

**Warner Center Specific Plan Revisions for  
Planning and Land Use Management Committee Consideration  
Compiled by the Department of City Planning, February 19, 2013**

1. Policy clarification: Hotel uses count as non-residential floor area for purposes of the specific plan requirements, with ground floor transparency requirements and activity requirements.
2. Policy clarification: Expand Alternate Design Compliance and review flexibility in regards to development standards in relation to pre-existing buildings.  
*Section 5.3.2.1 through 7, and consideration of Sections 6.2.5.2, 3, and 4.*
3. Policy clarification: Adjust language regarding the landscaping of emergency vehicular access areas and pedestrian adapted pathways in Section 6.2.2.4 per the language of the Attachment.
4. Policy clarification: Permit wayfinding signs to be exempt from total sign area provided that their total area is 5% or less of the total sign area.
5. Policy clarification: Incentivized Uses under Section 6.2.1.3(d) may be provided onsite or as otherwise approved within the boundaries of the Specific Plan by the Director in Section 6.2.1.1.8.
6. Technical correction: Add Religious Organizations to the Land Use Matrix, already under Section 3 Conditional Use.
7. Technical correction: Update Specific Plan Appendix A reference to prohibited advertising signs to be consistent with the Sign District.
8. Technical correction: In the Sign District, continue to require hanging signs (as opposed to pedestrian signs) be parallel to the building facade, unless along private rights of way, where such a sign may project perpendicular to the building no more than 8 feet, with a maximum vertical sign dimension of two feet.
9. Technical correction: Clarify that Section 6.2.2.2.6, requiring at least 50% of publicly accessible open space be landscaped also be permitted to comply with the sliding scale outlined in the Minimum Planted Area chart of the Design Guidelines, Page 62 (less landscaping for plazas, more for larger parks, etc)
10. Technical correction: Retain existing language in Section 6.2.6.2(g)(1), but modify Design Guidelines in regards to surface parking lot tree placement. Language regarding the placement of trees in surface parking lots may be added to the Design Guidelines to provide guidance that each surface parking space be within a 30 foot radius of a tree to the satisfaction of the Director of Planning.
11. Technical correction: Clarify Section 6.2.6.2(g) to properly refer to the existing larger setback requirements when a parking garage is adjacent to a street or pathway per the language of the Attachment.
12. Technical correction: Clarify Section 6.1.2.3.7, Activity Nodes, to bring it into consistence with the City Planning Commission approved map, removing Victory Blvd and Owensmouth Ave as a node.
13. Adopt the Street Standards and direct Planning Staff to develop the appropriate street matrix for Street Figures 1-12 of the Specific Plan.

**ATTACHMENT**  
**TO PLUM COMMITTEE REVISIONS FOR CONSIDERATION**  
**February 19, 2013**  
**CF 13-0197**

All levels of staff review may be detailed as follow:

5.1.1 Exemptions.

Any proposed action which conforms to the following shall be considered "Exempt" and not subject to the requirements of the WC2035 Plan. Staff review shall not be necessary. These actions shall be deemed Not Applicable to the requirements of the WC2035 Plan. No review fee shall be required. These actions are not subject to Section 7 of the Plan (Mobility Standards) including the street dedication and improvement requirements.

- 5.1.1.1 Any Project that has obtained a still-valid discretionary land use approval from the City prior to the operative date of this WC2035 Plan.
- 5.1.1.2 Demolitions of any building/structure or portions of building/structure not considered a Historic Resource.
- 5.1.1.3 Grading, less than 1,000 cubic yards.
- 5.1.1.4 Temporary Permits not to exceed 75 consecutive days. Temporary Use of Land Permits, not to exceed seventy-five (75) days per calendar year.
- 5.1.1.5 Any Project where plans were accepted by the Department of Building and Safety for plan check prior to the operative date of this Plan.
- 5.1.1.6 Any Project complying with an emergency order issued by the Department of Building and Safety for the repair of an unsafe or substandard condition.
- 5.1.1.7 The restoration, repair, or remodeling of an existing building/structure provided that the cost of the modification, in any one 12-month period, does not exceed 50 percent of the replacement value of the

building or structure and does not increase the height, floor area, or building footprint of the original building.

5.1.1.8 Tenant improvements or interior remodeling of any existing building, except for interior alterations to the ground floor that will result in the alteration of windows, display windows, entrances, storefronts or otherwise minimize ground floor transparency.

5.1.1.9 Exterior remodeling of any building that exists as of the effective date of this Plan and that does not result in an increase in height, floor area, or the building footprint.

### 5.3.2 Administrative Clearance.

When the Director determines that a Project complies with the requirements of this Plan, a permit may be issued with an Administrative Clearance from the Director of Planning. All of the following Projects qualify for Administrative Clearance:

5.3.2.1 Change of use within an Existing Building or Structure.

Notwithstanding the contrary provisions of Section 12.21-A.4 (m) of the LAMC, or any other provisions of this Plan, no additional parking shall be required for a change of use in an existing building to a use permitted by this Plan. Additionally, a change of use will not be required to comply with the Urban Design Guidelines, the Activity Node and Active Frontage Street requirements and will not require additional street dedication or improvements. Section 7 requirements of this Plan shall apply to these projects including payment of a Mobility Fee, if necessary.

5.3.2.2 New Projects with less than 50 dwelling units or guest rooms which conforms to all provisions of the WC2035 Plan regulations.

5.3.2.3 New Projects with less than 50,000 gross square feet of non-residential floor area, which conforms to all provisions of the WC2035 Plan regulations.

5.3.2.4 Exterior remodeling of any approved project pursuant to Sections 5.3.2 and 5.3.3 of this Plan.

5.3.2.5 Condominium Conversions.

5.3.2.6 Building Additions Not to Exceed 50,000 Net New Square Feet within the Building Envelope of Existing Buildings.

For existing buildings at the effective date of this Plan, a building addition, not to exceed 50,000 net new square feet, shall be considered administratively cleared if a Project results in new Floor Area but does not change the existing Building Envelope, the Project should demonstrate compliance with Plan regulations to the extent feasible however, the Project will not be required to comply with the Urban Design Guidelines, the Activity Node and Active Street Frontage requirements and will not require additional street dedication or improvements. Mechanical additions to buildings are permitted under this section. Section 7 requirements of this Plan shall apply to these projects including payment of a Mobility Fee, if necessary.

5.3.2.7 Building Additions Not to Exceed 50,000 Net New Square Feet Outside the Building Envelope of Existing Buildings.

Existing buildings, as of the effective date of this Plan, shall be permitted only one (1) of the following two (2) addition options and be eligible for Administrative Clearance:

5.3.2.7.1 Vertical Addition. An existing building shall be permitted a vertical addition, not to exceed 50% cumulatively of the existing floor area without being required to comply with all of the Urban Design Guidelines or being required to provide additional street dedications and improvements however, the Project should demonstrate compliance with other provisions of the Plan to the extent feasible. Vertical additions shall be limited to a maximum of 50,000 square feet of floor area.

Section 7 requirements of this Plan shall apply to these Projects including payment of a Mobility Fee, if necessary.

or

5.3.2.7.2 Horizontal Addition. An existing building shall be permitted a horizontal addition, not to exceed 25% cumulatively of the existing floor area without being required to provide additional street dedications and improvements; however, the Project should demonstrate compliance with other provisions of the Plan and Urban Design Guidelines to the extent feasible. Horizontal additions shall be limited to a maximum of 50,000 square feet of floor area.

Section 7 requirements of this Plan shall apply to these projects including payment of a Mobility Fee, if necessary.

Projects which are not eligible for Administrative Clearance must file for Project Permit Compliance. Projects eligible for an Administrative Clearance are not precluded from filing for a Project Permit Compliance pursuant to 5.3.3 below.

### 5.3.3 Project Permit Compliance.

Projects which are not exempted pursuant to Section 5.3.1 above or not receiving an Administrative Clearance pursuant to Section 5.3.2 above shall be subject to LAMC Section 11.5.7-C, including: stand-alone parking structures, Projects which add 50,000 square feet or more of new square footage or 50 or more units, Entertainment Uses pursuant to Section 6, Master Planned Developments, and Multi-Phased Developments shall be subject to Project Permit Compliance.

#### 5.3.3.1 Requirements for Multiple-Phase Projects.

5.3.3.2.1 Notwithstanding LAMC Section 11.5.7-C, the Director may grant a Project Permit Compliance Review for any Project with more than one stage of development (Multiple-Phase Project), as long as the Director approves a Phasing Program for the Project.

5.3.3.2.2 Project Phasing.

An Applicant requesting a Multiple-Phase Project shall comply with the requirements of this Plan, with the following exceptions:

- (a) Temporary surface parking may be permitted by the Director as part of a Multiple-Phase Project.
- (b) Parking in excess of the maximum number of parking spaces shall be permitted for each Phase, provided that the total number of parking spaces does not exceed the total planned for the Multiple-Phased Project.

5.3.3.2.3 Supplemental Application.

For a Multiple-Phase Project, the Applicant shall submit a Supplemental Application to a Project Permit Compliance Review application that describes a Phasing Program containing the following:

- (a) A conceptual site plan including proposed density and land uses for the entire Project;
- (b) The intersections or local residential streets on which the Project may have a Significant Transportation/Mobility Impact including small slow vehicles, pedestrians, and bikes;
- (c) Proposed regional or sub-regional transportation/mobility improvements to be provided as part of the Project;
- (d) TDM programs and goals, and
- (e) The location of facilities and improvements which demonstrate

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

The above requirements may be in the form of estimates for future studies. If any required component of the Application is not provided for a phase of development, a separate application for Administrative Clearance or Project Permit Compliance shall be required for subsequent increments of development.

If detailed plans and elevations are not a part of the Multiple-Phase Supplemental Application, a subsequent Application shall be required prior to issuance of any building permits for each phase of development.

#### 5.3.3.2.4 Phasing Program.

The Phasing Program shall include the following:

- (a) Land use(s) and total Floor Area of the Project in each phase.
- (b) Anticipated Project development phases by date completed.
- (c) Parking allocation between phases.
- (d) Anticipated distribution of modes used by the Project and the amenities supporting these modes for each Project phase.
- (e) Regional or sub-regional transportation/mobility improvements anticipated to be constructed in each Project phase.

#### 5.3.3.2.5 Review of Phasing Program.

Prior to approval of the Phasing Program, the Department of Transportation (DOT) shall review the proposed Phasing Program, identify the Traffic Impact Mitigation (TIM) to be undertaken by the Project Applicant for the initial Project phase, determine and approve any In-Lieu Credits available to the Project, determine that Transportation Demand Management (TDM) program goals are in conformance with the provisions of this Plan and calculate the Mobility Fee for the initial Project Phase. If an Applicant subsequently submits a modification to the Project which results in a change in density or land use and which results in an Increase in Trip generation from an approved Phasing Program, appropriate adjustments in fees, Traffic Impact Mitigation or TDM requirements applicable to the increase shall be made as a condition of DOT approval.

#### 5.3.3.2.6 Multiple-Phase Projects.

Multiple-phase Projects which have been granted Project Permit Compliance Review pursuant to this section shall not be required subsequent Project Permit Compliance Review for future building permit applications, provided that each subsequent phase of development is reviewed by the Director of Planning for substantial consistency with the terms and conditions of the Multiple-Phase Project.

For Multiple-Phased Projects with significant pre-existing building retention, phasing shall demonstrate future compliance with regulations to the extent feasible.



5.3.3.2.7 Modifications to Multiple-Phased Project shall be regulated by LAMC Section 11.5.7-D.

5.3.3.2.8 Covenant. Prior to the issuance of any building permit for the first phase of a multiple-phase Project, the owner(s) of the subject property shall execute and record a Covenant and Agreement, satisfactory to the Departments of Transportation and City Planning on all parcels subject to Multiple-Phased Project.

5.3.3.3 Master Planned Projects.

5.3.3.3.1 Intent.

All Projects on properties 217,800 square feet (i.e., five acres) or greater or under common ownership with 217,800 square feet (i.e., five acres) or greater that provide two or more buildings which have functional linkages such as pedestrian or vehicular connections, with compatible architectural and landscape features constituting distinctive design elements. Additionally, in order to implement pedestrian activity and walkability goals, Master Planned Projects are subject to the requirements designed to provide for a complete network of Pedestrian Accessible Open Spaces.

5.3.3.3.2 Requirements.

Any Project over 217,800 square feet (i.e., five acres) or greater in lot area or common contiguous ownership or common utilization (parking, architecture, etc.) shall be Master Planned and must submit a Supplemental application for Master Planned Developments to the Department of City Planning. Any qualifying Project shall comply with all requirements established in

Section 6.2 of this Plan. For Master-Planned Projects with significant pre-existing building retention, the Project shall demonstrate compliance with Plan regulations to the extent feasible.

6.2.2.3.2 New Streets may be credited up to a maximum of fifty-percent (50%) of a Projects Publically Accessible Open Space (PAOS) requirement under the conditions that all requirements established in Section 6.2.2.2.1 through 6.2.2.2.7 are satisfied. Pedestrian Adapted Pathways may be credited one-hundred percent (100%) toward a Projects Publically Accessible Open Space (PAOS) requirement under the conditions that all requirements established in Section 6.2.2.2.1 through 6.2.2.2.7 are satisfied.

6.2.2.3.3 Emergency vehicle access lanes square footage may be credited toward the PAOS requirements under the condition that the lane satisfies the requirements established in the Municipal Code, that all requirements established in Section 6.2.2.2.1 through 6.2.2.2.7 and 6.2.5.2.2 are satisfied, and that it is incorporated into the Project with City approved grasscrete pattern, if feasible. If grasscrete is not a feasible option, the lane shall be appropriately landscaped, hardscaped, and designed as determined by the Director of Planning in consultant with the Urban Design Studio.

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

- (a) It is accessible and visible from a public or private street, new street, or pedestrian adapted pathway.

Accessibilty shall be limited to a slope that is walkable, bike able, and ADA compliant. All projects providing PAOS shall provide identification signage or other means to display that the PAOS is available to the public. Signage which identifies PAOS for a project shall not be counted against a Projects signage limitation pursuant to the Plan's sign ordinance.

- (b) Public amenities and landscaping must be provided.
- (c) It is visible from the public way or PAOS and is made obvious it is available to the public.

#### 6.2.2.4 Limitations.

6.2.2.4.1 All Projects shall provide on-going maintenance, public access, and operation of PAOS areas through a covenant. The covenant shall be recorded as part of the Project's permit conditions of approval clearance process.

6.2.2.4.2 Exceptions granted under Sections 6.2.2.3.2, 6.2.2.3.3, 6.2.2.3.4, may, in any combination, comprise no more than 66% of a Projects total PAOS. Within the remaining 34% of PAOS, at least one (1) gathering space of a minimum of 500 square feet shall be provided meeting the requirements of this section and the intent of Section 7 of the Urban Design Guidelines.

#### 6.2.2.5 Prohibitions.

For the purposes of this Section, the following uses shall not be counted toward a Project's PAOS requirements including: surface parking areas, open storage areas, private open space areas not accessible to the general public, swimming pools and spas unless open to the general public, loading docks and parking, driveway

entrance/exit area, public sidewalks, public parkway, and detached or attached utility areas/pads

6.2.2.4 Limitations.

6.2.2.4.1 All Projects shall provide on-going maintenance, public access, and operation of PAOS areas through a covenant. The covenant shall be recorded as part of the Project's permit conditions of approval clearance process.

6.2.2.4.2 Exceptions granted under Sections 6.2.2.3.2, 6.2.2.3.3, 6.2.2.3.4, may, in any combination, comprise no more than 66% of a Projects total PAOS. The landscaping provided per Section 6.2.2.2.6 qualifying the EVAS as PAOS shall be included in the sixty-six percent (66%) limitation. Within the remaining thirty-four percent (34%) of PAOS, at least one (1) gathering space of a minimum of 500 square feet and a minimum dimension of 20 feet shall be provided meeting the requirements of this section and the intent of Section 7 of the Urban Design Guidelines. The setbacks required along the public way shall be included in the remaining thirty-four percent (34%).

6.2.6.2

(g) Landscaping Requirements for Parking Facilities.

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

(1) Surface Parking.

For new surface parking: One canopy tree shall be provided for every four net new parking spaces. These trees shall be shade producing trees at least 24-inch box size and a minimum of eight feet in height from the ground at time of planting. At maturity,

the trees must be of a type expected to be at least 30 feet in height, with a minimum tree canopy diameter of 50% of its height. These trees shall be distributed throughout the parking lot so as to shade the surface parking area. The distribution shall not preclude groups or clusters of trees located throughout the parking lot. Solar structures may be implemented instead at the discretion of the Director of Planning. The top of a parking structure shall not be considered surface parking. Auto dealer inventory areas are excluded.

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

The following provisions shall apply to all Projects with a parking structure of that portion of a building used for parking:

A minimum landscaped setback of five (5) feet shall be observed on the perimeter of standalone parking structures or any portion of a building used for parking at grade or above grade not located adjacent to a public street, new public or private street, or PAP. Setbacks adjacent to a public street, new public or private street, or PAP shall meet the requirements for setbacks as required for that district. The setback shall include a berm, hedge or combination of hedge and berm, measuring at least 36 inches in height that may contain openings as necessary to avoid potential adverse safety and security impacts.

WARNER CENTER 2035 PLAN PROPOSED STREET STANDARDS 2/12/13 - NORTH/SOUTH STREETS

Street Name	District	Side of Street	North Boundary	South Boundary	Existing Planned Dimensions			Existing Designation	Proposed Dimensions					Proposed Designation
					1/2 sidewalk	1/2 road	1/2 ROW		1/2 sidewalk	1/2 parkway	1/2 road	1/2 ROW	1/2 easement	
Canoga Av.	Commerce	East	Califa St.	101 Freeway	12'	40' - 45'	52' - 57'	major highway, class 2	8'	8'	40'	50'	6'	major highway, class 2
Canoga Av.	Downtown	East	Victory Bl.	Califa St.	12'	40'	52'	major highway, class 2	8'	8'	40'	50'	6'	major highway, class 2
Canoga Av.	Downtown	West	Victory Bl.	Califa St.	12'	40'	52'	major highway, class 2	8'	8'	40'	50'	6'	major highway, class 2
Canoga Av.	Park	West	Califa St.	101 Freeway	12'	40' - 45'	52' - 57'	major highway, class 2	8'	8'	40'	50'	6'	major highway, class 2
Canoga Av.	River	East	River	Vanowen St.	12'	40'	52'	major highway, class 2	8'	8'	40'	50'	6'	major highway, class 2
Canoga Av.	River	West	River	Vanowen St.	12'	40'	52'	major highway, class 2	8'	8'	40'	50'	6'	major highway, class 2
Canoga Av.	Uptown	East	Vanowen St.	Victory Bl.	12'	47' - 54'	59' - 66'	major highway, class 2	8'	8'	40'	50'	6'	major highway, class 2
Canoga Av.	Uptown	West	Vanowen St.	Victory Bl.	12'	47' - 54'	59' - 66'	major highway, class 2	8'	8'	40'	50'	6'	major highway, class 2
De Soto Av.	College	West	Victory Bl.	Oxnard St.	12'	51' - 56'	63' - 68'	major highway, class 1	8'	0	32'	40'	0	major highway, class 1
De Soto Av.	Commerce	West	Oxnard St.	101 Freeway	12'	51'	63' - 68'	major highway, class 1	8'	0	32'	40'	0	major highway, class 1
De Soto Av.	North Village	West	Vanowen St.	River	12'	51' - 56'	63' - 68'	major highway, class 1	8'	0	32'	40'	0	major highway, class 1
De Soto Av.	River	East	River	Vanowen St.	12'	51' - 56'	63' - 68'	major highway, class 1	8'	0	32'	40'	0	major highway, class 1
De Soto Av.	River	West	River	Vanowen St.	12'	51' - 56'	63' - 68'	major highway, class 1	8'	0	32'	40'	0	major highway, class 1
Eton Av.	North Village	East	Vanowen St.	Kittridge St.	8'	22'	30'	local	8'	0	22'	30'	0	local
Eton Av.	North Village	West	Vanowen St.	Kittridge St.	8'	22'	30'	local	8'	0	22'	30'	0	local
Eton Av.	River	East	River	Vanowen St.	8'	22'	30'	local	8'	0	22'	30'	0	local
Eton Av.	River	West	River	Vanowen St.	8'	22'	30'	local	8'	0	22'	30'	0	local
Independence Av.	College	East	Victory Bl.	-500' South of Independence Av.	8'	22'	30'	local	8'	0	22'	30'	0	local
Independence Av.	College	West	Victory Bl.	-500' South of Independence Av.	8'	22'	30'	local	8'	0	22'	30'	0	local
Independence Av.	North Village	East	Vanowen St.	Victory Bl.	8'	22'	30'	local	8'	0	22'	30'	0	local
Independence Av.	North Village	West	Vanowen St.	Victory Bl.	8'	22'	30'	local	8'	0	22'	30'	0	local
Independence Av.	River	East	River	Vanowen St.	8'	22'	30'	local	8'	0	22'	30'	0	local
Independence Av.	River	West	River	Vanowen St.	8'	22'	30'	local	8'	0	22'	30'	0	local
Owensmouth Av.	Downtown (Transit Hub)	East	Erwin St.	Oxnard St.	8'	32'	40'	modified collector	10'	8'	27.5'	45.5'	0	modified collector
Owensmouth Av.	Downtown (Transit Hub)	West	Erwin St.	Oxnard St.	8'	32'	40'	modified collector	10'	7'	27.5'	44.5'	0	modified collector
Owensmouth Av.	Downtown (N. of Hub)	East	Victory Bl.	Erwin St.	8'	32'	40'	modified collector	8'	8'	32'	45'	8'	modified collector
Owensmouth Av.	Downtown (N. of Hub)	West	Victory Bl.	Erwin St.	8'	32'	40'	modified collector	8'	8'	32'	45'	8'	modified collector
Owensmouth Av.	Downtown (S. of Hub)	East	Oxnard St.	Califa St.	8'	32'	40'	modified collector	8'	8'	32'	45'	8'	modified collector
Owensmouth Av.	Downtown (S. of Hub)	West	Oxnard St.	Califa St.	8'	32'	40'	modified collector	8'	8'	32'	45'	8'	modified collector
Owensmouth Av.	Park	East	Califa St.	101 Freeway	8'	32'	40'	modified collector	8'	8'	32'	45'	8'	modified collector
Owensmouth Av.	Park	West	Califa St.	101 Freeway	8'	32'	40'	modified collector	8'	8'	32'	45'	8'	modified collector
Owensmouth Av.	River	East	River	Vanowen St.	8'	32'	40'	modified collector	8'	8'	32'	45'	8'	modified collector
Owensmouth Av.	River	West	River	Vanowen St.	8'	32'	40'	modified collector	8'	8'	32'	45'	8'	modified collector
Owensmouth Av.	Uptown	East	Vanowen St.	Victory Bl.	8'	32'	40'	modified collector	8'	8'	32'	45'	8'	modified collector
Owensmouth Av.	Uptown	West	Vanowen St.	Victory Bl.	8'	32'	40'	modified collector	8'	8'	32'	45'	8'	modified collector
Variel Av.	College	East	Victory Bl.	Oxnard St.	8'	32'	40'	modified collector	8'	8'	32'	40'	8'	modified collector
Variel Av.	College	West	Victory Bl.	Oxnard St.	8'	32'	40'	modified collector	8'	8'	32'	40'	8'	modified collector
Variel Av.	Commerce	East	Oxnard St.	Burbank Bl.	8'	32'	40'	modified collector	8'	8'	32'	40'	8'	modified collector
Variel Av.	Commerce	West	Oxnard St.	Burbank Bl.	8'	32'	40'	modified collector	8'	8'	32'	40'	8'	modified collector
Variel Av.	North Village	East	Vanowen St.	MTA Orangeline ROW	8'	32'	40'	modified collector	8'	8'	32'	40'	8'	modified collector
Variel Av.	North Village	West	Vanowen St.	MTA Orangeline ROW	8'	32'	40'	modified collector	8'	8'	32'	40'	8'	modified collector
Variel Av.	River	East	River	Vanowen St.	8'	32'	40'	modified collector	8'	8'	32'	40'	8'	modified collector
Variel Av.	River	West	River	Vanowen St.	8'	32'	40'	modified collector	8'	8'	32'	40'	8'	modified collector
Variel Av.	Uptown	East	MTA Orangeline ROW	Victory Bl.	8'	32'	40'	modified collector	8'	8'	32'	40'	8'	modified collector
Variel Av.	Uptown	West	MTA Orangeline ROW	Victory Bl.	8'	32'	40'	modified collector	8'	8'	32'	40'	8'	modified collector
Vassar Av.	Downtown	East	Oxnard St.	Califa St.	8'	22'	30'	local	8'	0	22'	30'	0	local
Vassar Av.	Park	West	Oxnard St.	Califa St.	8'	22'	30'	local	8'	0	22'	30'	0	local
Topanga Canyon Bl.	Downtown	East	Victory Bl.	Oxnard St.	12'	40' - 71'	52' - 83'	major highway, class 2	8'	8'	42'	50'	8'	major highway, class 2
Topanga Canyon Bl.	Park	East	Oxnard St.	Burbank Bl.	12'	40'	52'	major highway, class 2	8'	8'	42'	50'	8'	major highway, class 2
Topanga Canyon Bl.	Topanga	West	River	Burbank Bl.	12'	40' - 71'	52' - 83'	major highway, class 2	8'	8'	42'	50'	8'	major highway, class 2
Topanga Canyon Bl.	Uptown	East	Vanowen St.	Victory Bl.	12'	40' - 59'	52' - 71'	major highway, class 2	8'	8'	42'	50'	8'	major highway, class 2

WARNER CENTER 2035 PLAN PROPOSED STREET STANDARDS 2/12/13 - EAST/WEST STREETS

Street Name	District	Side of Street	East Boundary	West Boundary	Existing Planned Dimensions			Existing Designation	Proposed Dimensions					Proposed Designation
					1/2 sidewalk	1/2 road	1/2 ROW		1/2 sidewalk	1/2 parkway	1/2 road	1/2 ROW	1/2 easement	
Burbank Bl.	Commerce	North	De Soto Av.	Canoga Av.	8'	35'	43'	secondary	8'	8'	35'	45'	6'	modified secondary
Burbank Bl.	Commerce	South	De Soto Av.	Canoga Av.	8'	35'	43'	secondary	8'	8'	35'	45'	6'	modified secondary
Burbank Bl.	Park	North	Canoga Av.	Topanga Canyon Bl.	8'	35'	43'	secondary	8'	8'	35'	45'	6'	modified secondary
Burbank Bl.	Park	South	Canoga Av.	Topanga Canyon Bl.	8'	35'	43'	secondary	8'	8'	35'	45'	6'	modified secondary
Burbank Bl.	Topanga	North	Topanga Canyon Bl.	~500' W. of Topanga Cyn. Bl.	8'	35'	43'	secondary	8'	8'	35'	45'	6'	modified secondary
Califa St.	Commerce	North	De Soto Av.	~750' East of Canoga Av.	8'	32'	40'	modified collector	8'	0	32'	40'	0	modified collector
Califa St.	Commerce	South	De Soto Av.	~750' East of Canoga Av.	8'	32'	40'	modified collector	8'	0	32'	40'	0	modified collector
Califa St.	Downtown	North	~750' East of Canoga Av.	Vassar Av.	8'	32'	40'	modified collector	8'	0	32'	40'	0	modified collector
Califa St.	Park	South	Canoga Av.	Topanga Canyon Bl.	8'	32'	40'	modified collector	8'	0	32'	40'	0	modified collector
Erwin St.	Commerce	North	De Soto Av.	~1,500' East of Canoga Av.	8'	24'	32'	collector	8'	0	24'	32'	0	collector
Erwin St.	Commerce	South	De Soto Av.	~1,500' East of Canoga Av.	8'	24'	32'	collector	8'	0	24'	32'	0	collector
Erwin St.	Park	North	~1,500' West of Canoga Av.	Topanga Canyon Bl.	8'	24'	32'	collector	8'	0	24'	32'	0	collector
Erwin St.	Park	South	~1,500' West of Canoga Av.	Topanga Canyon Bl.	8'	24'	32'	collector	8'	0	24'	32'	0	collector
Erwin St.	Topanga	North	Topanga Canyon Bl.	Glade Av.	8'	24'	32'	collector	8'	0	24'	32'	0	collector
Erwin St.	Topanga	South	Topanga Canyon Bl.	Glade Av.	8'	24'	32'	collector	8'	0	24'	32'	0	collector
Kilridge St.	North Village	North	De Soto Av.	Eton Av.	8'	22'	30'	local	8'	0	22'	30'	0	local
Kilridge St.	North Village	South	De Soto Av.	Eton Av.	8'	22'	30'	local	8'	0	22'	30'	0	local
Marylee St.	Park	North	Owensmouth Av.	Topanga Canyon Bl.	8'	22'	30'	local	8'	0	22'	30'	0	local
Marylee St.	Park	South	Owensmouth Av.	Topanga Canyon Bl.	8'	22'	30'	local	8'	0	22'	30'	0	local
Oxnard St.	College	North	Canoga Av.	~750' East of Canoga Av.	12'	45'	57'	major highway, class 2	8'	8'	38'	52'	2'	major highway, class 2
Oxnard St.	Commerce	South	Canoga Av.	~750' East of Canoga Av.	12'	45'	57'	major highway, class 2	8'	8'	38'	52'	2'	major highway, class 2
Oxnard St.	Downtown	North	~750' West of Canoga Av.	Vassar Av.	12'	40'	52'	major highway, class 2	8'	8'	38'	52'	2'	major highway, class 2
Oxnard St.	Downtown	South	~750' West of Canoga Av.	Vassar Av.	12'	40'	52'	major highway, class 2	8'	8'	38'	52'	2'	major highway, class 2
Oxnard St.	Park	South	Vassar Av.	Topanga Canyon Bl.	12'	40'	52'	major highway, class 2	8'	8'	38'	52'	2'	major highway, class 2
Oxnard St.	Topanga	North	Topanga Canyon Bl.	~600' West of Topanga Cyn Bl.	12'	40'	52'	major highway, class 2	8'	8'	38'	52'	2'	major highway, class 2
Oxnard St.	Topanga	South	Topanga Canyon Bl.	~600' West of Topanga Cyn. Bl.	12'	40'	52'	major highway, class 2	8'	8'	38'	52'	2'	major highway, class 2
Vanowen St.	North Village	North	De Soto Av.	Canoga Av.	12'	41' - 44'	53' - 56'	major highway, class 2	8'	6'	35'	45'	4'	major highway, class 2
Vanowen St.	River	South	De Soto Av.	~750' West of Owensmouth Av.	12'	41' - 44'	53' - 56'	major highway, class 2	8'	8'	35'	45'	6'	major highway, class 2
Vanowen St.	Topanga	North	Topanga Canyon Bl.	Hanna Av.	12'	41' - 44'	53' - 56'	major highway, class 2	8'	6'	35'	45'	4'	major highway, class 2
Vanowen St.	Topanga	South	Topanga Canyon Bl.	Hanna Av.	12'	41' - 44'	53' - 56'	major highway, class 2	8'	8'	35'	45'	6'	major highway, class 2
Vanowen St.	Uptown	North	Canoga Av.	Topanga Canyon Bl.	12'	43'	55'	major highway, class 2	8'	6'	35'	45'	4'	major highway, class 2
Vanowen St.	Uptown	South	Canoga Av.	Topanga Canyon Bl.	12'	43'	55'	major highway, class 2	8'	8'	35'	45'	6'	major highway, class 2
Victory Bl.	College	South	De Soto Av.	~1,500' West of Canoga Av.	12'	51' - 56'	63' - 68'	major highway, class 1	8'	8'	56'	68'	4'	major highway, class 1
Victory Bl.	Downtown	South	~1,500' West of Canoga Av.	Topanga Canyon Bl.	12'	51' - 56'	63' - 68'	major highway, class 1	8'	8'	56'	68'	4'	major highway, class 1
Victory Bl.	North Village	North	De Soto Av.	Variel Av.	12'	51' - 56'	63' - 68'	major highway, class 1	8'	8'	56'	68'	4'	major highway, class 1
Victory Bl.	Topanga	North	Topanga Canyon Bl.	~150' West of Topanga Cyn Bl.	12'	51' - 56'	63' - 68'	major highway, class 1	8'	8'	56'	68'	4'	major highway, class 1
Victory Bl.	Topanga	South	Topanga Canyon Bl.	~150' West of Topanga Cyn Bl.	12'	51' - 56'	63' - 68'	major highway, class 1	8'	8'	56'	68'	4'	major highway, class 1
Victory Bl.	Uptown	North	Variel Av.	Topanga Canyon Bl.	12'	51' - 56'	63' - 68'	major highway, class 1	8'	8'	56'	68'	4'	major highway, class 1