,  
15 then the trips associated with the demolished  
16 building or portion of a building may be subtracted  
17 from the trips generated by the proposed Project to  
18 determine net new trips. If the use of a building  
19 or portion of a building existing on November 9,  
20 1985, on the site of a proposed Project has been  
21 changed, then the trips associated with the use  
22 before the change may be subtracted from the trips  
23 generated by the proposed Project to determine net  
24 new trip. The highest number of trips generated by  
25 any use on a lot since November 9, 1985, may be  
26 subtracted from the trips generated by a proposed  
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Project.

**NET LEASABLE SQUARE FEET:** The total square footage contained within the outer walls of a building, excluding those portions used for automobile parking, basement storage, rooms housing mechanical equipment incidental to the operation of the building, light courts, stairways, elevator shafts, public restrooms and corridors.

**PEAK HOUR:** The one hour period of a weekday with the greatest average on-street traffic volume.

**PEDESTRIAN ORIENTED AREA:** One of the five areas within the Specific Plan area, as shown in black shading on the maps in Section 1 of this Specific Plan, in which greater pedestrian activity is encouraged.

**PEDESTRIAN SERVING USES:** Art gallery, art supplies, bakery, barber shop or beauty parlor, books or cards store, clock or watch sales and/or repair, copying, custom dress making, 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

1 repair, shoe repair, stationery, tailor, toy store,  
2 and stores selling other small items, or providing  
3 similar services, as determined by the Zoning  
4 Administrator.

5 **PHASING PROGRAM:** A schedule which is  
6 applicable to Projects for the purpose of dividing  
7 into stages the construction of Projects and the  
8 construction of related transportation  
9 infrastructure.

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

12 **P.M. PEAK HOUR:** The one hour period of a  
13 weekday with the greatest average on-street traffic  
14 volume occurring during the hours of 3:00 p.m. to  
15 7:00 p.m.

16 **PROJECT:** Any construction, erection, addition  
17 to or structural alteration of any building or  
18 structure, a use of land or change of use on a lot  
19 located in whole or in part within the Specific  
20 Plan area which requires the issuance of any  
21 building permit, foundation permit, grading permit  
22 or sign permit. A Project shall not include  
23 interior construction which does not increase the  
24 number of trips, as determined by the Department of  
25 Transportation, or increase the floor area, or have  
26 increased parking requirements pursuant to Section  
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7 E of this Specific Plan or include a use which is prohibited by Section 5 A 2 of this Specific Plan.

**PROJECT IMPACT ASSESSMENT FEE:** The monies required to be paid into the Ventura/Cahuenga Boulevard Corridor Specific Plan Revenue Fund by an Applicant for a Project, pursuant to the terms of this ordinance.

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

**SIGNIFICANT TRANSPORTATION IMPACT:** The transportation impact, measured either as an increase in volume/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.

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

<b>Significant Transportation Impact</b>	
<u>Project-Related Increase in V/C</u>	<u>Final V/C</u>
Equal to or greater than 0.04	0.00 - 0.79
Equal to or greater than 0.02	0.80 - 0.89

1 Equal to or greater than 0.01 0.90 or greater

2 Final V/C shall mean the V/C ratio  
3 at an intersection considering total  
4 projected traffic volumes, without  
5 proposed traffic impact mitigation.

6 2. A transportation impact on a  
7 local residential street shall be deemed  
8 significant if the average daily traffic  
9 (ADT) volumes are projected to exceed  
10 1,000 vehicles per day and the change in  
11 traffic volumes due to Project-related  
12 traffic represents an increase of 12.5  
13 percent or more of the average daily  
14 traffic volumes.

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

20 **TRANSPORTATION DEMAND MANAGEMENT (TDM):**  
21 Transportation programs which address street  
22 capacity shortages by reducing the number or  
23 percentage of single occupancy vehicles driving at  
24 peak periods.

25 **TRAFFIC ASSESSMENT:** The Department of  
26 Transportation's written determination of the  
27

1 likely traffic impacts resulting from the Project.

2 **TRAFFIC STUDY:** A written study for a Project  
3 which may include a Traffic Assessment and a  
4 calculation of volume/capacity ratios reflecting  
5 conditions before and after completion of a Project  
6 for intersections deemed critical by the Department  
7 of Transportation and likely to be significantly  
8 impacted.

9 **TRIP:** An arrival at or a departure from a  
10 Project during the P.M. Peak Hour by a motor  
11 vehicle. The number of Trips generated by a  
12 Project shall be calculated using the Trip  
13 generation formulas in Appendix II.

14  
15 **Sec. 5. PROHIBITIONS AND EXEMPTIONS.**

16 **A. Prohibitions.**

17 **1. Specific Plan Compliance**  
18 **Required For Building Permit.**

19 Notwithstanding any provision of the  
20 LAMC to the contrary, no building permit,  
21 grading permit or foundation permit shall  
22 be issued for a Project, unless the  
23 applicant complies with this Specific  
24 Plan. In general, a Project shall be  
25 subject to a Department of Transportation  
26 mitigation approval described in Section  
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9 and a Department of City Planning  
Project Approval described in Section 8.

**2. Use Limitations In Pedestrian  
Oriented Areas.**

(i) In addition to the  
prohibition in Paragraph 1  
above, in the Pedestrian  
Oriented Areas identified on  
Maps 2A-E in Section 1 of this  
Specific Plan, no building  
permit, foundation permit, sign  
permit or grading permit shall  
be issued for any Project  
unless the Project includes a  
Ground Floor which is  
restricted in its entirety to  
retail uses or any Pedestrian  
Serving Use. The Applicant  
shall guarantee the continued  
restriction to retail or  
Pedestrian Serving Uses by  
executed and recorded covenant  
and agreement. The covenant  
and agreement shall run with  
the land. It shall be binding  
on future owners, successors,

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heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.

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

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Pedestrian Serving Uses.

B. Total Exemptions From Specific Plan Provisions. Any Project 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 shall be exempt from the provisions of this Specific Plan. This exemption shall not apply to a change of use or an addition of floor area.

C. Exemption for Project at Ventura and Hayvenhurst. Except for the provisions in Section 10 (sign regulations) and those provisions of Section 9 pertaining to the payment of Project Impact Assessment Fees, the remaining provisions of this Ordinance shall not apply to the Project located at the northeast corner of Ventura Boulevard and Hayvenhurst Avenue (16325-16461 Ventura Boulevard) as showed on plans accepted by the Department of Building and Safety prior to the effective date of this Ordinance (Plan Check No. AA 7546) which Project is the subject of Environmental Impact Report EIR No. 89-844-BS), provided that the Project complies with the following:

1. The Project shall be limited to not more than 335,000 square feet of net rentable floor area;

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2. The Project shall not include any theatre, cinema, or retail use other than office serving retail and food service uses and not more than one full-service restaurant operating after regular business hours; and

3. Any office serving retail and food service uses, and any full service restaurant use shall be located on the ground floor of the Project within 100 feet of Ventura Boulevard.

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**Sec. 6. BUILDING LIMITATIONS.**

**A. Basic Development Rights.** All Projects which involve new construction or addition of more than a hundred square feet of floor area to existing buildings shall be limited by the floor area ratios in Subsection B and the Trip limitations in Subsection C. However, notwithstanding the limitations in Subsections C, D and E below, each lot shall have development rights of at least a 0.35:1 Floor Area Ratio in the Neighborhood/Office plan designation areas and a 0.5:1 Floor Area Ratio in the Regional Commercial and Community Commercial plan designation areas, provided, however, that the Project does not generate more than 1.25 Net New Trips per 1000 square feet of lot area.

**B. Floor Area Ratio Limitations.**

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

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

b. However, an additional Floor Area Ratio of 0.25:1 may be granted by the Department of City Planning during the Project Approval process for a Mixed-Use Project, pursuant to Section 8.

2. The following Floor Area Ratio shall apply to Projects within the Neighborhood/Office plan designation:

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

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

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

4. For the purposes of this Subsection, Floor Area Ratio limitations shall only apply to the creation of additional floor area.

**C. Project Limitations Based on Trip Rates.**

In addition to the limitations described in Subsection B, no building permit shall be issued for a Project which generates total Trips during

1 the P.M. Peak Hour as calculated by the Department  
2 of Transportation, pursuant to the procedures set  
3 forth in Section 9 B of this Specific Plan, beyond  
4 the following limits:

5 1. **Studio City Community.**

6 2.75 total Trips per 1000 square feet of  
7 commercially zoned lot area.

8 2. **Sherman Oaks Community.**

9 2.98 total Trips per 1000 square feet of  
10 commercially zoned lot area.

11 3. **Encino Community.**

12 2.91 total Trips per 1000 square feet of  
13 commercially zoned lot area.

14 4. **Tarzana Community.**

15 2.55 total Trips per 1000 square feet of  
16 commercially zoned lot area.

17 5. **Woodland/Hills Community.**

18 2.27 total Trips per 1000 square feet of  
19 commercially zoned lot area.

20 **D. Project Limitations Based on Community**  
21 **Trips.**

22 No Project shall be permitted which would  
23 result in creating more Net New Trips in any  
24 community than the following limits:

- 25 1. Studio City - 5,196 Net New  
26 Trips;

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- 2. Sherman Oaks - 2,844 Net New Trips;
- 3. Encino - 4,383 Net New Trips;
- 4. Tarzana - 4,747 Net New Trips;
- and
- 5. Woodland Hills - 12,149 Net New Trips.

Notwithstanding the above, each lot shall have the Basic Development Rights as provided in Subsection A above, of at least a 0.35:1 Floor Area Ratio in the Neighborhood/Office plan designation areas and a 0.5:1 Floor Area Ratio in the Regional Commercial and Community Commercial plan designation areas, provided, however, that the Project does not generate more than 1.25 Net New Trips per 1000 square feet of lot area.

**E. Project Limitations Based on Traffic Impact.** If, (i) 14,000 Net New Trips have been permitted in the entire Specific Plan area and (ii) 12 of the intersections listed in Subsection F below are operating at the unacceptable Level of Service of E or F, as determined by the Department of Transportation; or (iii) Trips within a particular community have reached the limits set forth in Paragraph D, then each Project shall be limited to the Basic Development Rights as set forth in Subsection A.

1                   **F. Critical Intersections:** The following  
2 corridor intersections are critical intersections:

3                   **1. Studio City.**

- 4                               Barham Boulevard &  
5                               Cahuenga Boulevard  
6                                       101 Ramps, Regal Place &  
7                               Cahuenga Boulevard  
8                                       Lankershim Boulevard &  
9                               Ventura Boulevard  
10                                      Vineland Avenue & Ventura  
11                               Boulevard  
12                                      Tujunga Avenue & Ventura  
13                               Boulevard  
14                                      Colfax Avenue & Ventura  
15                               Boulevard  
16                                      Laurel Canyon Boulevard &  
17                               Ventura Boulevard  
18                                      Coldwater Canyon Avenue &  
19                               Ventura Boulevard

20                   **2. Sherman Oaks.**

- 21                                      Woodman Avenue & Ventura  
22                               Boulevard  
23                                      Beverly Glen Boulevard &  
24                               Ventura Boulevard  
25                                      Van Nuys Boulevard &  
26                               Ventura Boulevard

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Kester Boulevard & Ventura  
Boulevard

Sepulveda Boulevard &  
Ventura Boulevard

**3. Encino.**

101/405 Ramps, Sherman  
Oaks Avenue & Ventura Boulevard

Hayvenhurst Avenue &  
Ventura Boulevard

Balboa Boulevard & Ventura  
Boulevard

White Oak Avenue & Ventura  
Boulevard

Lindley Avenue & Ventura  
Boulevard

**4. Tarzana.**

Reseda Boulevard & Ventura  
Boulevard

Wilbur Avenue & Ventura  
Boulevard

Vanalden Avenue & Ventura  
Boulevard

Tampa Avenue & Ventura  
Boulevard

Corbin Avenue & Ventura  
Boulevard

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**5. Woodland Hills.**

Winnetka Avenue & Ventura  
Boulevard

Canoga Avenue & Ventura  
Boulevard

DeSoto Avenue & Ventura  
Boulevard

Topanga Canyon Boulevard &  
Ventura Boulevard

101 Ramps near Shoup  
Avenue & Ventura Boulevard

Fallbrook Avenue & Ventura  
Boulevard

101 Ramps, Woodlake Avenue  
& Ventura Boulevard

**G. Exemptions from the Limitations in Subsections  
B and C.**

1. The provisions of Subsections B  
and C above shall not apply to the  
Project located at the northeast corner  
of Topanga Canyon and Ventura Boulevards,  
which was the subject of actions by the  
City under CPC No. 29989, C.F. No. 83-  
0454, Ordinance No. 157,740 and CPC No.  
86-609GPA.

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2. The provisions of Subsections B and C above shall not apply to any Project which is subject to a (Q) Qualified Zone Classification adopted after November 9, 1985, and before the effective date of this ordinance, provided, the (Q) Qualified Zone Classification includes specific limitations on building Height, Floor Area Ratio and Trips. Projects described in Ordinance No. 164,115 and Ordinance No. 164,219 are the only cases subject to this partial exemption.

3. The provisions of Subsections B and C above shall not apply to the Project located at 17421 Ventura Boulevard which was the subject of City actions under Ordinance No. 158,865, BZA 4157 and ZA 89-0811 (ZV)(YV), so long as the Project will be no larger than 107,000 square feet in floor area and will not change the footprint of the existing building.

4. The provisions of Subsections B and C above shall not apply to the Project located at the northeast corner

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of Ventura Boulevard and Hayvenhurst Avenue (16325-16461 Ventura Boulevard) which is the subject of Environmental Impact Report No. 89-844-BS, provided the Project does not exceed 335,000 net leasable square feet in area.

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

A. Yards and Setbacks.

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

(a) If a lot has a coterminous lot line with Ventura or Cahuenga Boulevard, then for the purposes of this subsection, the lot line shall be deemed to be the front lot line on Ventura or Cahuenga Boulevard. If a lot has a coterminous lot line with



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Sepulveda or Van Nuys  
Boulevard, Reseda Avenue or  
Laurel Canyon Boulevard, but  
not with Ventura or Cahuenga  
Boulevard, then for the  
purposes of this subsection,  
the lot shall be deemed to  
front on Sepulveda or Van Nuys  
Boulevard or Reseda Avenue.

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

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

**2. Regional Commercial and  
Community Commercial Areas.**

a. **Front Yards and  
Setbacks.** A maximum 10 foot  
front yard shall be permitted  
for lots in the Regional  
Commercial and Community

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Commercial plan designation areas.

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

**Alternatives:**

(1) Notwithstanding Paragraph a above, except for areas required for vehicular access to parking, a front yard of up to 40 feet in depth for a maximum of 50 percent of the length of the front lot line or a maximum width of 50 feet, whichever is less, may be provided. If this alternative No. 1 is utilized, then the Project shall not be subject to the requirements in Subsection 7 D 1 f and g.

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

(i) 25 percent of the length of the building frontage shall be setback up to a maximum of ten feet

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with a minimum 18 inch setback; and

(ii) The remaining 25 percent of the length of the building frontage shall be setback up to a maximum of twenty feet with a minimum 18 inch setback; and

If this alternative No. 2 is utilized, then the Project shall not be subject to the requirements in Subsection 7 D 1 f and g.

(3) Lots may have a maximum 25 foot front setback for the Project's first 15 feet in Height, so long as the entire setback area is used for outdoor dining. Portions of a building over 15 feet need not be setback. If this alternative No. 3 is utilized, then the requirements in Subsection B shall not apply.

b. **Side Yards.** No side yard shall be permitted at the Ground Floor, except where a maximum 20 foot wide driveway is necessary for access to parking, for other required exits or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11 and

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12.12 shall apply.

**c. Rear Yards.**

(1) Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 25-foot rear yard.

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

If an alley abuts a rear lot line and the alley is at least 20 feet wide, then the yard shall be measured from the midpoint of the abutting alley.

**3. Neighborhood/Office Commercial Areas.**

**a. Front Yards and Setbacks.**

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

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

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(b) Each lot shall have a maximum front yard of 60 feet, or an average front yard of all existing structures on the block in which the lot is located, whichever is less. The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.

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

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

(b) Each lot shall have a maximum front yard of 20 feet for a minimum of 33 percent of the length of the front lot line. The balance of the lot frontage may have a maximum front yard of 60 feet, or a front yard equal to the average of

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all existing structures on the block in which the lot is located, whichever is less. The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.

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

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

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

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is less. The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.

b. **Side Yards.** A side yard of 10 feet may be permitted, except where a maximum 20 foot wide driveway is required for vehicular access to parking, for required exits or as specified in Subsection E below, or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11 and 12.12 shall apply.

c. **Rear Yards.**

(1) Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 25-foot rear yard.

(2) If the rear lot line of a lot is adjacent to a residentially zoned lot, then the lot shall have a minimum 20-foot rear yard unless more is required by

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LAMC Section 12.21.1 A 10.

If an alley abuts a rear lot line and the alley is at least 20 feet wide, then the rear yard shall be measured from the midpoint of the abutting alley.

3. The provisions of this subsection shall not apply to the Project located at the northeast corner of Topanga Canyon and Ventura Boulevard, which was the subject of actions by the City under CPC No. 29989, C.F. No. 83-0454, Ordinance No. 157,740 and CPC No. 86-609GPC.

**B. Lot Coverage.**

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

2. **Neighborhood/Office Commercial Areas.** Buildings and structures shall cover no more than 60 percent of the lot area.

**C. Landscaping Requirements.**

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

**1. Parking Lots.**

a. At least 15 percent of the total area of a surface



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parking lot shall be landscaped.

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

c. In addition to the requirements of Subparagraph b above, a ten foot landscaped buffer shall be provided around any surface parking lots or parking structure. When surface parking lots or parking structures are adjacent to other surface parking lots or parking structures, a ten foot landscaped buffer between the lots or structures shall be required. It shall incorporate

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walkways between the parking areas.

**2. Parking Structures.**

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

b. Parking structures shall be designed to include planting of trees, shrubs, flowers, or vines on the roof, facade, or setbacks in order to provide additional screening and exterior landscaping.

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

**3. Yards, Setbacks and Building Frontages.**

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

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

**4. Gas Stations.**

Gas stations shall be landscaped to

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the satisfaction of the Director of Planning based on guidelines developed by the Director.

**D. Height Limit.**

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

a. **Studio City.**

i. From the intersection of Woodrow Wilson Drive and Cahuenga Boulevard to the intersection of Carpenter Avenue and Ventura Boulevard:

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

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

ii. From the intersection of Carpenter Avenue and Ventura Boulevard to the intersection of Laurel Canyon Boulevard and Ventura Boulevard:

On both sides of Ventura Boulevard - 45 feet.

iii. From the intersection of Laurel Canyon Boulevard and Ventura Boulevard to the intersection of Whitsett

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Avenue and Ventura Boulevard:

On the north side of Ventura Boulevard - 45 feet.

On the south side of Ventura Boulevard - 30 feet

b. Sherman Oaks.

i. From the intersection of Fulton Avenue and Ventura Boulevard to the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard:

On both sides of Ventura Boulevard - 30 feet.

ii. From the intersection of Van Nuys Boulevard and Moorpark Avenue to the intersection of the Ventura Freeway overpass at Van Nuys Boulevard:

On both sides of Van Nuys Boulevard - 30 feet.

iii. From the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard to the intersection of Columbus Avenue and Ventura Boulevard:

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

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On the south side of Ventura  
Boulevard - 30 feet.

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

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

c. Encino.

i. From the intersection of the San  
Diego Freeway overpass and Ventura  
Boulevard to the intersection of Balboa  
Boulevard and Ventura Boulevard:

On both sides of Ventura  
Boulevard - 45 feet

ii. From the intersection of Balboa  
Boulevard and Ventura Boulevard to the

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intersection of Lindley Avenue and  
Ventura Boulevard:

On both sides of Ventura  
Boulevard - 30 feet.

d. **Tarzana.**

i. From the intersection of Lindley  
Avenue and Ventura Boulevard to the  
intersection of Etiwanda Avenue and  
Ventura Boulevard:

On both sides of Ventura  
Boulevard - 30 feet.

ii. From the intersection of  
Etiwanda Avenue and Ventura Boulevard to  
the intersection of Wilbur Avenue and  
Ventura Boulevard:

On the north side of Ventura  
Boulevard - 45 feet.

On the south side of Ventura  
Boulevard - 30 feet.

iii. From the intersection of  
Wilbur Avenue and Ventura Boulevard to  
the intersection of Corbin Avenue and  
Ventura Boulevard:

On both sides of Ventura  
Boulevard - 30 feet.

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e. **Woodland Hills.**

i. From the intersection of Corbin Avenue and Ventura Boulevard to the intersection of Winnetka Avenue and Ventura Boulevard:

On both sides of Ventura Boulevard - 30 feet.

ii. From the intersection of Winnetka Avenue and Ventura Boulevard to the intersection of De Soto Avenue and Ventura Boulevard:

On both sides of Ventura Boulevard - 30 feet.

iii. From the intersection of De Soto Avenue and Ventura Boulevard to the intersection of the Ventura Freeway overpass and Ventura Boulevard:

On both sides of Ventura Boulevard - 45 feet.

iv. From the intersection of Ventura Boulevard and the Ventura Freeway overpass to the western end of Leonora Drive:

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



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

f. In addition, in the  
Community Commercial and  
Neighborhood/Office Commercial  
Areas, buildings abutting a  
major or secondary highway may  
only exceed 30 feet in Height,  
if, for each 15 foot increment,  
or portion thereof, above 25  
feet, at least a ten foot  
setback from the roof perimeter  
is provided.

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

2. Exemptions for Mixed-Use  
Projects in the Regional Commercial Plan  
Designation area East of the San Diego

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Freeway.

a. If at least 25 percent of the floor area of a Mixed-Use Project in the Regional Commercial plan designation area east of the San Diego Freeway is devoted to non-hotel residential uses, then the Applicant may request permission to exceed the height limitation in the underlying height district regulations and in this Specific Plan. However, in no case, shall the Height of a Mixed-Use Project in the Regional Commercial plan designation area east of the San Diego Freeway exceed 87 feet. This application for relief from the height limitation or any appeal from a determination on the application shall be in accordance with the procedures and time limits set forth in Section 8 of this Specific

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Plan. The application shall be filed at the same time as an application for Project Approval. The filing fee for a Mixed-Use Project application for relief from the height restrictions shall be the same as the fee for conditional use applications as set forth in LAMC Section 19.01 (C).

b. In order to grant relief from the height limitation, the City Planning Commission shall make the following findings:

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

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

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3. The Height provisions of this subsection shall not apply to the property located at the northeast corner of Topanga Canyon and Ventura Boulevards, which was the subject of actions by the City under CPC No. 29989, C.F. No. 83-0454, Ordinance No. 157,740 and CPC No. 86-609GPA.

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

1. **Parking Requirements.**

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

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

c. For restaurants, at least one parking space for each 100 square feet of floor area.

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d. For hotels and motels,  
at least one parking space for  
each guest room.

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

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

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

h. In addition to the  
requirements of LAMC Section

1 12.23 C 2, if a Project  
2 consists of a change of use or  
3 an addition to an existing  
4 building or structure, then the  
5 parking requirements of this  
6 paragraph shall apply only to:

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

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

12 (3) The square footage of any  
13 remodelling if cummulatively over a five  
14 year period, it involves an area in  
15 excess of 50% of the building area.

16 **2. Public Parking Facilities.**

17 If there is a municipal off-street  
18 parking facility within 1500 feet of a  
19 Project or within a Pedestrian Oriented  
20 Area which can be shown by the Applicant  
21 as providing parking for a Project, then  
22 the Applicant may apply to the City for  
23 relief from the parking requirements in  
24 Paragraph 1 above. Such an application  
25 will be reviewed by the Departments of  
26 City Planning and Transportation to  
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3 determine if the Project is eligible for  
4 a reduction of the required number of  
5 parking spaces. Prior to any approval of  
6 this reduction, the Department of  
7 Building and Safety shall require  
8 covenants in conformance with LAMC  
9 Section 12.26 E 5. The Departments may  
10 only grant a reduction of up to one-third  
11 of the required number of parking spaces.  
12 If a reduction in the number of parking  
13 spaces is approved for the Project by the  
14 General Manager of the Department of  
15 Transportation and the Director of  
16 Planning, then the Applicant shall pay a  
17 one-time fee equal to \$25,000 per parking  
18 space reduced, sufficient to pay for the  
19 new construction of parking spaces in a  
20 comparable municipal parking facility in  
21 the Specific Plan area. This fee shall  
22 be calculated and adjusted annually by  
23 the Department of Transportation to  
24 reflect the cost of providing replacement  
25 parking. The fees shall be added to the  
26 Community's Revenue Fund.

27 **3. Off-Site Valet Parking.** If an  
28 Applicant wishes to utilize valet parking

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3 to meet the parking requirements of LAMC  
4 Section 12.21 A and/or this subsection,  
5 then the Applicant shall submit an  
6 application to the Department of City  
7 Planning for approval of valet parking  
8 under the Specific Plan Project Approval  
9 Process set forth in Section 8 of this  
10 Plan. The application shall include a  
11 map of where vehicles will be parked off-  
12 site. Prior to Department of City  
13 Planning approval of valet parking, the  
14 valet parking plan, including the  
15 accompanying map, shall be recorded as a  
16 Covenant and Agreement. The covenant and  
17 agreement shall run with the land. It  
18 shall be binding on future owners,  
19 successors, heirs, or assignees of the  
20 owners. It shall be executed by all fee  
21 owners of the property, approved by the  
22 Department of City Planning and then  
23 recorded with the County Recorder and a  
24 certified copy delivered to the  
25 Departments of City Planning, Building an  
26 d Safety and Transportation prior to the  
27 issuance of any building permit. Valet  
28 parking lots shall comply with all



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applicable LAMC provisions.

Sec. 8. **PROJECT APPROVAL.** No building, foundation, sign or grading permit for a Project shall be issued until the Project has received a Project Approval pursuant to this Section.

**A. Project Approval Process.** Applicants shall submit an application to the Director of Planning for Project Approval for a determination that the proposed Project meets the Design Guidelines and requirements of Sections 5, 6, 7, and 10 and that the Department of Transportation has determined in writing that the Project is in compliance with the requirements of Section 9 of this Specific Plan.

**1. Application.** All applications for Project Approval shall be submitted with applicable fees to the Director for review and a determination. Applications shall be deemed complete only if all the following are included with the applications:

- (a) Plot Plans.
- (b) Landscape and irrigation drawings which show the placement and size of all

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trees, shrubs, and ground cover and the botanical and common names of all plants.

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

(d) A sign plan shall be provided for each sign (at a scale of 1/4" = 1') showing materials, colors, placements, size, lettering styles, and lighting methods of the proposed sign.

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

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3 by the Director.

4           **2. Action of the Director.** Upon  
5 application for Project Approval, the  
6 Director, shall approve, disapprove, or  
7 approve the Project with modifications.  
8 If the Director determines, based on the  
9 recommendation of the Department of  
10 Transportation, pursuant to Subsection 9  
11 A 2, that it is feasible to develop a  
12 smaller Project or a Project with  
13 limitations on uses which would result in  
14 a reduction of transportation impacts to  
15 a level of insignificance, then the  
16 Director may require limitations on size  
17 or uses in the Project Approval process.

18           The Director shall forward a copy of  
19 the determination with findings to the  
20 Department of Building and Safety within  
21 30 working days following receipt of the  
22 application or within such additional  
23 time as mutually agreed upon in writing  
24 between the Applicant and the Director.

25           **3. Appeals.** The Applicant may  
26 appeal the decision of the Director to  
27 the City Planning Commission. This  
28 appeal shall be in writing upon forms

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3 provided by the Department of City  
4 Planning. The appeal shall set forth  
5 specifically the basis of the appeal and  
6 the reasons why the determination should  
7 be reversed or modified. The appeal  
8 shall be filed within 15 days from the  
9 date of mailing of the Director's  
10 determination. The time limits for the  
11 Commission's determination and the  
12 procedures and time limits for any appeal  
13 to the City Council from the Commission's  
14 determination shall be the same as the  
15 provisions set forth in LAMC Section  
16 11.5.7 D 2 through 7.

17 **B. Design Guidelines.** Until such time that  
18 the City Planning Commission adopts a resolution  
19 containing new design guidelines for the  
20 Ventura/Cahuenga Boulevard Corridor Specific Plan  
21 area, City staff shall utilize the design review  
22 principles in Envicom Corporation's August 1989  
23 report entitled, "Ventura-Cahuenga Boulevard  
24 Corridor Specific Plan Study: Urban Design  
25 Recommendations," for Project Approval.

26 Any new design guidelines adopted by the City  
27 Planning Commission shall address the following  
28 design categories:

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3 1. Compatibility between the  
4 proposed Project, the current streetscape  
5 plan and existing development in the  
6 area.

7 2. Flexibility in implementing  
8 guidelines to avoid excessive  
9 architectural uniformity.

10 3. Detail and Ornamentation.

11 4. Decorative Roofs.

12 5. Compatibility of Colors.

13 6. Compatibility of Materials.

14 7. Application of Glass.

15 8. Walls.

16 **C. Fees.**

17 1. The filing fee for Project  
18 Approval shall be the same as the fee for  
19 "Application For Specific Plan Design  
20 Review" as set forth in LAMC Section  
21 19.01(P).

22 2. The fees for appeals shall be  
23 the same as the fees in LAMC Section  
24 19.01 J.

25 **Sec. 9. TRANSPORTATION IMPACTS MITIGATION.**

26 **A. Individual Project Mitigation.** No  
27 building, grading, or foundation permit shall be  
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2 issued for any Project unless the Department of  
3 Transportation has determined in writing that the  
4 Project is in compliance with the requirements of  
5 this Subsection.  
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7 **1. Review of The Transportation**  
8 **Impacts of Each Project.** Prior to the  
9 issuance of a grading permit or building  
10 permit, the Applicant shall:

11 (a) Submit the Project  
12 plans to the Department of  
13 Transportation for its review  
14 of the number of Trips to be  
15 generated by the Project.

16 (b) Make any required  
17 street and highway dedications  
18 if the Project is located  
19 within 370 feet, as measured  
20 from the lot line, after  
21 dedications, of any  
22 intersection identified in  
23 Appendix V. Prior to the  
24 issuance of any certificate of  
25 occupancy, the Applicant shall  
26 have completed any required  
27 transportation mitigation,  
28 including street and highway

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3 improvements. For the purposes  
4 of this subparagraph, the  
5 procedures in LAMC Section  
6 12.37 shall be followed.  
7 Notwithstanding LAMC Section  
8 12.37 H, the street improvement  
9 standards contained in Appendix  
10 V shall be utilized, to the  
11 extent feasible, for any  
12 improvements of streets listed  
13 in that Appendix. The appeal  
14 procedure described in LAMC  
15 Section 12.37 I may also be  
16 used for review of improvements  
17 required pursuant to this  
18 section on the basis of claims  
19 that the requirements pose an  
20 unreasonable hardship or  
21 violate any person's  
22 constitutional rights.

23 (c) Record a covenant and  
24 agreement acknowledging that  
25 the Applicant will implement  
26 the transportation mitigation  
27 measures imposed by the  
28 Department of Transportation

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3 pursuant to this subsection.  
4 These measures shall include  
5 compliance with South Coast Air  
6 Quality Management District  
7 (SCAQMD) Regulation XV (Rules  
8 1501-1504), amended May 17,  
9 1990. The covenant and  
10 agreement shall run with the  
11 land. It shall be binding on  
12 future owners, successors,  
13 heirs, or assignees of the  
14 owners. It shall be executed  
15 by all fee owners of the  
16 property, approved by the  
17 Department of City Planning,  
18 and then recorded with the  
19 County Recorder and a certified  
20 copy delivered to the  
21 Departments of City Planning,  
22 Building and Safety and  
23 Transportation prior to the  
24 issuance of any building  
25 permit.

26 (d) Execute and record a  
27 covenant and agreement  
28 acknowledging that the



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3 Applicant shall provide in all  
4 leases a covenant requiring all  
5 lessees to participate in  
6 transportation programs  
7 required by the Department of  
8 Transportation. The covenant  
9 and agreement shall run with  
10 the land. It shall be binding  
11 on future owners, successors,  
12 heirs, or assignees of the  
13 owners. It shall be executed  
14 by all fee owners of the  
15 property, approved by the  
16 Department of City Planning and  
17 then recorded with the County  
18 Recorder and a certified copy  
19 delivered to the Departments of  
20 City Planning, Building and  
21 Safety and Transportation prior  
22 to the issuance of any building  
23 permit.

24 (e) Pay to the Department  
25 of Transportation, the Project  
26 Impact Assessment Fee which the  
27 Department will deposit into  
28 the Ventura/Cahuenga Boulevard

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3 Corridor Specific Plan Revenue  
4 Fund, as calculated by the  
5 Department of Transportation in  
6 accordance with the provisions  
7 of Section 9 C.

8 **2. Project-Related Traffic Impact**  
9 **Mitigation.** Prior to the issuance of a  
10 building, foundation or grading permit,  
11 the Applicant shall comply with the  
12 following regulations:

13 (a) **All Projects.** The  
14 Applicant shall obtain a  
15 Traffic Assessment of the  
16 Project from the Department of  
17 Transportation. If the  
18 Department determines, based on  
19 the Traffic Assessment, that  
20 there may be potentially  
21 Significant Transportation  
22 Impacts on adjacent  
23 intersections or streets caused  
24 by the Project, then the  
25 Applicant shall provide a  
26 Traffic Study for the Project.  
27 Upon receipt and review of the  
28 Traffic Study, the Department

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of Transportation shall require the Applicant, at the Applicant's cost, to: 1) implement traffic and parking mitigation measures of Significant Transportation Impacts; and 2) implement transportation programs for adjacent intersections and streets. The Department of Transportation may impose transportation mitigation measures on each Project. If the Department determines that the proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend a reduction in size or a limitation on uses to the Director of Planning to be used in the Project Approval process.

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(b) **Projects with More than 200 Net New Trips.** In addition to the requirements applying to all Projects, the Department of Transportation may require Applicants to submit a Phasing Program for Projects which generate more than 200 Net New Trips. The Department of Transportation may require the Applicant, upon receipt and review of the proposed Phasing Program, to implement the recommendations of that proposed program. The Department of Transportation shall not approve any subsequent phase of a Project until the Department, with the concurrence of the Department of City Planning, is satisfied that the transportation impacts of the prior phase have been adequately mitigated.

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**B. Project Trip Calculation Procedures.**

**1. Project Trip Generation**

**Calculations.** The Department of Transportation shall calculate Trips based on Trip Generation Formulas By Land Use in Appendix II and from related technical references from the Institute of Traffic Engineers. The City Council, acting by resolution, may revise these formulas, based upon updated reports submitted by the Department of Transportation. The Department of Transportation shall establish the number of Trips for a Project. Where a Project has more than one use, the Trips shall be calculated by adding together the Trips generated by each use proportionate to the floor area of the Project devoted to each use. When a Project includes a use not listed in Appendix II, then the Department shall use reasonable methods to establish the appropriate number of Trips for that use.

**2. Shopping Centers.** For new Shopping Centers which will contain one or more restaurants, a Covenant and

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Agreement shall be required, prior to the issuance of a building permit for the building, which indicates the percentage of floor area to be devoted to restaurants. This figure will be utilized by the Department of Transportation in determining the Project's overall number of Trips and by the Department of Building and Safety in determining the number of required parking spaces, based on the total allowable area for restaurants. Restaurants shall not be permitted within Projects for which a Covenant and Agreement was not filed. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.

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**C. Project Impact Assessment Fees.**

**1. Fee Amount for Each Community.**

The Project Impact Assessment Fees for Net New Trips generated by a Project after November 9, 1985 are as follows:

- a. Studio City: \$3,885 per Net New Trip.
- b. Sherman Oaks: \$4,277 per Net New Trip.
- c. Encino: \$4,277 per Net New Trip.
- d. Tarzana: \$4,153 per Net New Trip.
- e. Woodland Hills: \$2,496 per Net New Trip.

**2. Annual Indexing.** In order that the Project Impact Assessment Fee levied pursuant to this Specific Plan keep pace with the cost of the improvements and services associated with Trip reduction, the fee shall be periodically increased (or decreased) as follows:

The Project Impact Assessment Fee shall be increased (or decreased) as of January 1 of each year by the amount of the percent increase (or decrease) in the City Building Cost Index as determined by the Department of Transportation. To

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reflect this revised Project Impact Assessment Fee, a new Project Impact Assessment Fee table shall be published by the Department of Transportation before December 31 of each year and this table shall automatically supersede the table in Paragraph 1 above.

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 such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Project Impact Assessment Fees.

**3. Interim Control Ordinance Projects Subject to Project Impact Assessment Fee.** Projects for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos.



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165,290, 162,907, 160,406, 160,514 and  
166,313) shall be subject to the  
Ventura/Cahuenga Boulevard Corridor  
Specific Plan's Project Impact Assessment  
Fee.

a. The Department of  
Transportation shall calculate  
the amount that each Interim  
Control Ordinance Applicant  
shall be charged based on Trips  
calculated by the Department of  
Transportation. The Trips will  
be calculated based on  
Subsection B 1 and the fees  
based on Subsection C 1.

b. If a person received  
an approval for a Project  
pursuant to the procedures set  
forth in Ordinance Nos.  
165,290, 162,907, 160,406 and  
160,154 and signed a covenant  
and agreement promising to pay  
the Transportation Impact  
Assessment Fee, then that  
person or any successor in  
interest shall pay this amount

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in one lump sum or in three  
equal, annual payments  
beginning February 1 following  
the effective date of the  
Specific Plan.

**4. Projects Entitled To A Full  
Exemption From Project Impact Assessment  
Fees.** The following Projects shall be  
exempt from the Project Impact Assessment  
Fees:

(i) Supermarket. The  
first cumulative 25,000 square  
feet of additional floor area  
devoted to Supermarket use in  
each community.

(ii) Gas Stations. The  
first two gas stations in each  
community beyond the number in  
existence on the effective date  
of this Specific Plan. This  
exemption shall not apply to  
facilities which include on-  
site body work or Convenience  
Markets.

(iii) Floor area used for  
day care centers.

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(iv) The floor area used for governmental offices or for nonprofit social service facilities which service the general public. The Director shall adopt guidelines for approval by the City Planning Commission defining the category of nonprofit social service facility. These facilities shall house programs which serve the unemployed, indigent and disabled.

(v) The square footage used for publicly accessible meeting rooms, excluding those in hotels and motels.

If an Applicant applies for an exemption pursuant to this subparagraph, the Department of City Planning shall make a determination as to eligibility for this exemption from the requirement to pay the Project Impact Assessment Fee and transmit

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that determination to the Department of Transportation. However, this provision shall cease to have any force and effect after exemptions have been granted for Projects which have exceeded 1466 Net New Trips (5 percent of permitted Net New Trips).

If a land use (listed above) entitled to an exemption is changed to a use not entitled to an exemption, then the new use will be charged a Project Impact Assessment Fee as a condition of Project Approval, based on Net New Trips calculated from use on November 9, 1985.

**5. Partial Fee Exemptions.**

**a. Mixed-Use Projects In The Community Commercial And Regional Commercial Plan Designations.** If the Department of Building and Safety determines that a

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proposed development is a Mixed-Use Project, then the Department shall transmit that determination to the Department of Transportation which shall exempt the residential portion of the Project from the requirement to pay the Project Impact Assessment Fee. In cases where the residential uses constitute more than 25 percent of the total floor area of the Project, only the residential amount up to and including 25 percent of the total floor area will be exempted from the Project Impact Assessment Fee.

**b. Pedestrian Oriented Areas.** Floor area devoted to retail or Pedestrian Serving Uses, when placed at the Ground Floor in Pedestrian Oriented Areas, will be exempt from the Project Impact Assessment Fee. Any application to the

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Department of Building and  
Safety for this exemption shall  
be accompanied by a covenant  
and agreement guaranteeing that  
the Ground Floor be restricted  
for retail or Pedestrian  
Serving Uses. If the  
Department determines that the  
Project is eligible for this  
exemption, it shall transmit  
its determination to the  
Department of Transportation.  
The covenant and agreement  
shall run with the land. It  
shall be binding on future  
owners, successors, heirs, or  
assignees of the owners. It  
shall be executed by all fee  
owners of the property,  
approved by the Department of  
City Planning and then recorded  
with the County Recorder and a  
certified copy delivered to the  
Departments of City Planning,  
Building and Safety and  
Transportation prior to the

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issuance of any building permit.

**D. Findings for Use of Fund.** The funds collected as Project Impact Assessment Fees can be used for any Community-wide or Corridor-wide improvements or services listed in Paragraph F, so long as the General Manager of the Department of Transportation makes the following findings based on substantial evidence:

(1) The improvement or service to be funded will mitigate the adverse impacts of the proposed Project or benefit the owners, occupants, employees and patrons of that Project;

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

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

**E. Proposed Community-Wide and Corridor-Wide Improvements and Services.** The following are the proposed Community-Wide and Corridor-Wide Improvements and Services:

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(1) Minibus, jitney or local shuttle in the Specific Plan area;

(2) Peripheral parking lots or structures in the Specific Plan area;

(3) Intersection Improvements by Community - The priority of construction within each Community will be determined by the Departments of Transportation and City Planning after considering input from the Plan Review Board:

(a) **Studio City.**

Barham Boulevard & Cahuenga Boulevard  
(West)

101 Ramps, Regal Place & Cahuenga  
Boulevard

Lankershim Boulevard & Ventura Boulevard  
Vineland Avenue & Ventura Boulevard  
Tujunga Avenue & Ventura Boulevard  
Colfax Avenue & Ventura Boulevard  
Laurel Canyon Boulevard & Ventura

Boulevard

Coldwater Canyon Avenue & Ventura  
Boulevard

(b) **Sherman Oaks.**

Woodman Avenue & Ventura Boulevard  
Beverly Glen Boulevard & Ventura



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**Boulevard**

- Van Nuys Boulevard & Ventura Boulevard
- Kester Boulevard & Ventura Boulevard
- Sepulveda Boulevard & Ventura Boulevard

**(c) Encino.**

- 101/405 Ramps, Sherman Oaks Avenue & Ventura Boulevard

- Hayvenhurst Avenue & Ventura Boulevard
- Balboa Boulevard & Ventura Boulevard
- White Oak Avenue & Ventura Boulevard

**(d) Tarzana.**

- Lindley Avenue & Ventura Boulevard
- Reseda Boulevard & Ventura Boulevard
- Wilbur Avenue & Ventura Boulevard
- Vanalden Avenue & Ventura Boulevard
- Tampa Avenue & Ventura Boulevard
- Corbin Avenue & Ventura Boulevard

**(e) Woodland Hills.**

- Winnetka Avenue & Ventura Boulevard
- Canoga Avenue & Ventura Boulevard
- DeSoto Avenue & Ventura Boulevard
- Topanga Canyon Boulevard & Ventura

**Boulevard**

- 101 Ramps near Shoup Avenue & Ventura Boulevard

- Fallbrook Avenue & Ventura Boulevard

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101 Ramps, Woodlake Avenue & Ventura  
Boulevard

(4) The City's costs of  
administering the Ventura/Cahuenga  
Boulevard Corridor Specific Plan.

(5) Streetscape improvements in  
Pedestrian Oriented Areas.

**F. Transportation Demand Management.** No  
certificate of occupancy shall be issued unless the  
Applicant executes and records a covenant and  
agreement guaranteeing compliance with the South  
Coast Air Quality Management District (SCAQMD)  
Regulation XV (Rules 1501-1504), amended May 17,  
1990, which regulation includes a requirement for  
TDM, and submits a certified copy to the Department  
of Transportation. The covenant and agreement  
shall run with the land. It shall be binding on  
future owners, successors, heirs, or assignees of  
the owners. It shall be executed by all fee owners  
of the property, approved by the Department of City  
Planning and then recorded with the County Recorder  
and a certified copy delivered to the Departments  
of City Planning, Building and Safety and  
Transportation.

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1                   **Sec. 10. SIGN REGULATIONS.** The Department of  
2 Building and Safety shall not issue a permit for a sign  
3 unless the sign complies with this section. All signs shall  
4 comply with the provisions of LAMC Chapter II, Article 8,  
5 Section 28.00, et seq.; Chapter VI, Article 7, Section 67.00,  
6 et seq.; and Chapter IX, Article 1, Division 62.

7                   **A. Prohibited signs.** In addition to the  
8 signs otherwise prohibited in the LAMC, the  
9 following signs are prohibited:

10                   1. Portable Signs.

11                   2. Signs on free-standing walls,  
12 except directional signs for parking.

13                   3. Off-site commercial signs,  
14 except that existing legally erected off-  
15 site commercial signs may be replaced on  
16 the same or a new site provided that the  
17 location and sign otherwise meet all  
18 current ordinance requirements of  
19 Division 62 Signs, Section 91.6220 Off-  
20 site Signs.

21                   4. Window signs, except store  
22 names, store hours, security signs,  
23 logos, and holiday paintings, provided  
24 they are not placed in the window more  
25 than 30 business days before a holiday  
26 and are removed within ten business days  
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after the holiday.

5. Pole signs in the Regional and Community Commercial plan designation areas and on any corner lot in the Neighborhood/Office Commercial plan designation area.

**B. Number of Signs.**

1. A maximum of one sign is permitted on that portion of a building fronting on Ventura Boulevard or Cahuenga Boulevard, provided the sign conforms to the provisions of Subsection D below. This limitation shall not apply to wall signs.

2. A maximum of one sign is permitted on that portion of a building facing an alley or street other than Ventura or Cahuenga Boulevards, or facing a parking lot, provided the sign conforms to the provisions of Subsection D below.

**C. Further Sign Regulations.**

1. **Regional and Community Commercial Areas.**

(a) **Wall Signs.**

(i) **Area.** Notwithstanding LAMC Section 91.6209(a)(1),(2) and (4) to the

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contrary, the sign area of any wall sign shall not exceed two square feet for each one foot of lot frontage.

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

(b) **Monument Signs.**

(i) **Number of Signs.**  
Notwithstanding LAMC Section 91.6207 (b) to the contrary, no more than one monument sign shall be permitted for each lot.

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

(iii) **Height.** Notwithstanding LAMC Section 91.6207 (c) to the contrary, no monument sign may exceed six (6) feet in Height measured from grade.

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**(c) Projecting Sign.**

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

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

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

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

(v) **Projections.** Notwithstanding LAMC Section 91.6208 to the contrary, no projecting sign shall project more than 18 inches from the building face or a distance from the building face equal to one-half of the width of the adjacent public sidewalk or walkway, whichever is less.

**(d) Temporary Signs.**

(i) **Construction Signs.**

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

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

(ii) **Holiday Decoration.** Holiday decorations or signs shall be permitted, provided they are not posted more than 30 days preceding the holiday and are removed within ten days following the holiday.

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(iii) **Real Estate Signs.**

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

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

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

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

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

(e) **Time and Temperature Signs.** Any time and temperature sign which is not placed on a building roof,



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shall be permitted, provided it has no blinking lights, includes no advertising, the face of the sign is no larger than 16 square feet in area, and the sign conforms to the requirements for projecting signs.

**2. Neighborhood/Office Commercial Plan Designation Areas.**

(a) The regulations in Subsection C 1 above are applicable in Neighborhood/Office Commercial plan designation areas. However, pole signs shall be permitted as described below.

**(b) Pole Signs.**

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

(ii) **Area.** Notwithstanding LAMC Section 91.6211(b)(1) or (2) to the

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contrary, no pole sign shall exceed 35 square feet in sign area, for each face of the sign.

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

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

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

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

**E. Amortization of Signs.**

(i) All signs rendered nonconforming by this Section shall be completely removed from the specific plan area within five years from the effective date of this ordinance; provided, however, that a funding source is established for the purpose of paying just compensation to the owner of the sign. This provision shall not apply to

1 a sign which qualify as an "advertising  
2 display" as defined in Section 5202 of  
3 the State of California Business and  
4 Professions Code.

5 (ii) If a nonconforming sign has  
6 been damaged or partially destroyed by  
7 fire, flood, earthquake or other natural  
8 disaster, to the extent of more than 50  
9 percent of its replacement value at the  
10 time of the damage or destruction, the  
11 damage or destruction is other than  
12 facial copy replacement, and the sign  
13 cannot be repaired within 30 days of the  
14 date of the damage or destruction, then  
15 the sign shall be totally removed within  
16 45 days of the date of the damage or  
17 destruction.

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

**Sec. 11. PUBLIC RIGHT-OF-WAY-IMPROVEMENTS.**

**A. Interim Streetscape Plan.**

1. Until such time as a revised streetscape plan for the Specific Plan area is adopted, the Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," shall be the interim streetscape plan for the Specific Plan area.

2. In granting a zone change, height district change, variance, or conditional use permit within the Specific Plan area, the City may, to the extent otherwise permitted by law, include requirements to encourage pedestrian alternatives to automobile driving. These requirements may include a program of urban design improvements based on the interim streetscape plan described above or when the revised streetscape plan described below is

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adopted, based on that plan. These improvements are intended to differentiate each of the five communities in the Specific Plan area, and within each community, the different commercial land use designations shown on each District Plan map.

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

**B. Revised Streetscape Plan.** Within five years after the adoption of this ordinance, the Department of City Planning, after consultation with the Plan Review Board, and with the approval of the Board of Public Works and Board of Cultural Affairs, shall prepare a detailed streetscape plan for each Specific Plan community. These streetscape plans shall be effective when approved by resolutions of the City Planning Commission, Board of Public Works, and Board of Cultural Affairs.

The revised streetscape plans shall have the

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same purposes as the interim streetscape plan. The permanent streetscape plans shall also identify responsible parties, implementation processes, schedules, and funding mechanisms.

To the extent feasible, the revised streetscape plans shall incorporate the following provisions:

1. **Street Trees.**

(a) Street trees shall be of at least a 36 inch box size at the time of planting. All street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance. In selecting types of trees and standards for spacing between trees, such factors as the appearance, shade producing quality, smog tolerance, irrigation requirements, and ability to withstand high winds shall be considered. The streetscape scheme for each community will include a detailed public landscaping plan, including a

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list of recommended trees.

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

(c) Palm Trees. The revised streetscape plan shall incorporate palm trees on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue.

**2. Planter Boxes.** Planter boxes and other landscaping shall be installed along the sidewalks and plazas where there is sufficient width to maintain and encourage the flow, as well as safety of pedestrians. The placement of these planter boxes shall be approved by the appropriate City agencies. Planter boxes shall be built in a sturdy manner and utilize common materials and colors.

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Sand blasted or textured concrete with tile or color accents may be considered.

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



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the sidewalks. The selected sidewalk materials and design shall be continued in the crosswalks, subject to the approval of the City Engineer.

**4. Street Furniture and Implementation Program.** The streetscape plan required to be prepared for each community in order to create an attractive pedestrian environment shall include program and funding mechanisms, and include provisions for the following elements: benches, graffiti control, hanging planters, lighting, news racks, trash receptacles, as well as the funding of both off-site sign amortization and placing utility wires underground.

**Sec. 12. PLAN REVIEW.**

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

**1. Authorities and Duties of the Plan Review Board.**

(a) Make recommendations to the Director and the General

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Manager of the Department of Transportation concerning the development and implementation of the Specific Plan. To assist in this process, the Plan Review Board will meet with city staff for presentation and review of the staff's annual Specific Plan report.

(b) Make recommendations to the Director and the General Manager of the Department of Transportation regarding the priorities and timing of intersection improvements in the Specific Plan area.

(c) Make recommendations to the Director on the development of revised design guidelines and a revised streetscape plan for each community to encourage pedestrian activity as set forth in Section 11 B of this Specific Plan.

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(d) Make recommendations to the Director at the Director's request on specific Plan related items.

**2. Composition of the Plan Review Board.** The Plan Review Board will consist of 13 voting members. Two members shall be appointed by each of the six Councilpersons of the Council Districts in which the Specific Plan area is located. In the case of communities located in more than one Council District, each Councilmember will select a Plan Review Board member from each community. In addition, one member shall be appointed at-large by the Mayor.

**3. Quorum/Action.** The presence of seven voting members shall constitute a quorum. An approval of any Board action shall require a majority of those present after a quorum has been declared.

**4. Terms.** With the exception of the original 13 members as noted below, members of the Plan Review Board shall be appointed for terms of three years, with only one three year extension permitted,

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if the Councilperson, or the Mayor for the at-large member, so chooses. Of the original 13 members, seven shall be appointed for a three year term, and six for a two year term, thus staggering the terms.

5. **Vacancies.** In the event a vacancy occurs during the term of a member of the Board, the appointing Councilperson, or the Mayor for the at-large member, shall make an interim appointment of a person to fill out the unexpired term of the member.

6. **Meeting Schedule.** The Plan Review Board meeting schedule shall be set by the Departments of City Planning and Transportation.

**B. Periodic Review of the Specific Plan.**

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

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consideration of any recommendations made by the Plan Review Board and submitted to the City Planning Commission and the City Council.

2. **Specific Plan Restudy.** At such time that 10,000 Net New Trips (approximately one-third of the total allowable Trips) are permitted within the Specific Plan area in addition to the Trips existing as of November 9, 1985, the effective date of Ordinance No. 160,406, the Ventura/Cahuenga Interim Control Ordinance, a restudy of all aspects of the Specific Plan shall be jointly undertaken by the Department of City Planning and the Department of Transportation. The costs of administering and implementing the infrastructure improvements of the plan, as well as a recalculation of the number of remaining Trips which can be absorbed by the Boulevard with extensive mitigation, shall be included in the restudy.

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1                   **Sec. 13. ALLEY VACATIONS.** Vacation of any alley  
2 within the Specific Plan area shall be in accordance with  
3 LAMC Section 15.00. A public hearing before either the City  
4 Planning Commission or the City Council shall be provided  
5 prior to any City Council action to vacate an alley. The  
6 Departments of City Planning and Transportation shall make  
7 recommendations to the City Planning Commission and the City  
8 Council as to any proposed alley vacations. In recommending  
9 an approval, the Departments shall find that: 1) the alley  
10 is not necessary for present or prospective public use; 2)  
11 the alley is not needed for vehicular circulation or access;  
12 3) the alley is not needed for non-motorized transportation  
13 facilities; and 4) the proposed alley vacation is consistent  
14 with the general plan.  
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16                   **Sec. 14. OWNERS ACKNOWLEDGMENT OF LIMITATIONS.**  
17 The Department of Building and Safety shall not issue any  
18 building, foundation, sign or grading permit for construction  
19 upon any property within the Specific Plan area until such  
20 time as the owners of the property have executed and recorded  
21 a covenant and agreement acknowledging the contents and  
22 limitations of this Specific Plan. The covenant and  
23 agreement shall run with the land. It shall be binding on  
24 future owners, successors, heirs, or assignees of the owners.  
25 It shall be executed by all fee owners of the property,  
26 approved by the Department of City Planning and then recorded  
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with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.

Sec. 15. **SEVERABILITY.** If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provisions, clause or application, and, to this end, the provisions and clauses of this ordinance are declared to be severable.

Sec. 16. **REPEAL OF THE ENCINO SPECIFIC PLAN.**  
Ordinance No. 153,852 is hereby repealed.

(d\cc\Ventura.1)

Sec. <sup>17</sup>.....The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of.....**DEC 4 1990**

ELIAS MARTINEZ, City Clerk,

By *Elias Martinez*  
Deputy.

Approved.....**JAN 14 1991**

Approved as to Form and Legality

*J. J. [Signature]*  
ACTING Mayor.

<sup>1/4/91</sup>  
.....  
JAMES K. HAHN, City Attorney,

LAS 404256  
1/16

By *Claudia Cullin*  
Deputy.

File No. 85-0926 + 522

City Clerk Fee. 11

Pursuant to Sec. 97.8 of the City Charter, disapproval of this ordinance recommended for the City Planning Commission \_\_\_\_\_

**JAN 4 1991**

See attached report  
*Melanie S. Fallon*  
Director of Planning 